

SIU Wins Esso Division Vote

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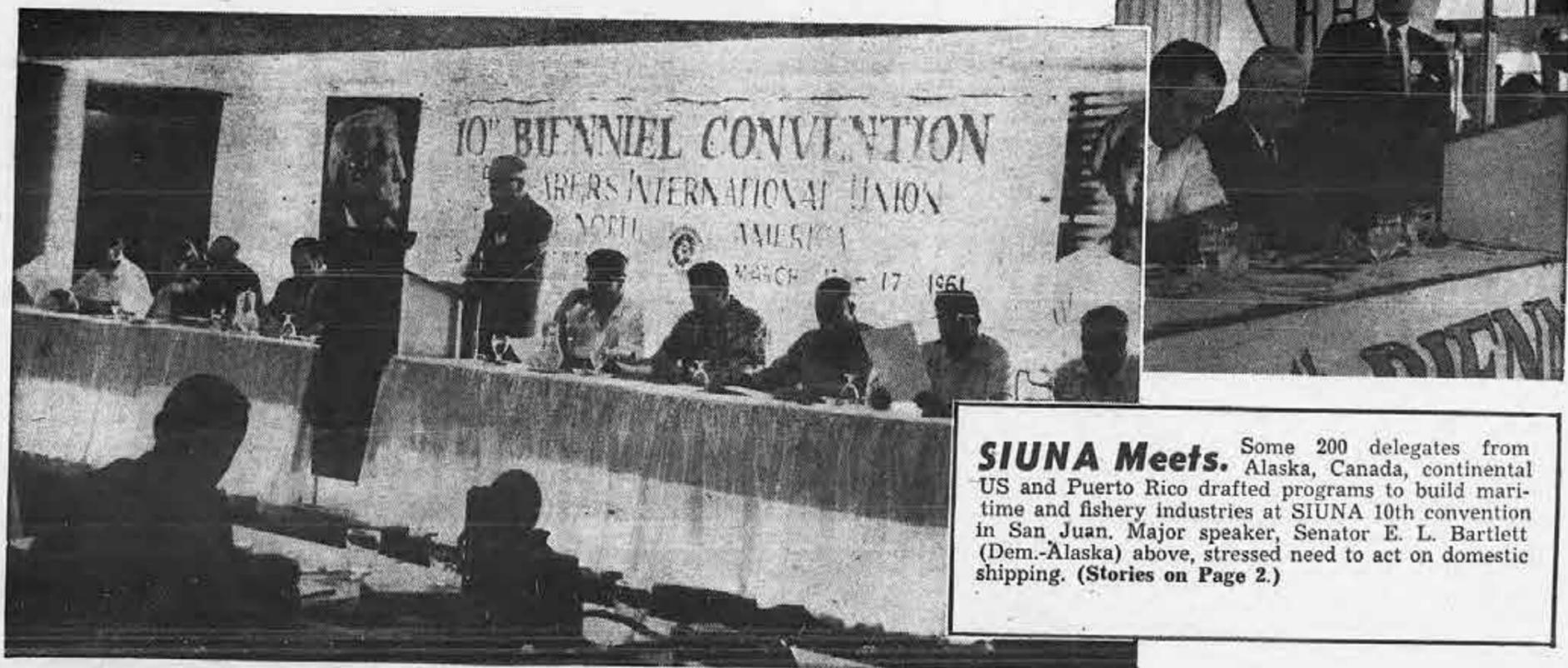
Delegates Convene In Puerto Rico:

SIUNA TACKLES KEY MARITIME, FISHING ISSUES

Seamen, Fishermen, Allied Crafts Draft Program Of Action

- Backs Caribbean Maritime Group
- Pledges Domestic Trade Campaign
- Urges Overhaul Of US Subsidies
- Supports National Bargaining Body
- Calls Organizing Major Objective
- Seeks Protection For US Fisheries
- Endorses Health, Safety Programs

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SIUNA Meets. Some 200 delegates from US and Puerto Rico drafted programs to build maritime and fishery industries at SIUNA 10th convention in San Juan. Major speaker, Senator E. L. Bartlett (Dem.-Alaska) above, stressed need to act on domestic shipping. (Stories on Page 2.)

10th Convention in San Juan

SIUNA Maps Program On Ship, Fish Issues

SAN JUAN, Puerto Rico—Two hundred delegates attending the 10th biennial convention of the 75,000-member Seafarers International Union of North America reviewed the organization's considerable organizing progress and drafted programs to revitalize the maritime and fishing industries in the United States.

Delegates attending the convention from SIUNA affiliates in Alaska, Canada, the continental United States and Puerto Rico heard reports on organizing gains involving several thousand workers on the Great Lakes, in the West Coast, in the Inland Boatmen's field and in Puerto Rico. They resolved to continue the effective organizing programs which have been so successful in the past two years.

Prior to approving steps aimed at rejuvenating the maritime industry so as to protect and expand job opportunities, the convention heard a report from SIUNA President Paul Hall in which he indicted the "flabby management" of American-flag shipping. Labor must take the lead in providing a fresh approach to the problems of the industry and must work with management in developing new ideas on the subsidy issue and on revision of the 1936 Merchant Marine Act so that US shipping can cope "with the realities of world trade."

Subsidies Inadequate

Among urgent needs, he declared, were subsidy aid in the bulk ore and oil import trades and in domestic shipping. Present subsidies, limited to a small segment of package trade, no longer meet the requirements of existing trade patterns.

The vehicle for a joint labor-management approach in this area, he said, is the National Committee for Maritime Bargaining composed of ten seamen's unions.

The convention subsequently passed a resolution wholly supporting the committee's program and calling upon those unions still outside the committee to join it in its attack on the problem besetting the shipping industry.

Among other significant actions of the convention were the following:

• Delegates voted to sup-

port a Maritime Federation of the Caribbean in conjunction with other democratic unions in that area, as proposed by the Maritime Trades Department, and suggested that headquarters be set up in San Juan.

• They specifically supported the position of the National Committee on Maritime Bargaining on the need to revise Government and industry approaches on such issues as subsidies, domestic shipping, MSTs competition with private shipping and others.

• Delegates also placed particular emphasis on the need for reviving domestic trades and on protecting American-flag fishing operations, as well as the fisheries themselves, now threatened with depletion by an upsurge of Soviet fishing activity.

• They voted their unanimous support for the principles of vigorous organizing in all areas so as to continue the impressive growth of the international union.

• Strong support was voted for the AFL-CIO program of social legislation including medical care for the aged and aid to housing and education.

• They revamped the structure of the SIUNA, providing for a broadened executive group to discharge international union responsibilities.

The five-day meeting at the La Concha hotel heard a good deal on the subject of domestic shipping from two major speakers, Senator E. L. "Bob" Bartlett (Dem.-Alaska) and John Weller, president of Seatrains Lines. Senator Bartlett pointed up the twin problem of domestic shipping—high freight rates to offshore areas such as Alaska, Hawaii and Puerto Rico coupled with a decline in ship operation in that trade. He criticized the failure of the Maritime Administration, the Interstate Commerce Commission and other agencies to come forth with solutions of any kind in this area.

Turning to the fishing industry, Senator Bartlett noted the need for either quota restrictions or

tariffs in this area, adding that even in the Federal school lunch program, 80 percent of the fish purchased is from foreign sources.

Weller praised the SIU for the "forceful steps" it has taken to salvage the domestic shipping industry. He repudiated the accusation that trade unions were in any way responsible for the industry's problems. "Featherbedding is not our problem as it is said to be elsewhere," he declared. On the contrary, the existing domestic trade operations are a "model of mechanized efficiency." The problem lies instead in the railroads' "reckless campaign" to destroy shipping.

The close ties which have been forged between seamen's unions on the issue of joint bargaining were pointed up by Ed Altman, president of the Marine Engineers Beneficial Association. One of the objectives of the joint bargaining approach is to obtain revisions in the operation of US shipping so as to make it an effective industry and help preserve and expand job opportunities for seamen. MEBA attorney Lee Pressman, who also addressed the meeting, charged that major oil companies were road-blocking the program because they do not want US operators to discuss the run-away issue with seamen's unions.

Seek Peaceful Solution

In the international labor arena aside from acting on the Caribbean Federation, the delegates agreed as recommended by the international affiliations committee, that a peaceful solution should be sought to the dispute between the SIU of Canada and the National Union of Seamen of Great Britain. A committee is to be appointed to resolve the issues arising out of the NUS charge against the Canadians before the International Transportworkers Federation. The dispute arose originally out of the practice of Canadian shipowners in using the British flag to escape Canadian wage scales.

Nationally, the convention agreed to affiliate the SIUNA with the Railway Labor Executive Association.

The convention approved the findings of the international union executive board on charges filed in the Marine Cooks and Stewards Union. The charges led to extensive public hearings by the international on the West Coast last August.

International union officers elected for the next two-year terms were: Paul Hall, President; Morris Weisberger, Hal Banks and Cal Turner, executive vice-presidents for the Pacific District, Canada and the Atlantic, Gulf and Lakes District; and John Hawk, international representative.

Chosen as vice-presidents were William Jordan, Marine Firemen; Ed Turner, Marine Cooks; Captain John Fox, Inlandboatmen's Union of the Pacific; Bert Lanpher, Staff Officers; Andrea Gomez, Lester Balingier and Lester Caveney, Cannery Workers and Fishermen's affiliates; George Johansen, Alaska Fishermen's Union. Three positions were left open for the Atlantic Fishermen, New Bedford Fishermen and the Sugar Workers Union.

New Orleans was selected as the site for the 1963 convention.

SIU Members Convention Guests



Members of SIU Puerto Rico Division sit under commonwealth flag as they attend proceedings on first day of the SIUNA convention in San Juan.

Digest Of SIUNA Convention Actions

The SIUNA convention acted on 47 resolutions dealing with a wide variety of issues confronting the Union and the rest of the labor movement. The following represents a sampling of some of the more important issues taken up by the convention.

DOMESTIC TRADE: Pledges to intensify efforts to secure revival of the coastwise industry and assure representation for the shipping industry on the ICC.

SUBSIDY: Support steps to overhaul the subsidy program in light of changing patterns of foreign trade.

AUTOMATION AND MAN-NING: Served notice on management that it intends to take all necessary steps to protect existing manning scales and play a role in determining scales for newer ship types.

CIVIL RIGHTS: Strongly supports the AFL-CIO Council's call for a Federal Fair Employment Practices Act.

WATERFRONT COMMISSION: Reaffirms its vigorous opposition to any extension of Waterfront Commission authority and supports legislative enactment of safeguards for longshoremen and maritime workers.

MARITIME FEDERATION OF THE CARIBBEAN: Urges the establishment of the Federation as soon as possible with headquarters in San Juan, Puerto Rico.

NATIONAL COMMITTEE FOR MARITIME BARGAINING: Asks for efforts to obtain the participation of all American maritime unions in this program as in the best interest of American seamen and the maritime industry.

SOCIAL LEGISLATION: Support legislation in this field and especially programs to promote middle-income housing, low-cost drugs and medicines and other services essential to the well-being of the American worker and his family.

ARAB BLACKLIST: Reaffirms belief in absolute freedom of the seas for all ships and calls on the Government to eliminate the blacklist.

ORGANIZING: Urge affiliates to pursue a vigorous program both to protect the jobs and benefits

of the present membership and to organize the unorganized.

HEALTH AND SAFETY: Would promote and intensify medical and safety programs for the protection of Union members; expand clinic operations; bring foreign ship safety standards up to those of the US, and strengthen PHS.

ANTI-TRUST ABUSE OF FISHERMEN: Extend the coverage of the Taft-Hartley Act to fishermen and end anti-trust abuse through prosecution for price-fixing.

BANKRUPTCY SAFEGUARD: Endorse provisions to assure seamen of prompt payment of wages and benefits in event of financial difficulties.

QUOTAS ON FISH IMPORTS: Support Federal legislation to provide American fishermen with adequate share of domestic market.

SEARS-ROEBUCK BOYCOTT: Support Retail Clerks International Association boycott against Sears-Roebuck and its anti-union policy.

PUBLIC HEALTH HOSPITALS: Reaffirm long-standing support of the Public Health Hospital system by the Union and asks for more generous appropriations and fairer interpretation of 90-day admission rule.

LANDRUM-GRIFFIN: Took particular exception to bonding provisions of the Act, among others, because of enormous costs imposed upon unions which benefit only the bonding companies.

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SIU Wins Esso Division Vote



At left, Earl Shepard, SIU vice-president, greets Congressman Sam Freidel of Baltimore at opening of new Baltimore clinic. At right, Dr. Francisco Berio, deputy secretary Puerto Rico Department of Health, cuts ribbon opening Puerto Rico clinic. Loking on is clinic director Dr. Gilberto Rivera Hernandez.

Two New Clinics Opened For Seafarers, Families

Two more health clinics—one in Baltimore, Md., and the second in Santurce, Puerto Rico—have been opened by the SIU Welfare Plan's Medical Department, bringing the total to six medical centers operated by the Union.

The Baltimore clinic was officially opened Monday, February 25 in the Baltimore Union Hall, replacing a clinic located some distance away from the center of Union activities.

First Puerto Rican Clinic
The Santurce clinic, located at 1856 Fernandez Juncos Ave., Stop 26, was opened Thursday, March 16 and is the first medical facility of its kind to serve Seafarers and their families in Puerto Rico.

Similar in operation to the other SIU clinics, the medical centers will provide free head-to-toe medical examinations and outpatient treatment for Union members and their families. The fully equipped clinics have x-ray, electro-cardiograph, urinalysis and other laboratory service facilities.

The Baltimore center, considered to have one of the largest outpatient clinics in the city, is located on the fourth deck of the Union hall. Its staff is headed by Dr. Oscar Camp and includes three doctors, available at various times of the day, three lab technicians and a clerical staff.

Dependent Days
Tuesday and Thursday afternoons are set aside for the use of Seafarer's wives, children and dependent parents, while weekday mornings are devoted to Seafarers.

The Puerto Rican clinic will serve the almost 5,000 SIU members and their dependents in the island, and it is estimated to be able to provide some 1,700-1,800 examinations per month.

SIU's Medical Department on the island is headed by Dr. Rivera Hernandez of Hospital Rivera Hernandez, Santurce. He will conduct the medical program with a full-time staff of six, including two other doctors, plus a panel of medical specialists for consultation.

Delegates to the 10th Biennial Convention of the SIUNA attended the ribbon-cutting ceremonies

opening the Santurce center. Other guest included representatives from government departments, the medical profession, and other labor groups.

Guests at the open-house ceremonies at the Baltimore clinic, conducted the previous Saturday from 2 to 5 p.m. in extremely bad weather,

included Baltimore Mayor J. Harold Grady; Phil Goodman, president of the City Council; Congressmen Garmatz and Friedel and Charles Della, secretary-treasurer of the Maryland State and District of Columbia AFL-CIO, plus a large turnout of Seafarers representatives from other unions and doctors.

New Orleans SIU Starts Operations In New Building

NEW ORLEANS—The SIU started operations March 6 at its new address here, 630 Jackson Avenue, as the new hall for Seafarers opened in this port. Widely-applauded by visitors as one of the finest halls anywhere in the country, the new hall is expected to become a center of trade union activity in the Crescent City.

The new two-story building that is located at the intersection of Chippewa and Phillips Sts., about four blocks from the Jackson Ave. ferry landing. It is about two miles from the old hall on Blenville St.

All Union services are now centered in the French colonial-style building which covers an area approximately 110 feet by 135 feet plus surrounding landscape and parking facilities.

French Quarter Style
The building, which is architecturally in keeping with the French Quarter, has an open court and outside veranda on the main deck. The landscaping includes palm trees, lawns and arrangements of azaleas.

Inside there is a cafeteria a barbecue area with nine spits, a TV theatre seating 81, an 850-seat auditorium with a serving pantry, lounge area and a compact hiring hall used exclusively to process jobs.

The SIU medical clinic is located

ed on the second deck and offers all health services available in the other clinics in a fully-equipped center.

An unusual feature of the hall is a mural illustrating the history of the seamen's union movement. Designed and executed by LOG Art Editor Bernard Seaman, the mural is a 140-foot continuous

strip depicting union activities from the earliest days to the present.

The building is comfortably and tastefully furnished throughout.

All Seafarers who have baggage in the old hall are advised to claim it as it will be disposed of shortly. The new hall's phone is: 529-7546.



Above is over-all view of first membership meeting in 850-seat auditorium of New Orleans hall. Building has been open since March 6.

Routs Esso 'Union' In San Juan Ballot

SAN JUAN—The fast-growing Puerto Rico Division of the SIU scored another big win in its organizing campaign on the island when it was selected as bargaining agent for some 110 employees of Esso (Standard Oil of New Jersey) involved in the distribution of Esso products.

The Puerto Rico Division won a collective bargaining vote at Esso by a count of 55 to 34, with five challenged ballots. As a result, the Division now represents the employees of three major oil company units in Puerto Rico—Shell, Socony-Vacuum and Esso.

Ousts Company Union
In winning the election, the SIU Division ousted a company-sponsored "independent" Esso Association, which held the contract for the Esso workers for over 20 years. The head of the "independent" association was also the secretary to the company's regional manager.

The election campaign was marked by vitriolic attacks on the SIU by the heads of the Esso Association, who issued daily letters denouncing the Union and its officers and using the usual scare tactics which have been traditional in this field. The successful drive took 18 months.

Esso Pattern
The Esso Association pattern is one which is widespread throughout the installations of Standard Oil, having been devised back during World War I as a means of blocking legitimate trade unions from obtaining a foothold in the company. As a result, very few units of the company have ever been successfully organized, a notable exception being the company's Baytown, Texas refinery. There

the Oil, Chemical and Atomic Workers Union won an election last year, ousting the local "independent" association.

The Esso success was the latest in a series of significant victories by the Puerto Rico Division. The Division now embraces close to 5,000 workers employed in a variety of enterprises on the island.

Welfare Plan
A key issue in the SIU election victory was the attraction of the Division's Welfare Plan with its protective features for members and their families. Plan has just opened a clinic on the island for servicing members and their dependents. The SIU's success in winning superior wages for workers at other oil company installations was also a factor in the rout of the company-sponsored "independent" association.

SIU Defeats Scab Move In PR Beef

SAN JUAN—An effort by a Teamster official to run a strike-breaking operation at Valencia-Baxt Express Inc., failed when the SIU Puerto Rico Division obtained an agreement to end a month-long strike at the company as well as at Maritime Trucking of Puerto Rico. The strike was over Union demands for a new contract.

Under the agreement, the unresolved issues will be dealt with through the office of Commonwealth Secretary of Labor Frank Zorrilla. The latter was instrumental in arranging for settlement of the dispute.

Supplied Strikebreakers
In the course of the walkout, the Teamster official attempted to

The Teamsters supplied the strike-breakers at Valencia-Baxt during most of the Seafarer walkout. —SAN JUAN STAR March 18, 1961

Excerpt from "San Juan Star" tells of scabbing attempt.

get back in the Valencia-Baxt picture by supplying drivers to the company.

When this strikebreaking move was unsuccessful, he then embarked on an expedition to New York where he tried to hinder the operations of the SIU-contracted Bull Line and other companies through use of pickets recruited from non-Teamster sources.

Picketing Fails
The attempt was unsuccessful as Teamster Union members and members of the International Longshoremen's Association ignored the phony picket line.

The SIU had been certified as collective bargaining agent at Valencia-Baxt after Valencia-Baxt employees chose the SIU over the Teamsters in an NLRB election.

European Registry No Escape From US Unions, NLRB Holds

WASHINGTON—The all-important National Labor Relations Board ruling on February 16 taking jurisdiction over the Liberian-flag SS Sea Level has far-reaching implications for all foreign-owned American-flag ships, an examination of the Board's decision indicates.

In holding that it had jurisdiction over the Sea Level and in ordering the owners to stop interfering with the crew's right to join the SIU, the Board denied that it was singling out ships of Panlibhon flags for special treatment or regulation.

The Board dealt with this issue as follows:

"The Sea Level here flies the Liberian flag. Our result, with one possible narrow exception, would be the same, whatever her flag. Clearly she would find no sanctuary in European registry, if those American contacts warranting application of the Act remained otherwise substantially unchanged . . . European documentation would provide no 'inevitable' escape from the Labor Act . . ."

The NLRB Sea Level ruling held, in essence, that where a ship is

American-owned and operates in American-commerce, then it is under the jurisdiction of American law, including labor law. US unions consequently have the right to organize and represent the crews of the ships involved.

The decision, which is being appealed to the courts by the operator, confirmed an earlier Labor Board ruling in favor of the SIU, this one in the Liberian-flag SS Florida case, where the SIU subsequently won a collective bargaining election.

Two other cases pending before the Board on much the same issues are the SIU's complaint against the operators of the Yarmouth, a runaway-flag cruise ship, and a National Maritime Union case against United Fruit, owners of Honduran and Panamanian-flag banana boats.

While the Labor Board ruling in the case of the Sea Level generally confirms its findings in the SS

Florida case, the Board went beyond the Florida finding in indicating that it would apply a similar ruling to any American ship, no matter what flag it flew.

This has considerable implication in such areas as the Great Lakes, where American companies are investing in foreign-flag and runaway flag ore carriers which would operate out of Port Cartier and Seven Isles in Quebec, carrying ore to US steel mills on the Lakes.

On the deep-sea side, major American oil, steel and metals companies, as well as several American shipping concerns, have large numbers of tankers and other bulk cargo ships under flags of various European nations as well as under runaway flags.

Early in 1959, the various unions of the Seafarers Section, International Transportworkers Federation agreed on the principle that the ownership of a vessel should govern the right of a union to organize the ship, and not the flag under which it registered. This was designed to forestall the flight of Panamanian and Liberian-flag ships to European registries in an effort to escape American union organizing.

The Labor Board made several other important points in ruling that the SIU had the right to represent the Sea Level crew:

● The clearly-stated intent of Congress, as declared in the 1936 Merchant Marine Act, is "toward building up an American-flag fleet, manned by citizen personnel, not toward transfers foreign and the maintenance of a flag of convenience fleet . . ."

● The argument that low-wage runaway-flag ships should be preserved as "essential to defense" is illogical. The logical conclusion of this point of view would be that American unions should be barred from ships as well, or for that matter, from any shoreside defense plant, to maintain low costs for national defense purposes.

● The US Supreme Court has set forth the guide lines to determine where domestic laws apply. These guide lines are the degree to which a shipping operation has substantial American contacts. The Sea Level was "continually engaged in American commerce" which constituted "substantial American contacts which warranted application of the Act."

The Sea Level was the former SS Seatrain, original vessel of the SIU-contracted Seatrain fleet. After being sold, it was transferred to the Liberian flag by the West India Fruit and Steamship Company, but continued to operate in much the same traffic as before, between Belle Chasse, Louisiana, and Havana.

The SIU started organizing the crew, consisting mostly of Cuban nationals, late in 1958. After a majority of the crewmembers had signed SIU pledge cards, the American owners fired them all in Havana. The crewmembers then were compelled to repudiate their SIU pledge cards in order to get their jobs back.

Subsequently, with the seizure of the Cuban government by the Castro group, West India has continued to operate without hindrance to and from Cuba, although virtually all other American businesses have been either confiscated or driven from the country.

First Steward In Class 1-S



SIU chief steward Leroy Williams was first on line to register in class 1-S, when the new registration group was opened at headquarters on March 1. The new group will be confined to men in the chief steward's rating. Williams was last aboard the Frances.

What NLRB Said

The following are some important excerpts from the National Labor Relations Board's majority decision in favor of the SIU in the Sea Level case. The 3 to 2 decision of the Board is being appealed to the Federal Courts by the operators.

A) From the NLRB release to the press

" . . . the encouragement of ship transfers to foreign flags and the maintenance of the Panlibhon fleet does not rest on any stated Congressional policy . . . present national policy as established by Congress is directed toward building up an American-flag fleet manned by citizen personnel . . ."

" . . . in view of the obviously substantial impact on commerce of operations of the Sea Level and other similar vessels, the Board was without discretion under . . . the Act to decline to assert its jurisdiction . . ."

" . . . the Board majority held the West India company and its agents had unlawfully put ashore at Havana, Cuba, 24 members of the crew for having signed authorization cards of the Seafarers Union . . . a cease and desist order was issued to halt company interference . . ."

B) From the NLRB's Report

" . . . Sea Level . . . operations are clearly in 'commerce' as defined by the Act and as the alleged unfair practices involve the crew of that vessel they 'affect commerce' as thus defined . . ."

" . . . if flag law were the sole connecting factor of consequence, the the (Supreme) Court's whole exposition of the problem of important contacts in Lauritzen would seem to have been unnecessary. Further in Benz vs. Compania Naviera Hidalgo, S.A. . . . the registry of the vessel was given no more consideration by the Court in reaching its result than a number of other attendant circumstances such as the commerce involved, the ownership of the vessel and the status of the crew . . ."

(Ed. note: This refers to the SS Riviera case on the West Coast, where the Supreme Court held that the Sailors Union of the Pacific could not organize the crew because the ship was NOT regularly engaged in US foreign commerce and was owned by non-citizens.)

"We do not agree . . . that the fact the crew of the Sea Level is composed of non-resident, foreign nationals affects our jurisdiction in the case . . . for the seamen here . . . at all times . . . are working within the foreign commerce of this nation . . . the Act does not differentiate between citizens and non-citizens . . ."

"The present controversy is . . . between an American employer and an American union . . . The dispute arose aboard a vessel which is engaged exclusively in American foreign commerce, which operates regularly out of an American port and which is drydocked and regularly provisioned in the United States . . ."

" . . . In this case the commerce of the flag nation is not involved at all, for as noted, the Sea Level has never been in Liberian waters; . . ."

" . . . as the Department of State has argued, we cannot single out the ships of Panlibhon states for special treatment or regulation, and we have not done so. The Sea Level here flies the Liberian flag. Our result, with one possible narrow exception, would be the same, whatever her flag. Clearly, she would find no sanctuary in European registry if those American contacts warranting application of the Act remained otherwise substantially unchanged . . . European documentation would provide no inevitable 'escape' from the Labor Act . . ."

" . . . The encouragement of transfers foreign and of the maintenance of a flag of convenience fleet does not rest on any stated Congressional Policy . . . the transfer foreign program and the support of a foreign flag fleet are the creatures of the Maritime Administration and Department of Defense. In fact, present national policy as established by Congress is directed toward building up an American-flag fleet, manned by citizen personnel . . ."

LABOR

'ROUND THE WORLD

THE ALL-OUT CAMPAIGN WHICH IS BEING WAGED by the Soviet Union and its sympathizers to secure control of the newly-independent African nations includes a drive to establish control over African trade unions. The machinery which the Soviets are attempting to utilize is the All-African Trade Union Federation.

The Communists would like to use this organization as a weapon in setting up pro-Communist or Communist-sympathizer regimes in the new African nations.

Obviously, the Communists regard the AFL-CIO as one of the biggest obstacles to the success of their program to judge by the vituperative attacks they have been making on AFL-CIO activities in Africa. They are particularly upset by plans of the AFL-CIO to play a direct and energetic role in assisting African unions affiliated with the International Confederation of Trade Unions.

The Communist campaign included the printing of a so-called "top secret" document in the Soviet press in which it is claimed that the British government is in a conspiracy with the US State Department and the AFL-CIO to control the African trade unions and keep the countries involved under "imperialist" rule. The British foreign office has charged that the document in question is a forgery.

IN ONE OF THE EMERGING AFRICAN NATIONS, Tanganyika, the ICFTU has given a course of education on how to run a trade union to local trade union officials in that British colony. The courses organized by the ICFTU African Labour College were set up in the field at 14 different locations. Subjects covered in the one-week courses were collective bargaining, techniques of organizing, union financial management and methods of union administration. Financial management included instruction in the elements of bookkeeping and financial reports. Classes were often held out of doors in remote sections of the country to which the instructors traveled across trackless land in jeep-type vehicles.

SCANDINAVIAN SEAMEN'S UNIONS ARE NOW IN the process of setting up a novel program whereby the unions' members could be hired interchangeably on ships of the four countries involved—Denmark, Norway, Sweden and Finland. Such a procedure would greatly improve employment opportunities. The one obstacle in the way of setting up a joint hiring procedure is the difference in government welfare legislation in the three countries.

It was agreed that the hiring arrangement would apply to all except the skipper, who would be hired from the country of registry.

THINGS ARE LOOKING UP IN ARGENTINA, as a result of action by the Government there in loosening control over the trade union movement. During the Peron regime, many of the union leaders in Argentina became closely identified with the Argentine dictator, with the result that since Peron's overthrow, the government has clamped the screws on trade unions. Now, President Arturo Frondizi has relaxed government control of the trade union movement and indications are that the unions will now be able to operate relatively-free from political dictation.

Seafarer Hicks And Children



Chief steward Fred Hicks encourages son Ricky, 5, to flash a smile for the cameraman. Ricky's sister, Pamela Jean, 2½, looks on.

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

By SIDNEY MARGOLIUS

Wage Earner Bankruptcies Rise

The number of bankruptcy cases, especially those involving wage-earners, has risen to a new all-time high. So sharp is the increase that the American Bar Association has set up a committee to find out the reasons. The committee reports that bankruptcies have increased 400 percent since 1950, and are expected to show an increase of 35 percent more in the first half of this year.

Linn K. Twinem, head of the committee, reports that the bar association, Legal Aid Societies, labor unions and Federal bankruptcy referees all are cooperating in this investigation of the reasons for increasing bankruptcies, and ways to solve the problem.

What's particularly alarming is the extra-large increase in personal or "consumer" bankruptcies. Mr. Twinem reports that 75 percent of the bankruptcies in 1940 involved wage-earners, and 25 percent businesses. But in 1960, 90 percent of the larger total number of bankruptcies involved workers, and only 10 percent businessmen.

Not only is the number of actual bankruptcies rising, but so is the number of cases involving debt-extension plans for wage-earners. The most immediate reason is the recession and unemployment. Many working people have reached the point where they simply have no assets left.

In California, for example, the plight of wage-earners has reached the point where Governor Pat Brown has asked banks, utilities and landlords to use "restraint" in collecting bills. California, of course, is not the only state where working families are having this problem. Illinois and Oregon also are experiencing a particular problem with bankruptcies.

It's significant that these three states are so far out of line, with more bankruptcies even than heavily industrial states like Michigan, Pennsylvania and New York.

The large number of bankruptcies in some states occurs because the laws in those states permit harsh collection method, such as severe garnishee procedures, and the requirement to pay a deficiency judgment even after the installment purchase has been repossessed.

"Wage-earners subject to being fired by their employers for garnishees tend to take the extreme action of going into bankruptcy," Mr. Twinem told this reporter. In New York State, he points out, a creditor can take only ten percent of a man's wage, and no matter how many creditors there are, only ten percent is paid out at a time. But in Illinois, creditors can tie up a large part of a man's wage, leaving him without sufficient income to support his family. Seamen, of course, are protected against garnishees by Federal law.

The Welfare Council of Metropolitan Chicago also has urged the Illinois legislature to correct the notorious credit abuses there. The Council reports that in '59, the US District Court in Chicago handled 10,000 bankruptcies, of which an estimated 88 percent involved wage-earners, compared to only 300 in New York.

The Council also points out that nine states, including Ohio and Pennsylvania, and also the District of Columbia, do not allow wage assignments while some states, like Indiana, at least require that wage assignments be agreed to in advance by employer and the employee's wife. When you sign a wage assignment, you give your creditor the right to go to your employer to collect on your debts without first getting a court judgment.

Another reason for the jump in bankruptcies cited by many authorities, says the bar association committee, is careless and irresponsible credit practices, and the increase in consumer credit.

Other reasons include the increase in such basic living expenses as housing and rent, and sudden expenses such as medical emergencies.

Sea Unions Push Program For Industry Negotiations

NEW YORK—Expressing regret at the National Maritime Union's refusal to cooperate with its program, Jesse M. Calhoun, Chairman of the National Committee for Maritime Bargaining, said that nevertheless his organization would go ahead with its plans for taking up at the bargaining table all major issues affecting the maritime industry.

The National Committee for Maritime Bargaining speaks for US waterfront unions representing more than 70,000 seamen and waterfront workers and holding contracts with 90 percent of the US-flag shipping industry. The organization coordinates the collective bargaining activities of unions representing seamen and ships' officers on all coasts, the Great Lakes and the inland rivers and works closely with AFL-CIO longshoremen and waterfront truckmen, and office workers.

Consider Subsidies

The National Committee, Mr. Calhoun said, intends to call upon representatives of the entire shipping industry to meet shortly on such questions as the decline of domestic shipping, automation aboard ship and ashore, the problem of American ownership of vessels under runaway flags, the position of the American-flag bulk cargo and tramp shipping fleets, the competition offered by the Military Sea Transport Service fleet and the need for reevaluation of the maritime subsidy program.

(Ed. note: Contracts of the officers' unions involved expire on June 15. The SIU contract is an open-end agreement with the Union free to reopen as of June 15 or any other time on all contract items.)

Calhoun, who is secretary-treasurer of the National Marine Engineers Beneficial Association, AFL-CIO, said that the NMU's reaction was "all the more surprising, especially since the NMU just recently voted support of this program."

He noted that the program was discussed at the recent meeting of the AFL-CIO Maritime Trades Department Executive Board and "the NMU representative present, Secretary-Treasurer Steve Federoff, voted full support of the bargaining program, in action on a resolution

which was adopted unanimously at the MTD meeting."

"Our objective," Calhoun said, "is to use our bargaining strength to compel shipping management to come to grips with the serious problems facing our industry."

In regard to a strike arising from these issues, Calhoun said, "The union's power to strike is a factor in any bargaining situation. We're not out to strike. We're out to develop an effective program for US merchant ships to help save this industry."

Calhoun noted that the eight unions making up the bargaining group have contracts covering 90 percent of American-flag shipping on all coasts, including virtually all of the subsidized segments of the shipping industry. "On the unlicensed side," contrary to a previous statement by Curran, he pointed out, "the Seafarers International Union of North America holds contracts with such subsidized companies as American President Lines, Moore-McCormack, Mississippi Shipping, Bloomfield SS Company, Pacific Far East Lines and States Steamship Co., approaching one-half of all American subsidized steamship companies. In addition, the SIU has contracts with other American steamship companies such as Isthmian, Waterman and T. J. McCarthy, whose subsidy applications have already received unconditional approval. Therefore, the statement

by Curran that only one unlicensed seamen's union has a contractual interest in the subsidy question is completely false. The officers' unions involved also represent employees of these companies, as well as other subsidized lines such as United States Lines, Grace Line and Lykes Brothers.

"Certainly we have a stake in how these operators utilize their position as subsidized companies in respect to the rest of the industry and we intend to discuss the issue at the bargaining table.

"We have a good program to work on, one which will be of benefit to all American seamen, and we certainly think all maritime unions should join with us in helping establish a unified position for the entire maritime industry."

Among the major unions participating in the National Committee for Maritime Bargaining are the National Marine Engineers Beneficial Association, the International Organization, Masters, Mates and Pilots, the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, the Sailors Union of the Pacific, the Marine Firemen's Union, the Marine Cooks and Stewards, the Radio Officers Union, the Staff Officers Association. The International Longshoremen's Association, The Office Employees Union and Local 807 of the Teamsters, New York's waterfront Teamsters local, participated as observers.

LABOR ROUND-UP

The Oil, Chemical & Atomic Workers will hold five conferences in April as part of the union's program to determine uniform bargaining goals. The conferences will elect two rank-and-file members to serve on the union's national bargaining policy committee. Proposed goals recommended by the committee are subject to ratification by secret ballot vote of three-fourths of the local units affected. The goals will form the basis for industry negotiations later in the year.

The Federal Government has barred 16 members of the Imperial Valley Farmers Association, a lettuce growers group in Southern California, from using imported Mexican nationals as strikebreakers in a labor dispute. The AFL-CIO Agriculture Workers Organizing Committee and the United Packinghouse Workers of America had been picketing the ranches since late January, seeking recognition and higher wages.

Employer violations of the Fair Labor Standards Act will result in payment of \$1,667,710 to 13,517 workers in over 5,000 wage and hour investigations conducted by the Department of Labor in the New York State-New Jersey area. Close to \$1,400,000 is due workers who did not receive proper overtime compensation. The remainder of the money is due workers because of minimum wage underpayments.

The recent merger between the AFL-CIO affiliated Post Office Clerks and the independent United National Association of Post Office Craftsmen may lead to the formation of "one big union" of

postal workers. This merger is scheduled to become a three-way amalgamation this spring when the AFL-CIO affiliated Postal Transport Association reconvenes its convention to act on a unification agreement proposed by its officers. Officials of the three unions have indicated that if the amalgamation goes through they will then meet with the National Association of Letter Carriers to discuss "one big union."

SCHEDULE OF SIU MEETINGS

SIU membership meetings are held regularly once a month on days indicated by the SIU Constitution, at 2:30 PM in the listed SIU ports below. All Seafarers are expected to attend. Those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

New York	April 3
Philadelphia	April 4
Baltimore	April 5
Detroit	April 7
Houston	April 10
New Orleans	April 11
Mobile	April 12



Runaways Hit Bills To End 'Havens'

WASHINGTON — Proposals to rectify the balance of trade deficiency by taking the profits of runaway American concerns who operate in oversea's "tax havens" are being attacked by the same tax-avoiding companies.

Bills introduced by Senator Albert Gore, (D-Tenn.), would increase taxes on companies doing business through foreign subsidiaries, and would also increase taxes on profits from these investments. Companies affected include the runaway concerns.

The proposed measures would affect runaway shipowners by taking profits they make operating out of Liberian or other foreign registry. Their opposition to the bills, which would make their taxes similar to those paid by US concerns, prove union charges that they use foreign flags to escape American taxes, as well as decent wages.

President Kennedy has said he favors correction of the "abuses" of tax havens.



SEAFARERS ROTARY SHIPPING BOARD



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

February 1 Through February 28, 1961

Ship Activity

The combination of a 28-day month, severe weather at the start of the month and the national recession all combined to push shipping in February below the January level. A total of 2,005 jobs went out off the board in all SIU ports in February compared to 2,246 jobs in January. Making allowances for the fact that February had three days less than January, the job totals work out to about 100 less than the previous month.

Once again, despite the shipping dip, it is apparent that many class A men are passing up job opportunities. Most of the shipping decline, in fact, was in the class A category. Class B actually picked up a few jobs over the January totals, while class C more than held its own. There were 162 "C" men shipped in February compared to 178 in January.

In the ship activity department, there was an increase in payoffs and sign ons, but over-all ship activity declined as a result of a sharp drop in transit calls. Total vessel calls were 430 against 449 in January.

Registered-on-the-beach totals also declined, with a drop of about 100 from the last month's totals.

Within the next month or so, the Federal Government's new policy of shipping foreign aid cargo largely on American-flag ships should begin to take effect. The degree of its impact on job opportunities for seamen will be showing up on the shipping charts before long. Also sure to have its impact on the spring shipping rise is the degree of recovery in the economy which has been in the doldrums for several months now.

	Pay Offs	Sign Ons	In Trans.	TOTAL
Boston	6	0	10	16
New York	37	16	33	86
Philadelphia	4	3	28	35
Baltimore	14	4	18	36
Norfolk	5	1	18	24
Jacksonville	5	0	20	25
Miami	1	0	9	10
Mobile	9	5	6	20
New Orleans	12	8	30	50
Houston	14	6	59	79
Wilmington	1	0	8	9
San Francisco	2	3	10	15
Seattle	11	10	4	25
TOTALS	121	56	253	430

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				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	6	6	1	13	0	1	1	2	3	3	3	9	0	0	0	0	0	0	0	0	9	0	0	9	10	17	4	31	1	2	4	7
New York	32	67	16	115	0	10	27	37	36	58	17	111	3	8	16	27	0	5	13	18	111	27	18	156	69	139	29	237	0	13	28	41
Philadelphia	8	17	4	29	0	4	3	7	5	17	4	26	0	6	4	10	0	0	0	0	26	10	0	36	14	18	4	36	0	2	2	4
Baltimore	15	40	5	60	3	10	18	31	7	25	4	36	3	5	4	12	0	1	1	2	36	12	2	50	30	76	11	117	3	22	48	73
Norfolk	5	8	3	16	0	3	2	5	3	3	1	7	0	2	1	3	0	0	0	0	7	3	0	10	7	11	1	19	2	2	7	11
Jacksonville	8	9	0	17	3	7	10	20	4	5	0	9	0	1	2	3	3	0	0	3	9	3	3	15	6	17	2	25	4	7	9	20
Miami	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	1	7	1	9	0	0	0	0
Mobile	15	20	9	44	0	4	8	12	11	17	9	37	1	5	6	12	0	0	0	0	37	12	0	49	34	38	6	78	0	1	11	12
New Orleans	37	49	17	103	7	11	15	33	22	46	18	86	1	1	4	6	0	0	1	1	86	6	1	93	68	93	24	185	7	26	29	62
Houston	41	55	19	115	2	40	35	77	46	73	29	148	7	19	25	51	0	0	2	2	148	51	2	201	84	36	20	90	6	15	19	40
Wilmington	3	6	3	12	2	2	6	10	0	4	4	8	0	0	0	0	0	0	0	0	8	0	0	8	11	11	0	22	3	8	8	19
San Francisco	9	24	5	38	3	6	2	11	4	7	3	14	0	4	5	9	1	0	0	1	14	9	1	24	26	32	5	63	3	10	4	17
Seattle	19	27	4	50	6	14	13	33	15	29	8	52	5	19	11	35	1	4	10	15	50	35	15	100	14	14	4	32	4	9	9	22
TOTALS	199	330	86	615	26	112	140	278	156	287	100	543	20	70	78	168	5	11	27	43	541	168	43	752	324	509	111	944	33	117	178	328

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				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	0	7	0	7	0	1	1	2	1	5	2	8	0	2	3	5	0	0	1	1	8	5	1	14	1	7	2	10	1	0	2	3
New York	13	63	6	82	4	23	17	44	18	67	8	93	5	20	17	42	3	6	8	17	93	42	17	152	30	93	23	146	6	23	27	56
Philadelphia	1	20	1	22	0	1	4	5	3	17	4	24	1	5	4	10	0	1	0	1	24	10	1	35	2	31	5	38	0	0	6	6
Baltimore	6	32	2	40	3	15	14	32	4	17	7	28	1	4	6	11	0	2	0	2	28	11	2	41	11	69	4	84	3	41	32	76
Norfolk	2	7	3	12	1	2	2	5	1	3	3	7	1	3	4	8	0	0	0	0	7	8	0	15	6	7	1	14	2	4	1	7
Jacksonville	0	4	3	7	1	4	3	8	0	4	2	6	1	1	0	2	0	7	1	8	6	2	8	16	0	5	2	7	0	5	3	8
Miami	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	0	4	0	1	0	1
Mobile	7	15	6	28	0	4	9	13	2	16	7	25	0	8	5	13	0	4	0	4	25	13	4	42	13	34	5	52	0	3	3	6
New Orleans	12	62	4	78	0	14	15	29	8	46	8	62	2	8	13	23	2	3	2	7	62	23	7	92	32	84	7	123	1	22	23	46
Houston	20	74	9	103	3	52	26	81	24	75	15	114	5	24	28	57	2	3	5	10	114	57	10	181	37	43	8	88	4	17	7	28
Wilmington	2	10	0	12	0	1	3	4	0	2	2	4	0	2	1	3	0	0	1	1	4	3	1	8	4	12	1	17	1	6	5	12
San Francisco	2	13	2	17	1	4	4	9	2	13	4	19	0	2	1	3	0	0	0	0	19	3	0	22	7	34	5	46	1	6	9	16
Seattle	3	24	7	34	0	11	11	22	6	22	3	31	1	13	12	26	0	3	4	7	31	26	7	64	2	19	4	25	0	8	6	14
TOTALS	68	331	43	442	13	132	109	254	69	287	65	421	17	93	94	204	7	29	22	58	421	204	58	683	146	441	67	654	19	136	124	279

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				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	2	0	3	0	0	2	2	2	0	2	4	0	0	1	1	0	0	4	4	4	1	4	9	3	3	0	6	3	0	3	6
New York	23	7	44	74	3	2	22	27	20	9	39	68	0	3	23	26	0	0	19	19	68	26	19	113	71	25	88	194	5	1	47	53
Philadelphia	5	3	5	13	0	0	6	6	4	3	7	14	0	0	9	9	0	0	8	8	14	9	8	31	8	6	9	23	0	0	7	7
Baltimore	19	8	24	51	1	1	21	23	7	3	14	24	0	0	2	2	0	0	1	1	24	2	1	27	38	14	38	90	3	3	29	35
Norfolk	3	2	1	6	1	2	5	8	0	3	6	9	0	0	7	7	0	0	1	1	9	7	1	17	14	5	2	21	1	3	2	6
Jacksonville	6	2	5	13	2	1	2	5	2	0	3	5	0	0	3	3	3	0	5	8	5	3	8	16	8	0	7	15	3	3	3	9
Miami	2	0	0	2	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	4	0	0	4	2	2	1	5	0	0	0	0
Mobile	9	4	25	38	0	0	17	17	6	1	17	24	0	0	9	9	0	0	0	0	24	9	0	33	33	14	37	84	0	0	31	31
New Orleans	15	6	69	90	1	2	34	37	10	6	52	68	0	0	20	20	0	0	1	1	68	20	1	89	52	11	98	161	3	4	60	67
Houston	35	10	29	74	10	8	22	40	33	13	35	81	1	1	46	48	0	0	10	10	81	48	10	139	20	12	15	47	3	8	20	31
Wilmington	3	3	2	8	1	0	2	3	3	1	3	7	0	0	2	2	0	0	3	3	7	2	3	12	8	4	2	14	2	0	6	8

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



One of the major areas of concern among all sections of the industry attending the SIUNA convention at San Juan last week was the matter of safety. Deep-sea sailors, inland boatmen, fisherman, cannery workers and other groups uniformly showed interest in this issue and in the SIU Joint Safety Program as we've known it over the past four years. It's no secret that union representatives in all areas of the industry take a back seat to no one regarding safety and accident reduction.

On the deep-sea side, the convention recalled past efforts "to bring safety standards on foreign-flag ships up to those practiced in the US maritime industry." It noted these efforts have not been "markedly successful. Vessels of other maritime nations are of inferior construction, particularly with respect to compartmentation as compared to US vessels . . . (This) . . . places a severe disadvantage upon American operators who must construct vessels with far higher safety standards . . ."

The delegates then went on record "to seek a new-convention on international safety, through the appropriate Government agencies, so as to bring the safety standards of foreign ships up those of the United States."

Coast Guard Proposes Wheelhouse Rules

In matters of safety, of course, we have to deal with some ticklish problems here in the US, too. The Coast Guard just recently called attention to a particular one in the tanker field, where thanks to old "Iron Mike," the helmsman finds himself turned on everything but what he's supposed to be doing up there in the wheelhouse. This practice has been bothering tanker sailors for a long time, especially as the tankers get bigger, more complicated and carry more mixed, dangerous loads. It's unfortunate there had to be an accident to bring this situation in focus, but maybe there'll finally be some action taken to change it. When things get modernized, we tend to forget that even if a job only requires a man to press a button, that man has to be right on tap so he can push the right button at the right time.

Education and training based on the lessons of the past is one of the best ways we know to keep reducing accidents on the job and ashore. The SIU Lifeboat and Upgrading School is continuing to do all it can in this direction to promote good seamanship and safety. The last figures available showed that 393 out of 404 trainees tested had cleared the Coast Guard exam, a mark of better than 97 percent.

SIU Vessels Receive Safety Awards

These results are really being felt aboard ship in boosting the safety-awareness of the crews. In the same way, we now have a list of 51 awards to SIU vessels for maintaining accident-free records over a full six-month-period. Nine of these awards are "repeats" for ships who earned a six-month certificate once before.

The nine ships which have won awards twice are the following: Raphael Semmes (Sea-Land); Del Sol, Del Alba (Delta); Andrew Jackson, Choctaw, Claiborne, De Soto, Iberville, Young American (Waterman), for a total of 18 awards.

The single winners thus far are: Bienville (Sea-Land); Emilia, Edith, Elizabeth, Frances (Bull); Seatrains New Jersey, Louisiana and Georgia; Del Campo, Del Oro, Del Valle (Delta); Alcoas Corsair, Partner, Patriot, Polaris, Ranger and Roamer; Steel Voyager and Steel Architect (Isthmian); Petrochem (Val, Chemical); Robin Locksley (Robin); Wild Ranger, Chickasaw, Antinous, Hurricane, Kyska, Maiden Creek, Topa Topa, Warrior, City of Alma, Fairport, Wacosta, Yaka (Waterman).

More and more ships in the SIU-contracted fleet are expected to earn safety awards in the months ahead as more Seafarers learn to be safety conscious. In addition to classes on seamanship, the Union promotes safety through its information services in the SEAFARERS LOG and other publications which are issued periodically.

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

Coast Guard Seeks Regulation To Keep Helmsmen At Wheel

WASHINGTON—The Coast Guard has proposed tightening of regulations governing the use of helmsmen for duties outside the wheelhouse. The present regulations, widely criticized by Seafarers on many occasions, permit the wheel watch to be used for a variety of duties while the ship is left on the "iron mike."

The proposed Coast Guard regulations come at a time when some sections of shipping management are attacking present manning scales as "featherbedding."

The regulations specify that at least one member of the deck crew be on watch "in or near the pilot house" at all times. On tankers, the Coast Guard notes that there are no specific requirements that the bridge be manned with the result that at times "only the watch officer" is on the bridge, "with the quartermaster or helmsman being utilized to perform other duties away from the bridge."

The new rule, the Coast Guard said, "resulted from the investigation of a recent collision" which "revealed the vessel had been navigated at times with only a licensed officer on watch."

A comment on the present system from Seafarer Donald Wagner appeared in the November, 1960, SEAFARERS LOG. In detailing an imaginary Coast Guard hearing on an imaginary ship collision, Wagner came up with the following bit of dialogue:

"Q—What was your heading?"

"A—I was head and shoulders inside a ventilator."

"Q—Could the course have been changed?"

"A—I don't know sir, unless the mate changed it when I was mixing paint up forward in the paint locker."

"Q—Isn't it unusual for the quartermaster to be away from the wheelhouse like this?"

"A—No sir. It's the accepted practice for the mate on watch to relieve us this way."

"Q—Are you supposed to leave the navigation dock at any time?"

"A—Well, no sir. But I need this job to support my wife and children and . . . it's easier to go along with the crowd."

"Q—Then I am to understand when you are on wheel watch, the mate on watch assumes your duty as well as his own?"

"A—Yes sir."

"Q—He has time for this?"

"A—Oh, yes sir. Any mate worth his grits and redevye can keep his eye on the compass, keep lookout while he is taking his azimuth, signs, fixes, bearing and working out problems, etc."

Hose Inspection On Steel Flyer



Reeling in fire hose lines aboard the Steel Flyer after a Coast Guard inspection are deck department crewmen Ernie Kunickas and (rear) bosun Manuel Landron. Photo was taken at Erie Basin after the vessel returned from a round-the-world trip.

Kellogg, MEBA Gulf Leader, Dies At 55

HOUSTON—William G. Kellogg, 51, executive vice president of the National Marine Engineers Beneficial Association died here last week of a heart attack.

Kellogg first became an official with the MEBA in 1946 when he was elected business manager of the Union's Local 99 in Houston. He joined the organization in the early 1930's and sailed in various licensed ratings until the end of World War II.



Kellogg

Kellogg spent most of his seetime aboard tankers and had earned his chief engineer's papers.

In addition to his vice president's position with the MEBA, Brother Kellogg also was a member of the Union's National Administrative Committee.

More recently, the MEBA official assisted with the formation of the National Committee for Maritime Bargaining, which will coordinate the collective bargaining activity of most maritime unions, including the SIU.

He has been credited with securing port time off for engineering officers on tankers and dry cargo vessels.

on the ball

NEWS HEADLINES IN REVIEW

RUSSIAN MUSICAL AUTHORITY OKAYS JAZZ . . . SAYS IT WAS INVENTED IN ODESSA BEFORE NEW ORLEANS.



KENNEDY ESTABLISHES "PEACE CORPS" . . . VOLUNTEERS WILL WORK WITHOUT PAY IN UNDER-DEVELOPED COUNTRIES.



THREE ASTRONAUTS SELECTED AS CANDIDATES TO RIDE U.S. ROCKET INTO SPACE LATER THIS YEAR.



SOUTH AFRICA QUITS BRITISH COMMONWEALTH OVER RACE ISSUE.



FRANCE, ALGERIAN REBELS IN SERIOUS NEGOTIATIONS FOR PEACE IN NORTH AFRICA.

CONGO UNREST SPREADS TO PORTUGUESE WEST AFRICA . . . U.S. SUPPORTS CALL FOR INVESTIGATION IN AREA.



ASTRONOMERS AGREE LIFE IS LIKELY ON OTHER WORLDS . . . TRY TO PICK UP MESSAGES WITH RADIO TELESCOPES.



THE SIU INLA

8 IBU Tugs Handle Huge Carrier

PHILADELPHIA — Tugboat crewmen at the IBU-contracted Curtis Bay Towing Co. here took on a monumental and somewhat historical job last month—one requiring eight tugboats, plenty of skill and a little nerve.

The assignment: dock and undock one of the largest aircraft carriers in the world, the 1,047-foot-long USS Kitty Hawk.

The huge carrier—whose flight deck easily takes up the space of several regulation football fields—was gently nudged out of her "wet basin" on February 21 by the eight IBU-manned tugs, into the Delaware River. Three days later the big vessel was eased back into berth after an initial shakedown trip. IBU member Capt. George Barnes was placed in charge of the docking and undocking. He was positioned on the bridge of the Kitty Hawk.

The job ran smoothly and without incident on both occasions, thanks to IBU teamwork and efficiency, reports IBU rep Joe Trainor also added that for the third straight month, relief jobs for Philly IBU men had been plentiful, and regular tugboatmen had been getting a good amount of overtime.

IBU Tugs Aid Ore Carrier

MOBILE — IBU-manned tugs from this port had a heavy workout several days last month in attempting to free a grounded foreign-flag super ore carrier, the Leader (Alcoa), which was loaded with 35,000 tons of bauxite at the time.

The big ship was aground for about 10 days in all. After many attempts to free her, IBU tugs from Mobile had to give up and the company was forced to call in heavier equipment from New Orleans.

Tug Firemen's Convention Hailed As Huge Success

SAULT STE. MARIE—The annual convention of the Tug Firemen's Union, held in Sault Ste. Marie, Mich., last month, was hailed as an outstanding success by Tugmen's President Gus Wolf.

Delegates from the nine locals of the Union represented the members of the annual conclave, which was held February 22-25 at Soo.

Contract Talks On Agenda

High on their agenda were discussions on forthcoming contract negotiations. A two-man negotiating committee was appointed to conduct preliminary talks with contracted companies; a third member will be named at a later date, according to reports. At the same time, several workable health and welfare programs for the Tug Firemen were discussed, and it was agreed that a final plan would have to meet all requirements of the membership before being acted upon.



Crewmembers of the IBU-contracted Curtis Bay Towing Co. of Philadelphia unberthed the gigantic Navy aircraft carrier Kitty Hawk (above) last month when the ship went on its first shakedown run. A total of eight IBU tugs were utilized in this major operation, which was completed without incident. Three tugs can be seen pushing against bow of ship; several others are at work astern. (Photo courtesy U.S. Navy.)

Nat'l Marine Pact Ok'd; Ellis Crewmen Vote IBU

HOUSTON—The IBU last month wrapped up a three-year contract with National Marine Service after being stalled for many weeks by the firm, and at the same time won the right to represent the towboat employees of Ellis Towing Company after winning an NLRB election 15-12.

The main features of the three-year contract with National Marine include an immediate \$20 across-the-board increase for some 100 tugmen; an annual wage reopener, the benefits of an SIU welfare plan, plus sick leave benefits.

National Marine Service presently operates eight boats which handle fuel and barges in the Gulf area as far as New Orleans, and also in the intercoastal canal

trade between Houston and Galveston to points as far away as Memphis.

Originally, the IBU won the right to represent the men in National Marine in an NLRB election by a count of 70-22, with three votes voided. The victory came after the company tried to set up an independent union and have it placed on the ballot.

Pay \$23,676 In Benefits

NEW ORLEANS—A total of \$23,676.02 in welfare benefits was disbursed during February to Atlantic and Gulf District Inland Boatmen's Union members, according to Welfare Plan headquarters here.

Included in this sum were six death benefit checks for \$3,000 each, which went to the designated beneficiaries of IBU members David Broye, Francisco Fernandez, Juan Valdez, Angel Benitez and Markos Frangos, all of Blue Stack Towing Co. and Wilfred Ellis of Ideal Cement Co. The Blue Stack employees lost their lives in a recent accident at sea.

Other Inland Boatmen's Union members who collected benefit checks for \$200 or more last month were: Hugh Cirillo, So. Oyster Shell Corp., \$595.00; J. G. Caudell, Gantt Towing Co., \$557.00; Lamar Green, Bay Towing Co., \$455.00; John Anderson, Coyle Lines, Inc., \$247.90; Raymond Le Blanc, Crescent Towing Co., \$226.25; Cullen Colbert, Bay Towing Co., \$215.00; Willie E. Rushing, Bay Towing Co., \$200, and Marlon Gagnard, Baroid Division, \$200.

Booklet Published On Railway Strike

NEW YORK—In light of biased press reports dealing with the recent railway tugboat strike in New York Harbor, the SIU, MEBA and MM&P have jointly published an eight-page booklet dealing with the unions' position in the strike. It has been mailed to President Kennedy, Senators and Congressmen in Washington, and state legislators.

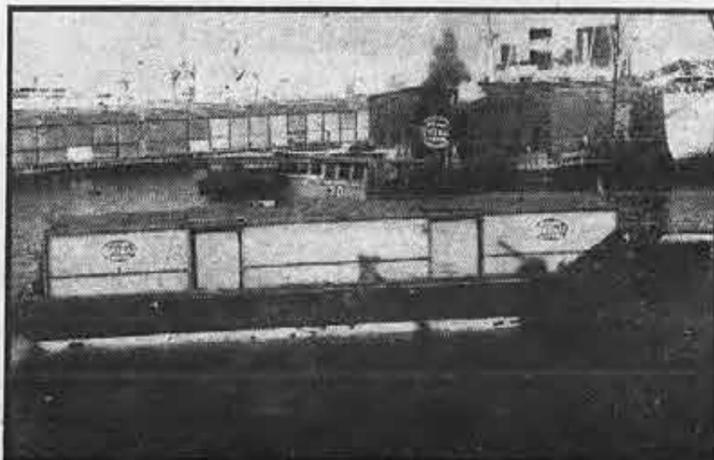
The booklet, entitled "The Truth About the New York Harbor Railroad Tugboat Strike," gives comprehensive details on why the strike took place and should give its readers an accurate insight into the unions' actions.

Inbound Tug



New York Dock tug, manned by members of the SIU's Railway Marine Region, makes its way toward empty railway carfloat on NJ side of Hudson River.

Tug Maneuvers Floats



New York Central Tug #30, crewed by members of the SIU's Railway Marine Region, moves a pair of floats in the direction of warehouse in Brooklyn's Erie Basin.

INLAND BOATMAN



Officials, Kin Reap New Haven Gravy

NEW YORK—While SIU Railway Marine Region members were engaged in an all-out effort to fight cutbacks in tug manning scales in various railroads, it was charged that one of these carriers — the New Haven—had paid huge salaries to its top officers, their close relatives and associates, while pleading poverty as an excuse for work reductions.

The charge was levelled at the New Haven and another railroad by two legislators during the height of an investigation by the ICC into the New Haven's plea for bankruptcy. The two Massachusetts lawmakers, Sen. Philip A. Graham and Rep. John W. Whitmore, said in the New York Times of March 9, 1961, that New Haven's president George Alpert received more than \$180,000 in salary and director's fees during 1957 and 1959; that Alpert's son, William, received \$32,000 from the New Haven, and that the law firm of Alpert & Alpert received fees from the New Haven amounting to \$374,000.

During the latter part of the period in which these reported payments were being made by the New Haven—and shortly before they were made public—New Haven's vice-president John Gaheerin was attempting to win the right to abolish certain RMR jobs in the marine department.

The crewmen who man these tugs are paid from \$4,500 to \$5,000 a year.

Recently, many railroads have attempted to reduce manning scales on both shoreside and marine equipment, charging that certain jobs were no longer necessary.

Railway, IBU Delegates Attend SIU Convention

SAN JUAN—Four delegates from the Inland Boatmen's Union and one from the Railway Marine Region represented their respective members at the SIUNA's tenth biennial convention which wound up its business late last week at the Hotel La Concha here.

Represent Autonomous Union

The four men chosen by IBU members to represent their interests at the conclave were: Ray Herold, Sr., Frank McHale, Samuel Roman and Joseph Trainor. G. P. McGinty was elected convention delegate by the membership of the Railway Marine Region, of which he is director. In the case of each of the unions, the number of delegates authorized was spelled out in their respective constitutions. This marked the first time that

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.

New Pacific IBU Ship



M/V Coho (above) is new combination vessel manned by IBU Pacific District crews. Ship runs between West Coast and Victoria, B.C. (Photo courtesy Rivers & Harbors.)

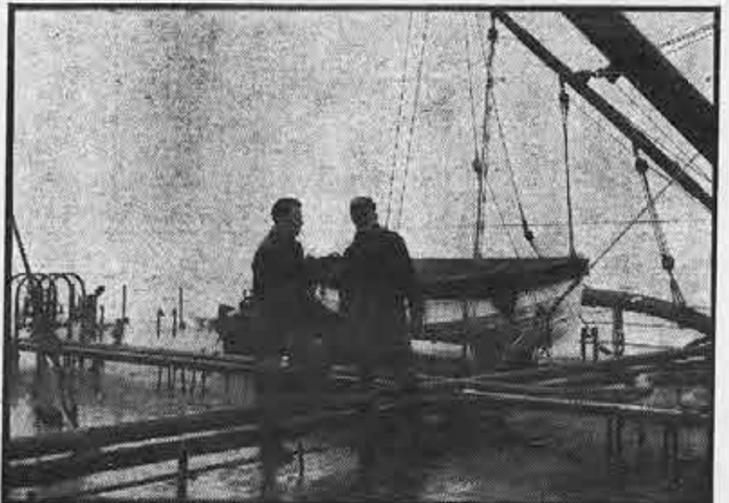
Pacific IBU Crews Combination Vessel

SEATTLE—A new and unique combination roll-on, roll-off trailership and auto-passenger ferry, the MV Coho (Black Ball Transport, Inc.), went into operation recently with 20 Inland Boatmen's Union of the Pacific members serving in the various unlicensed positions on the vessel.

The 20 IBU men—along with six officers—comprise the crew of the Coho, first of its kind to be built in this country. The combination ship is 341 feet long and has a service speed of 16 knots. It has a gross of 5,315 tons. It's main

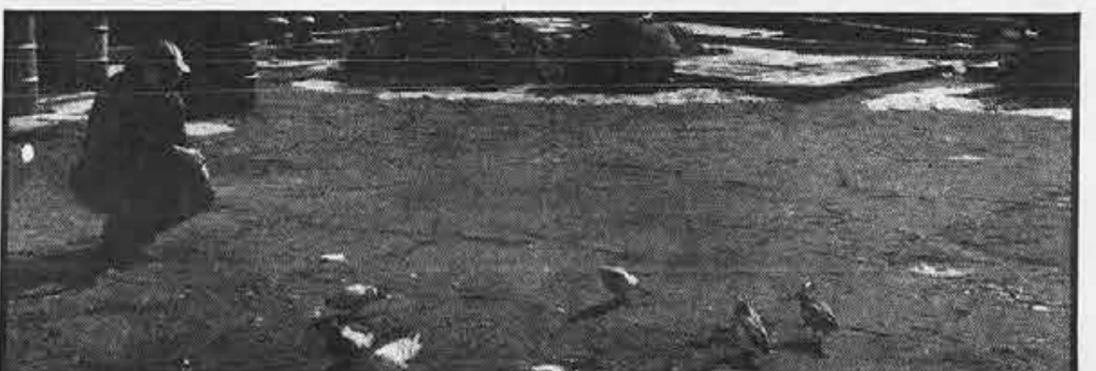
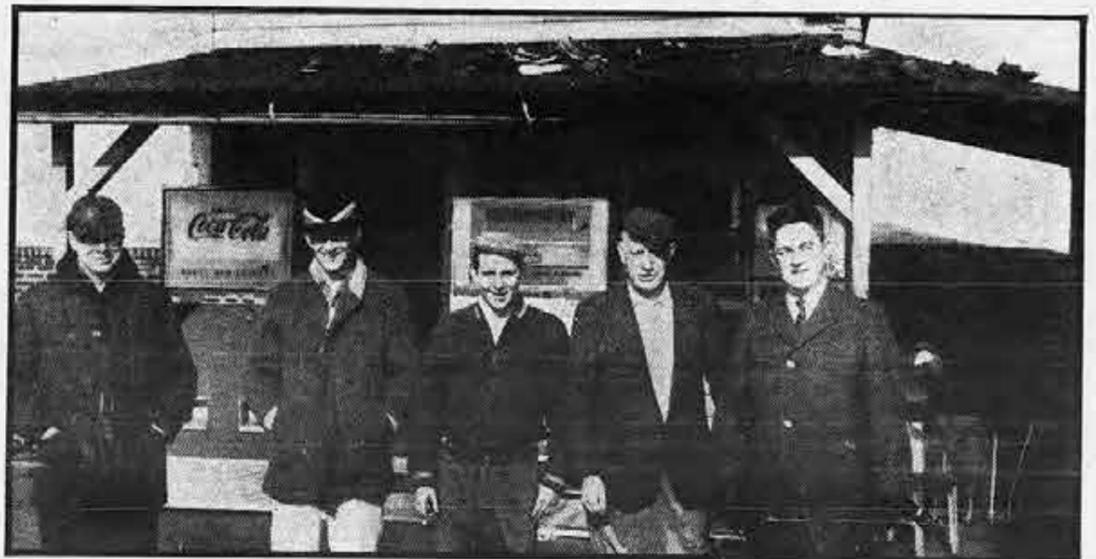
function is the transporting of passengers and vehicles between Port Angeles, Wash., and Victoria, B.C.

IBU crewmembers are berthed on the sundeck in double staterooms. The galley is aft of the crew's quarters in the sundeck house between the crew's and officers' messroom.



Crewmembers (top) Gordon Anady and W. Petersen (right) work winch on IBU-contracted Interstate Barge 40, at Philly. Above, IBU rep John Hoare talks with W. Petersen (at right) on barge's deck.

IBU Men On Location



IBU members at Baker-Whiteley Towing Co., Baltimore (top) pose in front of captain's shack. Old shoes on roof are considered good luck symbol. From left are: A. Jutchess, J. Lukowski, C. Vikell, J. W. Hamilton and G. Hinkleman. Above: A. Jutchess provides snacks for pigeons at dockside.



THE GREAT LA

Interlake Seamen's Committee Formed As P-M Men Seek SIU Job Security

Aroused P-M seamen have taken the initiative in a move to seek SIU protection and job security. In a spontaneous move, P-M seamen have formed the Interlake Seamen's Committee, to investigate P-M company policies which demonstrate a total lack of respect for seniority and job security.

Headed by a ten-year veteran with P-M, Dennis McDonald, the committee was formed by the P-M men themselves, according to McDonald, to look into company policies "and see if we could come up with some answers."

In a letter to P-M men the committee outlined company policies which, in effect, disregard job security, enforce bump-back at the expense of the unlicensed seaman, and threaten the very livelihood and welfare of P-M men.

The letter also hit the failure of the company to live up to its promise made during the last election "to match anything the Seafarers could offer the seamen in their fleet."

"We all know," the letter stated, "to this day they have not matched one thing or kept one promise."

Where Are . . . ?

"Where are the improved working conditions, the wholly paid company insurance program, the provisions for improved vacation policies. None of these company promises have been honored."

The letter also hit the P-M bonus policy of last year, terming it a "lousy deal."

"Any man," the letter stated, "who did not lay up a ship was not eligible for a bonus, regardless of how much time he might have worked in that season."

"The company had a good reason for setting it up this way," the letter said.

"A lot of guys were bumped back by officers, transferred to other ships. By the time the company got through bumping these fellows around many of them were bumped off completely and never had a chance to lay up a ship."

Bumped From Ship To Ship

McDonald said that he had talked with men "who were bumped from one ship to another, worked practically the whole season and finally were bumped off completely."

It is a known fact that many P-M seniority men sit on the beach while new guys are being hired. It is also a fact that Great Lakes shipping has suffered a cut-back in jobs due to the increase of foreign flag ships and general, overall cut-backs in shipping. The P-

M practice of bumping unlicensed seamen in favor of licensed officers results in no jobs for the unlicensed men and they have no place to turn for a job.

This is an example of P-M's idea of job security.

McDonald said that the committee's primary task was to find a way to correct the present deplorable conditions and protest the rights of the P-M seamen.

SIU IS Answer

The answer which the committee is suggesting to the P-M men is to join the SIU.

"I have checked with SIU members of many years service working in Reiss, Gartland, Tomlinson and various other SIU fleets, and these men have guaranteed job security and their job in the Spring," McDonald said.

He made a very important point in the letter. "I am not sure," he said, "whether I will be called back or not and I am sure no other P-M sailor is certain either. When you have a family to think about you

just can't sit down and hope you have a job. You must have some kind of a guarantee of solid security on the Great Lakes.

"Many men," the letter pointed out, "have sacrificed anywhere from ten to twenty years of their lives without being organized. They could very well find themselves out on the street with nowhere to turn."

"It is up to us, as Great Lakes seamen, to take an interest in our own security and become part of the Seafarers' International Union's Job Security Program."

The committee told the men "the Seafarers' Union is the only bona-fide seamen's Union on the Great Lakes; the SIU has waged a continuous battle for winter unemployment compensation for the Great Lakes seaman; the SIU is the only Union with guaranteed job security for its members, and the SIU is the only seamen's Union fighting to protect jobs against the foreign flag ships on the Great Lakes."

Job Security Cards Mailed



Seniority office staff members Madeline Luzor and Bernie Jurkiewicz finish mailing job security cards to more than 4,000 SIU members covered by Job Security Program.

Job Program Mails 4,000 Fitout Cards

John R. Emery, Great Lakes Seniority Director, said that more than 4,000 seniority cards for the spring fitout have been prepared and mailed out to seamen covered by the SIU Job Security Program.

Emery said that the entire

mailing had been completed by the end of February.

He said that the number of seniority cards mailed this year increased by 40 percent over last year.

Some delay in the mailing of a few cards resulted because several SIU members laid up more than one vessel last season. Since seniority can be retained with only one company, the seaman must decide which company he wishes to retain seniority with.

Questionnaires are mailed to "dual seniority members" and the seniority office must receive their reply before sending the seniority cards.

Only a small number of questionnaires have not yet been received by the seniority office. Emery urged SIU members to return the questionnaires immediately.

Lakes Port Reports

Alpena Helps Boys Club

ALPENA—Port Agent Jolicoeur reports that with SIU support more than \$1,500 was raised for the benefit of the Alpena Boys Club by sponsoring the 11th Annual Marine Ball at the Alpena Armory on February 25.

SIU members paid their last respects to John Christian who died the morning of February 20, John was a porter for three years on the Steamer S. T. Crapo.

Membership books are being held at Alpena Hall for William Lalonde, No. 9961; John Johnson, No. 7479; Frederick Kramer, Pro No. 9132.

Frankfort Ships 35 Jobs

FRANKFORT—Thirty-five men have been shipped from the Frankfort hall during the month of February, reports Agent Floyd Hanmer. The ferries are operating on the same schedule as last month and reports are that the Ann Arbor No. 5 will fit out around March 15. Brother Gaylord Drago, Look-out on the Ann Arbor No. 7 was taken off the ship at Manitowoc last month and taken to Memorial Hospital for an emergency appendectomy.

Another SIU member recuperating from a recent illness is Brother Raymond Johnson, wheelman on the steamer Wabash, who had a heart attack in November.

Hanner also reports that the M/V Arthur K. Atkinson will enter the Manitowoc Shipyard on April 1st for her annual inspection.

Detroit Very Active

DETROIT—Activity at the Detroit hall is fast reaching the busiest of the year. Organizational

drives, meetings with ship's delegates, preparation for the coming fit-out all contribute to the work load of the headquarters officials and staff. Detroit is presently shipping more men than any other Great Lakes port and activity in the Hall has greatly increased as more and more men are reporting at the Hall.

Duluth Busy Organizing

DULUTH—This port has been busy with organizing activities in preparation for the 1961 season, reports port agent Gerald Westphal. In addition, all members in this port have signed petitions and mailed them to their respective Senators urging them to support the pending Senate bill which would make Great Lakes seamen eligible for unemployment benefits in Ohio during the winter months.

Cleveland Tight

CLEVELAND—Although there is still ice visible on Lake Erie, Agent Stanley Wares reports that, unlike other years, this will not be a factor determining the opening of the shipping season. Economic conditions will be more important, he notes. Indications from the registration in the port of Cleveland as of March 1st indicates that there will be plenty of men available to fill the jobs open at the start of the sailing season.

Chicago Looks Ahead

CHICAGO—Registration for the coming season has been picking up and seafarers, anxious to get back to work, have been reporting in greater numbers to the Chicago hall. The Milwaukee Clipper has been laid up in Muskegon because

of the poor production of 1961 automobiles. The company had hoped to continue running it but have now decided to bring out a smaller vessel to handle the reduced traffic. The Clipper will be readied for the summer auto and passenger runs. The Highway 16 is presently being put through its fitout.

The Charter of the Chicago Maritime Trades Department Port Council will be submitted for approval March 29th at a meeting at the Hamilton Hotel.

Buffalo Shifting Jobs

BUFFALO—SIU Agent Roy Boudreau reports that shifting jobs are keeping a good number of seafarers working in the Buffalo area. He reports that a total of 52 men are presently shipped from the Buffalo hall. Registration is becoming heavier as the Great Lakes shipping season draws near. Thirty ships are laid up in Buffalo at the present.

Toledo Aids Strike

TOLEDO—SIU members contributed \$100 to the strike relief fund of the Utility Workers Local 349 in their beef with the Gas Company in Toledo, Agent Ed Doherty reports.

The Toledo-based Toth Transportation Company will have their three sandboats in operation, if the good weather continues, by the middle of March.

Even though no ships have begun to fit out, Agent Doherty reports, sailors have been coming to the Toledo Hall in great numbers. The hall is even busier now that the MEBA has moved their headquarters there and begun their organization drive on the Great Lakes.

Lakes Runs Set By Japanese Line

Foreign flag vessels on the Great Lakes will increase in number this season as the result of a decision by the Mitsui Lines of Japan to institute a direct run from Japan to the Great Lakes.

The Japanese company said that it is extending its service which presently comes as far as Toronto to include direct calls at Detroit and Cleveland on a regular monthly basis during the open navigation season.

The company said that additional calls at other Great Lakes ports on Lake Erie and Lake Ontario would be scheduled "as cargo warrants."

The new service will be inaugurated by the "Mayasan Maru" which will arrive in Cleveland on May 18th and in Detroit on the 21st.

The influx of foreign flags on the Lakes has clouded the 1961 shipping outlook and caused apprehension that a poor season for US shipping may be in store.

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, NY** 735 Washington St.
Roy J. Boudreau, Agent TL 3-9296
- CHICAGO** 9383 Ewing Ave.
South Chicago, Ill. SAGinaw 1-0733
- CLEVELAND** 1420 W. 25 St.
Stanley Wares, Agent MAIN 1-0147
- DULUTH** 312 W. 2nd St.
Gerald Westphal, Agent RANDolph 2-4116
- FRANKFORT, Mich.** 415 Main St.
Address Mail to: P.O. Box 267
Floyd Hanmer, Agent ELgin 7-2441
- TOLEDO** 120 Summit St.
Cherry 8-2431

GES SEAFARER



Great Lakes Sends 3 To Convention.

Fred Farnen, Secretary-Treasurer of the Great Lakes District; Stanley Thompson, Assistant Secretary-Treasurer; and Norman Jolicoeur, agent for the Port of Alpena, were elected delegates from the Great Lakes District to the SIUNA annual convention in Puerto Rico.

Final tabulation of votes from ports showed Farnen received 190 votes; Thompson, 189 and Jolicoeur, 158.

Six Write-Ins

John Avery, only other candidate on the ballot received 70 votes and a total of six write-ins were reported by the Committee on Election.

The Great Lakes delegation reported on the outstanding progress of the Union in organizing many non-union companies, such as Boland & Cornelius, Reiss, Pioneer, Buckeye and Steinbrenner over the past two years. They outlined the Union's plans for making a determined effort this summer to win representation rights in the Pickands-Mather fleet as well as in remaining non-union operations on the Lakes.

Shipping Increases Noted In February

An increase in Great Lakes shipping was reported for the last period as more vessels began moving in an early start in the Lakes shipping season. The combined total for this period is 156 men shipped compared to 120 in the previous period.

The Port of Chicago reported the greatest increase with a total of 26 men shipped, an increase of 15 over the last period. The Port of Detroit reported a slight increase.

Only the Port of Frankfort reported a decrease with its total dropping from 50 to 35 in the current period. The Port, however, will greatly increase the number of men shipped during the next

Visits Men In Detroit Hospital



SIU Representative Dick Hollingsworth of the Great Lakes District headquarters in River Rouge visits Seafarers in the Detroit UPHS Hospital. (L. to R.) Elmer Williams, AB; Fred Miller, fireman; Robert Eaton, AB.

Detroit Jobs Uncertain

DETROIT—As fitout time for the 1961 navigation season draws near on the Great Lakes, seamen are anxiously watching for signs indicating whether it will be a good or bad season. With recall of some vessels' after-ends less than a month-away, no clear-cut pattern has been developed to show the number of expected vessel fit-

outs or the dates they will begin moving.

The cutback in steel production, the heavy movement of iron ore on foreign flag vessels and the loss of the grain trade have led some Lakes observers to forecast a sharply reduced operating season.

Anticipating a slow start of operations, the SIU urged all men of companies which will have reduced operations not to wait at their homes for calls to their vessels in the event they are low on seniority but to go to the SIU hall nearest their home and register for work



Government Gold Action Benefits US Flag Ships

A move by the United States government to slow the gold flow out of the country is expected to be of direct benefit to Great Lakes seamen who have lost their jobs to runaway-flag vessels in the Lakes grain trade.

In an executive order that went into effect the first of February, the government directed that where the transportation costs of foreign aid cargoes are paid by the United States they are to go on American vessels. Otherwise, the transportation costs are to be paid by the recipient nations.

The International Co-operation Administration has already begun putting the executive order into effect.

The effect this action will have on the movement of grain cargoes will have to wait the opening of the 1961 navigation season.

During 1960, foreign flag vessels virtually captured the entire grain trade, resulting in the loss of scores of cargoes that heretofore had been carried on American Lakes boats.

The government move comes on the heels of the decision by the AFL-CIO Maritime Trades Department to take direct action against the overall threat posed by foreign flag vessels to Lakes shipping. The MTD will call a Lakes-wide conference in the near future of all AFL-CIO maritime unions to map a campaign against foreign flag vessels on the Lakes.

Throughout the Great Lakes, seamen and shipping companies hailed the government move. The only public dissent came from the Duluth-Superior Port Authority Director Robert Smith, who asked the government to delay the order, claiming it would be a "staggering blow to the development of the St. Lawrence Seaway."

Smith's attempt to stop the executive order was answered by the SIU which pointed out that his statement did not square with the facts, inasmuch as the cargoes affected are donated by the United States and will be shipped from the

same ports under any circumstances.

Smith, during 1960, was the spokesman for terminal operators and the port authority in Duluth-Superior who attacked the SIU protest picketing against foreign flag vessels. At that time the SIU undertook Lakes-wide protest picketing against "runaway flag" vessels which were taking grain cargoes and causing widespread unemployment among American seamen.

Despite the fact that the grain could have gone on American vessels and would have in no way harmed the Duluth-Superior Port Authority operations, Smith launched a violent attack against the American seamen's actions.

The executive order applies to flour, cornmeal, vegetable or animal oils and other relief cargoes. In addition to the executive order, federal law requires that 50 percent of all foreign aid cargoes must move on American ships, regardless of who pays the freight bill.

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.

Ask Letter Drive On Jobless \$

A concentrated letter writing campaign in behalf of the SIU-sponsored drive to change the Ohio unemployment compensation law to permit Great Lakes seamen to draw jobless pay during winter months was called for by SIU Great Lakes District Secretary-Treasurer Fred J. Farnen.

In a letter to all Great Lakes seamen and SIU members, Farnen told the seafarers that the main fight for the passage of Senate Bill 106 was now up to them as individuals.

He asked that every Great Lakes seaman, whether he lives in Ohio or not, to write to the Ohio Senate Commerce and Labor Committee in Columbus requesting that the Senate bill S-106 be brought before it for study and eventual passage to the Senate floor for action.

A similar SIU-endorsed bill, H. 394, has been introduced in the lower house by three Democratic and two Republican representatives in a bi-partisan effort to secure passage.

But SIU Cleveland Agent Stanley Wares reports that the House bill has not been referred to a

committee. He says that efforts in the House have been delayed pending action taken in the Senate on S. 106.

The letter told seamen that "only the Senate bill is in committee for study and whatever success our fight will have depends on the fate of the Senate bill."

Write To Committee

"To bring the bill before the committee for study and to insure its passage to the Senate floor for action" it is necessary for seamen to "write to the Senate committee urging that they take immediate action on Senate Bill 106 to provide you with the same rights of other Ohio workers and the seamen of other states."

The Senate bill would amend present Ohio unemployment compensation law provisions to make Great Lakes seamen eligible for

jobless pay during the winter months.

"The SIU," Farnen said, "has been told by legislators that they rarely hear from seamen and assume that the unemployment law is not of concern to them."

"You can be sure," he added, "that the Lake Carriers Association and other pressure groups will be working to defeat the bill. You must show, by your letters that the seamen do care and want their rights . . . and in this session of the legislature."

SIU members were asked to address their letters to the Chairman of the Senate Commerce and Labor Committee, to which S. 106 has been referred, Senator H. E. Schwall; and to the committee Vice-chairman, Senator D. McK. Ferguson; at the Ohio State Senate, Columbus, Ohio.

Great Lakes Shipping

Feb. 3, 1961 Through Feb. 28, 1961

PORT	DECK	ENGINE	STEWARD	TOTAL
Alpena	0	0	0	0
Buffalo	0	0	0	0
Chicago	15	6	5	26
Cleveland	0	0	0	0
Detroit	61	10	2	73
Duluth	0	0	0	0
Frankfort	13	11	11	35
Toledo	22	0	0	22
TOTAL	111	27	18	156

NY Port Council Fighting Curbs On Marine Labor

ALBANY, NY—Representatives of the Maritime Trades Port Council of Greater New York have been conducting a last ditch fight on proposed expansion of Waterfront Commission powers which would endanger the strike rights of all waterfront workers. The proposed legislation, which is being backed by Governor Rockefeller, would greatly broaden the authority of the Commission over non-longshore crafts on the waterfront. It was passed on Wednesday, March 23, by the State Senate and is up for consideration in the Assembly as this issue of the LOG goes to press.

At the same time, the MTD group is supporting measures which would give waterfront workers the right to appeal Waterfront Commission decisions to a

panel of employer, labor and public representatives. The labor-backed amendments would also provide a five-year statute of limitations on barring waterfront workers from the docks. This would conform with the Federal provision in the Landrum-Griffin Act.

The Port Council's objection to legislation embodied in the Mitchell Bill centered on provisions which would give the Bi-State Waterfront Commission authority to pass judgment on waterfront strikes. If the commission decided that a strike was illegal, it could then proceed to bar longshoreman and other waterfront workers from the piers for participating in such strikes or even respecting picket lines.

This, the Council held, clearly infringes on the strike and picketing rights of all waterfront unions. In supporting other bills calling for an appeals procedure the Union

group noted that under present law, the commission acts as complainant, prosecutor, judge and jury in any case involving the job rights of waterfront workers. To protect these workers from arbitrary and biased judgments, the labor group proposed establishing an appeals board, consisting of labor, employer and commission representatives, which could hear appeals from the commission's findings.

Such an appeals procedure had been used by the US Coast Guard in wartime screening for subversives.

The five-year statute of limitations would enable the Commission to act against men convicted of specified crimes as far back as five years prior to the time the Commission proceeded against the individual, without barring men for actions committed in the distant past.

Coe Victory Gets Clothes Cleaner



Seafarers Walter Compton, DM, and W. C. Sorenson, AB, hustle new washing machine aboard the Coe Victory. No excuse now for soiled T-shirts.

Courts Okay Back Wages For Crews

NEW YORK—More than \$68,000 in back pay due Seafarers who sailed aboard the SS Rockland (North Atlantic Marine) and the Waldo (World Tramping) has been released by the courts and is in the hands of attorneys who will disburse these monies.

In the case of the Rockland, some 34 checks amounting to a total of \$47,294.71 were mailed earlier this month to the addresses given the attorneys by Seafarers and other crewmen shortly after the ship returned to the US last year. A spokesman for Miller & Seeger, New York, the law firm handling the Rockland, said that if any Seafarer has moved since last year, his check will automatically be returned to the law firm and will be held for a better address or given to the individual in person.

Ex-Waldo crewmen must write or visit the law firm of Schwartz & Lapin, 310 West Building, 817 Main At Walker, Houston 2, Texas, to claim their back wages. A total of \$21,254.00 in back pay is being held for the 36 crewmen who sailed aboard the Waldo.

Houston Press Hails Welfare

HOUSTON—The Welfare Plan received a favorable write up in the "Houston Chronicle" which said the plan was "perhaps the most liberal arrangement of any labor organization."

The article, appeared Sunday, March 12, and details the many benefits Seafarers receive under the plan.

First established in 1950, the plan has expanded its service to include clinics where free extensive medical examinations are available to SIU members and their families. The Houston clinic has been in operation a little less than two years.

Quoting a doctor at the clinic, the article said "these check-ups are very beneficial. In recent months we have discovered four women with early cases of cancer that might have gone undetected. We have picked up a number of cases of unrecognized tuberculosis, severe high blood pressure and diabetes in men."

The article points out that the Welfare Plan, which paid out more than 62,000 claims amounting to \$1.6 million in 1960, covers a wide range of services including scholarships, hospitalization, maternity and disability benefits and eye examination and free eyeglasses.

A Ton Isn't Always What It Seems

(Ed. note: This is the second of a series of articles written for the SEAFARERS LOG by Captain Milton Williams, formerly vice-president and operating manager of Bull Lines. Captain Williams, who is now retired, will discuss the various phases of the American-flag ship operation in these articles from an independent management viewpoint.)

By Capt. Milton Williams

To present the problems confronting the shipowner in the operation of ships in world trade, particularly those confronting the operator of American-flag tonnage, it is essential that everyone be familiar with all the common terms and expressions used in these discussions. While most of the oldtimers who may read these articles are acquainted with and fully familiar with all of these expressions and terms used, we will, for the benefit of younger seamen and newcomers to this trade, try to clarify such terms as: tonnage, time charter, bareboat and voyage charter, P&I insurance, hull and machinery insurance, load lines, and others.

Space will not permit complete description of all the terms and their origin. Some points are controversial, others only partly correct. However, it is believed that these discussions will be all that the average seaman will require. Additional information will be supplied if you will write to me in care of the LOG.

Any information requested, which we do not have, we will obtain from the best available sources. Keep in mind however, that even the nine Supreme Court justices have disagreed on their interpretation of certain clearly-written laws.

In this article, it is our feeling that the question of tonnage could be a good start. What is meant by it? How did some of these terms originate?

Research not conducted by the writer has turned up some interesting facts. In the olden days, as far back as records go (up to 600 years ago) a merchant shipping cargo on a ship was more or less at a loss to know the size of the ship unless he owned or saw her. Ship's names are of primary importance to the owners, but to very few others. The seaman, the shipper, government agencies and passengers are principally concerned

with the size of the "boat." Dues, taxes and tolls, with some exceptions such as canal tolls, are based on the registered tonnage of the ships. There are quite a number of registered vessels bearing similar names. No one today can stop you from calling your little boat with the outboard motor you have in your back yard the "United States."

In those days gone by, even as today, there was no uniformity in the size of bags, crates, boxes or cases, so that these could not be used to gauge the size of a vessel. However, wine, which was one of the principal commodities in those days, was shipped in casks of almost uniform size. These casks were called "tuns." It is our understanding that this terminology is still used today in some parts of the world. The number of these casks that a vessel could carry was eventually used in determining the size of the ship. Therefore, we soon had a ship capable to carry 200 tons called a 200-tunner. This was later changed to a 200-tonner.

Obviously these figures represented measurement, not weight. This system was very good, as all of the space below decks was used for cargo. The crew slept on deck,



and later on, on the larger vessels, the crew slept in the castles. So we now have tonnage as used in connection with the size of ships.

With the advent of the steel hull and propulsion machinery, it became necessary to use a different system, and gross tonnage and net tonnage came into being. Neither gross nor net tonnage represents a figure of weight but are figures of space.

Gross tonnage is determined by



carefully measuring all the enclosed spaces of a ship not open to the sea, and dividing the total cubic contents by 100 cubic feet. Therefore, a gross ton is actually 100 cubic feet of enclosed space.

Net tonnage is the space on a vessel that can be used by the owner for the purpose of producing revenue. Net tonnage is obtained by deducting from the gross tonnage space not usable for producing revenue. Such space would include, but would not be limited to, engine rooms, boiler rooms, bunker spaces, water tanks, store rooms, quarters and other specifically exempt spaces. Net tonnage, therefore, is also a measurement of 100 cubic feet per ton.

All of us are familiar with the Plimsoll mark and its location on a ship's hull. Each of the lines and marks have a purpose which will be more fully-discussed later. For the time being we will use the mark as one line.

The amount of water that a vessel displaces is called her displacement tonnage, or displacement. Saltwater weighs 64 pounds to the cubic foot. Thirty-five cubic feet of saltwater will equal one long ton of 2,240 pounds. It will therefore take an object 35 cubic feet in size and weighing 2,240 pounds to displace one ton of water—saltwater that is.

Without cargo, bunkers, stores and so on, the ship will still have considerable weight, actually an amount equal to the weight of the steel and the fittings built in. This is called the vessel's light displacement. The amount between the light displacement and the vessel's maximum displacement when she is loaded down to her marks, is called deadweight tonnage. This deadweight is made up of everything that goes on the ship with the exception of the hull, machinery and her original fittings. Deadweight tonnage includes

cargo, bunkers, water, stores, dunnage and ballasts, except permanent ballast installed by the builders.

Deadweight is the work load, a vessel is capable of lifting. From this we can readily determine that when we need a large amount of bunkers for a long trip, we can carry less cargo.

As a point of information, displacement tonnage is the figure that a large number of operators of passenger vessels use in describing the size of their ships.

There is one more important ton that we hear about in shipping—the measurement or cargo ton. This is an arbitrary figure of 40 cubic feet which is used universally to determine the rate that cargo will pay. Steel plates will go about five cubic feet per ton. Automobiles will go up to 250 cubic feet for each ton of weight. Obviously, we cannot charge both items at the same rate per weight ton. Therefore, the cargo, or measurement ton, is used.

Luxury liners have little ability to lift large amounts of cargo. Their variation between light and loaded displacement is small. Oil tankers, ore boats and cargo ships have a great variation as a rule.

From the foregoing, you may correctly conclude that no one tonnage figure can quickly give you a complete story of what a ship can do. An oil tanker fully-loaded, with 82,000 tons of oil could easily hide beside the 82,000-ton Queen Mary, which could probably not lift 1,000 tons of cargo.

To summarize, we quote below the various pertinent tonnage figures for that old workhorse of World War II, the Liberty, loaded to a mean summer draft:

Gross tonnage figures—7,190; net tonnage—4,389; light displacement—3,337 long tons; deadweight—10,920 long tons; maximum displacement—14,257 long tons.

The British, or long ton is equal to 2,240 pounds.

The short ton is equal to 2,000 pounds.

The metric ton is equal to 2,204 pounds.

A measurement ton is 40 cubic feet.

SIU SOCIAL SECURITY DEPARTMENT

OKAY NEW SIU WELFARE BENEFIT TO AID IN JOB REHABILITATION

Always flexible to meet the changing needs of Seafarers and their dependents, the rules of the SIU Welfare Plan have been amended to establish a new rehabilitation benefit in special disability cases.

The benefit will provide up to \$35 weekly for Seafarers no longer fit for sea duty but still able to work ashore.

Seafarer Baldo Coccia of Philadelphia, 51, victim of an accident ashore which resulted in the amputation of his left leg last November, is the first SIU man to qualify for the new benefit. He's already

been fitted with an artificial limb and is learning how to get about with the use of a cane.

A member of the Union since 1942, Coccia shipped in the steward department until the time of the accident. His last ship out was the Angelina (Bull).

In view of strong medical recommendations that Coccia not return to sea, he has been undergoing a rehabilitation program at the Moss Rehabilitation Hospital in Philadelphia where his aptitudes for various shoreside jobs have been checked out. The test results show a strong aptitude in the field of radio and television repair.

Accordingly, the Pennsylvania State Bureau of Rehabilitation is prepared to offer Coccia a year of training in this field.

Union and shipowner trustees got into the picture when it was learned Coccia could not be assured any financial support under the state program. Moreover, even if state assistance was obtained, it would be limited to \$15-20 weekly for his own maintenance. Coccia is married and it is felt he will require a car, including automatic gear-shift, because of the rural location of his home.

In writing the new benefit into the rules of the Plan, the joint board of trustees agreed that where there was a likelihood of a return to employment, the Plan would guarantee maintenance up to the amount of the regular SIU disability-pension of \$35 weekly. Due to the nature of the benefit, it is expected trustee action will be required as claims arise.

Applying For Benefit



Seafarer William Castro (right) checks over procedure on applying for SIU welfare benefits with Tom Gould SIU welfare rep., at headquarters as Bill Jr. listens in.

2 More Seafarers Retire On Pension

BALTIMORE—Another American Coal beef veteran and one other SIU oldtimer, both of this port city, have joined the roster of Seafarers retired on the \$35 weekly SIU disability-pension. The number of brothers added to the benefit list so far this year now totals seven.

Both Francisco Casasco and Umildo Paruas are 65 years of age

and last sailed in October, 1960. Beached now after being certified "not fit for duty permanently," they qualify for lifetime benefits of \$35 weekly plus the regular broad medical-hospital-surgical coverage of the SIU Welfare Plan's benefit program.

A black gang veteran with almost some 40 years' seetime, Brother Casasco served during the ACS beef as engine utility aboard the SS Casimir Pulaski in 1957.

Casasco had to quit sailing due to arteriosclerotic heart disease. He joined the SIU back in 1941



Casasco



Paruas

and he and his wife, Maria, have a home in London, England.

Brother Paruas is another oldtimer out of the black gang and last shipped as fireman on an SIU-contracted Curtis Bay tug.

His earliest listed seetime goes back to 1939 and he's been a member of the SIU Inland Boatmen's Union here in Baltimore since 1957. Paruas lists his mother in Spain as next of kin.

PHS Facilities In Philadelphia

PHILADELPHIA — Seafarers are urged to note the designation of Pennsylvania Hospital, 8th and Spruce Streets, Philadelphia, as the only USPHS hospital in this area available for immediate (emergency) treatment of inpatients or outpatients at any time. Since the hospital serves the USPHS on a contract basis only, those requiring other than emergency hospital care are normally referred to the regular marine hospitals in Baltimore or New York.

The PHS here also operates an outpatient clinic Monday through Friday from 8:30 AM to 5 PM. This facility is maintained at 225 Chestnut Street, Philadelphia, and is the regular PHS outpatient facility in the area. In emergencies, admission to Pennsylvania Hospital can be arranged through the clinic, by an SIU welfare representative at the hall or, after regular hours, directly with Pennsylvania Hospital. The hospital's number is WA 2-1000.

SOCIAL SECURITY REPORT



Joseph Volpian, Social Security Director

Convention Actions On Legislation

The concern of the Seafarers International Union of North America with the areas of Social Security, unemployment insurance, and medical services for seamen was clearly reflected in a number of actions taken by the delegates. Clearly the SIUNA, along with other American unions, is interested in increasing the protection offered to American workers in the legislative arena.

For example, one of the pressing legislative problems confronting Great Lakes seamen and other maritime workers is the unfair regulation in the state of Ohio which denies them unemployment benefits during the winter lay-up season. Great Lakes Seafarers have been fighting this issue for years in the hope of getting the necessary amendments to the law on the local level, but have been unsuccessful. Now, however, the SIUNA is backing an amendment in Congress which would accomplish much the same objectives and encourage the state of Ohio to provide appropriate benefits for seamen.

In other areas of national legislation, the SIUNA has expressed firm support for the Anderson-King bill which would provide medical care for aged Americans under the Social Security system, as well as for action to provide moderate-cost housing, aid to education, low-cost drugs and medicines and other pressing needs.

All of these items are important to seamen and their families. While they normally are not dealt with under Union contracts, in their own way they affect the membership just as directly as contract items do.

Another key action of the convention was the call for additional funds for the Public Health Hospitals. The costs of these hospitals' operations has gone up, but the funds have remained static. If this condition persists it is bound to affect the quality of medical care given to seamen. Therefore, the SIUNA considers this an item of great importance in protecting the membership.

Equally-significant, in this area, was the convention's call for realistic application of the 90-day rule on admission to the hospital. Clearly, in the shipping industry circumstances will arise under which a seaman is unable to ship within the 90-day period and thus loses his eligibility for Public Health treatment. Consequently, the convention delegates asked that a waiver system be set up to allow for those seamen who could not get a ship within 90 days because of circumstances beyond their control.

The convention also strongly approved the kind of medical programs which have been instituted by the Atlantic, Gulf, Lakes and Inland Waters District. It's pretty clear by now after the experience the Union has had in recent years, that the program of preventive medicine through our Union clinics has done much to preserve the well-being and earning powers of the Union's membership.

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

Room 1060, 11 Broadway, New York 4, N. Y.

SEAFARERS WELFARE PLAN

ENROLLMENT-BENEFICIARY CARD

Name: **DOE JOHN** Middle Initial **C**

Address: **99 MAIN ST., MIDVILLE** City **3 SMITH** N. Y. State

Social Security No. **999-99-999** Z No. **999-999**

Date of Birth: **JANUARY 1, 1900**

I revoke all previous beneficiary nominations and make the following nomination with respect to all benefits provided now or at any time in the future under the Seafarers Welfare Plan, still reserving to myself the privilege of other and further changes.

Name of Beneficiary: **JANE DOE** Relationship **WIFE** to You **N. Y.**

Address: **99 MAIN ST., MIDVILLE** City **3 SMITH** N. Y. State

Date: **February 10, 1961**

Witness: **Richard Smith** Signature **John C. Doe**

Address: **764 North Street** City **Brooklyn** N. Y. State

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IMPORTANT — Dependents must be listed on Reverse Side

Is Your Card Filed Properly?

Seafarers who have not yet filed a new SIU Welfare Plan enrollment-beneficiary card are urged to follow the sample above in order to assure prompt servicing of any claim for benefits. The card must be properly signed and dated by a Seafarer and also signed by a witness in the appropriate space. All items should be filed in. The postage-free cards are available at any hall.

SIUNA Pursers Win Export Line Vote

NEW YORK—The SIUNA-affiliated Staff Officers Association won a highly-significant victory when it scored over the Brotherhood of Marine Officers in a Labor Board election at American Export Lines. This is the first foothold for an AFL-CIO marine union in the ranks of Export's officers.

The official election results will be announced shortly, after the NLRB conducts an investigation of four challenged ballots. The unofficial results show 44 ballots cast for the SOA and 40 for the Brotherhood of Marine Officers, affiliated with the catch-all District 50 of the United Mines Workers of America.

One of the challenges was made by the staff officers Union. It has since withdrawn its challenge. Balloting took place by mail between December 14 and February 27. Union representation for over 85 pursers on cargo and passengers vessels is involved.

This is the second election con-

ducted among the pursers. The first, held last June, had the BMO winning 42 to 36. But the SOA challenged the results, submitting evidence of threats and intimidation during the polling. The NLRB set aside the results late last year and ordered the new election.

Up till now, no recognized maritime union represented officers of American Export Lines ships. At one time, the Marine Engineers Beneficial Association represented engineers, but during a strike in 1946 District 50 supplied licensed officers, broke the strike, and remained as bargaining agent.

Export line is the only deep-sea shipping company with which District 50 has a contract.

Storing The Steel Admiral



Sea Chest representative Joe DiGeorge and bosun Joe Air (center) go over sea chest list while crewmembers of the Steel Admiral bring sea chest stores aboard. Looks like plenty of gum-chewers and cigarette smokers aboard.

Shipowners Fight Wage Floor Move

WASHINGTON—Spokesmen for two shipping industry organizations have announced their opposition to the Administration-sponsored minimum wage bill which would modify and bring seamen under that law.

Under the proposed amendments seamen would now be covered by the minimum wage section of the Act, but they would still be exempted from the maximum hours provisions. The bill would make \$1.25 per hour the minimum wage after three years.

The operator groups, the American Merchant Marine Institute, and the Pacific American Steamship Association, opposed similar legislation in the last session of Congress. They centered their fire on the provisions which would have provided time and a half for seamen after 40 hours.

With the elimination of such a provision in this session's bill, spokesmen for the groups are now concentrating their opposition on the basic idea of including seamen under legislation which protects the vast majority of American workers.

The bill's coverage would have little effect on union seamen who receive wages far higher than the proposed minimums. However, the proposed legislation would greatly aid non-union seamen who now work for wages that average as little as 50 cents an hour with no overtime. The vast majority of such seamen are engaged on the inland waterways and barge systems of the nation. Seamen's unions have supported the administration's bill so that the unorganized seamen will have some wage security and protection.

SIU SOCIAL SECURITY BULLETIN BOARD

Seafarers In Drydock

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

- SAILORS SNUG HARBOR STATE ISLAND, NY
- Henning Bjork Alberto Gutierrez
- Bart Guranick Thomas Isaksen
- LUCIEN MOSS HOSPITAL PHILADELPHIA, PA.
- Baldo Coccia
- VA HOSPITAL NEW YORK, NY
- Chas. O. Bergagna
- US SOLDIERS' HOME WASHINGTON, DC
- William Thomson
- TRIBORO HOSPITAL JAMAICA, NY
- James Russell
- HENRY LANDIS STATE HOSPITAL PHILADELPHIA, PA.
- Thomas Murphy
- NATIONAL INSTITUTE OF HEALTH BETHESDA, MD.
- Henry J. Foy
- PINE CREST NURSING HOME COVINGTON, LA.
- Frank Martin
- VA HOSPITAL WEST ROXBURY, MASS.
- Raymond Arsenault
- VA HOSPITAL WEST HAVEN, CONN.
- John Driscoll Henry Smith
- USPHS HOSPITAL BALTIMORE, MD.
- Charles Ackerman Manuel Lourido
- Edward Allen James Macunchuck
- Richard Brown Avis Meadows
- Leonard Davis Peter Messina
- John DeVaux Wm. Piesczuk
- Alfonso Difabrizo Welter Roberts
- Joseph Diocco J. Schroeder, Jr.
- Andrew Flaherty Charles Stalling
- Gorman Glaze Richard Waters
- Chester Green Richard Waters
- George Hazen Richard Waters
- Carlo Ifera Donna Williamson
- Peter King Terrill York
- Lester Long
- USPHS HOSPITAL BRIGHTON, MASS.
- Oswald M. Ergle John Murphy
- Herbert Melsaac
- USPHS HOSPITAL CALVESTON, TEXAS
- Wm. C. Bryant Joseph Jarvis
- David Burke Bernard Kaminsky
- Adolph Heinzar Wesley Leonard

- Ralph Miller Ernest Pancheri
- Edward O'Rourke Thomas Riley
- Enos Ott
- USPHS HOSPITAL SAVANNAH, GEORGIA
- John Overton Ronald Wells
- Ernest Webb
- USPHS HOSPITAL NEW ORLEANS, LA.
- Alfredo Aaron Ezeb Manuel
- Byrd Buzbee William Mauldin
- Leon Brown Timothy McCarthy
- Ernest Cochran E. McClure
- Anell Cunningham D. McCorkindale
- Charles Cummings Clifton McLellan
- Millard Cutler Eddie Metros
- Thomas Dailey John C. Mitchell
- John Dixon Amiel Mitchke
- Norman Earley Alonzo Morris
- James Egan Hugh O'Donnell
- Hal Ellis Rostetuto O'Laris
- Peter Galindo Eugene O'Mara
- James Gates F. D. Peterson
- James Glison Calvin Rome
- Isaac Gromala Arthur Roy
- Wade Harrell Chester Seymour
- Alvin Henderson Luther Spell
- Everett Hudson Charles Taylor
- Sidney Irby James Thatcher
- Benjamin Jarrett Wm. Thompson
- Henry McKay Billy Ward
- Edward Knapp Earnest Water
- Leo Lang Elton Wilde
- Harold Laumann George Williams
- Norman Lightell Ernest Wilson
- James Lippencott
- USPHS HOSPITAL STATE ISLAND, NY
- Victor Begarana Fidel Lukban
- George Berry Carl Lundquist
- Bacilo Bounafont Isaac McCants
- Robert Burton Theodore Maltise
- Daniel Cerment Paul Matsos
- Gabriel Colon Felix Muniz
- Clarence Collins William Murphy
- Thomas Danbeck Joseph Obreza
- Peder Espeseth Braulio Oliveras
- Frank Feld Kund Ostergaard
- George Fiance George Pfifer, Jr.
- Erasmus Flecha Joe Ramos
- Leonard Geraghty Manuel Rodriguez
- Joseph Guillory Anselo Romero
- Rune Gustafsson Colisto Sieran
- Fleming Higason Stephen Stonski
- August Jensen Robert Smith
- Demetrios Kekis Lucien Theriot
- Jesus Landron William Vaughan
- Thomas Lauer Christian Vass
- Juan Leiba
- USPHS HOSPITAL NORFOLK, VA.
- George Balaskos Frank James
- Walter Conner Talmadge Johnson
- William Dowdy Sandy Lawrence
- William Fagan George Trimyer
- Charles Hall
- USPHS HOSPITAL SAN FRANCISCO, CALIF.
- James Barrett Ralph Mills
- Matthew Bruno Joseph Pitetta
- Wm. Kirkpatrick Arthur Scheving
- Miles McCormick Steve Thayer
- Lauri Markanen Ying Wol
- USPHS HOSPITAL SEATTLE, WASH.
- D. Herbert Laron Hady
- Thomas Johnson Charles Robinson
- Samuel McCurdy Joseph Shyder
- Joseph McGraw Sten Zetterman
- MOUNT WILSON HOSPITAL MOUNT WILSON, MD.
- Tom Danzey Allen Nauman
- VICTOR CULLEN STATE HOSPITAL CULLEN, MD.
- Carlton Roberts Alvino Terrazas
- USPHS HOSPITAL FORT WORTH, TEXAS
- Davis Danos Max Olson
- Benjamin Deibler Willie A. Young
- Thomas Leahy Bozo Zelencic
- Thomas Manion
- VA HOSPITAL KERRVILLE, TEXAS
- Willard T. Cahill
- MT. WILSON STATE HOSPITAL MT. WILSON, MD.
- Tom Danzey James Selman
- George Glas

SIU Blood Bank Inventory

Period: January, 1961

Pints Contributed 67
Pints Rejected 1

Pints Credited 33
(Under a standard arrangement with the Brooklyn Donor Center Inc., 50% is allotted for service, processing and storage.)
Previous Balance 74½

Pints Used 107½

Balance On Hand
February 1, 1961 50½

BANK NEEDS 449½ PINTS TO MEET GOAL OF 500

Physical Exams—All SIU Clinics

Month Of January, 1961

Port	Seamen	Wives	Children	TOTAL
Baltimore	115	6	10	131
Houston	102	6	2	110
Mobile	65	4	1	70
New Orleans	158	5	7	170
New York	321	22	19	362
TOTAL	761	43	39	843

SIU Welfare, Vacation Plans

Cash Benefits Paid

January 16—February 19, 1961

	Number Of Benefits	AMOUNT PAID
Hospital Benefits (Welfare)	7230	\$26,925.61
Death Benefits (Welfare)	16	58,177.95
Disability Benefits (Welfare)	972	34,005.00
Maternity Benefits (Welfare)	39	7,800.00
Dependents Benefits (Welfare)	217	48,397.79
Optical Benefits (Welfare)	105	920.50
Summary (Welfare)	8579	\$176,226.85

Vacation Benefits	1380	\$226,212.06
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TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD	9959	\$402,438.91
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None of the figures in the above summaries indicate the amounts paid for various other Welfare Benefits for SIU men and their dependents, such as scholarship payments, meal books, training facilities, medical examinations, and similar items.



An SIU Blood Donor Certificate (sample above) is given to every person donating to the SIU Blood Bank, which is maintained through the SIU Clinic in Brooklyn. The bank supplies Seafarers or members of their families anywhere in the United States and has been in operation since January, 1959. Through an arrangement with a national clearing house, blood can be supplied on short notice in any emergency. Donors can arrange appointments on the 2nd deck at SIU headquarters, one block from the Clinic. The whole procedure takes only a short time.

PHOTOS
LETTERS
STORIES
Send 'em to the LOG

'Listen—What Do We Need Him For?'



In casting about for ways and means to block American workers from achieving any improvements in job conditions, the management side of industry has come up with the "featherbedding" slogan. The latest to join the crowd is Ralph Casey, president of the American Merchant Marine Institute, who suddenly discovered—just before negotiation time — that American merchant ships are crawling with "featherbedders."

The "featherbedding" cry by management is simply a smokescreen to mask an attack on American workers' wage scales and working conditions. Management obviously feels that if it can convince the public at large that every union worker is a goof-off and, at the same time, convince the union members themselves that they are not doing a day's work, then they can put the unions on the defensive in future contract talks.

What management really is upset about is not the number of men working on a given job, but the fact that they have to pay American workers a respectable wage. The proof of the pudding lies in comparing work crews on American jobs with crews on comparable tasks in any foreign country you want to name. Whether it is on ships, trains or in mining and manufacturing, or in agriculture, it is universally true that foreign employers hire far more men for a given job than Americans do—including Americans who operate foreign subsidiaries overseas. This holds for shipping as well as any other industry.

Management then, has no objection to using lots of manpower when that manpower is getting 25 to 50 cents an hour. In fact, management prefers it that way and in underdeveloped countries or even in Western Europe, delights in employing large

numbers of flunkies for the personal service and convenience of management personnel.

American business has another object in mind when it raises the "featherbed" cry. That object is to replace the man with the machine, wherever possible. The point is to do away with the need to deal with human beings. A machine, after all, does not have to be treated like a human being.

But what management refuses to consider is the fact that the workers they want to dispose of are the same people who provide a market for their products. You can't sell automobiles, television sets, furniture or air-conditioners to an unemployed worker, just as you can't sell them to an African or Indian earning \$20 a month. And if these products can't be sold, there is no need for transportation, mining or other aspects of the economy.

From the selfish point of view, each industry tries to get along with as few men as possible, leaving it to the other guy to provide consumer purchasing power. When universally applied, the "featherbedding" cry will succeed in increasing the unemployment problem and further reducing purchasing power. Costs may be lower, it's true, but the market will disappear with it. A management point of view which supports this approach is like a man sawing off the tree limb on which he's sitting.

As far as the maritime industry is concerned, the SIU and other maritime unions will strongly resist any attempt by maritime management to use the "featherbedding" tack. If any ship operator wants to find out how successful the unions will be in their resistance, it is suggested that he query the 11 eastern railroads who tried the same negative approach, leading up to January's harbor strike.

SIU Legislative Department

Ray Murdock, Director



MARITIME OUTLOOK.—FMB announced that as of February 1, 1961, there were 950 vessels of 1,000 gross tons in the U. S. merchant fleet. This is seven less than the number active a month ago. Of the 950 vessels, 45 were Government-owned and 905 privately-owned ships. There is excluded in this total 23 vessels which are in custody of the Departments of Defense, State and Interior. There was a decrease of 18 active vessels and an increase of 3 inactive vessels in the privately-owned fleet, which decreased from 1,008 to 993. Of the 88 privately-owned inactive vessels, seven dry cargo, one combination passenger-cargo ship, and four tankers were undergoing repair and conversion. MA's active fleet increased by 11 ships, while the inactive decreased by 16. Twenty-one Liberties were sold for scrap. Sixteen privately-owned ships were traded in to the Government, decreasing the Administration's fleet by five to 2,033. The total US merchant marine decreased by 20 to 3,026. The month of January saw orders for new cargo ship constructions: Six of these for US lines, four for Lykes Bros., and four for American Export. The total number of large merchant ships on order or being constructed in US shipyards is now 79 . . . FMB announced that the Puget Sound Bridge and Drydock Co. of Seattle,

Washington, was the lowest responsive West Coast bidder for conversion of the SS Leilani. The Puget Sound bid was \$7,730,993 to convert the ship for service by American President Lines. Newport News Shipbuilding bid \$7,737,581 for the work, but because the West Coast shipyard made a responsive bid not more than six percent over the lowest East Coast bid on work for a West Coast shipping line, the West Coast firm was awarded the job. According to Section 502(d) of the Merchant Marine Act of 1936, as amended, this is the only method by which the government will pay a construction differential subsidy on a ship constructed for a West Coast shipping company. After conversion the SS Leilani is to be operated in APL's trans-Pacific service, which is expected to improve the quality of accommodations offered for almost 450 passengers . . . FMB has also announced that the Sun Shipbuilding Co. was low bidder for the construction of three container ships for American-Hawaiian Steamship Co. for use in intercoastal trade. Sun submitted a bid of \$21,400,000 for the first ship; \$20,600,000 for each of two; and \$20,350,000 for each of three. They agreed to complete the first vessel in 840 calendar days; the second in 990; and the third in 1,080.

FMB APPOINTMENT.—Thomas E. Stakem, Jr., has recently been designated Chairman of the Federal Maritime Board by President Kennedy. He will succeed Vice-Admiral Ralph E. Wilson, USN (Ret.), who becomes a member of the Board. Mr. Stakem will also become ex-officio Maritime Administrator, US Department of Commerce. Mr. Stakem, formerly a member of the Board, was one of its most active and productive members. He has borne the brunt of adjusting the Board's regulatory responsibilities and activities to the demands of Congressional investigators. Mr. Stakem has been an advocate of measures which seek greater coordination among all forms of transportation. The newly-appointed chairman's term ends in June 1962. Other members of the Board include Vice-Admiral Wilson, whose term expires in 1964, and Sigfrid B. Unander, who will serve until June 1961.

LEGISLATIVE SUMMARY.—The Senate has thus far pressed three bills of interest to the maritime industry. They are: S. 610, a bill designed to strengthen the domestic and foreign commerce of the United States by providing for the establishment of a US Travel Service within the Department of Commerce and a Travel Advisory Board. The bill now goes to the House Interstate and Foreign Commerce Committee . . . S. 707, sponsored by Senator Bartlett (Dem.-Alaska) which seeks to provide transportation on Canadian vessels between ports in southeastern Alaska, and between Hyder, Alaska, and other points in southeastern Alaska, and Hyder, Alaska, and other points in the United States outside Alaska, either directly or via a foreign port, or for any part of the transportation. The bill now goes to HMM . . . S. 804, a bill to amend "The Intercoastal Shipping Act, 1933," by extending from four to seven months the length of time by which the FMB might suspend tariff schedules.

Other bills now pending before Congress include the following: H. R. 3935, sponsored by Rep. Roosevelt (Dem.-Cal.) which seeks to establish the \$1.25 minimum wage. The bill is important to merchant seamen in that there is a provision to include them in the proposed legislation. Maritime unions, however, have objected to the exemption of merchant seamen from the maximum hours provision of the bill . . . A similar bill, S. 895, is pending before the Senate Committee on Labor and Public Welfare . . . HMM has scheduled hearings on H.R. 4299 for March 14. This proposed legislation is designed to legalize the steamship conference dual-rate system.

The Celler Antitrust Subcommittee is scheduled to resume its probe of the ocean shipping industry on March 7. The antitrust phases of ocean shipping activities of Nippon Yusen Kaisha, Cunard Line, and North German Lloyd will be the subject of the investigation . . . H.R. 4469, introduced by Representative Walter (Dem.-Pa.) is a bill seeking to amend the Subversion Activities Control Act of 1950 by providing that no individual who willfully fails or refuses to answer certain questions relating to subversive activities, when summoned to appear before certain Federal agencies, shall be employed on any US merchant vessel or within certain US waterfront facilities. The bill was favorably reported out of the House Un-American Activities Committee . . . March 9 and 10 have been set aside by the SIF for hearings on the following bills and resolution: S. 682, a bill to permit vessels desiring to navigate under bridges constructed over navigable US waters to temporarily lower lights, and day signals, and to depart from rules to prevent collision . . . S. 677, which would amend the 1936 Merchant Marine Act to authorize payment of operating subsidies for cruises . . . S. 885, a bill providing for a flexible interest rate in Government financing of ships under the 1936 Act . . . S. J. Res. 21, a resolution to authorize the Secretary of Commerce to sell 10 reserve fleet liberties for conversion to barges.



Mayoress of San Juan, Dona Feisa Rincon de Gautier, enters convention hall to address delegates. She received rousing ovation.

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TENTH SIUNA CONVENTION

Meeting in San Juan, Puerto Rico, during the week of March 13 to 17, the 10th biennial convention of the SIUNA was the first such international union gathering on the island. The San Juan setting was appropriate in light of the delegates' deep interest in cooperating with other unions from Caribbean countries on common maritime problems. Pictured here are a few representative photos of convention activity.



Intent on proceedings are Gordon "Blackie" Ellis, (left) and Ed Coester, members of the Sailors Union of the Pacific delegation.



Maurice Fein, Marine Cooks and Stewards Union, comments on a motion. Wilder Smith and Joe Goren of the MCS are in the foreground.



Convention committee chaired by Lindsey Williams, right, Gulf area vice-president of the East Coast SIU, gets in some work at end of session.



Mrs. Andrea Gomez, international vice-president representing the Cannery Workers of Los Angeles, reports to the convention.



Senator E. L. Bartlett, Alaska Democrat, discusses problems of off-shore sections of US in view of high freight rates and decline in domestic shipping activity.



William Jordan, recently-elected president of Marine Firemen's Union, reports on progress.



Claude Simmons, Atlantic, Gulf, Lakes and Inland Waters District, presents resolution.



Seamen's Organizational and Grievance Committee, chaired by SUP Secretary-Treasurer Morris Weisberger, (front, left) gets down to some serious business.



ck (right) president, Inter-Association of Fire Fighters over paperwork with Joe SIU Safety Director.



Al Wearing, IBU of the Pacific, moves adoption of a convention report during the second day of the week-long meeting.



Pete Peterson, oiler, Wild Ranger (left) and J. W. Wiggins, fireman, examine literature in lobby during convention recess.



SIU scholarship winner Dr. Alma Jimenez, daughter of Seafarer Pedro Jimenez, thanks delegates for opportunity to complete education.



Over-all view of section of convention floor shows several of the delegations in attendance. Marine Cooks are in foreground, Staff Officers, next right, Puerto Rico Division, right rear.



Chatting delegates are Howard Nickerson (left) New Bedford Fishermen, George Johansen, Alaska Fisherman, Merle Adlum, IBU.



Industrial Workers Union delegates in conversation with Keith Terpe (right) SIU Puerto Rico Division are Larry Brown, Sal Maccarone.



Convention shifted site on fourth and fifth day. Delegates are shown here in course of Senator Bartlett's address on Thursday morning, March 16.



Office staff supplied delegates with copies of all convention reports which were mimeographed and put out each morning.



Mimeograph machine got a workout putting out reports and convention information for the delegates. Reports were readied daily.



Part of delegation of Cannery Workers of the Pacific, Los Angeles Harbor District is shown outside convention hall. Displays in rear included map pinpointing locations of all SIUNA affiliates.



Morris Weisberger, SUP secretary-treasurer, takes chair during course of convention. At right are Hal Banks, president, SIU of Canada, and Ed Turner, Marine Cooks secretary-treasurer.



Among interested visitors to convention were this group of Seafarers off Alcoa ship which was in San Juan at time. Above them on wall are flags of Puerto Rico, Canada and US.

THE SIU COMMERCIAL FISHERMAN and CANNERY WORKER



Russian Trawlers 'Invade' Traditional US Fish Areas

SAN JUAN, PR—The American-flag fishing industry, already confronted with severe problems, faces a potentially-dangerous situation as the result of a wholesale Russian invasion of American fishing grounds on both coasts.

Representatives of SIUNA fishing unions, as well as convention guest speaker, Senator E. L. "Bob" Bartlett (Dem.-Alaska), both underscored the magnitude of the problem involving Russian fishing activity.

Senator Bartlett pointed out that the Russians are actively fishing in the Bering Sea area with large modern trawlers. They are expected to move south into the Gulf of Alaska in the future and to start fishing in the halibut fisheries.

Both the Senator and George Johansen, head of the Alaska Fishermen's Union, pointed out that these fisheries have only been maintained through a program of conservation in which both American, and Canadian fishermen participate. However, the Russians are not signatories to any conservation agreements and have a legal right to fish these grounds as they are in international waters.

The fear is that the Russians will seriously deplete the fisheries.

This would be a hard blow to the American fishing industry.

On the East Coast, Thomas "O'Bie" O'Brien of the Atlantic Fishermen's Union, and Howard Nickerson of the New Bedford Fishermen's Union, both reported extensive Russian fishing activity on the Grand Banks and other traditional New England fishing grounds. O'Brien estimated that the Russians may have as many as 25,000 crewmembers working in their fishing fleet with the Russian trawlers being far larger than the conventional Boston trawlers, as well as being more modern.

Here too, there is concern that unrestrained activity might lead to a decline in the catch of certain species.

There have been a few reports from the US Navy that some of the Russian trawlers may be engaging in "listening post" operations, since it has been observed that they carry an unusual amount of electronic gear in some in-

stances of a type which is not normally used by fishing boats.

However, it is clear that the major interest of the Russians is in exploiting the rich supply of protein foods off the coasts of the United States, because the Soviets have been notoriously unsuccessful in increasing their output of beef, pork, milk and cheese at home.

On the purely-commercial end, the United States Government has recently issued an order permitting the import of US crabmeat for the first time since World War II. The activity of the Russians in the fishing field poses the possibility of a Russian invasion of the American fishing market as well.

Fulton Fish Market Scene



Fishermen and shoreside workers help unload a catch of porgies and butterfish at the Fulton Fish Market in New York. The Austin W., out of Gloucester, contracted to the Atlantic Fishermen's Union, works out of New York during the winter months.

SIUNA Fisherman Ask Import Relief, Amendments To US Labor Legislation

SAN JUAN—Three important resolutions relating to the commercial fishing industry were acted upon by the delegates to the 10th biennial convention of the SIUNA here. The resolutions were heartily-supported by all of the representatives of SIUNA fishing unions including the Atlantic Fisher-

men's and New Bedford Fishermen's Unions on the East Coast, and tuna fish unions, Alaska Fishermen's Unions and various other affiliates on the West Coast.

Ask Import Restrictions

One resolution called for the imposition of some kind of import restrictions, either in the form of imports or the imposition of some kind of tariffs. While making it clear that the fish unions have no objection to participation of foreign fish in the American market, the resolution pointed out that American fishermen needed some protection and assurance of a slice of the market in order to keep their industry alive.

The second resolution dealt with the legal problems in the anti-

trust area which confront fishermen when they try to organize in many areas. In previous years, groups of fishermen have been subject to price-fixing and anti-trust charges when they tried to obtain specific benefits for themselves out of the market price of fish.

The delegates accordingly went on record asking for an amendment to the Federal labor laws specifically permitting fishermen to organize themselves and obtain the benefits of Union contracts.

Paid On Share Basis

The difficulty lies in fact that fishermen are normally paid on the basis of a share of the catch, so that union agreements establishing a certain figure for compensating fishermen have often

been attacked on anti-trust grounds.

A third resolution dealt with the problems of fishermen and inland boatmen as well, off the Pacific Northwest. These men, who travel from one state to another in the course of their work, have been harassed by several states, particularly Alaska and Oregon, for the payment of multiple state income taxes. The convention agreed that the SIUNA should explore this area and seek ways and means of protecting the fishermen from multiple state taxation.

Representatives of fishermen who work in the 49th State, Alaska, played a prominent part in the Tenth Biennial Convention of the SIUNA.

San Pedro Leads Fish Landings

WASHINGTON — The port of San Pedro leads in the valuation of fish landings, with New Bedford running second, according to the US Fish and Wildlife Service here.

Fish landings valuation in San Pedro totaled \$40,300,000 in 1960, the service reported. New Bedford fish landings in 1960 were valued at \$13,094,000, the service said.

Boston Ranks Third

Third ranking port for value of fish landings in 1960 was Boston where the total estimate last year was \$9,000,000. Gloucester fish landings valuation last year was estimated at \$6,000,000. Fifth ranking port was San Diego where an estimated \$4,000,000 worth of fish were unloaded.

The West Coast tuna fishing unions of the SIU are active in San Pedro harbor and in San Diego. The New Bedford Fisherman's Union is the leading factor in the second ranking port, and the Atlantic Fishermen's Union operates in Boston and Gloucester.

Mass. Agrees To Buy Only Home-Caught Fish

BOSTON—The Atlantic Fishermen's Union scored its first success in its campaign to expand the use of American fisheries production when Governor John Volpe of the State of Massachusetts signed an executive order to the effect that all state institutions purchase American fish products exclusively.

NBFU Asks Safety Gear For Vessels

NEW BEDFORD — New safety devices aboard boats contracted to the New Bedford Fishermen's Union were urged by a rank-and-file committee here, last month.

The Union committee asked that scallopers and druggers carry portable spotlights and asbestos gloves. The demands come in the wake of several fires at sea which resulted in the loss of New Bedford vessels.

An earlier Union-industry safety project has met with great success. The safety section of the US Fish and Wildlife Service Commercial Fisheries Bureau has praised efforts to put boom ladders on New Bedford scallopers.

More than half of the New Bedford fleet has boom ladders, with wire rings or baskets at their tops, which enable fishermen to easily and safely go aloft to keep blocks in safe and secure shape.

The Commercial Fisheries Bureau noted that about 65 percent of New Bedford vessels are equipped with the ladders. The average cost of installation is \$150 per ladder. The resulting efficiency and safety more than pays for the original cost.

The Union has also been looking into a proposal that its contracted fishing boats install radar shields or reflectors.

Up until now, Massachusetts, whose early prosperity was based almost exclusively on fisheries, had been purchasing large quantities of imports for use in such institutions as hospitals, homes, cafeterias in state departments and other facilities.

The success of the fish union in this area predicated a drive by the various SIUNA fishing unions to get the Federal government to consider using larger quantities of domestic fish in the school lunch program. At present, 80 percent of the fish used in these programs is imported from other countries.

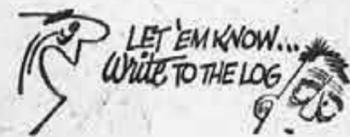
The New Bedford Fishermen's Union has already succeeded in getting local school lunch administrators in the New Bedford area to include scallops and other fish products in school lunches.

Meanwhile, the AFU is now in the process of negotiating its first new contract in many years. Since reaffiliating with the SIUNA, the fishermen's union has already made appreciable membership gains and is interested in organizing thousands of fishermen in Maine and other New England areas who have not had union representation up until now.

Famous New Bedford Cod



Straddling a huge cod fish is a member of the New Bedford Fishermen's Union. The 95-pounder was taken during a trip in 1954 by the FV Stanley Butler. The near record fish was purchased by a New Bedford fish company.



SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

The Skin: Its Function & Care

An article in "Today's Health" describes the skin as a magic mantle within which the body is enveloped. It keeps you warm when you are chilly, and cool when you are hot. It protects your health, and shows when something is wrong with you. It renews itself when worn or damaged, and cleanses itself when soiled.

Although the skin is one of the largest organs of the body, it carries out its functions so efficiently that we are usually not aware of it. Yet the skin is our first line of defense against disease. It regulates the body temperature, has the power of excretion and secretion and is an important organ of sensation.

The skin consists principally of a layer of dense connective tissue called the *dermis*. On the surface of this connective tissue are certain organs of special functions, and within or beneath it are glands and hair follicles. It is covered by an outer layer called the *epidermis*, which contains no blood vessels and is composed of dead cells. The outer cells shed themselves as new ones are formed underneath, so that there is a constant replacement of the body's outer covering. This acts as a perpetuating cleanser of the body.

The *dermis* contains connective tissue, elastic fibers, muscles, glands, hair follicles and blood vessels. The elasticity can readily be observed by pulling up the skin on the back of the hand and seeing how it quickly returns to normal shape.

As a person grows older, the skin becomes less elastic and supple; the fatty layer becomes thickened, and the skin becomes dry and wrinkled. Wrinkles are thus a physiological process and, as there is no known way to prevent them, no amount of massage or drugs can restore the elasticity or replace the fatty tissue.

The outer layer of the skin is attached to the inner layer so that certain areas of the body, such as the palms of the hands and the soles of the feet, appear as parallel ridges. The ridges are individually distinct, which makes it possible to use their imprints as identification marks.

The skin contains millions of sweat glands which exude microscopic amounts of water and various salts. The sweat evaporates quickly when a person is inactive but, on a hot day, or during vigorous exercise, this may amount to many pounds a day.

In the skin there are also thousands of hairs and sebaceous glands. The sebaceous glands produce an oily substance which keeps the skin lubricated, all of which produces a self-sterilizing action and thus keeps the skin relatively free from organisms.

Probably the most important function of the skin is its regulation of body temperature. The temperature of a person's surroundings varies widely but, except in illness, the body temperature remains fairly constant at 98.6° F.

Acne is the most frequent skin condition which doctors have to treat. It is most often seen in adolescents and is due to hyperactivity of the oily glands. Its result is that the pores of the glands become blocked and clogged, forming blackheads. If bacteria are present, they may also form acne or pimples. The best treatment for acne is soap and water. Blackheads should not be squeezed.

Many skin conditions or rashes are the skin's reaction to various substances and are known as an allergic reaction. When the cause of a skin condition is not obvious, it is often necessary to test the skin for various substances which are known to cause an allergic reaction, such as certain food substances, dust, hair or pollens.

The skin is known to react to emotional factors, such as the blushing of embarrassment or the sweating of the palms under tenseness or anxiety. The appearance of hives over the body from various emotional factors all can be cleared when the known factors are realized.

Prompt attention to cuts and scratches may minimize skin infection, even though scrupulous cleanliness only gives one moderate protection against germs. As a matter of fact, washing the skin may encourage infection due to the washing away of the natural protection of the skin secretions.

There are probably more skin conditions produced by too frequent bathing than by infrequent bathing. This is especially true with a person whose skin is dry, and in the winter time. If the skin itches, it is probably due to too frequent use of soap and water. A most common dermatitis is found in housewives who use detergents for washing dishes. This is the well-known condition called "dishpan hands."

Most dermatitis cases are over-treated. Often if the person stops the treatment and gives the skin a rest, the dermatitis will disappear.

Whether birthmarks, moles or other skin blemishes should be treated depends on many factors as to location, size and whether they increase in size or not. A doctor should always be consulted about the care of these conditions.

Warts are caused by a virus, and can be spread on the skin of one person by auto-innoculation, or be passed on to other persons by contact. They are not caused by handling toads, unless the person previously handling the toad also had warts. Most of them are self-limited, especially the kind youngsters have, and will disappear by themselves. Be a good doctor—charm them away by touching them with a red feather in the light of the moon. You will be surprised how the psychology works.

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

Stay Put For Jobless Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address.

An average delay of a month is reported in most cases, causing considerable hardship to the men involved.

Arab Official Assails Blacklist

BEIRUT—A Lebanese government official has voiced criticism of the Arab League boycott of ships of all nations which have traded with Israel. The Minister of Finance told a cabinet meeting that "the way in which the boycott of ships on the blacklist is operated does greater damage to Arab industry than it does to that of Israel."

The incident which led to the attack on the boycott concerned the unloading of a cargo of seed potatoes from the Norwegian freighter *Mars*. The potatoes were consigned for Lebanon originally but the freighter was denied unloading rights because she is on the blacklist for previously trading with Israel.

However, when the same vessel went on to Alexandria, to drop off cargo for Egypt, it was suddenly removed from the blacklist and unloaded normally. The only losers were the Lebanese who had contracted to purchase the potatoes.

The Arab League blacklist was the subject of a picket line protest last year by the SIU, aided by the International Longshoremen's Association. The two unions hung up the Egyptian-flag vessel *Cleopatra* in protest against the mistreatment of American seamen on blacklisted ships and the loss of employment resulting from the blacklist.

Seamen on blacklisted ships have been denied essential services in Suez and otherwise mistreated. In

addition, blacklisted ships are blocked from bidding on foreign aid and farm surplus cargoes going to Arab nations.

West European unions have also actively fought the blacklist practice since Scandinavian ships have been involved in incidents.

Jumbo Gets A Check-Up



Rerigged jumbo boom at the No. 3 hatch of the *Suzanne* gets final check-out from (l to r) Seafarers J. Burgos, OS; P. Aca-beo, AB; F. Reyes, AB, and R. Zaragoza, AB.

Brazil Fires All Customs Employees

Seafarers hitting Brazilian ports of call may notice brand-new faces in the ranks of Brazilian customs officers. That's because the incoming president, Janio Quadros, fired every man in the customs service when he took office.

Quadros acted because widespread smuggling had made a mockery of Brazilian customs and tariff regulations. Such items as automobiles, radios, and whiskey, which were heavily taxed, were being smuggled into the country in huge quantities. In some ports the illegal traffic far outweighed the legal imports.

In one recent instance, a liquor trader pulled into a Brazilian port



only to have his \$20,000 cargo confiscated by customs. The skipper of the boat was jailed. Meanwhile his liquor was privately auctioned off to the highest bidder, along with his boat, the proceeds going to the men who seized the cargo.

Subsequently, the skipper-owner of the merchandise was released and took off for the States in a hurry.

Automobiles were the most lucrative smuggling item, since, as a result of high duties, a \$2,000 American car costs as much as \$16,000 in Brazil on the legal market.

Guide To State Income Taxes

(Ed. note: Last month's SEAFARERS LOG carried an article advising Seafarers on how to handle their Federal income taxes. The following article deals in a general way with the procedure for filing state tax returns.)

There are 35 states in the United States which have state income taxes. Some of these states, like New York, have brought their tax system into reasonable conformity with the Federal tax laws. In other

words, the exemptions, deductions and other features of the tax are much the same as those provided in the Federal tax laws. However, most states have their own individual tax systems.

There are two features of all state tax systems which are identical as far as seamen are concerned. No state is permitted to withhold taxes from a seaman's income, although they may have withholding provisions for shoreside workers. As a result, in some states, seamen are required to file a declaration of estimated income in lieu of having his tax withheld.

Second, and most important, a seaman can only be taxed on his seaman's wages by the state in which he lives. It doesn't matter where he works, or where his shipping company employer has its home office. The seaman's residence is decisive.

However, other earnings are taxable by the state in which a seaman worked. As a non-resident, he must file a non-resident tax return and only include the income earned in that state. This income must also be included on the tax return of the state he resides in. In most instances, the state of residence will give a credit for taxes paid to another state on income earned therein.

What determines residence? Normally, it is decided by any or all of the following: Where a seaman is registered to vote; where he

maintains a home, or where he gets his mail.

This can lead to complications. For example, if a seaman lives in Alabama, but gives his address, when he signs on, as the Union hall in Brooklyn, both New York and Alabama would be after him for state income taxes. However, Alabama would be the state entitled to the tax. To avoid difficulty, it's advisable for the seaman to list his address where he actually has his permanent home.

Among the major seaboard states which have income taxes are the following:

State	Tax Due Date
Alabama	April 15
California	April 15
Delaware	April 30
District of Columbia	April 15
Georgia	April 15
Hawaii	April 20
Louisiana	May 15
Maryland	April 15
Massachusetts	April 15
Mississippi	April 15
New York	April 15
North Carolina	April 15
Oregon	April 15
South Carolina	April 15
Virginia	May 1

Of these states, only Hawaii and New York base their state taxes on the Federal income tax system at present. Consequently, Seafarers residing in those states should contact the state tax authorities to find out what the local regulations are.

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Deadline On New Registration

March 31 is the deadline for steward department ratings to switch over into the new class 1-S registration group for chief stewards. After that date, according to the rules, men coming off the ships, from vacations or out of the hospital will register either in Group 1 for key ratings other than chief steward or in 1-S. Once registered in a given group, they will not be able to switch to the other.

It appears that with very few exceptions, the Seafarers who normally ship as chief steward are all registering 1-S and are welcoming the change as offering them a clearer picture of their job opportunities and protection against casual shipping in the chief steward rating by men who normally ship other ratings in the department.

Retraining Begins Soon

With the establishment of the 1-S shipping group, it is now possible to proceed with plans for a training and recertification program in the steward department, beginning with the chief steward rating. This program is under preparation and should be ready for operation in the near future.

The transition to the group 1-S system has been a smooth one from the shipping viewpoint, according to all accounts, with all available job calls for chief steward going to men who have registered in the 1-S category.

The training and recertification program is particularly important in light of the action of the US Coast Guard in giving all men in the steward department, rated or not, "food handler" certification on their seamen's papers. Unless the Union and the operators act in this area through the Food program, unqualified and inexperienced men would be able to register and ship as chief steward or in other key steward department ratings. The results, of course, would be detrimental to the objectives of the Food Plan. Through the recertification program, men sailing SIU ships will have assurance that the men in charge of the steward department have the training and qualifications to properly discharge their duties.

At the recent SIUNA convention, delegates showed a good deal of interest in the operations of the Food and Ship Sanitation Department. As a result, two resolutions were passed in which it was recommended that all affiliated unions of the SIUNA consider action to improve shipboard feeding and to embark on training programs in this area.

The resolution on feeding noted that "shipboard feeding can be improved considerably, usually at no additional cost to the operator, if steps are taken to store adequately, to properly inventory and manage food stores, and to assure seamen of the services of trained steward department personnel . . ."

Must Be Across-The-Board

Such steps are effective, the resolution declared, "if they are applied across the board and enforced by qualified individuals who are not in the employ of any single shipping company . . ."

The resolution then called for "a) establishment of minimum standards as to the quantity, quality and variety of stores to be placed aboard ship for a given voyage, b) shoreside supervision by trained Food Plan representatives of storing and feeding practices for greater efficiency and better feeding, c) appropriate training for all steward department personnel."

Clearly, the action on this resolution reflects the successful operation of the SIU Food Plan here on the Atlantic and Gulf. Many of the delegates of the other unions attending the convention expressed a great deal of interest in the Plan and have indicated that they will seriously consider setting up appropriate systems of their own to improve feeding and storing and to upgrade the standards of steward department performance.

The result is likely to be improvement in feeding for seamen across-the-board on American-flag vessels.

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

SIU Food Plan Discussion



Chief steward Leoncio Calderon (standing) checks the latest Food Plan doings with staffer Eric Klingvall aboard the Steel Flyer, when the ship docked in Erie Basin after completing a round-the-world run.

Ore Ships Go On Grain Run

NEW YORK—Two SIU-contracted grain ships have started on a long-term Gulf-India run after being converted from bulk ore carriers by their new owners. The two vessels are the Transindia and the Transorient, formerly Ore Navigation's Oremar and Feltore. They are owned by Hudson Waterways Corp.

Meanwhile, Bethlehem Steel has formally applied for Government construction subsidies on two new 51,400-ton ore carriers to replace the two older ships. The new ore ships would be used on a route between Liberia and the US East Coast. They would service recently discovered iron ore deposits in that African country. Ironically, up to now, none of the Liberian-flag ore carriers have gone near Liberia.

Hudson Waterways has modified the two 25,000-ton Venore type ships by installing water-tight hatch covers, cleaning and remodeling foc'sles and doing repair and replacement work in the engine department.

The proposed new Bethlehem ships are to be 766 feet long and have a cruising speed of 16½ knots, which would enable them to make a US-Liberia round trip in 24 days. The two vessels would be the largest US flag ore carriers.



Against a background of billowing steam, a worker checks the newly-installed watertight hatch covers on the Transindia. The conversion of the former Oremar was done at the Bethlehem Steel Company's Hoboken Shipyard.

Food Plan Jacks Up Ship Stores

HOUSTON—The SIU Food Plan and Union representatives here have combined in assuring proper storing of the Mt. McKinley (American Tramp Shipping), which is carrying grain out of this port.

SIU Port Agent Bob Matthews reported that the beef arose out of the company's practice of purchasing all supplies in New York and then trucking perishables all the way from New York to Houston. To make matters worse, the meat and vegetables were stored together in the same compartment, despite the obvious need for different temperature ranges for these food groupings.

As a result, when the stores came aboard, the steward department found that they were considerably deteriorated. Union action followed to assure that the rejected stores were replaced and also that proper quantities and an appropriate selection of stores were put aboard for the voyage.

Kennedy Aide Gets Plea Of Domestic Operators

WASHINGTON—Representatives of the domestic shipping industry along with spokesmen for the SIU and the National Maritime Union had a special meeting here with James M.

Landis, special assistant to the President who is troubleshooting transportation problems and Government Agency operations. The meeting, on February 27, placed heavy emphasis on the desperate plight of the domestic shipping industry.

Just before the meeting, the Luckenbach Steamship Corp. announced its abandonment of the intercoastal trade. Luckenbach was the last common carrier in that service. Subsequently, Erie and St. Lawrence announced suspension of its East Coast coastwise operations. Luckenbach has since sold two ships to the SIU-con-

tracted Maritime Overseas Corp.

Since the Coastwise Line went out of business on the west coast several months back, all that remains of the once-thriving domestic shipping industry are two common carriers on the East Coast, Seatrain and Sea-Land.

At one time, the domestic shipping industry offered employment to many thousands of seamen.

The spokesmen for the industry and the unions pointed out, as they have on previous occasions, that railroad rate-cutting with the approval of the Interstate Commerce Commission was making domestic shipping extinct. They predicted that should the railroads succeed in driving domestic ships out of business, they would then be in a position to hike shippers by charging exorbitant rates.

Seatrain, in addition, has been seeking to get railroads to set up combined rate charges on shipments which would give Seatrain a fair share of total rail-ship costs for a given commodity.

The union and shipowner representatives are hopeful that as a result of the meeting there will be some executive action at the White House level to assist domestic shipping. It is believed any recommendations Landis would make would receive sympathetic consideration from President Kennedy.

KNOWING YOUR SIU CONTRACT



SECTION 38. SAILING BOARD TIME. (a) The sailing time shall be posted at the gangway on arrival when the vessel is scheduled to stay in port 12 hours or less. When the stay is scheduled to exceed 12 hours, the sailing time shall be posted 8 hours prior to scheduled sailing. If before midnight. If scheduled between midnight and 8 AM, sailing time should be posted by 4:30 PM, but not later than 5:00 PM.

(d) If the vessel's departure is delayed and the delay is due to the loading or discharging of cargo, the new time of departure shall be posted on the board, and if such delay exceeds two hours, the watch below may be dismissed and shall receive two hours' overtime for such reporting.

(f) The overtime prescribed above shall not apply when sailing is delayed on account of weather, such as rain, fog, or any other condition beyond the vessel's control.

During the sweep of Hurricane Donna up the Atlantic Coast in September, one SIU-manned ship was originally scheduled to leave New York harbor on Saturday. The hurricane was ripping up the South Atlantic coast at the time, and since the ship is in domestic trade, it was deemed extremely unwise to risk the ship and the crew.

It took two full days for the hurricane to pass, so that it was not until Monday afternoon that the vessel was able to sail. Extremely high tides and very rough water held her to the dock until then.

At the following payoff, crewmembers put in for delayed sailing overtime. However, it was pointed out that Section 38 (f) above was quite clear and specific on this issue—namely that delayed sailing because of weather conditions rules out payment of overtime. It is only on rare occasions that this clause is invoked, consequently, it was understandable that most crewmembers were not familiar with it.

YOUR UNION MEETINGS ARE IMPORTANT TO YOU.

ATTEND THEM!





THE CANADIAN SEAFARER

Icebreaker In Montreal Harbor



The Canadian icebreaker d'Iberville cracks through the frozen waters of the St. Lawrence River near Montreal this month in preparation for the navigation season. The photo was taken from a helicopter which acts as the "eyes" of the ship as it works to clear the last miles of ice in Montreal Harbor.

Labor Board Findings

SIU Of Canada Wins Key Ruling

OTTAWA—The SIU of Canada won important victories in its organizing efforts early this month. The Canadian Labour Relations Board here handed down several decisions affecting the Union.

The "Financial Post" of Montreal characterized the labor board's decision as opening the way for new SIU victories in the near future. The paper said that it is anticipated that the SIU will come out victorious in virtually every vote to be held over the next several weeks.

The board rejected the Canadian Brotherhood of Railway, Transport and General Workers' application for certification as bargaining agent for two units of the ocean-going tug Melanie Fair, currently in drydock in Great Britain.

The CBRT and its creature, the National Association of Marine Engineers, are involved in several other cases decided by the board.

The board hearing failed to produce evidence to connect the SIU with charges made against it. Capt. William Wharton testified against the Union at a previous hearing.

The board also certified the SIU as bargaining agent for eight employees on five tugs operated by Abitibi Power & Paper Co., on the Great Lakes.

Abitibi had on file an agreement with the NAME which expired in 1959, but the SIU was upheld as the new bargaining agent.

The only decision adverse to the SIU was the board's rejection of the Union's application to represent two employees of the Dominion Coal Co. of Sydney, NS. The labor board found that only one man was eligible and could not be organized because only units of employees can be unionized.

The SIU was certified as bargaining agent for 10 marine engineers of La Verendrye Line, Montreal. The Union beat out the NAME which had been bargaining agent in 1958 and 1959; the board

ruled that no bargaining agreement existed when the SIU reorganized the workers.

A board-supervised vote was ordered among the seven employees of Commercial Cable Co., Halifax, on its cable vessel John W. MacKay. The crew will decide whether to join the Union or remain unorganized.

Union representation votes were ordered for three deck officers of National Sand & Material Co., of Toronto to decide whether the SIU or the Canadian Merchant Service Guild should represent the men. Marine Engineers of the same company will vote for either the SIU or NAME as bargaining agent.

A vote among 36 employees of Upper Lakes Shipping will decide between the SIU and NAME. Also deciding between the SIU and the NAME will be: 26 employees of Scott Misener Steamships; 65 employees of N. M. Paterson & Sons, Ltd.; 62 employees of Hall Corporation of Canada.

Nine employees of Dominion Steel & Coal (Dominion Shipping Division) will choose between the Seafarers and CBRT. The Trainmen held the latest agreement in Dominion, the board ruled, but the SIU won the right to appear on the ballot after application for certification.

In an attempt to split off the vote, the NAME also intervened, but the board did not fall for the ruse and the NAME is not on the ballot at Dominion.

The SIU and the NAME will be on a ballot for representation of 15 employees of Algoma Central & Hudson Bay Railway Co. Voting in all elections will be held over the next several weeks.

Canadians Play Important Role At SIUNA Convention

SAN JUAN, PR—Canadian delegates to the Tenth Biennial Convention of the Seafarers International Union of North America played an important role in the international meeting.

Hal C. Banks, president of the SIU of Canada, gave a detailed report to convention delegates on the position of Canadian maritime and on Canadian differences with the National Seamen's Union of Great Britain. In the new structure of the International constitution, Banks is an executive vice president of the SIUNA, representing Canada.

Canadian delegates to the convention had key committee jobs. Ray Doucet, Quebec City port agent, was secretary of the Sea-

men's Organizational and Grievance Committee.

Paul Gagne, Thorold port agent, was chairman of the Constitutional Committee which drew up changes in the structure of the International. The executive board of the International was enlarged and other revisions were made.

Other delegates from the SIU of Canada to the convention were Rod Heinekey, William Glasgow, Fred Southern, Roman Gralewicz and Stan Devine.

In Canadian Ports

Montreal Port Open

MONTREAL—The SIU-contracted Maplebranch opened the port, for the third year in a row, on February 20, the earliest opening in port history.

Officers 'Logged'

QUEBEC—N. M. Paterson mate and master were charged in court with falsifying ship's log in connection with an attempted inciting charge against Ray Doucet which backfired.

New Ships At Thorold

THOROLD—Shipping companies will have new fleet additions this spring. Various mates have received letters from the Guild threatening to disclose their names if they sign with the SIU.

Toronto Ferry Scrapped

TORONTO—The TTC freight ferry T. J. Clark went to scrap for the price of a dollar.

Fort William School

FORT WILLIAM—For the first time the Marine School for deck officers will be open to unlicensed

deck hands. The tug James Whalen is being used as an icebreaker.

Sign Barge Pact

VANCOUVER—SIU men with Vancouver Barge Transport voted to accept a rank-and-file negotiated agreement that gave them wage, welfare, manning and vacation benefits. CBRT failed in its attempt to foist a sellout contract.

Halifax Tight

HALIFAX—Shipping was scarce here, but the cable ship John W. MacKay picked up a few replacements and some dredging contracts have been let out to bid.

SIU Canadian District Halls

- FORT WILLIAM, Ontario.....408 Simpson St. Phone: 3-3221
- HALIFAX, N.S.....128 1/2 Hollis St. Phone 3-8911
- MONTREAL.....634 St. James St. West Victor 2-8161
- QUEBEC.....44 Sault-au-Matelot Lafontaine 3-1569
- THOROLD, Ontario.... 52 St. David St. Canal 7-9212
- TORONTO, Ontario.....272 King St. E. Empire 4-5719
- VANCOUVER, BC.....298 Main St.
- ST. JOHN, NB.....177 Prince William St. OX 2-3431

Canada SIU Picks Banks

MONTREAL — In nation-wide Union balloting which saw a record vote of 4,024, Hal C. Banks was reelected president of the Seafarers International Union of Canada. Leonard J. McLaughlin was reelected assistant secretary-treasurer of the Union.

Banks received 3,573 votes and McLaughlin's vote totaled 3,298. Seventeen other officials were also elected to Union posts throughout Canada. All terms of office are for two years.

Incumbent Rod Heinekey was returned as assistant secretary-treasurer of the SIU of Canada's Western District. Don Swait was reelected Montreal dispatcher.

On the West Coast, W. Sawadsky was elected Vancouver port agent and C. Neville Vancouver patrolman.

Paul Gagne and H. Cahill were reelected port agent and patrolman for Thorold.

Reports To Convention



Hal Banks, SIU of Canada president, addresses the SIUNA Convention at La Concha Hotel in Puerto Rico. He reported on the Canadian maritime situation.



THE PACIFIC

MCS Port Agents Consider Calling Membership Coastwise Conference

SAN FRANCISCO—A special Marine Cooks and Stewards Port Agents Conference, held in San Francisco during the first week of February, took action on a number of topics, including the adoption of a proposal to call a Coastwise Conference of MCS members.

In their report on the conference, the agents said they agreed in principle to the theory of a Coastwise Conference, but stated that "to finance this conference wholly from Union funds would be financially unsound and that the membership should be called upon to help defray the expense of this project as this is for their overall benefit."

Depends On Members

MCS Secretary-Treasurer Ed Turner called upon all members to consider the project in terms of both the work to be done and the financing. "The realization of this conference will, of course, depend upon the response the members make, financially and otherwise," he said.

"I have asked the patrolmen to accept contributions earmarked for the MCS Conference."

The Secretary-Treasurer added, "there are many complex problems to be solved in order to hold a Conference of the size and importance of this project. As quickly as these are ironed out I will issue the formal call for the Conference."

In other areas, the Conference recommended that a handbook be issued to all ship delegates and that forms be printed and distributed to each ship on which the delegate can keep records of overtime earning. Such records could be used to expedite any beefs and prevent the "petty chiseling of some steamship companies."

Dues Arrears List

A listing of all members in arrears of dues and assessments will be sent to each branch and every ship delegate so that the Union can correct any violation of the Constitution. Patrolmen will not collect any dues from any members or permit holders who could be suspended from the Union according to the Constitution. The agents recommend that a joint Union-industry committee establish a registration and referral fee for all new registrants.

Better regulation of graduates of the Steward school was needed, the agents felt, and accordingly they suggested that a graduate sail in an entry rating for 360 days, after which he could sail in the graduate rating. "A program will be inaugurated whereby any new student, during the period of

accumulating 360 sailing days, will be required to take a job assigned to him or be re-registered."

The agents were informed that the three Pacific District unions have been conferring with National Labor Relations Board representatives regarding attacks on the hiring halls.

A memorial to Louis Foyt was discussed. But the members in attendance at the Conference felt that further "discussion with the membership would be proper before making any final decision and that the feelings of the majority should be considered."

Other discussions included: A legal analysis of the Landrun-Griffin Act and its requirements

concerning Union elections and election of delegates to the Seafarers International Union of North America Convention in Puerto Rico;

Publicity Review

A review of the publicity and public relations department of the Union and the distribution of the Union newspaper, "The Stewards News";

The recommendation that "officials receive a seven per cent increase in wages, this being in line with the action taken by the Sailors' Union and the Fireman's Union, also bearing in mind the fact that the membership received a seven per cent wage increase plus fringe benefits."

Pacific Port News

Portland Shipping Up

PORTLAND—SUP reports shipping has picked up considerably and some grain ships are expected back from the Orient shortly. Still waiting clarification about some grainers scheduled to come here from Astoria. MCS port agent reports Olympic Pioneer finally paid off, with company agreeing to pay all disputed overtime, make necessary repairs and supply new mattresses and pillows for entire crew.

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Iliamna In Seattle

SEATTLE—MFOW reports an efficient shutting down of the Iliamna, so fast in fact that it caught a brother who had stood the 8-12 watch as he was changing his clothes. The lights went out and he had to borrow a flashlight so he could dress and go home and not be arrested for indecent exposure. MCS reports shipping has remained fair for this time of year. The optical program is going forward with final bids out on job orders and doctor appointments.

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NY Has Chow Beef

NEW YORK—MFOW reports usual beefs on chow and a continuing beef on Matson ships about company sluffing off repairs on heating systems. The very good shipping reported by the SUP is expected to fall off somewhat in the next few weeks. Agent reports lowest number of men registered in port in quite a few years. MCS shipping has been slow, with many members manning picket lines in the recent SIU tugboat strike.

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SF Contract Talks

SAN FRANCISCO—SUP agents met with Matson, PMA and Standard Oil of California in contract talks. All reefer boxes on Oregon Bear were condemned and portable boxes will be placed on the after main deck for next trip. MCS reports. One year rule saw 76 replacements sign on President Cleveland.

Wilmington Trial Run

WILMINGTON—Unemployment office clerks gave members hard time by asking for union books to see if members have paid their dues. SUP agent called up and told office that if man had shipping card he had to be paid up in union. MCS agent reports action will be taken against any member who tries to chisel through dual registration. The Mormac trial run is expected to occur in May.

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Honolulu Slow

HONOLULU—MFOW shipped 32 men from this port during the six-week period ending the beginning of last month. Shipping slowed down the beginning of last month when three Matson ships went into the yard, laying off their crews.

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San Pedro Tight

SAN PEDRO—Shipping slowest since 1949. MFOW says automation has cut jobs as ships are in port only 12 hours before being fully loaded and underway. Port team came in second in baseball league last year and looks to do better this year as season is opening.

Fireman's Happy Home



This trailer, shown at a Riverside, Calif., park site, is the home of Vance Strouse, retired member of the SIU Pacific District Marine Firemen's Union. Strouse says, "I hope everyone can retire and be as happy and well-off as I am."

Congressmen Back SUP On MSTs Probe

WASHINGTON—Congressional support for a request by the Sailors Union of the Pacific and the Masters, Mates and Pilots for an investigation into MSTs Far East operation of US flag ships with Japanese crews was promised by three members of Congress last month.

The SUP and the MM&P called for a thorough probe of the Military Sea Transportation Service's Far East Area policy of operating 17 LST's, under US flag, with alien crews.

Congressman Thomas M. Pelly of Washington, member of the House Merchant Marine and Fisheries Committee, said in a telegram that he concurs with the position of Morris Weisberger. The SUP and MM&P claim that manning the MSTs Far East ships with alien crews cost the US \$8 millions per year which is drained from the American economy.

In addition to the reply from Congressman Pelly, the SUP received answers to its request from Senator Warren Magnuson of Washington, chairman of the Senate Merchant-Marine Committee, and Senator J. Strom Thurmond of South Carolina.

The San Francisco "Call Bulletin" supported the position of the two Unions, pointing out that

Japan today has a healthier maritime industry than the US, and that money spent on Japanese operations might better be spent at home.

MSTs claims that operations by Japanese nationals is "important to international relations and in support of the Japanese economy."

But the practice is in violation of Defense and Commerce Department agreements that gives US berth line vessels first priority in American shipping and last, where no American-flag shipping is available, then foreign-flag shipping may be used.

SIU Pacific District Halls

- SUP**
- HONOLULU..... Pier 8, Room 208 Phone 502-777
 - NEW ORLEANS..... 523 Bienville St. Jackson 5-7428
 - NEW YORK..... 675 4th Ave., Brooklyn Hyacinth 9-6603
 - PORTLAND..... 211 SW Clay St. Capitol 3-4338
 - SAN FRANCISCO..... 450 Harrison St. Douglas 2-8363
 - SEATTLE..... 2505 1st Ave. Main 2-0290
 - WILMINGTON..... 805 Marine Ave. Terminal 4-6917

MC&S

- HONOLULU..... Room 206, Pier 8 Phone 5-1714
- NEW ORLEANS..... 523 Bienville St. Ramond 7-428
- NEW YORK..... 675 4th Ave., Brooklyn Hyacinth 9-6600
- PORTLAND..... 211 SW Clay St. Capitol 7-3222
- SAN FRANCISCO..... 350 Fremont St. EXbrook 7-5600
- SEATTLE..... 2505 1st Ave. Main 3-0098
- WILMINGTON..... 602 Broad Ave. Terminal 4-8538

MFOW

- HONOLULU..... 56 North Nimitz Highway Phone 5-8077
- NEW ORLEANS..... 523 Bienville St. Magnolia 0404
- NEW YORK..... 130 Greenwich St. Cortland 7-7094
- PORTLAND..... 522 NW Everett St. Capitol 3-7297
- SAN FRANCISCO..... 340 Second St. Douglas 2-4598
- SAN PEDRO..... 205 West 7th St. Terminal 3-4485
- SEATTLE..... 2333 Western Ave. Main 2-6326

Pacific District Shipping

Port	SUP 1/10 to 2/6	MFOW 2/1 to 2/28	MC&S 2/1 to 2/28	Total
San Fran.	607	152	451	1,210
Seattle	127	64	14	205
Portland	119	43	30	192
Wilmington	361	(no hall)	83	444
New York	117	25	21	163
New Orleans	23	(no hall)	3	26
Honolulu	17	44	12	73
San Pedro	(no hall)	48	(no hall)	48
Total	1,371	376	614	2,361

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.



West Coast Sailors



COAST SEAFARER

West Coast Gets Tanker Agreement

SAN FRANCISCO—An area of agreement in wage negotiations, which will be used as the pattern for the industry, has been reached between the Sailors Union of the Pacific and the California Shipping Company, a subsidiary of Standard Oil of California.

In his secretary's report, Secretary-Treasurer Morris Weisberger stated if the membership approves the agreement—it is to go into effect February 1—"in accordance with past policy we would expect the same settlement from other tanker companies."

Better Than Original Offer

In recommending approval of the negotiated settlement, Weisberger said that although the Union "didn't get everything we asked for, the settlement we reached is better than what they originally offered and is more in line with what we got from the rest of the West Coast industry."

Wages and overtime rates are

figured on a seven day basis on the West Coast.

Some examples of the old and new rates are: AB (3 years), present: \$360 a month, proposed: \$385; Oiler, present: \$360, proposed: \$385; Cook, present \$415, proposed: \$445; Electrician, present: \$530, proposed: \$565; Wiper, present: \$320, proposed: \$340, and Messman, present: \$285, proposed: \$305.

The present overtime rates of \$2.00 and \$2.60 will be increased to \$2.10 and \$2.75. Present penalty rates of \$1.50 and \$1.90 will become \$1.55 and \$1.95.

Weisberger stated the Union was prepared "to go to Los Angeles for meetings with other companies." These include Tidewater, Richfield, General Petroleum (Socony Mobil), and Union Oil (Pacific Coast Transport).

The key disagreement was over the company's argument based on their previous settlements with the Mates and Engineers which amounted to less than five percent and to the differential between the West Coast and East Coast tanker agreements of previous years.

The Union argued that "we are not bound to follow the East Coast pattern, or the settlements made with the Mates and Engineers."

Turnabout Record Is Challenged

SAN FRANCISCO—The Marine Cooks and Stewards are quietly—and unofficially—challenging a story in the New York Times which states that the Queen Elizabeth set a turnabout record when it reached New York with 832 passengers aboard, discharged them, took on stores and new passengers and then sailed for Europe all within 16 hours and 35 minutes.

The MCS also questions the inference of the Times that the record of fastest turnabout of any liner is held by the French ship *Liberte* which made the turnabout in something like 14 hours.

Challenging the Times, the West Coast union notes the records of the two Matson Liners, *Lurline* and *Matsonia*, which have been making the complete turnabout—cargo, passengers and stores—in Honolulu in six hours. Both vessels have often done the same in San Francisco or Wilmington, the passenger complement often being over 800, and the conditions are roughly equivalent to Cunard ships.

WC Firm To Operate Coastwise

SEATTLE—Olympic-Griffiths Lines has filed an application with the Federal Maritime Board for assistance in the construction of two container ships for operation in the Pacific coastwise trade.

The new ships will have all the special developments tailored for the trade. The company plans to have the 18-knot vessels make a weekly turnaround between Seattle, San Francisco and Los Angeles, or two sailings in each direction per week.

Each ship will be fully containerized with a capacity of 200 containers each 8x8x20, and 75 autos. Rates will include door to door pickup and delivery.

New Apostleship Home



Here is the architect's drawing of the new Apostleship of the Sea building going up in San Francisco. The new building will be able to accommodate more than 100 seamen a day. Msgr. Matthew (Father Matt) Connolly is pastor.

MCS Stewardess



A distaff member of the MC&S, Vina Hall, tends the books in the ship's library while working as stewardess aboard the *President Monroe* (APL). The ship was in New York harbor at the time.

Firemen Aid Hurt Mate With Fund

SAN FRANCISCO—The membership of the Marine Firemen's Union has approved an appeal to individuals for help for MFOW member Sam Matthews, now a patient at the Marine Hospital here.

Matthews, a black gang member of the SS *President Polk* in 1959, was mugged while ashore in New York, and as a result of the brutal treatment became temporarily paralyzed from the waist down.

He is expected eventually to respond to physiotherapy, but he will surely suffer with his injury for a long time. For 16 months he was in the Marine Hospital in New York before being brought here.

A resident of Honolulu, Matthews is a long way from home at the hospital, and enjoys seeing friends. He is married and the father of seven children. Two sons and two daughters and his wife have visited from Hawaii and helped Sam's morale.

The Marine Firemen's Union has urged members to contribute to a fund being raised for the benefit of Matthews. Contributions to the fund have been received from the engine departments of the SS *Mariposa*, Hawaiian Banker, President Cleveland, Hawaiian Trader, President Hoover and other ships, and from individuals.

Contributors aboard ship to the Sam Matthews fund have been asked to turn their donations over to the delegate and patrolmen will issue a receipt for the ship's file. Ashore, contributors may turn their donations into any officer of the Union, for which receipts will be issued.

Visitors to Matthews say his morale is "wonderful" and that he is undaunted and in fine spirits. He is cheerful and optimistic in a situation that would have discouraged lesser men.

MFOW And Sailors Elect 1961 Officers

W. W. Jordan Heads MFOW

SAN FRANCISCO—William W. Jordan was elected president of the Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association in a three-month election that saw several close contests and resulted in the election of some new men to Union posts.

Jordan succeeds former president Sam Bennett who did not seek reelection.

In the race for vice president, Art Coleman, Portland agent, defeated incumbent Jack Hatton by a vote of 1,515 to 1,103.

C. A. Peterson was reelected treasurer, narrowly defeating Jess Stashin in a 1,466 to 1,134 vote.

San Francisco officers elected were Bob Sherrill, business agent No. 1; George Paton, business agent No. 2; Stanley Mish, business agent-clerk, and dispatcher C. J. Christie.

Fred Bruette defeated incumbent Seattle port agent A. H. Ward while Harry Jorgensen won over incumbent Seattle business agent W. Haley.

San Pedro balloting resulted in the reelection of Joe DoBosics as port agent, while Tom Meyer won in a six-way contest for business agent of San Pedro.

R. N. Sweeney, formerly Portland business agent, was elected port agent for Portland. A close race for the Portland business agent post went to Bernard J. Carpenter over Jack T. O'Gieblyn and Joseph P. Donahue.

Red Ramsay was reelected unopposed as New York Port agent, while incumbent New York business agent Jack (Slim) Von Hess was reelected business agent.

Alex Jarrett was unopposed and reelected Honolulu port agent. Elected to the Board of Trustees were Bruette, DoBosics, Mish and Sherrill. Delegates to SIUNA convention were Bruette, Sherrill, Ramsay and Hatton.

The four delegates to the SIUNA Convention left for Puerto Rico early this month. The biennial meeting ended March 18.



Jordan

Weisberger Leads SUP

SAN FRANCISCO—Union-wide balloting by the Sailors Union of the Pacific over a two-month period ended January 31 with the reelection of all incumbent officers, approval of an amendment to the Union constitution, and the defeat for the second year in a row of a proposed change in the shipping rule. A total of 3,655 votes were cast in seven ports.

The only major change in officers was the election of San Francisco first patrolman Jack Dwyer as assistant secretary to replace Harry Johnson, who did not seek reelection.

Morris Weisberger was reelected secretary-treasurer of the SUP unopposed.

Also reelected at headquarters were Joe Pohorence, dispatcher; C. P. Shanahan, first patrolman; Jim Dimitratos, second patrolman, and Homer Davis, engine and steward patrolman. William Berger was elected third patrolman.

At Seattle, Ed Coester was reelected agent and George L. Lewis, patrolman, while in Portland, Frank Fellows was elected agent succeeding Ragnvald Johansen who did not seek reelection. John Battles was elected patrolman to succeed Fellows.

Gordon Ellis was reelected Wilmington agent and Ray Murphy and Tony Finale were reelected patrolmen.

In New York, William Armstrong is agent and Geert Pott, patrolman. James Dooley was reelected Honolulu agent.

The four delegates to the SIUNA convention were Weisberger, Armstrong, Coester and Ellis. The vote to accept the constitutional changes was carried by a seven to one margin.

The proposed shipping rule change failed to get the required two-thirds majority for the second time. The change would have allowed men to return to their vessels provided the ship had not been laid up more than 21 days. The present rule which will continue, limits the time to 10 days.



Weisberger

Am-Hawaiian To Run Again

SAN FRANCISCO—American-Hawaiian—under contract to the three unions of the SIU Pacific District—is planning to resume service in the US intercoastal trade with four chartered ships. The company is also planning to build three tralershops.

Luckenbach Ends Service

This action follows an announcement by Luckenbach Steamship Co., that it is suspending its intercoastal service.

Bids on the proposed new ships for American-Hawaiian were opened last month with Sun Ship-

building the apparent low bidder at about \$21 million for each vessel. The company has asked for approval of its application for mortgage insurance for the three vessels.

American-Hawaiian operated a fleet of 38 ships prior to World War II but for the last several years it has been a holding company without any ships at all.

Seafarer Adds Movie Role To Roster Of Offbeat Jobs

If a man's been boxing champ at 12, milkman at 13 and subsequently circus roustabout, stowaway, seaman on ships of half-a-dozen nations, butcher boy, plumber's helper, ferry hand, sparring partner, dredgeman and linguist, tradition has it that he must wind up in one of two professions—writing or acting.

For Seafarer Peter Arthurs the choice was acting. He recently landed his first movie role in "The World's Greatest Sinner," an independent production, and is hopeful that it will launch him on an acting career.

Pete, who sails as bosun or AB has long had theatrical ambitions. His first break came in 1956 when, while on shore leave in Germany he struck up an acquaintance with actor Timothy Carey, then filming "Paths of Glory" on location with Kirk Douglas. Carey encouraged him to get professional training. Subsequently he took dramatic lessons at the Stella Adler Theatre Studio in New York City.

Carey meanwhile, had done a series of major movie roles and then set out on his own as an independent producer. The result was "The World's Greatest Sinner" in which Pete plays a modest supporting role.

A native of Dundalk, County Louth, Ireland, Pete is fluent in Gaelic as well as English and picked up Norwegian and Spanish in the course of his travels. "It was a matter of self-defense on some of those ships," he explained. "I either learned the language or I starved."

Pete parted company at an early age with what is considered the normal life. At age 12, he won the 63-pound boxing championship of Ireland in contests held in Dublin Stadium. The next year, he represented the Free State in a boxing tourney at Ulster Hall, Belfast, Northern Ireland. He learned some of the fine points of the ring at the age of 11 when he was put in reform school for swiping two suckling pigs from a farmhouse.

On the more humdrum level, he was earning his keep by serving as the local milkman, newsboy, butcher's assistant, farmhand and in similar jobs. However, Dundalk's horizons proved too confining, so at 14 he ran away with a gypsy caravan. Later he joined Duffy's Circus, a famous local institution.

At 15, he decided he had seen all there was to see in Ireland and tried to join the British Navy in Belfast. Being turned down as under age, he turned to merchant shipping, stowing away in the chain locker of the Black Sod, a coasting collier. Customs officers picked him up at Douglas, Isle of Man, and promptly packed him off home.

Collier Deck Boy

In March, 1949, still several months shy of his 16th birthday, he added some notches to his age to get a deck boy's job on the collier Beryl. His age was discovered after two months, he was put ashore in Dublin. This time though, he made it out of Ireland, ferrying over to Holyhead, England. London was the next stop and with it a job as a plumber's helper.

"While in London, I found out that the Norwegians had a shipping office there. I figured they wouldn't be concerned about how old I was and I was right." He shipped out as messboy on the tanker Salamis, which he described as a "fast course in Norwegian."

The Salamis put into Aruba where the youthful messman tried to jump ship. The vessel had already taken up anchor when the Dutch police caught up with him and saw to it that he caught his ship by launch.

After a Rotterdam payoff, Pete caught the Belinda for New York.

Arriving on St. Patrick's Day, 1950, quit the ship and started shipping out of the downtown job agencies to Greek and Liberian



Seafarer Peter Arthurs is shown with scowl and grease-paint for movie role.

tankers and Panamanian banana boats.

The following year Pete went to Montreal entering the US legally from there. He continued shipping on runaways until he got his US seamen's papers. Shortly afterward, he caught his first SIU ship.

He promptly went to the SIU deck department school for an AB's ticket but was turned down by the Coast Guard as underage. He got the ticket later on and, at 22, got his bosun's endorsement, making him one of the youngest bosuns in the business.

Subsequently, Pete tried his hand in the Golden Gloves under the tutelage of Pete Mello, US Olympic coach. Mello had high hopes for him as a middleweight prospect. He also served as sparring partner for Johnny Lombardo, a welterweight who campaigned against

Ray Robinson and Johnny Saxton. However, Pete was forced to put the fight game aside because of a nasal malformation which interfered with his breathing.

A couple of Pete's most memorable fights were those in which he came out on the losing end. "I was on an Isthmian ship in Calcutta in 1953 and we were hung up there for five or six weeks. A local promoter was putting on a show—Bengal versus Japan. I became a ringer for Bengal."

Unfortunately, the Bengali ringer didn't stand up, primarily because there's no opportunity for roadwork on the deck of a C-3. "I was doing pretty well until I ran out of gas and got flattened." After that, the local promoters relied on their own Bengal tigers instead of the imported variety.

Another losing battle was fought a short time later in Korea. At the time, Army MPs were attempting to make celibates out of seamen arriving there after transpacific voyages. In the course of their crusade for purity, two MPs caught him with a Korean girl. The result was a one-sided contest in which no amount of roadwork would have been much use. A weekend in a Korean pokky was then added to his roster of experiences.

Latest Bout

Pete's latest bout was with the doctors at the Public Health Hospital who have been straightening out his deviated septum. Meanwhile, he's looking forward to the day when "The World's Greatest Sinner" hits the local movie circuit.

"It's one of those offbeat films, the kind that's very successful these days, about a man who is first an evangelist and then a street-corner operator who starts his own political party. If it does well, Carey will be able to produce another film and I might land another movie role."

Maritime Roundup

Major changes in navigational aids on the Delaware River have been put into effect. Two lightships in the area are being discontinued, one, Overfalls Lightship, for one year, the second, Winter Quarter Shoal Lightship station, permanently. A new lightship, known as Delaware Lightship, has been set up about 30 miles northeast of Winter Quarter. The brightness of three lighthouses in the area was increased to two million candlepower.

The dumping of garbage and raw wastes in Lake Michigan by ships using the St. Lawrence Seaway is creating a problem that poses a health hazard to lakeside communities according to Rep. Robert P. Griffin, (Rep.-Mich.). He said Public Health Service experts are studying the problem and he may propose regulations similar to those in effect on the Canadian side of the eSaway, where ships are prohibited from dumping debris in Canadian waters.

A port, called the "Gateway to Prosperity" is scheduled to be completed in April in San Salvador, the tiniest Latin American nation. Acajutla, a \$6 million project, was started in 1956 and has already attracted major industries. Now ships will be able to dock at the Pacific Coast port, where its 900-yard wharf can handle four 10,000 to 12,000-ton vessels at a time. The port complex includes new breakwaters, warehouses, crane equipment, scales and other modern machinery.

The 43rd annual season of the International Ice Patrol, maintained by the US Coast Guard, started last month when a CG airplane took off from Argentina, Nfd., and headed out over the Grand Banks looking for ice dangerous to shipping. In addition to the air patrols, two ocean-going tugs and a buoy tender are taking part. Ice information bulletins are broadcast twice daily from Argentina. Officials expect this season to be milder than the last two and to end by mid-July.

A Japanese shipyard is building the world's first tanker designed specifically to carry liquefied petroleum. The 17,000 deadweight-ton ship will carry 180,000 barrels at a temperature of 40 degrees below zero. The designers have not revealed the technical aspects of the ship.

All That's Left Of Messhall



Seafarer Earl Cronsell, OS, stands in front of all that remains of four foc'sles and the crew messhall on the Ocean Evelyn. The damage was done during an English Channel collision with a Dutch ship.

Three Seafarers Injured In Ocean Evelyn Crash

Three Seafarers were injured last month when the SIU-contracted Ocean Evelyn (Maritime Overseas) was involved in a collision with a Dutch freighter, the Amstel Hoek, in the English Channel.

At the time of the accident, the Evelyn was outbound for Southampton, England, after making her regular call at Bremerhaven, Germany. The collision caused considerable damage to the after end of the Evelyn. It tore a hole in the hull at the number six hatch, wrecking the crew messhall and four foc'sles on that side and the number one lifeboat.

It also knocked over a couple of booms, bent a kingpost out of the line and did other minor damage.

Two of the three SIU men who were injured were William Luhrsen, engine utility, lacerations of the nose and face; and Edward Bliss 2nd electrician, back injuries and possible kidney damage. A third Seafarer, who was not identified, received minor injuries.

The Evelyn made it into Southampton under her own steam and went into a yard for repairs.

Dense Channel Fog

The accident took place on February 16 during a dense channel fog marked by a number of shipping mishaps.

The injured men were expected to be confined to the hospital for about two weeks, according to a cable from ship's delegate Mike Rozolski. He added that the men may return to the Ocean Evelyn after their release, which is expected to be about the same time

their ship will be ready for sea after undergoing repairs.

Shelley Hits Runaways' Unreliability

WASHINGTON—The seizure of the Portuguese liner Santa Maria by revolutionaries points up the weaknesses of relying on foreign-flag ships, Rep. John Shelley (Dem.-Wash.) told the House of Representatives here.

In a statement to the House, Rep. Shelley pointed out that runaway-flag ships supposedly under the "effective control" of the US are subject to loss resulting from political pressure in foreign countries, particularly on the seamen. "Effective control" arrangements with runaway shipowners, he said, are worthless, because the owners "could transfer their ships to some other country . . . They mean even less when we realize . . . that the seamen that man these . . . ships are the ones and the only ones that really have control."

He questioned reliance on seamen "who do not owe allegiance to the US but instead to some other country whose ideological and political philosophies are frequently and most usually different from ours."

He noted also that the Navy would have trouble commandeering "effective control" ships during an emergency. "The recent incident involving the Portuguese liner . . . demonstrates how impossible it would be to corral several hundred ships that are trying to avoid seizure. The fact that the Santa Maria could avoid detection by the US Navy . . . further highlights the fakery . . . behind the 'effective control' concept."



Ship's delegate Mike Rozolski, AB, wonders how crew will top these booms.

LET 'EM KNOW!
Write TO THE LOG



THE SIU INDUSTRIAL WORKER

Feb. UIW Benefits Totalled \$7,401.56

The United Industrial Workers Welfare Plan paid out 57 benefit claims to UIW members or their dependents during February, according to the Plan. The total paid out during the month was \$7,401.56, which was slightly more than the \$6784.65 disbursed during the preceding month to 36 UIW members or their families.

Highest Is \$570.85

The highest welfare check during February went to Joseph Znaniec of M. F. Stevenson, who received \$570.85. Other benefit checks amounting to \$200 or better went to the following: Ruth Sandler, Schaevitz Engineering, \$470.25; Daniel Biasiello, Air Master Corp., \$464.25; Marie McConaghy, Air Master Corp., \$419.55; Michael Padilla, Beam Matic, \$410.00; Robert T. Moroni, Hussman Refrigerator, \$380.78; Dimas Quilles, Fox Iron Works, \$338.90, and Edward Smith, Allied Gummed Products, \$250.00. Ten checks covering maternity benefits were paid out during the

month, according to the UIW Welfare Plan. Of the 57 claims paid out during February, 23 went to members while 34 were to dependents.

Cite Correction In UIW Poster

All UIW shop stewards and members should take note that an incorrect telephone number appears on the small white posters recently distributed, which list Union numbers to call on matters concerning welfare and grievances.

Under welfare, the number that should have appeared is: Whitehall 3-3020. This should be changed as soon as possible to avoid delay and get speedy service on their welfare benefit claims.

UIW Safety Committee At Hussmann



Three members of five-man safety committee at the UIW-contracted Hussmann Refrigerator plant near Philadelphia line up for photog. From left are Doc Holliday, Joe Girola and George Cupp. The other two committee members were not available for picture.

Workers At Sea Mac Boat Give UIW All-Out Support

PHILADELPHIA—Within a two-week period, 95 percent of the employees of Sea Mac Boat Co., Riverside, NJ, have responded to initial organizational efforts by the United Industrial Workers of the SIU, in this city, by signing pledge cards indicating their desire for genuine trade union representation and better working conditions.

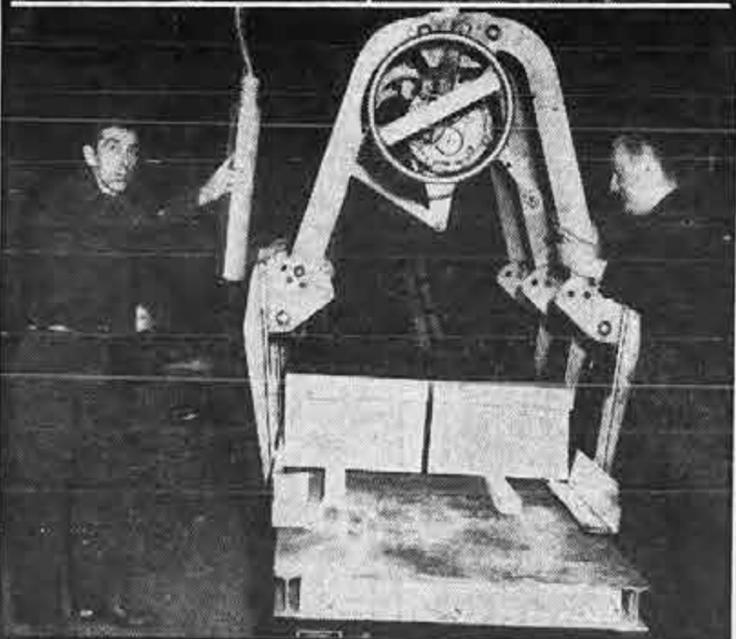
Since the cards were signed late last month, a first meeting with the

workers was held during which time a chief steward and shop steward were elected by the Sea Mac employees. Chosen as chief

steward was Joseph Moats; shop steward elected was Thomas Shultice. A third Sea Mac worker, Donald Barnes was elected to serve on the employees negotiating committee with the two stewards.

Sea Mac, which manufactures pleasure boats—both inboard and outboard varieties—employs about 40-50 workers during the peak season, which usually starts sometime during April. At present, a work force of 20 is employed, including spray painters, carpenters, sanders, hull builders, boat fitters and upholsterers. The company has two work shops and a show room housed in a one-story building in Riverside, near here.

UIW Men At Hill-Chase



Above are a few views of UIW members employed at Hill-Chase Steel, in Baltimore. Posing beside machine at plant (top left) are Dozier Stowers and (at right) Mel Plowman, shop steward. Top right: Bill Justh operates a cutting machine at the UIW-contracted plant. Above, (l to r) Peter Ferris and Harry Chisholm handle special lifting device at Hill-Chase.

3 UIW Delegates Attend SIUNA 10th Convention

NEW YORK — Three delegates representing the United Industrial Workers of the SIU were on deck during the tenth biennial convention of the SIUNA which was held during the week of March 13 to 18 at the Hotel La Concha in San Juan, PR.

The trio — Larry Brown, Sal Macarrone and Jack Miller—were chosen by UIW members in a secret mail referendum vote conducted during the first part of February.

This marked the first time that the UIW—acting under its own constitution—has received direct representation at an SIU convention.

A total of five members had nominated themselves to the delegate posts.

Anyone who wished to place his name in nomination had the opportunity to do so as of last January 20. Balloting for convention delegates took place early in February and was conducted according to law and accepted practice.

The results of the election were announced by headquarters during the middle of last month.

The UIW was allotted three delegates to the SIUNA convention in recognition of the growth of the organization. Delegates to the convention are allotted to the various districts in accordance with the number of members the divisions have. (See convention story on Page 3).

The news on this page deals with people working under the SIU banner in shoreside establishments engaged in maritime production and allied fields. Included among the items made are cordage, canvas, lifesaving equipment, ship's gear and related industrial products. Because there had not been any organization available to them, many of these workers were formerly without any union protection, until they came under the SIU banner. Developments in their area will be reported here because they are an important part of the maritime industry.

Talks Gain At Jay-Kay

NEW YORK — Two negotiation meetings between the United Industrial Workers of the SIU and the management of the Jay-Kay Corporation have taken place since the UIW became certified as bargaining agent for Jay-Kay workers last month.

The most recent negotiations took place late last month at Union headquarters. At that time, UIW members and union officials presented their contract demands to the employers. Other meetings will follow, according to reports.

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 UIW member and his family.

What's more, these meetings provide every UIW 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, April 4, at 6 PM, SIU Hall, 675 Fourth Ave., B'klyn.

BALTIMORE—Friday, April 7, at 8 PM, SIU Hall, 1216 E. Baltimore St.

SUNBURY—Sunday, April 9, at 2 PM, Friendship Fire Company.

PHILADELPHIA—Tuesday, April 11, at 7:30 PM, SIU Hall, 2604 S. 4th Street.

SIU ARRIVALS and DEPARTURES

All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name, representing a total of \$8,400 in maternity benefits and a maturity value of \$1,050 in bonds:

Timothy White, born October 16, 1960, to Seafarer and Mrs. Terrance White, Galveston, Texas.

George Silva, born November 16, 1960, to Seafarer and Mrs. George Silva, Baltimore, Md.

Mary Ann Thomas, born December 31, 1960, to Seafarer and Mrs. Michael Thomas, Baltimore, Md.

Milton Boling, born January 6, 1961, to Seafarer and Mrs. Milton Boling, Texas City, Texas.

Mary Alice Browning, born January 12, 1961, to Seafarer and Mrs. Thomas Browning, Mobile, Ala.

Martha Smith, born November 8, 1960, to Seafarer and Mrs. Thomas Smith, Woodford, Va.

Charlene Linden, born January 9, 1961, to Seafarer and Mrs. Clarence Linden, Brooklyn, NY.

Zena Stewart, born January 7, 1961, to Seafarer and Mrs. John Stewart, Covington, La.

Wander Johnson, born December 29, 1960, to Seafarer and Mrs. Neres Johnson, Mobile, Ala.

Robert Caldas, born November 29, 1960, to Seafarer and Mrs. Manuel Caldas, New Bedford, Mass.

Betty Edwards, born October 7, 1960, to Seafarer and Mrs. Howard Edwards, Gulfport, Miss.

Wander Capo, born January 21, 1961, to Seafarer and Mrs. Jose Capo, Ponce, Puerto Rico.

Linda Sauer, born December 3, 1960, to Seafarer and Mrs. George Sauer, Woodside, LI, NY.

Ronald Barnes, born January 13, 1961, to Seafarer and Mrs. Ronald Barnes, Arklan, Wash.

Dewey Penton, born December 29, 1960, to Seafarer and Mrs. Dewey Penton, Pearl River, La.

Patsy Matthews, born September 12, 1960, to Seafarer and Mrs. Earl Matthews, Starks, La.

Wayne Altstatt, born February 7, 1961, to Seafarer and Mrs. John W. Altstatt, Houston, Texas.

Patricia Kenny, born January 5, 1961, to Seafarer and Mrs. Terry Kenny, Bronx, NY.

Sandra Hensley, born February 2, 1961, to Seafarer and Mrs. Jack Hensley, La Porte, Texas.

Sharon Eledge, born February 2, 1961, to Seafarer and Mrs. Alfred Eledge, Houston, Texas.

Joseph East, born December 15, 1960, to Seafarer and Mrs. Harry East, Houston, Texas.

Collie Loper, born February 1, 1961, to Seafarer and Mrs. Collie Loper, Mobile, Ala.

Vandories Slater, born December 19, 1960, to Seafarer and Mrs. Willie Slater, Prichard, Ala.

Brenda Lee Edwards, born February 6, 1961, to Seafarer and Mrs. David Edwards, Mobile, Ala.

Sheree Orcutt, born January 22, 1961, to Seafarer and Mrs. Edward Orcutt, Ingleside, Texas.

Carlisle Wards, born January 31, 1961, to Seafarer and Mrs. Norman Wards, Manteo, N.C.

Forrest Lavelock, born January 9, 1961, to Seafarer and Mrs. Charles Lavelock, Galveston, Texas.

Annie La Soya, born December 15, 1960 to Seafarer and Mrs. Eligio La Soya, Texas City, Texas.

Alexander Sierra, born January 20, 1961, to Seafarer and Mrs. Efrain Sierra, Bronx, NY.

David Guiles, born February 19, 1961, to Seafarer and Mrs. John Guiles, Reading, Pa.

Donna Marie Gibson, born February 9, 1961, to Seafarer and Mrs. Samuel Gibson, Gilbertown, Ala.

Arthur Milne, born February 22, 1961, to Seafarer and Mrs. Arthur Milne, Mobile, Ala.

Darren Charles Hulburt, born February 18, 1961, to Seafarer and Mrs. Charles Hulburt, Rochester, NY.

Ruth Hayes, born September 27, 1960, to Seafarer and Mrs. George Hayes, Vancouver, Wash.

Dwight Strickland, born February 17, 1961, to Seafarer and Mrs. Franklin Strickland, Mobile, Ala.

Paul Klausen Jr., born December 19, 1960, to Seafarer and Mrs. Paul Klausen, East Hampton, Conn.

Suzette Trahan, born December 18, 1960, to Seafarer and Mrs. Leo P. Trahan, Algiers, La.

Tonja Willis, born February 22, 1961, to Seafarer and Mrs. William Willis, Mobile, Ala.

Elizabeth Ennist, born February 25, 1961, to Seafarer and Mrs. Cornelius Ennist.

Laurdes Trevisano, born January 9, 1961, to Seafarer and Mrs. Dominic Trevisano.

Eric Jon Sentel, born March 7, 1961, to Seafarer and Mrs. Albert Sentel, Asbury, NJ.

Stephen Homke, born February 15, 1961, to Seafarer and Mrs. Stephen Homke, Oxford, NJ.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$52,000 in benefits was paid. (Any apparent delay in payment of claims is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates.)

Edward S. Cannon, 54: Brother Cannon passed away due to a brain hemorrhage on September 23, 1960, while aboard the SS Choctaw in Kobe, Japan. He had shipped in the SIU deck department since 1951. Surviving is a brother, Charles M. Cannon of Seattle, Wash. Burial was at sea. Total benefit: \$4,000.



§ § §

Victor B. Cooper, 63: Brother Cooper died of diabetes and a heart condition at the USPHS Hospital, Staten Island, NY, on October 3, 1960. He had shipped in the SIU engine department since 1948, and is survived by a daughter, Miss Shirley Mae Cooper of Fresno, Calif. Burial was at Beverly National Cemetery, NJ. Total benefit: \$4,000.



§ § §

Benjamin N. Stewart, 54: Brother Stewart passed away at home in Slidell, La., on January 3, 1961, as the result of a heart ailment. He had sailed in the SIU engine department since 1944, and is survived by his widow, Mrs. Mildred Stewart. Burial was at Forest Lawn Cemetery in Slidell. Total benefit: \$4,000.



§ § §

Richard Mack Potter, 25: Brother Potter was lost in Chesapeake Bay on December 15, 1960 when he slipped from an icy scow and drowned. He had been shipping as an SIU tugboatman in the deck department since 1956. Surviving is his widow, Mrs. Bonnie Sue Potter of Greenhaven, Md. Total benefit: \$4,000.



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.

Ferdinand Vigo, 41: A cerebral hemorrhage was the cause of death to Brother Vigo on December 22, 1960, at Fortaleza, Brazil. He had been shipping SIU since 1939 in the engine department. Surviving is his widow, Mrs. Dorothy Vigo of New Orleans, La. Burial was at St. Roch Cemetery, New Orleans. Total benefit: \$4,000.



§ § §

Eugene G. Senff, 53: Brother Senff died of a heart attack on January 23, 1961, at Charlestown, SC. He had sailed in the SIU deck department since 1943, and is survived by his widow, Mrs. Mary Senff of Baltimore, Md. Burial was at Baltimore Holy Rest Cemetery. Total benefit: \$4,000.



§ § §

Dolor F. Stone, 60: Brother Stone died at sea aboard the SS Santoro on January 23, 1961, as the result of a heart ailment. He had been shipping with the SIU since 1938 in the engine department. His widow, Mrs. Iris M. Stone of Baltimore, Md., survives. Burial was at sea. Total benefit: \$4,000.



§ § §

Jamie M. Hilda, Jr., 64: Brother Hilda died of heart disease on January 13, 1961, at South Baltimore General Hospital, Baltimore, Md. He had been shipping in the SIU deck department since 1938, and is survived by his widow, Mrs. Helen C. Hilda of Baltimore. Baltimore Military Cemetery was the place of burial. Total benefit: \$4,000.



James H. West, 68: A heart ailment was the cause of death to Brother West on January 11, 1961 at the USPHS Hospital, Staten Island, NY. He began sailing in the SIU steward department in 1942 and had been receiving special disability benefits since 1959. His sister, Miss Marjorie West of New York, NY, survives. Burial was at Heavenly Rest Cemetery, East Hanover, NJ. Total benefit: \$4,000.



§ § §

Charles J. Neumaier, 75: Brother Neumaier died of a lung condition at the USPHS Hospital, San Francisco, Calif., on January 30, 1961. He began sailing SIU in the steward department in 1940 and had been receiving special disability benefits since last August. A son, Charles R. Neumaier, of West Los Angeles, Calif., survives. Burial was at Olivet Memorial Park, San Francisco. Total benefit: \$4,000.



§ § §

Juan R. Vazquez, 62: Brother Vazquez died of a heart condition aboard the SS Del Sud at sea on December 17, 1960. He had shipped SIU since 1947 in the steward department. Surviving is his daughter, Miss Betty Jean Vazquez of New Orleans, La. His place of burial was Greenwood Cemetery, New Orleans. Total benefit: \$4,000.



§ § §

Edward Taylor, 39: Brother Taylor died as the result of a liver ailment on January 30, 1960, while aboard the SS Del Aires at New Orleans, La. He had sailed SIU since 1942 in the steward department. Surviving is his widow, Mrs. Rose Marie Taylor of Houston, Texas. Brookside Park, Houston, was the place of burial. Total benefit: \$4,000.



§ § §

Basil L. Alfred, 54: A liver ailment was the cause of death to Brother Alfred on October 15, 1960, at Medical Arts Hospital, Houston, Texas. He had sailed as a cook on SIU tugboats since 1957. His widow, Mrs. Hester Alfred of La Porte, Texas, survives him. Forest Park Cemetery, Houston, was the place of burial. Total benefit: \$4,000.



Zebras, Alligators — Seafarer Trains Them All

Seafarer, expert horseman, zebra trainer and alligator wrestler: these are the credentials of Charlie Bramble, who makes his home in New Gretna, New Jersey, and ships out of the Philadelphia SIU hall.

Bramble, who modestly admits to being an expert animal handler, has "the only pair of trained diving zebras in captivity." These striped ponies have performed in various aqua shows along the Eastern seaboard, especially in Florida.

The animals were brought here from South Africa. Bramble was shipping on a Robin Line vessel in

1956 when he got a few days' free time in Africa. Being well-versed in animal lore, he decided to catch some wild animals. The whole story of the zebra chase, Charlie confides, will be brought out in a book which he is going to write when he gets the chance.

After the zebras were caught, there was the problem of bringing them back. Charlie ran into some

trouble concerning arrangements to care for the animals. When the vessel's skipper heard about the proposed cargo, he vetoed the plan, so Charlie let the animals go.

But on the next trip, he bought a pair of just-caught zebras and arranged to ship them home on another vessel.

When the animals were brought to the US, Charlie set them up at the New Gretna farm. "I've handled animals all my life," Bramble says, "and I was the first to ride a diving horse backwards." With this kind of background, Charlie began training the zebras.

He did such a good job that the two animals have learned to dive. One dives from a high platform into water, and another does a low dive. Charlie also has a pony—domestic variety—that dives into water.

Zebras are noted for their wild and vicious tempers, but Bramble's pair has become pretty docile. At various fairs and carnivals, the zebras are used to give children rides in addition to diving performances.

"A zoologist told me that he's never seen or heard of zebras being trained this well," Bramble revealed. Charlie has a lot of confidence in the animals. His own children, both quite young, ride the striped beasts.

The South Philly native has been running into difficulty with his menagerie lately. It's expensive to feed, and it takes time to work up acts and find places to put them on. So Charlie ships as AB to keep them all together.

LOOK MA, NO HANDS. Holding the snout under his chin, Charlie Bramble (photo right) straddles a full grown alligator — One of Bramble's diving zebras (bottom) takes a "header" into a water tank with a boy on its back. Charlie's diving zebras are believed to be the best trained in captivity.



Seafarer Charlie Bramble holds his infant son on the neck of one of his diving zebras. The animal is so well trained that it permits itself to be harnessed for riding.



Danny Boy Crew Thanked

(Ed. note: The following letter was addressed to the crew of the SS Danny Boy.)

Dear Sirs:

Words cannot express my gratitude in receiving the letter from you concerning my husband's last days. It was such a consolation to know that the Union and crew members did everything possible and that he was well cared for.

This was the only word, thus far, I received since the telegram of his death, but I expect to hear from the SIU Welfare Plan shortly.

Bob wasn't well and was recovering from burns on his arms which he received while working on the Alice Brown in November. He collapsed and fell across some steam pipes and was hospitalized in Galveston the first of November. When he was released in December, Bob continued to get headaches.

I was expecting a letter from him when I received the news of his death. He always wrote a diary and would mail it the first port he came to. I was wondering if he had written but didn't get to mail it when he became ill.

Although we weren't together as much as we would have liked, we were very much in love. Bob loved his work aboard ship and was working hard because we just enlarged our home.

The shock of his death was too much for me and I had to be hospitalized and just returned home.

Bob was buried at the Baptist Church, King, NC, in a military funeral — he served six years in the Navy during World War II. Again, accept my deep-

est appreciation and gratitude for your letter and money you sent me.

Mrs. Robert C. White

Corrects LOG On Sailing Rig

To the Editor:

In the January issue of the LOG you had a picture of a sailing schooner on the fish and cannery workers (p. 18) page. Under the picture you said "square rigged fishing boat."

Well, the picture is of a gaff-rigged schooner of the Blue Nose design with racing features added.

As a Seafarer who retired after getting married, my thoughts are still with the Seafarers at sea. Through the LOG, I see lots of my friends in pictures and read about them. Thanks again for a good union paper.

Robert G. Campbell

Seafarer Likes Portland Paper

To the Editor:

I know previous issues of the SEAFARERS LOG featured articles on the newspaper strike in Portland and also on the weekly, then semi-weekly newspaper the "Portland Reporter" published by the striking employees of the Oregonian and the Journal.

Well, on February 11, 1961, Portland Reporter began publishing daily. I want to tell any of my Union brothers who are in the Portland area that it's a good paper to buy.

Isthmian, Waterman and Calmar crews should take special note of this and back the "Reporter."

Seymore Heinfling

Mates Praise SIU Steward

To the Editor:

We, the mates of the Margaret M of Penn Shipping, New York, which signed articles on November 4, 1960 and was delivered for scrapping at Kaohsiung, Formosa on January 28, 1961—about three months later—wish to compliment the SIU on its steward department. In

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.

particular we compliment the steward, Mr. Bill Hays for a job well done under trying conditions. We believe that our sentiments reflect those of all hands.

Charles B. Howard, 1st Mate
M. J. Carter, 2nd Mate
Wm. L. Henney, 3rd Mate
James Murphy, 3rd Mate

SIU Brother Hurt On Ship

To the Editor:

I wish to advise that at 1000 hours Monday morning on February 13 Carl Hargroves, fell about 30 feet while cleaning tanks on the SS Transeastern and he was badly injured.

The officers and crew responded immediately and got Hargroves out of the tank and to a bed. That evening we met the SS Santa Rosa (Grace Line),

an NMU ship, which brought Dr. D. L. Dupenet to our ship to examine our injured brother. The doctor and two mates stayed aboard about an hour and a half to give medical assistance to Hargroves.

The Santa Rosa was enroute to Florida with 250 passengers. We are all grateful for their assistance. The day after, we stopped at the buoy at Miami and the Coast Guard came out and picked up Hargroves.

Friends may write Hargroves care of USPHS, 365 Federal Building, Miami 3, Florida. We do not know how badly injured Hargroves is, but all SIU crew members aboard the Transeastern hope he will have a speedy recovery and be shipping again soon.

We were returning to Houston from Gydnia, Poland, where we brought a record cargo of barley that had been picked up in Portland and Seattle. We are now loading grain for Gydnia once more at Houston and top off in Galveston.

Ballard Browning

Carpenter Likes LOG

To the Editor:

I wish to thank you for mailing the LOG to me. I have enjoyed reading it for quite a number of years, as I have been a union man for 58 years. I am 81 years of age and still active in my Buffalo Carpenters Union local.

After reading the LOG, I pass it along to other members who are interested in union work. They are well pleased to read the LOG and look forward for the next edition.

John Maynard

Japanese Team Reports On Visit

(Ed. note: The following letter was sent to the LOG by the leader of a group of Japanese unionists who visited the SIU headquarters hall.)

To the Editor:

On the eve of our homeward departure from the US, I am happy to report to you that we, 12 members of the Second General Industrial Productivity Team (Japan), have completed our six-week tour of your wonderful country with great success.

We feel that we have been able to attain our objectives far more successfully than we had hoped. We realize that this success was made possible only through the kind assistance and cooperation that we received from you and many other kind American people.

On behalf of the entire team, I wish to take this opportunity to express our heartfelt gratitude to you and your associates for your generosity and kindness. I assure you that the information and knowledge that we acquired during our study tour will be put to good uses in Japan to promote sound labor-management relations, and to further contribute to the general welfare of the people of Japan as well as the people of the entire free world.

Furthermore, the goodwill shown us by you and many of your countrymen, whom we had the pleasure of meeting everywhere we went, will be warmly remembered and will be conveyed to our families and friends back home so as to promote friendly relations between our two great countries.

Tokuhashi Kigure
Team Leader

San Marino Baldies



Sunning the tops of their bald heads on the deck of the *San Marino* (Peninsular Nav.) during a voyage to the Near East are (l to r) George Atcheson, saloon mess; Frank Schultz, wiper; Jesse Baugher, bosun; J. A. Gross, AB, and Fazil Ali, chief cook. Engineer C. Wynn did clipping.



"Sheik" Bob Christensen poses on deck of SS *John C.* Photo by Ed Manasse.

Turned Down OT? Don't Beef On \$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to come up with equal overtime when the easier jobs come along. This practice is unfair to Seafarers who take OT jobs as they come.

The general objective is to equalize OT as much as possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can make up the overtime he turned down before.

Seafarer Realizes Value Of Clinic 'The Hard Way'

(The following article was submitted to the LOG by Seafarer Allen R. Nauman, who is currently a patient at Mount Wilson State Hospital at Mount Wilson, Md.)

I would like to take some space in the LOG to express in a loud clear voice my heartfelt thanks and appreciation of the SIU clinic, in particular, the Baltimore clinic.

This is one of the best welfare benefits in existence in our Union today.

I believe it was at the December meeting in Baltimore that we had Dr. Oscar B. Camp speak on the numerous advantages afforded seamen and their families at the clinic. I guess I was just as guilty of wishing the meeting would adjourn as the next guy.

What the hell, I figured, all these diseases happen to someone else—not to me. Brother, was I wrong.

At the time Dr. Camp was making his talk, I was sitting there with TB in its early stage! I found this out when I went for my clinic card the following week.

Consequently, I am taking a few months rest to get rid of this mauling tuberculosis bug.

Suppose we had no clinic and this thing had gone on unchecked. How many ships would I have gone on and how many men would I have infected in all innocence; and in their turn, how many would they have infected?

Also, by a quirk of fate, I didn't go home after my last trip. If I had, chances are my wife and four kids would have caught TB from me too.

As I said, I was just as guilty of bitching and griping about the bother of going to the clinic as anyone else... but not any more. I say now, let's make it bigger and better for a bigger, better and healthier SIU.

Chow Hound

by Zhemeck



Where's the night lunch ???

OCEAN ULLA (Maritime Overseas), Jan. 3—Chairman, R. Lippan; Secretary, Barney Kelly. Ship's delegate reported that all beefs were settled. Motion made and carried to have cooks and stewards to complete schooling and have same stamped in books.

MAIDEN CREEK (Waterman), Dec. 19—Chairman, Richard Taylor; Secretary, Barney Kelly. Ship's delegate reported that skipper informed him of advise each department to have a representative to attend safety meetings. Ship's fund \$6.95. No beefs.

MERMAID (Metro Petroleum), Dec. 29—Chairman, W. C. Sink; Secretary, L. W. Moore. Ship's delegate reported that some beefs on disputed overtime were brought up at meeting. Had discussion on food that was brought aboard from the Mt. Hood. Steward says he will be responsible for checking it. Crew requests check be made about garbage scow.

DEL NORTE (Mississippi), Dec. 27—Chairman, Tucker; Secretary, Whited. Ship's delegate reported three men missed ship in Rio de Janeiro and came back in Santos. One man hospitalized in "mitivideo."

ALCOA POINTER (Alcoa), Jan. 1—Chairman, Roy Evans; Secretary, R. Sessions. Vote of thanks to the steward dept. for the nice meat at Christmas and New Year.

ALCOA RUNNER (Alcoa), Dec. 18—Chairman, A. C. May; Secretary, W. R. Stone. Ship's delegate reported that headquarters was notified that OS Billy Campbell left in hospital at Adahan. No beefs reported by department delegates. Vote of thanks to steward dept. for well prepared food and service. Vote of thanks to bosun and members of deck dept. for supplying beverage for Thanksgiving dinner.

ATLAS (Cargo & Tankship), Jan. 3—Chairman, A. M. Panaopoulos; Secretary, Charles Reza. Ship's delegate reported everything okay. Ship's fund, \$114.15. Repair list turned in.

WILD RANGER (Waterman), Oct. 20—Chairman, C. Bortz; Secretary, A. Aaron. Ship's delegate reported that hand ciretets are not aboard ship and will be requested. Crew suggest that slop chest be replenished. Also that watertight doors, gaskets, dogs, to be checked. \$23 in ship's fund.

CANTIGNY (Cities Service), Jan. 4—Chairman, Thomas O'Connor; Secretary, Edward J. Wright. Ship's delegate reported everything satisfactory. Motion made that the Union issue a gold pin for twenty years service

without cost. Discussion on welding and burning on ships forward and safety line unless the ship is gas free taken up with captain and delegates. Captain said there will be no welding or burning beyond safety line in the future unless ship is gas free.

STEEL ROVER (States Marine), Jan. 8—Chairman, P. Jordan; Secretary, A. Nottuno. Ship's delegate reported two men missed ship in Bangkok and re-joined in Singapore. Ship's fund, \$18.50. Suggestion made to have ship's delegate see about heat in rooms. Suggested rooms have port fans installed, and to see about exhaust fans for engine room. Vote of thanks to steward department.

CHICKASAW (Waterman), Jan. 12—Chairman, W. F. Simmons; Secretary, Frank Kustura. Ship's delegate warned crew about excessive drinking and fighting, and that messroom be kept clean at night. \$15.05 in ship's fund. Some disputed OT in deck and engine departments.

CRION PLANET (Orion), Jan. 11—Chairman, W. Snell; Secretary, J. W. Elwell. H. J. McCue new ship's delegate. Crew requesting patrolman to be aboard ship in New York. Letter to be drafted and sent to headquarters regarding ship leaving New York without a steward.

PORTMAR (Cazmar), Jan. 8—Chairman, Cliff Bellamy; Secretary, James H. Feri. Ralph Bullard elected ship's delegate. \$37.50 collected for flowers. Discussion regarding any fresh fish caught belong to entire crew and cook agreed to cook them.

BULK LEADER (Amer. Bulk), Jan. 8—Chairman, W. Thompson; Secretary, H. M. Connell. \$33.31 in ship's fund. One man paid off in Halifax due to sickness at home. No beefs reported.

ROBIN HOOD (Robin)—Chairman, R. Vaughani; Secretary, R. Sedowski. Ship's delegate wishes to thank crew for making his duties as delegate easy by their full cooperation and smooth trip. No beefs. Vote of thanks to the steward department for a job well done. Suggestion made to have medical supply checked by patrolman.

YAKA (Waterman), Dec. 23—Chairman, Geo. Truche; Secretary, Geo. Baka. Ship's delegate resigns. New ship's delegate elected, Bill Burken. No beefs reported. Vote of thanks to steward department for cleanliness of galley and mess rooms.

ORION CLIPPER (Orion), Dec. 23—Chairman, J. R. Wilson; Secretary, Jack Winley. Ship's delegate reported they picked up replacements for the

two men that failed to join the ship in Aruba and Spain. Ship's fund stands at \$31. All crewmembers with personal beefs to take same ashore to be settled.

CITIES SERVICE BALTIMORE (Cities Service), Jan. 12—Chairman, Geo. Phillips; Secretary, Adolfo Capots. OT beef in engine department. \$3.42 in ship's fund. Vote of thanks to steward department.

CHOCTAW (Waterman), Jan. 7—Chairman, Tony Bergine; Secretary, C. Bortz. Ship's delegate reported that in the future when heat is required, it will be sufficient to call the engineer or oiler on watch. \$4 in ship's fund. Motion approved to limit

DIGEST of SIU SHIP MEETINGS

general meetings to two a trip. W. K. Dodd elected as ship's delegate. \$190 in movie fund. A three-man committee elected to supervise collections and matters pertaining to projector.

CHILORE (Ore.), Jan. 8—Chairman, T. Banning; Secretary, H. Hutchins. Ship's delegate reported one man missed ship in Baltimore. Abe Ross, ship's delegate from previous voyages resigns. Joseph E. Carender elected new ship's delegate.

OCEAN JOYCE (Maritime Overseas), Jan. 8—Chairman, O. H. Manifold; Secretary, J. O. Thibodeaux. Repair list turned in and repairs will be taken care of before trip to Far East. \$30 in ship's fund. Engineer stated all rooms will be painted starting the first of the year and kept his word as painting started. No disputed OT. Suggestion made that crew not sign articles from now on until all repairs are taken care of. Also to get draw before signing on. Vote of thanks to steward and his men for a fine job. Crew request that LOG be sent more often to this ship.

ALCOA PEGASUS (Alcoa), Jan. 15—Chairman, R. Masters; Secretary, J. McPhee. Everything running smoothly. Three men hospitalized from steward department. \$5.10 in ship's fund.

GULF WATER (Metro Petroleum), Dec. 18—Chairman, Peter Sheldrake; Secretary, J. G. Lakwyk. All stores received except one lock. Ship was not fumigated as promised. Steward should have equipment for fumigation on board. All rooms will be painted. Galley stove burning fuel oil. Request for tank on board for carrying diesel oil for use in galley stove. Crew requested to turn off washing machine after using, and to turn in repair list as soon as possible.

ALCOA RANGER (Alcoa), Jan. 10—Chairman, L. J. Pate; Secretary, K. L. Rickles. \$18.23 in ship's fund. J. W. Mullis elected new ship's delegate. Patrolman to be contacted regarding better food. H. Tomas had to leave ship in San Juan due to illness in family. Collection to be taken up for his passage home.

STEEL RECORDER (Isthmian), Jan. 7—Chairman, Nick Swolka; Secretary, Robert Wagner. Nick Swolka elected ship's delegate. No beefs, everything running smoothly. \$17.05 in ship's fund. Motion made to discontinue travelers' checks and carry American cash exclusively, with Isthmian.

FELTORE (Marven), Jan. 20—Chairman, E. A. Boyd; Secretary, C. M. Smith, Jr. No beefs reported. \$19.30 in ship's fund. Vote of thanks to steward and cooks for a fine Christmas dinner. The day was made especially enjoyable by gifts for every member of the crew from Capt. Victor E. Raymond. All hands enjoyed and appreciated thoughtfulness of captain and Ed Zeilman who helped wrap each gift.

MONARCH OF THE SEAS (Waterman), Jan. 22—Chairman, Pete Black; Secretary, Henry W. Miller. Steward missed ship in New Orleans. Discussion about keeping longshoremen from using crew's toilets. Everything running smoothly.

SEATRIN NEW YORK (Seatriner), Jan. 24—Chairman, Albert Paige. Motion made that patrolman include his signature when he collects dues and stamps the books. This was presented with the idea in mind that if receipt is lost the member still has proof of payment. This resolution was passed unanimously. Patrolman will be asked to look at messhall passageways and see if they can be painted.

FAIRLAND (Sea-Land), Jan. 12—Chairman, J. Sweeney; Secretary, W. Nasta. Turned in repair list to chief engineer. Most repairs were taken care of except heating system in crews quarters. \$13.18 in ship's fund. Vote

of thanks to steward department for the wonderful meals aboard, especially the holiday meals.

SANTORE (Ore), Jan. 1—Chairman, Joseph Michael; Secretary, S. M. Wolfon. Shipmate Harry Collier passed away at sea on December 9. Burial on December 11. Request made for new mattresses.

STEEL SURVEYOR (Isthmian), Dec. 18—Chairman, Earl Fanscher; Secretary, J. W. Adair. \$14.44 in ship's fund. Need keys for fore'sles. Request for supply of beer in slop chest. Request soogeeing deck department fore'sles. Request that steward place on sale soft drinks whenever possible. Slopchest ran out of filter cigarets in Calcutta.

DEL CAMPO (Mississippi), Jan. 22—Chairman, A. J. Dunne, Jr.; Secretary, J. M. Syms. Ship's delegate report no major beefs. Repair list was made up and small repairs were made. Other repairs will be taken up with shore officials. \$25 in ship's fund. Vote of thanks to steward dept. for a job well done in spite of insufficient stores, and no steward.

PENN VOYAGER (Penn Shipping), Jan. 1—Chairman, C. James; Secretary, V. V. Vaugordon. Brother Whittington to be elected ship's delegate. No beefs reported.

SUZANNE (Bull), Jan. 23—Chairman, J. Hoggie; Secretary, R. A. Swayne. \$7.77 in ship's fund. Motion made to have union incorporate in agreement a boat schedule that will accommodate all hands, those standing watch and day workers, also stewards department. All hands in accord that ship should be fumigated. Vote of thanks and appreciation to the steward department for the excellent job they have done this trip and the two holidays. Food was excellent and well prepared and served.

RAPHAEL SEMMES (Sea-Land), Jan. 23—Chairman, B. Varn, Jr.; Secretary, C. Henning. No beefs. Two men missed ship since last meeting. \$32 in ship's fund. Discussion on poor bus service to north side of slip in Port Newark. Vote of thanks to steward dept. for good food and service.

EZRA SANSIBAR (Construction Aggregates), Jan. 25—Chairman, S. Leekness; Secretary, J. Golder. Some disputed OT in deck department involving men working in wells and also, deck gang taking stores out of the engine department. Port captain to be contacted regarding missing OT records for black gang. Vote of thanks to steward department.

City Of Alma Fights Gales

To the Editor:

Contrary to the predictions of a number of sharp-figuring crew members, we (SS City of Alma) arrived in Yokohama too late for Christmas and too early for the New Year.

We had as bad a winter passage as I have seen: gales from every point of the compass, fortunately with no worse effects than loss of time. The movies helped to keep up flagging spirits—especially the one of the South Pacific filled with sunshine and smooth blue water, shown in the middle of a NW gale with everyone hanging on.

In connection with the movies, "Joe Potatoes," the third cook, should have special mention for his unstinting efforts to drum up money for, stir up interest in, and finally operate the movie machine.

Despite the heavy rolling, Christmas went off very well and a big hand is due the steward department for this.

One of the third mates here is a bug on weather prediction, and he supplied us with pretty charts showing all the miserable details of the weather ahead. If anyone ever gets around to hanging these things up in the hall before sign on, some of these jobs are going to be pretty hard to fill.

We expect to touch Kobe, Inchon, Pusan, Kobe again, Nagoya, Yokohama before we leave for the States.

Meanwhile, from all of us here, to you and all SIU brothers everywhere, a belated but sincere wish that the New Year brings you all you hope for.

Vince Harding
Ship's delegate

Chief Steward Gets Praise

To the Editor:

We, the crew of the Evelyn, wish first of all to wish every one of our SIU officials a very Happy New Year, and to our good and progressive Union, a continued program of gain.

Next, we would like to express our appreciation to our chief steward Frank Lijo for the excellent job he did in keeping us fed in spite of the conditions he had to endure and the hardships he had to go through to maintain the SIU shipboard feeding standard.

Frank and his galley gang did a marvelous job. If not for their efforts beyond the call of duty, we would not have been fed as well as we were.

Several days after we left the States, our refrigeration system went haywire. The steward and his gang day after day and night after night watched and nursed the iceboxes to see that spoilage was kept at a minimum.

Upon reaching the other end, England, we loaded ice and, at every port we touched, we re-

plenished our supply of ice. By doing this we conserved enough food to last us to the States and through the holidays. I understand that a portion of our supplies was unavoidably spoiled, but the fact remains that through the efforts of our chief steward, our standard of feeding did not come down and he maintained at all times a good feeding ship.

When any of our stewards neglects his assigned duties and falls down on the job, many of us are quick to criticize or condemn; I would do the same in this instance—only the opposite—and that is to compliment one who is deserving of credit.

Under the SIU Food Plan, I think our steward has done a marvelous job of preserving what would have been spoiled and maintaining the standard

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.

that the program established. I trust that this short letter will be an inspiration to other stewards who might experience the same thing that our ship went through when we lost our refrigeration system.

So again, to our chief steward, Frank Lijo, and the galley gang of the SS Evelyn, we say you did a wonderful and typical SIU job.

E. Kocienowski

Portmar Crew Catches Fish

To the Editor:

This is to inform you that Brother Sam Setliff was hospitalized in Coos Bay, Oregon. He is at the McAuley Hospital there where his condition was described as "good." The doctor's slip reads: "Hospitalized for evaluation and treatment of heart disease."

Brother Anthony Michalski of Philadelphia lost his father and flew home. Officers and crew sent flowers and condolences.

Now for the brighter side of the news from the SS Portmar (Calmar). On the way around, the fishermen caught 34—there were tuna, wahoo and dolphin. Needless to say, they were tasty and a nice change. Most of the credit goes to Brother Michalski and Willard Layton for their fish-watch job.

We had a nice Christmas in Coos Bay, and enjoyed the New Year at Sea. The crew sends their best wishes to the Union officials for a prosperous New Year.

Malcolm B. Woods
Ship's delegate

Ex-Seaman Enjoys LOG

To the Editor:

Again I want to thank you for sending the LOG which I read and enjoy. It tells me what's going on.

I sailed for five years with the SIU as night cook and baker and hope the day will come that I shall sail again. My memories are still with many of the good men I sailed with.

I was sorry to hear of the death of Al Stansbury. May God reward him with eternal rest. Yes, I think of all of you as I read the SEAFARERS LOG. I am with you in spirit looking for the day I can sail again with the SIU and be of service.

So long for now. God bless you all, especially our departed brother, Al Stansbury; may he rest in peace.

Arthur Brazil

Ex-Seafarer Now On Coast

To the Editor:

I am writing this to ask you to please send me the LOG as I was a member of the SIU back in 1957 and had been a member since 1951.

We came to California in 1957 to make it our home. We had a son born here and he was born with a congenital heart defect. We went back to Boston, our home town, and had him in the Children's Hospital in Brookline, Mass. The weather was too damp there so we came back to California.

We are living in the Mojave Desert. It is hot in the summer and cold in the winter, but the climate here is the best for my son. We have five children and I work for the Air Force here at Edwards Air Force Base.

I am a cook at the 6510th Air Force Base Hospital—the same work I did when I was shipping out. I have been a seaman since 1938. I shipped out of Boston on NMU ships and SIU ships. My first ship was the SS Halo, a Cities Service ship. Then I went to work for Esso Standard Oil of NJ—worked for them for five years, then went in the Army. I served two years then joined the NMU.

I was chief butcher on Army transports until 1951 when I went back into the Army for the Korean War for six months. I then came out and joined the SIU.

I would like the LOG sent to me as my wife and I always liked to read it. I used to pick it up in Wilmington, Calif., whenever we took the baby to the hospital, but I haven't been there for a long time and I sure miss the LOG. It keeps us up with all the news along the waterfront. Sincerely,

Manfred V. Ciampi

(Ed. note: We are putting your name on the LOG mailing list and you will be getting a copy each month from now on.)

Veteran Seafarer Buried At Sea In Gulf Of Mexico

(The following article was submitted to the LOG by Seafarer Joseph P. LeBlanc, L-595.)

In an impressive ceremony aboard the SS Debardeleben Marine I, Fred Miller, 69, a member of the SIU since 1944, was buried at sea January 23, 1961.

The ashes of the oldtimer were brought aboard the Debardeleben in Tampa by his son-in-law, Joseph P. LeBlanc, who signed on the ship as an AB.

The ship proceeded to depths suitable to the burial of a deepwater seaman, sailing with flag at half-mast.

The urn of ashes was sewn into a neat canvas shroud. At 11:07 in

the morning, 66 miles east south-east of South Pass, La., the ship's screw was stopped, and Brother LeBlanc and his shipmates slowly bore the shroud back to number five hatch.

Burial services were read by the chief mate, Mr. Pat Blancq, a former Commander in the US Navy. The ship's bell tolled in a series of eight bells—signifying end of watch for Brother Miller on earth and the beginning of the watch in the next life.

Mr. Blancq chose the 23rd Psalm for the service. A wreath was dropped on the water. The ship blew three long loud, clear whistles in farewell and steamed away, leaving as the last visible reminder of Fred Miller a ring of flowers rising and falling on the gentle swell.

Permission for the burial was granted Brother LeBlanc by H. Flaniken, master of the Debardeleben and the vessel's owners.

Native of Denmark

Brother Miller entered the US from Denmark in 1920. He had been a member of the longshoremen in San Francisco, the Sailor's Union of the Pacific, the old International Seamen's Union and in his latter years, the SIU.

He had been in bad health since August, 1956. Living at Jensen Beach, Florida. The old seaman requested that he be buried at sea when the end came, and the request was carried out by his son-in-law.

Survivors are his widow, Mrs. Ulla E. Miller, Jensen Beach, Fla.; a daughter, Mrs. Grace LeBlanc of Fort Pierce, Fla.; a brother in New Smyrna Beach, Fla.; a sister in the Bronx, N.Y.; three sisters in Copenhagen, Denmark, and two grandchildren.

LOG-A-RHYTHM:

Your Destiny

By Alexander J. Letter

A sailor returns—home from the sea.

Heart beating, soul alive, calls out —Marie!

Anxious and waiting, she greets him happily.

"Love you." "Miss you." — To marriage they agree.

"Grand wedding." they suit each other to a "T."

Another ship. Back to wife. But now a baby.

She entreats: "Go no more and leave me."

Restless nature; a sailor's trait, beckons him to flee.

Lured by the call—wife is again lonely.

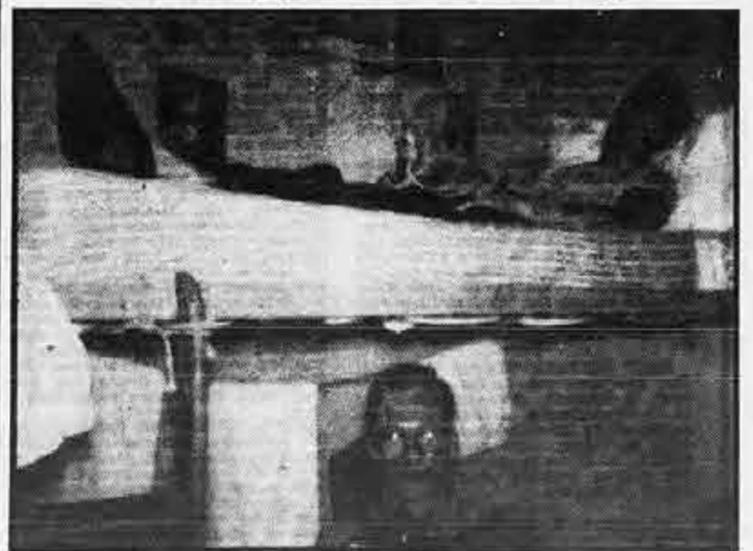
Says he'll quit, on their next anniversary.

How can he now? When babies there are three.

So sailor boy, stop dreaming. You are destined to be

Sailing and Sailing, 'till the good Lord calls thee.

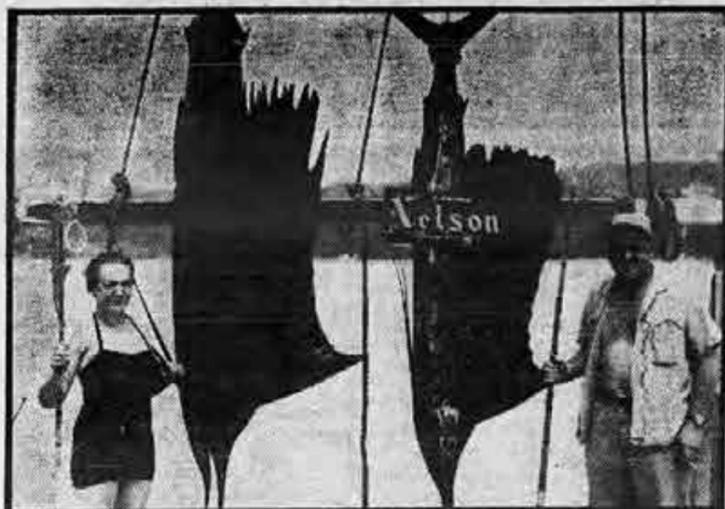
Relaxing On The Locksley



Relaxing during a South Africa run aboard the Robin Locksley (Mormac) are Tom (Kid Candle) Danbeck, on the top bunk, and Vincent Ratcliff, playing the accordion, in the bottom bunk. On the voyage earlier this year, Danbeck was ordinary and Ratcliff was an AB.



Seafarer Hooks Big Ones



Seafarer Andy Anderson and Mrs. Anderson pose before a pair of sailfish they caught during a vacation in Acapulco, Mexico, last year. Andy came into the LOG office with the story that he had caught a 117-foot fish. Skeptical staff members made him revise the estimate.



Steel Designer crewmen Bill Hendershot; Bob Hitchcock; and James Barboccia pose for a shipboard photographer during a Far East run in November.

Seafarers Ask Best In Coffee

Seafarers have borne many hardships aboard their vessels, but one of the things they refuse to put up with is a coffee shortage or coffee not to their liking.

Aboard the Village (Consolidated Marine) this winter, the crew went on record on a coffee beef. They suggested that the Food Plan try to increase the shipboard allowance of the brew.

Crew members aboard the Royal Oak (Cities Service) in February discussed their dissatisfaction with the ship's stores. They called for a change in the brand of coffee.

The Steel Scientist (Isthmian) crew last month called on Food Plan representatives to check on the quality of meats used aboard the ship. They want Grade "A" stuff, and the steward and chief cook agree.

Another Isthmian crew, on the Steel Flyer, has suggested that the company replace travelers' checks with "green money."

The quality and quantity of water aboard ships was also a problem aboard ships last month. On the Ocean Ulla (Maritime Overseas) the crew investigated the causes of rust in their drinking water.

Crew members on the Wacosta (Waterman) were asked to use water sparingly last month because of a potential shortage of wash water.

A tribute was paid to chief cook Windy Walker of the Seatrain Savannah (Seatrain) when he was paying off last month. The crew said Windy will be missed "not only for his culinary expertness, but also for his colorful stories."

Alcoa Planter Rescues Crew Of Mexican Boat

Another small boat in distress called on an SIU-contracted ship for help in January. Mario Garcia-Lopez, ship's delegate, and Z. Y. Ching, ship's reporter on the Alcoa Planter, reported to the LOG that their ship rescued the crew of a Mexican fishing boat late in January.

Penn Mariners



Crew of Penn Mariner pose on return from Latakia; (l to r, top) Ross, AB; Shubin, OS; Casey, AB; Zellner, DM; Ball, FWT and Foy, AB. Rest of gang is shown in photo below.



"Emergency signals were called by the fishing boat San Clemente at 0400 before day-break on January 27, 1961 off the coast of Mexico," the report stated.

"The San Clemente was damaged by heavy seas on January 19. We finally left her in disabled condition. She had been running short of food and drinking water for eight days before contacted by the Alcoa Planter.

"The seven persons aboard the fishing vessel were rescued by Alcoa Planter Captain L. A. Youngs and his crew. As soon as the rescue was completed, warm cloths and cigarettes were donated to the survivors by all hands aboard the Planter.

"A collection was taken up by all the SIU delegates aboard the Planter, and a total of \$128 was raised to help the fishermen. There were no boats coming out to make a transfer so the survivors remained aboard the Planter until the ship reached Long Beach, Calif., on the night of January 30.

"Then the Mexican consul took over the details of repatriating the San Clemente crew. David Douglas was our Spanish speaking interpreter while the San Clemente survivors were aboard and he did a good job. Brother Douglas is second electrician on the Planter.

A month previously, the SIU-contracted Wild Ranger rescued part of the crew of a Columbian fishing vessel.

OCEAN NIMET (Maritime Overseas), Jan. 28—Chairman, R. D. Tapman; Secretary, C. I. Cooper. Ship's delegate reported slight shortage of stores. One man injured and left in hospital in Aden. Some disputed OT in steward department. Resolution made to have headquarters bring before membership to have qualified voting machines for all voting by renting, borrowing or buying. Crew requests better preparation of food. There are no spare fans or parts on board ship.

Dec. 18—Chairman, R. M. Hampshire; Secretary, C. I. Cooper. Ship's delegate reported everything OK. One man taken off in Miami due to illness. Wiper promoted to oiler. Resolution made to have headquarters see what can be done to get a retirement plan for Seafarers besides the disability pension. Want this resolution brought before the Welfare Plan and do all possible to get said resolution put through.

AMES VICTORY (Victory Carriers), Jan. 31—Chairman, J. Parnell; Secretary, J. Puckett. Some disputed OT in all departments. Steward asked to notify ship's delegate as soon as possible regarding store shortages. Report to be given to patrolman regarding getting hospital slips without a lot of static, etc.

DANNY BOY (Cargo & Tankship), Feb. 5—Chairman, Ohio Warner; Secretary, Michael Miller. Sailed from Galveston with one AB short, insufficient time for replacement. Letter of protest sent to headquarters regarding wages. Brother Robert C. White passed away in Izmir, Turkey. Collection taken up and sent to Mrs. White. Brother Irving E. Clark was hospitalized in Izmir, Turkey. Brother Hugh D. Brewster was hospitalized in Augusta, Italy with a back injury. Crew protesting about company's method of handling mail. Motion was made to post all communications. Motion made to have patrolman present at all sign-ons to check the articles, slopchest, and to ascertain whether or not the captain has sufficient money for draws. Request made for new washing machine to replace old one. Vote of thanks to steward department.

DEL MAR (Mississippi), Jan. 29—Chairman, Norman Dubois; Secretary, Jay F. Joyner, Jr. Total of \$357 in ship's fund. Some disputed OT in deck and steward department. Motion to discuss the retirement plan between all delegates which was voted and passed on. Motion made that if a death occurs in the family of a member and no flowers are sent home the seaman should receive \$25.

OCEAN DINNY (Maritime Overseas), Jan. 29—Chairman, George Frank; Secretary, Paul L. Whitlow. Ship's delegate reminded all brothers to mail in their new beneficiary cards to headquarters. No one was logged and the captain is well pleased with the behavior of the crew during the trip. Some repairs still have to be completed. Motion made that the Union require the company to make retribution; the replacement of or cash allowance for all clothes damaged by faulty washing machine. List of damaged clothes will be presented to patrolman at payoff. Vote of thanks to steward department.

CITIES SERVICE NORFOLK (Cities Service), Feb. 1—Chairman, Frank Reese; Secretary, Jack Hannay. One member missed ship in Lake Charles. Heating plant repaired. Motion made to give deck department 30 minutes call instead of 15 minutes, and give watch 30 minutes time to make coffee. Motion made that all tankers stay in port a minimum of 24 hours. Ship's delegate will see captain about new washing machine. Crew requests a larger variety of juices and fresh vegetables and frozen vegetables.

STEEL EXECUTIVE (Isthmian), Jan. 15—Chairman, Alexander D. Brodley; Secretary, Cedric R. Wood. No disputed OT reported. Everything running smoothly. Discussion on serving of sirloin steaks. Crew request they should be served twice weekly exclusive of minute steaks, club steaks or hamburgers.

BETHFLOR (Marven), Jan. 29—Chairman, F. E. Taylor; Secretary, Sidney Garner. T. E. Taylor elected new ship's delegate. No beefs reported. A vote of thanks to the steward's department for good food, good cooks and good menus.

DEL AIRES (Mississippi), Jan. 29—Chairman, G. Fowler; Secretary, M. Fabricant. Ship's delegate reported 20 men logged. One man hospitalized in Buenos Aires. One man jumped ship in Bahia. Stealing going on aboard ship. \$21 in ship's fund. Some disputed OT in deck and engine departments. Motion made that three delegates, steward, patrolman and Tom Beatty meet on food qualities and quantities. Request for latches on all fore'ste doors.

LUCILE BLOOMFIELD (Bloomfield), Jan. 29—Chairman, Harry Huston; Secretary, Paul Morris. Ship's delegate reported that captain has taken repair lists under advisement and will see that repairs are taken care of. He will also issue draws in the afternoon rather than in the morning. \$11.50 in ship's fund. One man went to the hospital in Rotterdam. Except for little disputed OT in deck and engine departments, everything is OK.

REBECCA (Maritime Overseas), Jan. 29—Chairman, J. Markham; Secretary, J. McDonald. Welfare cards were distributed to each man. No beefs aboard ship. Expect clean payoff. \$35.74 in ship's fund. All repairs taken care of. Vote of thanks to mate and skipper for their cooperation. Suggestion made that delegates check on B-cards riding to West Coast in the event that ship goes far east.

JEAN LA FITTE (Waterman), Feb. 1—Chairman, C. N. Gigantelli; Secretary, P. J. Graham. Ship's delegate reported that one man died last trip—a collection taken up and flowers were sent. New water cooler and reconditioned washing machine put aboard ship in New Orleans, also several mattresses. Patrolman to be contacted in Wilmington regarding slopchest which is short of many items and no variation in sizes of clothing. Also to settle beef about deck maintenance men's right to stand weekend gangway watches.

SEAMAR (Calmar), Feb. 4—Chairman, G. Hayes; Secretary, J. Marshall. Ship's delegate reported one man missed ship in San Francisco. Gear to be put ashore at Sparrows Point. Repair list turned in. Everything running smoothly.

COUNCIL GROVE—(Cities Service), Jan. 29—Chairman, James Whatley; Secretary, H. D. Lawrence. Jack Long elected ship's delegate who reported that crew messman received telegram notifying him of two deaths in family. Collection taken up. Some men paying off to go to the hospital asked for a master's certificate, they were told by mate and captain to use discharges, that would be all they needed. No beefs reported.

JEFFERSON CITY VICTORY (Victory Carriers), Jan. 22—Chairman, E. C. Goings; Secretary, C. J. Oliver. One brother missed ship in New York. One one received his gear before leaving. R. J. Landry, OS, missed ship in Casablanca, gear aboard ship. \$10.52 in ship's fund. Motion was made to elect new ship's delegate. Brother Walsh was re-elected as ship's delegate.

Discussion on safety conditions. No beefs reported. EAGLE VOYAGER (Sea Transport), Jan. 15—Chairman, W. Mansfield; Secretary, S. U. Johnson. W. E. Logan elected as ship's delegate. Letter to be sent to headquarters concerning transportation procedures from Honolulu. List to be made up of all books "B," "C," and non-affiliated members for boarding patrolman at Honolulu. \$18.58 in ship's fund.

VENORE (Marven), Dec. 18—Chairman, G. Glennon; Secretary, James Archie. No beefs reported. Fumigated the ship. Captain to put up slop chest list. Will check with the Port steward about getting all Grade A meat. Oct. 23—Chairman, George Glennon; Secretary, Ben D. Buck. Ship's delegate reported that one oiler, one deck engineer and one 3rd cook paid off and went to the hospital in New Orleans. Ship's delegate to see chief engineer regarding rusted water and make a check on the washing machine. Steward requested to put out more juices.

CITY OF ALMA (Waterman), Jan. 29—Chairman, Pat Fox; Secretary, Vic Harding. Ship's delegate will call for a patrolman to board ship at San Francisco to square away beefs relative to milk in Japan, fruit juices, and the general downgrading of the food situation. The baker's ability has been in question. The heating system aft is inadequate. Several crewmembers are leaving at San Francisco. Repair lists have been submitted. Delegate requests a replacement after San Francisco. \$11.40 in ship's fund. No beefs or disputed OT reported.

INES (Bull), Jan. 22—Chairman, Anderson J. Johns; Secretary, Roger L. Hall. No beefs or disputed OT reported. Baker asked the crew to keep authorized personnel out of messhalls and passageways, and key to messhall to be kept by gangway man.

STEEL ARCHITECT (Isthmian), Jan. 15—Chairman, F. Nafale; Secretary, E. Hauser. Ship's delegate resigned, E. R. Hauser, elected new ship's delegate. Discussion of safety of ladders on king posts and masts. Captain states these will be repaired or replaced while in shipyard in April.

FORT HOSKINS (Cities Service), Feb. 5—Chairman, L. Curry; Secretary, G. Swift. L. Boren elected new ship's delegate. \$12 in ship's fund. Delegates will prepare repair lists and submit same to ship's delegates. New shower heads needed.

STEEL VOYAGER (Isthmian), Jan. 12—Chairman, H. Fruge; Secretary, J. Fein. No beefs reported. Excellent cooperation from the captain and crew. \$26 in ship's fund, \$3 spent for cigarettes and shaving gear for repatriated seaman. Ship needs fumigation.

MARYMAR (Calmar), Feb. 5—Chairman, S. P. Burke; Secretary, C. A. Murrah. Ship's delegate reported everything running smoothly. Crew complains about insufficient hot water in showers and will refer same to patrolman and headquarters. Repair list to be turned in before arrival.

ROBIN HOOD (Robin), Jan. 29—Chairman, M. Watson; Secretary, R. Dedowski. Ship's delegate reported everything running smoothly. Ship's delegate will resign as he has served the previous trip. One man missed ship. Motion was made to make up ship's fund. Ship's delegate will act as treasurer.

CITIES SERVICE BALTIMORE (Cities Service), Jan. 1961—Chairman, G. Philipps; Secretary, C.S. Ernest. Crew urged to fill out beneficiary cards for Welfare Plan. Ship's delegate will resign at payoff, and a vote of thanks was extended to him for a job well done. E. Ernest elected new ship's delegate. Flowers were sent to funeral of Al Stansbury. \$12 left in ship's fund, collection will be taken at payoff. Deck delegate Miller resigned and a vote of thanks was extended to him for a job well done. The matter of the quantity and dispensing of fresh milk, and the lack of proper face soap will be discussed with patrolman at payoff.

ATLAS (Cargo & Tankship), Feb. 7—Chairman, Charles Toulon; Secretary, A. Panagopoulos. No major beefs aboard ship. Everything is running along smoothly. Ship's fund, \$114.15. Bosun has keys to coke machine and ship's funds.

PENN VANGUARD (Penn Shipping), Jan. 28—Chairman, H. T. Brown; Secretary, W. W. Bickford. Ship's delegate reported that the captain will put out travelers' checks in Spain. Delegate to take up draw list. No beefs reported. Everything running smoothly. Ship's fund to be started to take care of expenses.

NATIONAL DEFENDER (National Shipping), Feb. 5—Chairman, J. C. Wallace; Secretary, S. M. Simos. \$27 was in ship's fund from previous voyage, and magazines and books were purchased. All departments reported no beefs. Discussion regarding ship's gangway to be rigged in every port and also while the ship is on the hook. Also discussion regarding draws in foreign ports not being put out on the right day and time.

DIGEST of SIU SHIP MEETINGS

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

PERSONALS and NOTICES

- Gunnar Johansen**
Contact Frank L. Johnson or Charles D. Johnson, attorneys, 16 N. Broad Street, Woodbury, New Jersey.
- Robert Martin Glynn**
Contact Rutgers University Book Store, New Brunswick, N. J.
- William P. Buttner**
Contact C. J. Brandt, Department of Welfare, 330 Jay Street, Brooklyn 1, N. Y.
The following men should contact Mr. Testa, at Plaza 2-0350, New York City, collect. Important: John Abraham, Frank Brazell, Anthony Civello, Kenneth Collins, Cecil Diltz, William Doyle, Thomas Driscoll, Herbert Engeler, Frank Findley, Angelo Glynos, Harold Goodman, Martin Bjork, B. R. Kitchens, Danny Masheioff.
Also, Thomas McCaffrey, Michael Miller, Denis O'Connor, Carlos Petrantoni, Raymond Reddick, Philip Salino, Julius Scott, Dan Sheehan, Robert Smith, Jr., Thomas Smith, Chang Sun, Nicholas Swokla, Frank Timmons.
- Arthur W. Cornman**
Ore Navigation has some mail for you. Please contact the company at 25 Broadway, New York City.
- Joseph Hudson**
Contact George M. Brandt, attorney, Suite 402, American-National-Building, Lexington and Liberty Sts., Baltimore 1, Md.
- Melvin Jackson**
Get in touch with Mrs. J. C. Brossett, 202 W. Bienville Drive, Chickasaw, Ala.
- Ralph T. Mueller**
Please contact E. Calvert, Bureau of Child Welfare, New York City Dept of Welfare, 250 Church St., NYC.
- Andrew Kinney**
Contact your brother Michael at 25 South St., NYC.
- Darvis Clay Jones**
Urgent that you contact your wife Emiko at No. 8-4 Chome, Yakusi Dori, Na Da-Ku, Kobe, Japan.
- Terrence McNea**
Please contact Ed Kennedy or Leon White at 2745 Yarnold Road, Baltimore Highlands, Baltimore, Md.
- J. C. Cyr**
Important that you contact your mother at 134 Blake St., Lewiston, Maine or at St. Mary's Hospital, Lewiston, immediately.
- Edward J. (Smokey) Lane**
Get in touch with William Fives to pick up some mail.
- William Turlington**
Very important that you get in touch with Lewis Van Benschoten, Route 7, Box 151K, Jacksonville 5, Florida.
- Joseph Roberts**
Urgent that you send correct address to Tomiko Tada, 2-5 Shioiricho, Yokosuka, Japan so that you can be contacted about an important matter.
- Mitchell T. Reed**
Please contact your cousin Paul at the Mobile Union Hall, 1 South Lawrence St.
- Eric William Johnson**
Write to Ruth Richardson, 320 Seventh St., Lake Charles, La.
- Martin Ohstrom**
Contact Edith Polamho at 1431 John St., Baltimore, Md. or Lafayette 3-1540. Allen R. Nauman is in a TB hospital.
- Charles Lynskey**
Urgent that you contact your mother at 5545 Westpark Drive, North Hollywood, Calif.
- Foster**
Kindly get in touch with your wife, Rose Foster, 609 Observer Highway, Hoboken, NJ.
- John H. Murray**
Important that you contact your son at Brownell St.
- Ex-Pacific Ocean**
Checks from the SS Pacific Ocean are waiting for the following men from Newton Schwartz, 310 West Building, 817 Main at Walker Sts., Houston 2, Texas, Phone: CA 4-6541: Lai Mon Gong, Gardon Dalman, Wm. McDonald, Thomas Finch, and Federick Litch.
- Fred Fleischmann**
Please call your mother.
- Andrew (Andy) Costello**
Shipmate Leo Tartakoff, 139 Ocean Ace., Santa Monica, Calif., would like to hear from you.
- Uldarico Merjudio**
Contact your daughter, Mrs. Helen Dago, No. 161 Indian Field Road, Poquonnock Bridge, Conn. Headquarters is also holding mail for you.
- James Stoddard**
Sister, Mrs. Helen S. Helmer, 23 Donald Place, Staten Island 10, NY, wants to contact you.
- James McCrovery**
Important that you contact your mother, Mrs. Rosa Smith, 119 East 2nd North Street, Morristown, Tenn. Headquarters also has some mail for you.
- Antonio Ibarra**
Contact Paul C. Matthews, Attorney at Law, 11 Broadway, NY 4, NY.
- James E. Kirchner**
Send your address to Earl. Important letter here.
- L. C. Hannon**
Please contact Rodney F. Hannon at Box 13, Trinidad, Calif.
- Steve J. Thayer**
Important you contact your mother and Philip at Sutton, W. Va.
- James J. Gorman**
Your mother is anxious to hear from you. Anyone knowing the whereabouts of this man is asked to contact Mrs. Mary E. Gorman, 21-57 33rd St., Astoria, NY.
- Joseph Funk**
Your sister, Mrs. Irene Fitzpatrick, 1539 Skunk Street, Philadelphia 45, Pa., would like to hear from you.
- W. R. Perry**
Contact Mrs. Ed Queenan, Route No. 3, Box 218X, Lake Charles, Louisiana.

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Underwriter Questions Tanker Safety

LIVERPOOL—Are tankers becoming too large to be safe? The chairman of the Liverpool Underwriters' Association raised this question at the group's annual meeting. Figures on tankers lost for 1960 were the highest recorded since the end of World War II. Total losses were 114 vessels amounting to 418,195 deadweight tons.

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

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War II. Total losses were 114 vessels amounting to 418,195 deadweight tons.

The insurance man declared: "One cannot help wondering whether the size of tankers has not advanced in two respects beyond the margin of safety—their fire hazard and their unwieldiness navigationally."

The bigger ships, by their size, make firefighting more difficult and, of course, also offer more opportunity for fires to build up.

The British insurance spokesman pointed out the dangers of tanker operation in confined waters by citing the accident in the Bosphorus late last year. Two large tankers collided, caught fire and then drifted into a Turkish steamer which also was gutted.

SHIPS' DELEGATES:

Fill Out Your Crew Lists

DATE _____

OFFICIAL SIU SHIPS CREW LIST

TO BE FILLED OUT BY SHIP'S DELEGATE AT START OF EACH VOYAGE AND FORWARDED TO HEADQUARTERS PRIOR TO SAILING OR THE FIRST PORT OF CALL THEREAFTER. IF A COASTWISE SHIP, MAIL TO HEADQUARTERS FROM THE NEXT TO THE LAST PORT OF CALL BEFORE PAY-OFF.

NAME OF VESSEL _____ VOY. # _____ SIZING DATE _____

APPROX. DATE OF PAY-OFF _____ ANTICIPATED PORT OF PAY-OFF _____

DECK DEPT.	NAME	BOOK #	S.S. #
Bosun	_____	_____	_____
Carp	_____	_____	_____
Dk. Maint.	_____	_____	_____
Dk. Maint.	_____	_____	_____
Dk. Maint.	_____	_____	_____
Q. M.	_____	_____	_____
Q. M.	_____	_____	_____
Q. M.	_____	_____	_____
A. B.	_____	_____	_____
A. B.	_____	_____	_____
A. B.	_____	_____	_____
A. B.	_____	_____	_____
A. B.	_____	_____	_____
A. B.	_____	_____	_____
O. S.	_____	_____	_____
O. S.	_____	_____	_____
O. S.	_____	_____	_____
ENG. DEPT.			
Ch. Elec.	_____	_____	_____
2nd Elec.	_____	_____	_____
Ch. Pump	_____	_____	_____
2nd Pump	_____	_____	_____
Eng. Maint.	_____	_____	_____
Eng. Maint.	_____	_____	_____
Eng. Maint.	_____	_____	_____
Oiler	_____	_____	_____
Oiler	_____	_____	_____

REMARKS: _____

MAIL THIS TO _____

Deck Delegate _____ BOOK No. _____ Steward Delegate _____

Eng. Delegate _____ BOOK No. _____ Ship's Delegate _____

FILLING out crew lists may seem like another tedious chore, but it is an important assist in helping the Union maintain appropriate membership records. For one thing, should a Seafarer become ill, or suffer injury and have to be hospitalized overseas, it would assist in speeding repatriation for the Union to have immediate access to its own set of crew lists and check out that he signed aboard a specific ship. Similarly, if any Seafarer's dependent had to be hospitalized, or filed for a welfare benefit while the Seafarer was away, a check of a crew list could quickly determine whether a Seafarer had signed on the specified vessel. That would prove that he had the necessary 'current sea-time for benefit eligibility.

Of course, information can be obtained from shipping companies on such matters, but in many instances, because company offices may be in outports, or for other reasons, some time may elapse before the information is available. Company crew lists may be outdated and certainly are not as accurate as that drawn up by a ship's delegate on the spot.

The spot check of the crew list can assure a Seafarer's family benefit eligibility until the Welfare Plan receives formal proof from the shipping company from its payroll lists after the payoff. The latter might not be forthcoming for several months.

The crew list then, is useful both to the Union for its records and to the Seafarer and his family. They should be filled out as directed and sent in to the Union's record department at headquarters.

Seafarers International Union
Atlantic, Gulf, Lakes and Inland Waters District