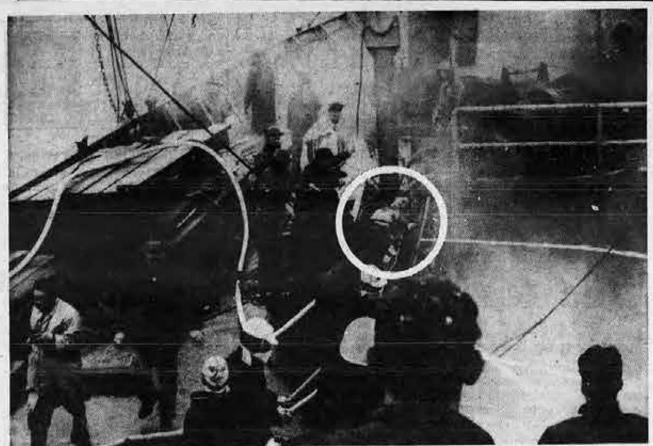
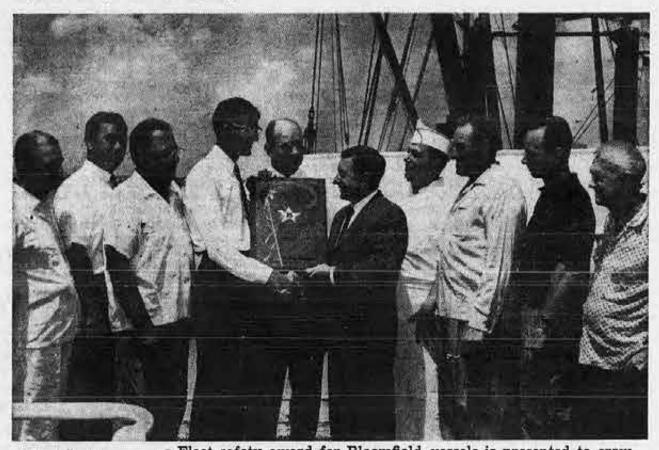
OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION . ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT . AFL-CIO



Fire Toll. Dramatic photo just received from the Far East pictures scene aboard the SIU-manned Choctaw (Waterman) two months ago during a cargo fire. Body of Seafarer Wallace O. Burnett, 37 (circled), is being raised from hold where he died while attempting to aid Korean firemen. The ship went from port to port for six days until the fire was finally extinguished in Japan on April 30. (See other photos on Page 5.)



Gulf Award. Fleet safety award for Bloomfield vessels is presented to crew are Seafarer Gus Brosig; Paul Story, MEBA Gulf safety director; J. P. Lang, chief engineer; R. F. Mercer, Bloomfield marine superintendent; Bill Moody, assistant director of SIU-sponsored safety program; Capt. L. H. Howard, master of the Alice Brown; Seafarers Darrell Chafin, Nils Larson, Ronnie Gay, M. E. Swarthout.

#### SIU In Japan

Visit to Japan by SIU
West Coast Rep. E. B. McAuley (right) finds him
aboard the supertanker
Atlas at Sasebo on June
4, with Seafarer Eugene
Sieradski, chief pumpman. Atlas is part of the
Bull Line-Kulukundis
fleet which is still running. (Story on Page 3.)



#### Ready Senate Bills

# US AID LOOMS ON DOMESTIC SHIPBUILDING

Story On Page 3

# MEBA, ILA Attack New NMU Raid

Story On Page 2

# SIU Fleet May Try Europe Boxship Run

Story On Page 2

# **British, Dutch Ships Face Boycott In Shell Oil Beef**

Story On Page 3

IN THIS ISSUE

# 1963 HANDBOOK

On Hospital Insurance For The Aged Through Social Security

From AFL-CIO Department of Social Security

-SUPPLEMENT IN CENTERFOLD

# MEBA, ILA Rap New NMU Raid; **Cuba Ship Sails**



New Orleans longshoremen cross NMU picketline June 20 to go to work discharging cargo on the SIU-contracted Delta liner Del Mar. Dockers went in after ILA Local 1419 cited NMU tactic of keeping NMU crews working behind their own picketlines.

PHILADELPHIA - The National Maritime Union's continued raiding campaign against the marine engineers' union caused a ten-day delay in the loading of the ninth and final shipment of Cuban prisoner ransom cargo here and brought on a tie-up of over 20 ships in US ports before it ended June James J. McCabe, company vice-

porary halt last week when ernment pressure and the urgency the Marine Engineers Bene- for getting the ransom cargo to ficial Association suspended its fight against NMU job stealing to permit the Maximus to sail with a cargo of Red Cross sup-George Meany.

and the NMU, was sold to Cambridge Carriers, and the licensed engineers were discharged without cause. The MEBA posted pickets when the ship arrived here June 10 to load ransom cargo for Cuba under charter to the American Maritime Association and, due to the dispute, the charter was

Although the MEBA then withdrew its pickets, the NMU began picketing the pier to prevent long shoremen from loading the cargo aboard any other vessel: It also began selective picketing of MEBA ships here and in other ports while efforts were being made to arrange a charter on another vessel. This picketing continued until late last week against a number of ships, and resulted in a stoppage of work on all vessels affected except those of the NMU. Behind NMU picketlines, NMU crews were working.

The dispute came to a head in New Orleans, when Clarence Henry, president of Local 1419 of the International Longshoremen's Association, advised NMU President Joe Curran on June 19 that unless he "demonstrates sincerity" and stops penalizing longshoremen and other maritime workers in this "strange dispute," dockers would begin working picketed ships in that port.

With the situation unchanged the following morning, Local 1419 longshoremen crossed NMU lines on several Delta Line ships in New Orleans. Although for a time the NE38

The dispute came to a tem-| dispute threatened to spread, Gov-Cuba before a July deadline brought it to an end that night.

MEBA said it would yield its position temporarily because "it plies to Cuba, in response to an evidently has been decided that no appeal from AFL-CIO President rational approach to him (Curran) is possible. This then leaves the The Maximus beef arose when MEBA with the decision. . . . If the ship, a former Grace Line ves- the cargo is to move the decision sel under contract to the MEBA must come from a responsible quarter."

In a message to Meany, advising him that it was suspending its fight against NMU raiding to permit the Cuba shipment to move, MEBA cited the previous raids by NMU-BMO on engineers' jobs in the Isbrandtsen fleet and the imposition of AFL-CIO sanctions in that dispute last year. It also noted the joint action by

(Continued on Page 6)

I Average of the second of

# SIU Vote Swamps Hoffa

PHILADELPHIA - The SIU United Industrial Workers has again whipped Jimmy Hoffa's Teamsters in their latest attempt to raid shops in this area under contract to the SIU-

In voting conducted on June 21 among workers at the Esco Manufacturing Company, the SIU won 24 votes to the 11 cast for Teamsters Local 676. There were three challenged ballots reported by the National Labor Relations Board, which could not effect the outcome. Workers at Esco have been represented by the SIU-UIW for several years.

This was not the first time that the SIU-UIW had turned back a raiding attempt here by the Team-

# Isthmian Cited On Sanitation

NEW YORK-Another SIU-contracted fleet has been awarded a citation by the United States Public Health Service to honor its record of general excellence in shipboard cleanliness and sanita-

Isthmian Lines was presented its fourth consecutive fleet award for sanitary achievement covering all 25 of its ships. In order to qualify for the citation, a rating of 95 or better must be scored on the yearly USPHS inspection.

The award to Isthmian was presented at a luncheon here on June 7 by Richard S. Mark, chief of the Interstate Carrier Branch, USPHS division of food protection and environmental engineering, to president.

Checklist Of Items

Ratings in the USPHS inspection are determined by shipboard performance on a checklist of over 160 items relating to food preparation and service, storing, care of fresh water supplies, and general cleanliness among food handlers as well as in all spaces where food or beverages are kept.

The SIU-manned Bloomfield fleet received its fifth consecutive "perfect" 100 score in USPHS inspections on its vessels at a special ceremony held in Washington a few weeks ago.

Other SIU companies to win citations for shipboard cleanliness in recent months include Waterman, Alcoa, Sea-Land, Calmar and Ore Line.

All the citations for sanitary excellence aboard ships take note of the contributions made by individual SIU men towards achieving the fast turnaround schedule, dis-

sters. In March, 1962, a bid by wark Cooperage, which has been Teamster Local 158 to raid the under UIW contract since 1957. UIW-contracted A. A. Gallagher 2 to I defeat.

Local 158 also tried to upset a valid UIW agreement at the Hussmann Refrigerator Company in nearby Camden, NJ, last year, but Board rejected a bid for a representation election at the plant.

On another occasion, Local 158 tried to bluff its way through an election here at the Southwark Cooperage plant. Despite its claim of overwhelming support among the workers, the Hoffa local shied away from a secret ballot vote, although the SIU-UIW and the company had consented to an election that would settle the representation Issue.

The Teamster backdown was a fair indication of the lack of backing for the Hoffa union at South-lous companies.

Last November, the SIU-UIW Company was met with a decisive won a 55-3 vote over District 50 of the United Mine Workers at the Yankee Plastics Company of Shenandoah, Pa., in a runoff NLRB vote which resulted from an earlier three-way ballot that the National Labor Relations also involved the Teamsters. In the original vote, the UIW had polled just one vote short of a majority.

The various Teamster moves here stem from the chartering by Hoffa of a special local in the industrial field last year to raid SIU-UIW plants. At various times, the new unit, Local 158, and previously-existing Teamster locals like 676 have run head-on into each other in their attempt to jockey for position. Their efforts have thus succeeded mainly in creating confusion among workers in vari-

# **Europe Boxship Run** Studied By SIU Co.

WASHINGTON-Still stymied on its bid for Federal subsidy assistance dating back to 1957, Waterman Steamship is now reportedly considering revamping all of its offshore

operations by introducing the US and Europe. Between 14 and 17 specialized vessels, including conversions, are part of the long-range program.

The plan to put Waterman in the offshore containership business is still in its early stages, but company spokesmen confirmed that bids have been requested and received from foreign shipyards calling for the conversion of two C-2 vessels for use in the initial operation.

Several T-2 tankers may also be overhauled, and an unspecified number of brand-new container vessels would be constructed later. The trans-Atlantic shuttle service would utilize terminal facilities at Port Elizabeth, NJ, at this end, and at either Antwerp or Zeebrugge, Belgium.

Waterman sources are said to be giving the scheme top-priority attention. They indicate that the proposed service would operate on a daily or every-other day basis depending on the number of ships available for use.

The ships would operate on a

containership service between charging their cargo of containers and reloading in less than one working day. The converted vessels would function similar to the two C-4 containerships now employed by Waterman of Puerto Rico in its service to Puerto Rico out of the Gulf.

Several foreign bids on construction work are now being studled by the company. A Japanese offer of \$1.7 million is regarded as the lowest bid yet received, while a British bid of \$2.8 million is the highest. Though conversion work would take place at foreign shipyards, Waterman would still be able to fly the American flag as an offshore operator.

# **US Anti-Bias Fight Backed**

WASHINGTON - The AFL-CIO as pledged all-out support to the Federal Government's anti-discrimination fight in order to bring about "the prompt achievement of a full, enforceable civil rights program on every front."

A broad program of civil rights legislation has been put before the Congress for action this session. A House Labor subcommittee has already approved a bill to carry out the request for a fair employment practices law. It would create a five-man Federal commission with power to act in cases of job discrimination.

President Kennedy outlined his program to some 300 union officials at a White House meeting June 13 which brought together members of the AFL-CIO Executive Council, international union leaders, the heads of state central bodies, major local central bodies and various AFL-CIO departments.

Peter McGavin, executive secretary for the Maritime Trades Department here, represented the Seafarers International Union of North America at the meeting. of our principle action that the Real minimum actions are to



Fourth straight USPHS sanitation award for SIU-manned Isthmian fleet is marked at presentation ceremony in New York. Pictured (I-r) are Richard S. Mark of USPHS, Washington; Ted Voelter, Isthmian port steward; James J. McCabe, vice-president, Isthmian (holding plaque): Cliff Wilson, director of Seafarers Food & Ship Sanitation Dept., and Leroy G. Martin of USPHS, New York,

good son significant



# SIU Japan Visit Aids **Bull Crews**

SASEBO, Japan - Manning on two ships in the Bull Line-Kulukundis operation was squared away here early this month during a visit by SIU West Coast Rep. E. B. McAuley. They were among a number of SIU ships covered during his three-week stay in the Far

One of the 11 ships sold to new owners due to the tangled financial situation involving Bull Line companies, the Mount Rainier was recrewed and put back in service as the Duval by SIU-contracted Suwannee Steamship.

Arrangements were also made to fly in SIU replacements from San Francisco and pay off Japanese nationals on the supertanker Atlas overseas management to make consulates here in a mass public before she sailed for the Persian any move toward settling a demonstration calling attention to Gulf from this port. The Atlas is one of the three tankers that has kept running during the financial tion. crisis facing US-flag operations of Manuel E. Kulukundis.

In New York, meanwhile, attempts to get other idled ships back in operation under a trusteeship arrangement continued. A new meeting of creditors, including the SIU, is set for Tuesday, July 2. The next court hearing is

SIU replacements arriving aboard supertanker Atlas in Japan on June 8 are greeted by chief pumpman Gene Sieradski (2nd from left) after they completed air flight from San Francisco. New arrivals include Seafarers B. Prip, unidentified 3rd cook and Vince Meehan.

Map Protest In Shell Oil Strike

# **Houston Labor May Ban All British, Dutch Ships**

involved.

months.

direct subsidy on construc-

tion of new vessels for

domestic operations. A sec-

ond proposed bill would al-

low construction in foreign

domestic trade are denied direct

subsidy or if no action is taken on

such applications within six

HOUSTON-A warning that this port may be closed down at any time to British and Dutch shipping has been issued here by AFL-CIO and maritime union representatives in

response to the failure by top+ ten-month-strike by 2,200 workers at Shell Oil's Deer Park installa-

The unions had previously sought efforts by the British and Dutch governments to urge a settlement of the foreign-based dispute involving Royal Dutch Shell's American subsidiary.

Moves for a port-wide boycott followed a march of more than 500 trade unionists, who converged on the British and Dutch

the strike. Seafarers were among the members of 15 unions who

Confer At Consulates

Harry Burk, Harris County AFL-CIO president, and Jim Clark, vice-president of Local 1273 of the International Longshoremen's Association, predicted the shutdown after conferring with consulate officials. They said Houston would be closed to ships of the two nations if diplomatic action failed to produce a speedy solution to the strike.

Both consul-generals here told the union men their appeal for a settlement would be forwarded to their respective ambassadors in Washington.

MTD Representative

The ILA spokesman, who also Department, which includes the SIU, said that a shutdown of the port has been urged by trade unionists in the area in retaliation for Shell's anti-union policies.

Burk and Clark warned that the boycott might come at any time and possibly would be extended to other Gulf ports if the impasse continued.

On Strike Since August

Members of the Oil, Chemical and Atomic Workers have been on strike against Shell since August in a dispute involving job security, work rules and seniority. The union recently concluded a strike again Mobil Oil, but is continuing to urge a consumer boycott of Shell products.

The MTD West Gulf Ports Council kicked off the nationwide Cuban shipping boycott last September when pickets protested arrival of the Yugoslav-flag MV Drzie from Havana to pick up a US Government cargo. The Drzic left without the 50-50 cargo when SIU tugmen, longshoremen, pilots and other harbor workers refused to handle the ship.

One would call for a under law, must be built in the group, Sen. Neuberger's bill on be-US and manned by American sea-

Long-Awaited Help

For Domestic Ships

WASHINGTON — Legislative proposals that would mean a long-awaited breakthrough on Government aid for the US domestic shipping fleet were expected to reach the Senate late this week. The bills would be introduced by Sen. E. L. (Bob) Bartlett (D.-Alaska) and would reportedly provide for new construction either in the US or abroad. Two separate measures would be

Looms In Senate

The proposals come at a time when the West Coast lumber industry is increasingly active in its bid for amendment of the Jones yards, if common carriers in the Act so that foreign vessels can enter the US domestic lumber trade with no strings attached. Under a law passed last year, foreign ships are already allowed to haul lumber to Puerto Rico.

Speeches By Lumber Leaders

In speeches at a National Press Club luncheon here last week, lumber leaders from Washington and Oregon voiced their pleas for Congressional changes in the shipping laws to permit foreign-flag ships to transport lumber from the Pacific Coast to the East Coast. They cited inroads made recently by Canada into the US lumber

Meanwhile, in the Senate, Maurine B. Neuberger (D-Ore.) said the changes were necessary to help cut back what she termed the record flow of Canadian softwood lumber to US Atlantic Coast markets. Sen. Neuberger is sponsor of the 1962 legislation that opened the lumber trade into Puerto Rico to foreign shipping.

By granting a further Jones Act

Judge Prods J-K Talks

LONG ISLAND CITY-Negotiations on contract issues between the SIU United Industrial Workers this week with Queens Supreme represented the West Gulf Ports | Court Judge Harold Tessler atbefore proceeding to trial on a permanent anti-picketing injunc-

A preliminary injunction barring all picketing and strike activities in the 12-week-old strike at the company's two plants was issued in Queens Supreme Court last Friday, June 21, by Judge Anthony Livoti.

Efforts of Union attorneys to secure a stay of the anti-strike order were put off for a hearing until Monday, June 24, by the Appellate Division in Brooklyn. At the hearing Monday, the court called for an immediate trial.

Seek Improved Contract The dispute between the SIU-UIW and Jay-Kay arose when the company refused to agree to an improved contract for its 600 workers. Picketing had been going on continuously since April 2 at its plant here and at a subsidiary in the Bronx.

Due to the effectiveness of picketline action, with lines manned by strikers as well as Seafarers, the company had been seeking an injunction for several weeks.

Ships in the domestic trades, exemption to one special interest half of the lumber growers would bring pressure for concessions to other groups and virtually spell the doom of US-flag domestic shipping.

Separate bills in the House of Representatives right now propose this type of relief to any industry caught in a squeeze with foreign imports.

The reported proposals by Sen. Bartlett would offer an opportunity to upgrade the domestic fleet generally and also help deal with the problem of Pacific Coast growers. They would provide the means for construction of special lumber carriers which could compete with foreign vessels, and keep them from flooding the domestic trade.

According to one news report, Sen. Bartlett has conceded that he is not committed to either of the approaches for domestic ship construction that he has outlined.

#### 'Forum Needed'

"However," he declared, "something has to be done to create a forum to explore the whole problem of domestic shipping-something has to be done in a governmental way. . . . .

He added further; "Industry and Congress should not have been put in a position where they had to initiate these suggestions - they should have come from the Maritime Administration. We have beseeched them to look into these problems, but nothing has been done.

#### MA Reaction

"Now there is an absolute requirement for early and constructive action in the public inter-

No reaction to the Scnator's expected proposals has come from the Maritime Administration, and Jay-Kay Metals resumed here which recently named a "Domestic Shipping Specialist."

Once the proposals are introearly hearing, since the Senator is particularly interested in the problem of rising rates to his home state of Alaska. A 12 percent rise in the rates was found to be "reasonable" in a recent finding by a Government examiner.

#### SEAFARERS LOG

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PAUL HALL, President

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# Needles US On 50-50

House OKs Ship Funds,

WASHINGTON-The House of Representatives completed action last week on the proposed 1964 fiscal budget for the Council of the Maritime Trades tempting to mediate the dispute duced, they are likely to get an Department of Commerce, including the Maritime Adminis-

tration and the Federal Maritime Commission, making a taln a fair share, the share to specific allocation for a new which they are entitled . . position designed to see that the Government cargoes principally American merchant marine gets from the Department of Agriculits "fair share" of Government- ture under Public Law 480. That financed cargoes.

was allocated despite the fact that Commerce and his associates will the House Appropriations Com- do something about increasing mittee cut the total budget of the cargoes for the American mer-Department of Commerce by 20 percent and denied the department funds for 49 other new posts. The budget then went to the Senate.

sideration of the budget June 18, cargoes. Rep. John J. Rooney (D.-NY), who was chairman of the subcommittee which handled the bill, made it fiscal year 1963, allocates \$112.5 plain why funds were allocated for million for ship construction, \$225 a new position in the Commerce Department.

he declared, "is so that there may \$15.5 million for agency salaries be at least one person in the De- and expenses. partment of Commerce, which inof our merchant marine fleet ob- 2,400 subsidized voyages.

is the only position allowed, and The money for the new post we do trust that the Secretary of chant marine."

Public Law 480 is the 50-50 cargo law, under which American ships are supposed to get at least During the course of House con- half of all Government-financed

The new maritime budget, which is very similar to the version for million for operating subsidies, \$7 million for research, \$4.9 million "The one additional position," for maritime training schools and

Funds for operating subsidies cludes the Maritime Administra- represent an increase of \$4.6 miltion, to see that American-flag ships lion over last year, and allow for

# SEAFARERS ROTARY SHIPPING BOARD



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

June 1-June 15, 1963

SIU job activity showed a noticeable slowdown during the past two weeks, as gains were reported in only two ports. The drop was due to a combination of factors related to the phony NMU job beef which tied up shipping movements in several areas. The dispatch total was 1,183 for the period, compared to 1,367 during the previous two weeks.

New York and Houston posted the only shipping gains among SIU ports. Boston, Norfolk, Miami and Wilmington showed the same slow shipping pace as before, and the rest all declined. Of the three departments, however, the steward department report was virtually unchanged from the last half of May.

The registration figure for the period reflected a very slight rise, to 1,361, with the result that the number of

men remaining on the beach at the end of the period was up again. All of the registration rise for the period was in the black gang, since the registration total for the other departments actually declined.

Fewer ships arriving and leaving port helped produce the slow two-week report (see right), as payoffs, sign-ons and in-transit visits all fell off. New York recorded only 44 visits compared to 95 at the end of May, and the other ports listed corresponding declines. The usual vacation-time situation prevailed this pe-

The usual vacation-time situation prevailed this period regarding the three seniority groups, with class A men filling just over half the available jobs in all ports. Class A's portion of the total shipping was 51 percent, class B handled 34 percent and "C" men took the balance of 15 percent. The only drop was in the "A" portion this time.

#### Ship Activity

Pay	Sign	In	
Offs	Ons	Trans.	TOTAL
Boston 2	. 0	3	5
New York 19	3	22	44
Philadelphia 3	2	9	14
Baltimore 4		14	23
Norfolk 0		- 11	11
Jacksonville 0			8
Tampa 0	0	0	0
Mobile 5	1	3	9
New Orleans 10	7	13	30
Houston 7	5	24	36
Wilmington 1	1	4	6
San Francisco 2	3	4	
Seattle 2	2	4	8
TOTALS 55	29	119	203

#### DECK DEPARTMENT

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#### ENGINE DEPARTMENT

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#### STEWARD DEPARTMENT

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Nor	0	0	1	1	2	0	0	2	2	0	0	-1	2	3	1	0	1	2	0	1	2	3	3	2	3	8	1	3	. 3	6	13	2	2	11	33
Jac	0	4	7	0	11	0	6	4	10	0	1	3	4	4	3	5	1	9	0	1	3	4	4	9	4	17	2	13	17	4	36	1	17	15	33
Tam	1	1	1	1	4	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	3	2	0	3	5	0	3	2	7	12	0	0	1	1
Mob	1	4	5	9	19	0	0	11	11	0	2	0	4	6	0	1	8	9	0	0	0	0	6	9	0	15	9	15	10	16	50	0	0	26	26
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# '59 SIU Award Winner **Completes Dad's Dream**

NEW ORLEANS - One of the great ambitions of a deceased Seafarer came to pass this month when 22-year-old Raymond Munna graduated from Louisiana State University

with a Bachelor of Arts degree. Raymond was one of the (Delta) at Buenos Aires, Seafarer five winners of an SIU \$6,000 Munna had shipped as a chief scholarship award back in 1959.

The elder Mun , who had shipped with the Sid since 1943, died in 1960, after finally seeing his son begin to make headway in his college studies. An immigrant from Italy, Munna first went to sea in 1924.

Raymond began his schooling at Loyola College, then eventually transferred to LSU for the completion of four years of college study under SIU auspices. He graduated June 7 and is now mak-

ing further plans for a future where he can put his college training to good use. He originally completed high school here in 1959, and entered Loyola in the fall after winning one of the SIU



Prior to his death of a heart attack while aboard the Del Mundo steward. Besides Raymond, surviving are his wife, a son, Leonard, and a daughter, Dominica.

The other winners of the 1959 scholarship awards have completed their college work or have gone on to other studies.

Five additional \$6,000 scholarships have been won by active Seafarers and the children of SIU men each year since then.

The 1963 awards, announced last month, went to Seafarer William W. Williams, also of New Orleans, plus four youngsters from SIU families. The scholarship program began ten years ago in 1953.

as SIU Vacation Plan benefits.

Apply For S&A Within 60 Days

weekly Sickness & Accident welfare benefits they must submit

their S&A claims within 60 days of the date their injury or illness

is incurred. They should also make certain they have filled out

their applications completely, making full mention of the circum-

stances involved in their case. This will simplify checking and proc-

essing of applications whether a Seafarer applies at headquarters

or in the out-ports. All payments are handled in the same manner

Seafarers are reminded that in order to be eligible for \$56

#### On Deck



SIU oldtimer John Jellette is pictured at last SIU headquarters membership meeting in New York, when he hit the deck to discuss union pensions. Jellette ships in the steward department.

# **House Begins Study** On Short Workweek

WASHINGTON-The first major Congressional study of working hours since the standard 40-hour week was established by law more than 20 years ago has been launched by

the House Select Subcommit-+ Elmer Holland (R.-Pa.).

"We want to find out if current circumstances permit or require another step forward in the reduction of hours of work," Holland said, as the subcommittee opened a series of hearings on "Hours of Work and Their Impact on Employment."

Three bills have been introduced in the House calling for reduction of the statutory ceiling on the straight-time workweek under the Fair Labor Standards Act from the present 40 hours to 35 or 32.

In addition, the subcommittee will also study a proposal to retain the 40-hour ceiling, but increase overtime payments for work beyond that ceiling from the present time and one-half to double-time.

Last August, the AFL-CIO Executive Council launched a twopronged drive for a shorter workweek as a means of spreading employment and pulling the nation up from "economic stagnation." The council called on affiliates to intensify their bargaining efforts

tee on Labor headed by Rep. to win a cut in working hours without reduction of wages.

At the same time, it urged amendment of the wage-hour law to reduce the standard workweek to 35 hours and require payment of double-time for work beyond that limit.

Meanwhile, the President has signed the new equal pay bill barring wage discrimination against women who do equal work with men. The legislation becomes effective next June. A clause enacted over labor's objection provides for an additional year's exemption for any workers who are covered by an existing unexpired collective bargaining agreement.

Reduction of the wages of male workers to "equalize" pay is specifically barred by the new law. An estimated 8 million women out of more than 24 million in the labor force will be covered.

The key provision bars discrimination in pay on the basis of sex "for equal work on jobs the performance of which requires equal skill, effort and responsibility, and which are per ormed under similar working conditions."

The legislation makes it clear that pay differentials based on a seniority system, a merit system or incentive rates are permitted so long as the sex of the worker is not the basis for the differential.

# FIRE AT SEA

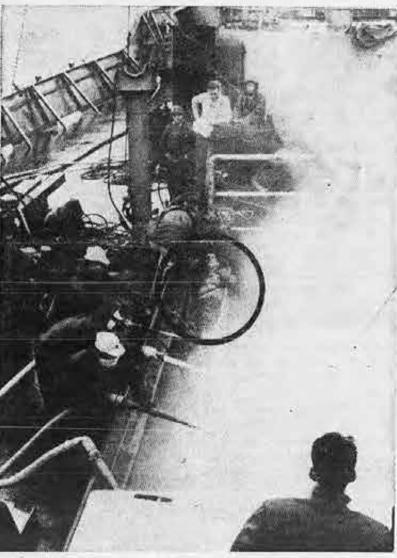
For almost a week the SIU-manned Choctaw sailed from port to port with a nightmare aboard, a fire in her hold. The blaze broke out in Kunsan, Korea, and before it was finally put out in Shimonoseki, Japan, the fire had claimed the life of Seafarer Wallace O. Burnett, 37, killed trying to assist Korean firemen. Lack of firefighting equipment in Kunsan forced the Choctaw to sail for Moji, Japan, with her hold still afire. When firemen there were also unable to kill the blaze, the ship had to sail for Shimonoseki, where the fire was finally put out.



A Korean fireman at Kunsan races across the Choctaw's deck toward cans of chemical used to fight the blaze.



The burning hatch, seen here from amidships, was an inferno of smoke. The Choctow was carrying raw cotton and miscellaneous military cargo at the time of the fire. She sailed from Wilmington, Calif.



Crewmembers raise the body of Seafarer Wallace O. Burnett (circle) from the burning hold. Burnett succumbed to smoke and fumes while assisting the Kun-



Firemen check supply of chemical during the futile attempt to extinguish the blaze at Kunsan. Two ports and almost a week later, it was finally put out at Shimonoseki, Japan.

# Waterman **Fleet Tops On Safety**

NEW YORK - Seafarers manning the SIU-contracted Waterman Steamship Company fleet were honored here this week for outstanding safety achievement during the past year among all US dry cargo-passenger ship opera-

The awards, given at a luncheon sponsored by the Marine Section of the National Safety Council on June 25, cited the Waterman fleet as one of the three dry cargopassenger companies with top safety records during 1962. The annual competition involves almost 20 different operators in the dry cargo-passenger field.

Four Waterman ships were especially singled out for excellent safety performance over a twoyear period. The four vessels cited were the Kyska, Monarch of the Seas, Morning Light and the Wacosta.

Cited with Waterman were States Marine Lines and US Lines in the dry cargo fleet safety contest and several tankship companies in the tanker operating division. All together, ships of nine companies in the dry cargo and tanker segments of the contest drew honors.



# IGH COURT KO'S ANTI-ST

WASHINGTON-The US Supreme Court has voided a Missouri law banning strikes in public utilities as in "direct conflict with Federal legislation which guarantees the right to strike" against any employer engaged in interstate commerce. In a unanimous opinion, the

court declared that Missouri + "through the fiction of 'sei- transferred or otherwise turned ordered the transit company zure' by the state has made over to the state." zure' by the state has made over to the state." peaceful strikes against a public utility unlawful."

of Street, Electric Railway and in November, 1961, when Kansas Motor Coach Employees, AFL- City Division 1287 of the Street, CIO, which has been challenging Electric Railway and Motor Coach the constitutionality of the Missouri statute for 15 years, called months of negotiations with the decision "a victory for the labor movement . . . (and) . . . for the public interest."

It charged that state officials had "played fast and loose" with the act, "throwing the weight of the state on the side of the employer and making impossible that equality at the bargaining table which makes for successful collective bargaining negotiations."

Justice Potter Stewart in the court's opinion reversing the Supreme Court of Missouri, which had upheld the validity of the act, spelled out the "fiction of seizure" on which the state based its case.

The record showed, he said, that "the state's involvement fell far short of creating a state-owned and operated utility whose labor relations are by definition excluded from coverage of the National Labor Relations Act."

"The employees of the company did not become employees of Missouri," his opinion continued. "Missouri did not pay their wages, and did not direct or supervise their duties. No property of the company was actually conveyed,

## **NMU** Raid

(Continued from Page 2)

Curran with the Teamsters to raid MEBA jobs on the rivers in the Mississippi Valley Barge Line fleet and n other fleets.

MEBA President Jesse Calhoon specifically cited NMU efforts "to blackmail labor, management and Government into legitimatizing his raiding activities, evidently on the theory that everyone will seek to appease the wild and irrational party in a dispute."

Sanctions have also been invoked against the NMU for its attempted raid of SIU jobs in the Robin Line fleet last year.

An early meeting with Meany on various maritime labor issues is to be held on his return from Europe, where he is attending an International Labor Organization confer-

The challenge to the King-Thompson Act that resulted in the The Amalgamated Association Supreme Court decision originated Employees voted to strike after Kansas City Transit, Inc., failed to produce an agreement. On Nov. 13, 1961, the governor of Missouri | junction.

under operation by the state. The state also secured a permanent injunction against the strike, sending the workers back to their jobs.

On appeal, the union argued that the statute was in conflict with Federal labor legislation and abridged a number of constitutional rights. The Missouri Supreme Court had upheld the in-

#### Close-Up On Philadelphia





Coffeetime break during SIU job calls at the Philadelphia hall finds Seafarer William Madden (top) enjoying a cup at the snackbar in the rear of the hall. Madden ships in the deck department. Above, Seafarers F. Forte (left, on phone) and G. Barnes, both also in the deck gang, check sailing time of vessel in port.

MOBILE (Sea-Land), May 18—Chair-man, Montscrate Saliva) Secretary, Simeon Simos. Ship's delegate re-ported that everything is running amouthly. Discussion regarding trans-portation when ship enters the Gulf coast. Check with patrolman about the unemployment benefits to be paid to the qualified seamen in Puerto

MANHATTAN (Hudson Waterways), April 13—Chairman, Peter Patrick; Secretary, Irwin Glass. Ship's delegate reported that everything seems to be running fair. Crew requested to reported that everything seems to be running fair. Crew requested to keep decks in recreation rooms and messroom clean. If possible, remove boots when coming out of tanks. Vote of thanks given to steward and entire department for doing a good job feeding this large crew.

GLOBE EXPLORER (Maritime Overseas), April 26—Chairman, Joseph Lae; Secretary, Salvador Rive Ship's delegate reported that this has been a smooth trip. Ship is going to the shipyard. One man hospitalized Rotterdam. Tanks should n Rotteroam. Lanks should be cleaned as water for washing showers, etc., is very rusty. Motion to allow low seniority men to stay on vessel when ship is in shipyard, as no new replacements will be ordered, if crew stays on, until ship sails. Discussion on porthole curtains for crew's mess. Chairs aboard ship should be re-placed. Pantry, messroom and galley need painting.

GLOBE CARRIER (Globe), May 5— bairman, Pasaluki Secretary, C. J. Chairman, Pasaluki Secretary, C. J. Natl. Ship's delegate reported all is

CITIES SERVICE MIAMI (Cities Service), April 38—Chairman, Fred Israel; Secretary, Joseph Bidzilya. \$15 in ship's fund. No beefs reported by department delegates. Motion to have off on coastwise trips was put The matter will be discussed with patrolman and put on file for negotiating committee,

CHATHAM (Waterman), April 38— Chairman, James A. Calvin; Secretary,



E. Canonizada. No beefs reported by department delegates. Motion to be sent to negotiating committee for two hours minimum OT for a call-up job for the deck and engine depart-

DEL NORTE (Delta), May 12-Chairman, R. E. Stough; Secretary, W. P. Kriser, \$116.17 in ship's fund, Motion to contact headquarters for clarification on agreement for Delta ships. Urge patrolman to contact ship's dele-

well. Discussion on OT in deck de-partment. Vote of thanks to steward department and BR. gate two hours before payoff. Motion to contact port agent and have a general meeting aboard to settle the matter of men being laid off on weekends and holidays in Buenos

> STEEL SCIENTIST (Isthmian), May 12-Chairman, Donald L. Dickerson; Secretary, Florencie S. Omega, Ship's delegate reported that the last payoff All repairs taken care of, \$8.91 in ship's fund. Letter sent to headquarters regarding shots given to the crew. Suggestion made that recreation room be locked at all times while in port in order to keep outsiders out.

JEFFERSON CITY VICTORY (Victory Carriers), May 5—Chairman, Ed Kresz; Secretary, Gastano T. Busciglio. Ship's delegate reported that everything is running smoothly. Motion made to have boarding partolman inspect ships when they come out of lay-up. This one left port without any heat whatsoever in 20 degree weather. All heating lines were weather. All heating lines were busted. Some disputed OT to be taken up with patrolman See about gel-ting a better quality of tollet paper,

COLUMBIA (Oriental Exporters), May 5-Chairman, S. Heinfling; Sec-retary, A. Reasko, S. Heinfling was elected to serve as ship's delegate. Check with SIU officials regarding transportation on intercoastal articles. Ship needs to be sougeed and painted. Ship's chairman asked crew to write their Congressmen in regard to the

Report On Cuba Trip

# Castro Turns 'Boys Town' Into Soviet Military Base

WASHINGTON-An escapee from Castro's Cuba, arriving in the US last month aboard the SIU-manned rescue ship Morning Light (Waterman), has informed Cuban exile groups

and refugee aid organizations+ that Cuba's "Boys Town," a both the north and south coasts of olic priest to house and educate Havana province." underprivileged boys, has been converted into a Russian military

As reported in "Free Cuba News," the publication of a US group which includes SIUNA President Paul Hall, Cuban exile Manuel Rodriguez Lopez said the school and dormitories, located in the town of Bejucal, Havana province, today houses Soviet soldiers and military technicians. The entire area, Lopez continues, is now a flourishing Russian base.

Castro had once boasted that his regime had turned "barracks into schools," but the new report illustrates the real changes the bearded dictator has brought to his island.

"Emplacements have been built on top of a big hill," Lopez said, the ransom eargoes through the where the Russians can command | Red Cross.

project established by a Cath- Cuba since it is in the middle of

The former "Boys Town," like so many military establishments on the island, is off-limits to residents of Bejucal who believe that the converted installation and the emplacements in and around their town are intended for offensive action against the United States.

Baby Food

On its ransom trip during May, the Morning Light carried some 8,000 tons of baby food and medical stores that were part of the \$53 million in supplies being turned over to Cuba, The shipments began last December, resulting in the pre-Christmas release of 1,113 Cuban invasion prisoners.

Various American companies and private individuals donated

#### SIU SAFETY DEPARTMENT



Joe Algina, Safety Director

#### Fire And Boat Drills Do Pay Off

Many Seafarers will probably always beef about having to run through fire and boat drill each trip. Sailors who have been going to sea for a number of years figure they're pretty familiar with the entire procedure, and often feel it's a waste of time to go through it again and again. What they fail to keep in mind is that the fire and boat drill has a couple of important purposes.

It's not only a test of each man's ability to follow a set drill and procedure, but also a test of how the crew works together under strain. Even if only one man in the whole gang pays off or has to leave the ship for some reason, there's a break in the chain of teamwork that practice makes perfect. The new man who comes aboard has to be worked into the routine so that all hands can work well together, when the chips are down.

Drills are also an important way of testing equipment, as there's nothing more useless than an oxygen mask which won't work when you actually need it or a fire extinguisher that registers empty because nobody knew about it and no one checked it in advance as a matter of routine.

Much of the fire-fighting equipment and safety gear aboard ship is constantly exposed to deterioration by weather and salt water, and

no one should be fool enough to + think otherwise. Fire and boat It actually took days until the drills offer a good chance to give smouldering stopped and ended all the equipment a good checkout possibility of a new flare-up. and to run through what has to be done at the time of an accident or

This goes for rusted lifeboat davits, worn-through safety lines and everything else that may save a life at some future time.

Fire is still the worst danger on a ship at sea, and often the only thing that stands between a minor problem and a major tragedy is the skill of the crew in the necessary techniques of handling different kinds of fires, plus the condition of the fire-fighting equipment they have to work with.

The skill of SIU seamen in firefighting has been displayed a number of times so far this year, and who can say whether the last drill they had in each case wasn't the one that made the difference. The importance of these drills, in port on sailing day, or any other time, can't be minimized.

Difficulties in fighting shipboard fires was dramatically shown in the case of the burnedout Alcoa Planter a few months ago, when the well-equipped fire department of a large German city, with the assistance of modern fireboats, was unable to extinguish the blaze in her hold for many hours.

Another good reason for taking drills seriously comes up as ships get older, and the possibility for trouble increases. As a ship ages, the chance of fire becomes greater all the time, and so does the possibility of gear failure.

For all these reasons, strict attention and frequent fire and boat drills are important for all hands. A well-trained, experienced crew that can respond promptly in an emergency is the best kind of insurance. So don't beef your way through drills with your mind closed tight. Keep your mind, eyes and ears open for your sake and everybody else's.

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

#### Type Minutes When Possible

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

via the Arkansas River develop-

ment which is still under con-

routes under the Arkansas project.

In their pride and hope for a

# SIU Blood Program Spurs Land-Locked Oklahoma Goes Chicago Boy To Recovery

CHICAGO-The SIU Blood Bank has donated a total of 40 pints to assist a 16-year-old high school student who lost his leg in a train accident and was in a desperate fight for his

donated by SIU men was provided for James Fisk, whose fa- farers for their charitable assist to ther, George Fisk, is a member of Grain Elevators Local 418 of the International Longshoremen's Association. The father has been unable to work for over three years because of a heart ailment.

Realizing the plight of their fellow trade unionist and the critical condition of his son, SIU officials here made prompt arrangements to provide the blood for the youth at the Jackson Park Hospital. The transfer of blood was arranged through the nationwide clearing house setup under which the SIU bank operates in all ports.

Jack E. Connor, president of

# **Robin Route** Yields Rich Gem Find

CAPETOWN - Seafarers traveling the familiar Robin Line route to South Africa had no more inkling than anyone else that the waters they were passing through contained what is now called "the richest diamond field in the world" right on the ocean floor.

Due to a discovery by a South-West Africa underwater pipeline company, inland diamond mines may have to take second place as the world's largest producers of the glittering gem.

After finding a huge deposit of diamonds where none had been located before, the pipeline company quickly went into the dia-mond mining business. It began equipping tugs and barges with gear that can scoop up diamondbearing gravel from the sea bed.

Large deposits were unearthed from the sea floor in the Chameis Bay and Plumpudding Island area, and current explorations are expected to yield extraordinary

The Bay area diamond-bearing gravel is described as being in layers 24 to 40 feet thick. The Plumpudding location may hold bership was boosted to ten Eurodiamond deposits several miles in

mining interests, the famed De European line which is a member Beers firm, has offered the fledg- of a steamship conference doing ling off-shore diamond company a business with the United States. loan of several million dollars for The committee members reprethe right to market its precious sent more than half the world's stones. The pipeline company's merchant marine tonnage. diamond mining-field is just offshore from beaches where De Beers entries, the organization is comhas been mining for years.

much-needed blood Grain Elevators Local 418, expressed "great thanks" to the Seaa fellow trade unionist in difficulty.

Local groups have also set up a trust fund for the Fisk boy that will be used to cover his future medical costs. Doctors had attempted to save the boy's leg after the accident, but amputation was necessary a few weeks ago.



"Sea chest" of Oklahoma raw materials delivered by water from Tulsa to East Coast was accepted by John L. Weller, Seatrain Line president, from Capt. Joseph Patocka of the Seatrain Texas when it arrived at Edgewater. The cargo was picked up by the ship in New Orleans for forwarding to Washington.

# European Co's Map Tight Anti-US Link

LONDON - British, Danish and Greek shipowners have joined the ranks of the Committee of European Shipowners in their fight to defeat US attempts to upgrade the American-flag fleet and to expand+

American shipping.

The organization's mempean nations with the inclusion of the three additional members. Its One of South Africa's largest roster now includes almost every

In addition to the three new posed of Belgian, French, West

German, Italian, Dutch, Norwegian and Swedish shipowners.

Headquarters of the group is here in London, so the British are expected to exercise major control over the policies of the group.

The objective of the committee is to fight Federal Maritime Com mission efforts to establish equitable shipping conference arrangements by requiring foreign lines to furnish shipping documents explaining their rate structures and other details covering vessels in American trade. The requirement to provide these documents has already been put off to next year.

Foreign shipowners have also complained about the limited effort made by the US to upgrade the American-flag fleet via stronger enforcement of 50-50 cargo preference for US-flag vessels on Government - generated freight movements and the "Ship America" program that was launched

by the administration last year. Last January, a seven-member Committee of European shipowners met with FMC officials in Washington in an attempt to obtain a relaxation of the administration's "Ship America" policies. With future meetings scheduled and their number now expanded, the committee is expected to exert new pressures on the FMC to have Government policies rescinded.

ber and coal, representing the first cargo to move by cials packed the chest of raw ma- to a nearby highway for assistance. water from the future port of terials and addressed it to the Tulsa, Oklahoma, to New Orleans, President for all-water delivery. President for all-water delivery. The state's first "sea" cargo was of the land-locked states opened to journey that began May 27. It navigation through inland water turned over to Seatrain at its Bella Chasse terminal.

To Sea With Texas Assist

tiny cargo, destined for delivery to President John F. Kennedy.

EDGEWATER, NJ-The SIU-crewed Seatrain Texas arrived here June 20 carrying a

The Texas' special shipment is a small chest containing samples of cotton, wheat, tim-

A "logbook" which accompanied the chest indicates that everybody from bank presidents to forest rangers handled it since it was put on a small outboard on the Verdigris River near Tulsa. The present depth of the water there is so slight that at the outset of the trip, occupants of the boat had The river will be opened to shalto "abandon" ship, wade and carry the boat to deepwater.

Then the three-horsepower craft match coins to see who would walk development.

One of the items in the chest that eventually made its way down the Mississippi, around through carried by outboard, cabin cruiser, the Gulf of Mexico and then to the struction. Oklahoma will be one jetboat, yacht and towboat on a East Coast, was an invitation to the President to attend the dedimoved by barge down the Missis- cation of the Oologah Dam on sippi to New Orleans, where it was July 20. This will be the first completed structure along the planned 500-mile waterway from Tulsa to the Mississippi.

> On arrival here, Seatrain arranged for forwarding of the chest to Washington, where Sen. A. S. (Mike) Monroney of Oklahoma will present it to the President.

The Arkansas River project is scheduled for completion by 1970. low draft navigation as far as Little Rock, Ark., by 1968 and to Fort Smith, Ark., by 1969. An entirely broke down about 100 yards from new channel to Oklahoma City is the start and those aboard had to also included in the proposed

#### SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD. Medical Director

#### Vaccination Rules For Travelers

Travel is broadening, as many an observer has said, with the result that Americans are going abroad these days In ever-increasing numbers. One of the important safeguards they should never neglect while making their travel arrangements concerns the possibility of contracting a disease that is uncommon in this country.

It makes no difference whether the travel is for business or pleasure, since the disease carriers do not discriminate. This means danger not only to oneself, but also possible effect on the health of persons in the countries being visited or the health of someone in the household upon the return home.

Seafarers hurdle these same dangers all the time in the course of their professional travels, so provision has been made for their vaccination protection right in our own clinics when time permits.

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

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

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

The International Certificates of Vaccination are the only acceptable documents for international travel, and are valid only when the requirements in each certificate are complete. In the US, the Service. The certificate must be complete and, for Smallpox and Cholera, must bear a stamp approved by the health administration of the country in which the vaccination is performed. If Yel low Fever vaccination is required, it must be issued by a Yellow Fever Vaccination center.

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

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

Other immunizations recommended by the Public Health Service depending on the area of travel are Typhus and Paratyphold, Typhus and Plague, Whether you are a traveler or not, the following immunizations should be a must: Typhoid and Paratyphoid Fever, Tetanus, Diphtheria, Influenza, Tetanus Diphtheria (combined) for adult use, and Polio-

(Comments and suggestions are International Certificate of Vac- invited by this Department and cination may be procured with a can be submitted to this column traveler's passport, through travel in care of the SEAFARERS LOG.)

Editor. SEAFARERS LOG. 675 Fourth Ave., Brooklyn 32, NY I would like to receive the SEAFARERS LOGplease put my name on your mailing list. (Print Information) NAME STREET ADDRESS CITY

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# SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA AFTECTS WELCOMES THE CONGRESSIONAL DELEGATION

A gathering sponsored by the Seafarers International Union of North America during the annual visit to New York of a Congressional delegation from Washington recently brought together members of the 88th Congress, their families and guests, with SIUNA officials, rank-and-file members and other labor representatives in the New York area.

The Congressional visit to New York is a highlight of the spring season, including sightseeing and other events arranged by different organizations over a single weekend. This year, the SIUNA took the occasion to hold a festive dinner-entertainment at a Queens restaurant on Friday evening, May 17, where the visitors could sample New York hospitality and meet with SIUNA officials and other labor representatives at the same time.

Staff members from the House and Senate as well as Congressmen and their families from all areas of the US were on hand to enjoy the informal atmosphere and off-the-cuff discussion on trade union and legislative issues. Although identifications are limited due to the number of photos that were taken, the pictures here help record a memorable event for all hands.



At microphone, Rep. Abe Multer of New York, with SIUNA President Paul Hall, offers a few words of greeting.



Welcomed to New York by huge SIUNA banner that filled lobby of restaurant (top), Congressional visitors enjoyed full evening of dinner and entertainment under union auspices.



Wives and guests rounded out table including House members John F. Baldwin (California).

E. Y. Berry (South Dakota) and Roland V. Libonati (Illinois).



Two House members from New York, Reps. John J. Rooney and Leonard Ferbstein (left and 2nd from left) greet visitors and new arrivals to the "Big Town."





"Showtime" finds Congressional visitors and guests from Missouri, Idaho, Maryland and Florida Intent on the proceedings during floorshow that followed dinner.



Rep. Paul C. Jones (Missouri) was one of several who hit the deck to say a few words.



Rep. Carlton R. Sickles, recently-elected Representative from Maryland (center, left), has the floor here during a break in the entertainment.



Camera close-up pictures California Rep. John E. Moss and his wife during a light moment.



Froup here includes Reps. Robert L. F. Sikes (Florida), C. B. Hoeven (Iowa), William R. Hull, Jr. (Missouri).



SIU Vice-President Earl Shepard and Headquarters Rep. Ed Mooney (right) round out a table with NY State Sen. Thomas Mackel and Chuck Brown, president, Long Island AFL-CIO.



t right are Reps. Carl D. Perkins (Kentucky) and George
V. Andrews (Georgia), and their guests.



Joining in Congressional visit, delegation of House of Representatives employees and staff members was also en hand to share in the events planned for the New York weekend.

# **New SIU Cable Ship Set For First Job**

BALTIMORE-The SIU-crewed cable-laying ship Long Lines (Isthmian) is due back here in the next few days from Bermudan waters after winding up a month-long training

voyage with 28 miles of ar-+ morless cable aboard. The a new plant here at Point Breeze, area several hundred miles off Bermuda was selected because it is said to be one of the few ocean locations where the practice laying would not interfere with shipping or other marine activities.

Meanwhile, the British cablelayer Alert left here and began putting down the first 600 miles of a new trans-Atlantic cable between the US and England. The Long Line's ultimare assignment will be to complete the 3,000 miles of canle between Tuckerton, NJ, and Cornwall, England.

The Alert is the same ship that was called in to handle work originally due to be performed by the Long Lines in the Caribbean. Delays in completion of construction on the Long Lines caused the change in plans.

Work on the ship was stalled several months when the shipyard where she was being built went bankrupt.

When the Long Lines completes her training and the estimated three months it will take to connect the Atlantic cable, the cable system will be able to carry 128 simultaneous telephone conversations, more than triple the capacity of the present cable between Scotland and Newfoundland.

The system will cost some \$47 million and will permit directdialing service to be established between the US and Europe.

A buoy marker will be put down by the Alert when it completes the first 600-mile length of cable, and then the ship will head home for England. The Long Lines will pick up the job sometime this summer.

The new American cable ship is the largest of its kind and is being operated by Isthmian for American Telephone and Telegraph Company interests. Since the Western Electric Company has

#### DIGEST OF SIU **MEMBERSHIP** MEETINGS

NEW YORK, May 6 Chairman, Earl Shepard; Secretary, Martin Breithoff; Reading Clerk, Angus Campbell. All previous port meeting minutes accepted. Port Agent reported on shipping, upgrading school, clinic cards. Accepted. President's report given by chairman regarding SIUNA convention, Bull Line, Canada ing SiUNA convention, Bull Line, Canada beef, aid to other unions and strike at Roto-Broil. Report accepted. Reports of credentials mmittee and polls com-mittee accepted. Meeting excuses re-ferred to dispatcher. Auditor's reports earried. Appeal of H. E. Martin for re-instatement denied. Welfare services report presented. Total present: 488

\$ 1 PHILADELPHIA, May 7 — Chairman, Charles Stansbury; Secretary, Charles Martin; Reading Clerk, John Kelly. Accepted previous port meeting minutes. Executive Board minutes of March 25 presented. Port Agent's report on shipp' binod bink necepted. President's April report accepted. Credentials committee report and polls committee report accepted. Installation of soft drink machine in hall requested under good and welin hall requested under good and wel-fare. Total present: 74.

BALTIMORE, May 8—Chairman, Rex Dickey; Secretary, Frank Holland; Read-ing Clerk, Tony Kastina, Minutes of pre-vious meetings accepted, Executive Board meeting minutes of March 25 presented. Port Agent's report on shipping, shortage of men. StUNA convention, Bonner bill, welfare beneficiary cards accepted. Presi-dent's April report accepted. Reports of eredentials committee and polls commit-tee accepted. Meeting excuses referred to dispatcher. May information report from headquarters accepted. Safety com-munication from Joe Algina accepted. Auditor's reports carried. Motion under new business to send wire to SIUNA convention on behalf of memberahip ex-pressing rood wishes. Carried. Total present: 93. present: 93.

Baltimore will be the ship's home port for its future cable-laying junkets in the next two years.



Seafarers Tom Crawford, bosun's mate; Oscar Raynor, Abel Salas and William Sauder, all of the deck department, are pictured at the bow control panel of the cable ship Long Lines (Isthmian). Panel permits full control of the vessel when maneuvering with cable.

#### **Quitting Ship? Notify Union**

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

#### SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

#### Controlling Insects On Board Ship

There are literally millions of different kinds of insects and their overall number runs into countless billions. Man is waging a constant struggle with the insect population for the available food supply, and has been for thousands of years. Insects, through their disease-carrying potential, also pose another danger to man.

All this has a direct bearing to shipboard living, especially in the summertime or in tropical climates where insects are abundant. In the closed world of a ship at sea, this struggle against the insect world must be maintained constantly to preserve the health of the

Good sanitation habits are the most important factor in the control of insects and vermin aboard ship. Living quarters and areas where food is stored, prepared or served, or where utensils are cleaned and kept, should be regularly cleaned and maintained. Simple cleanliness, with frequent and abundant use of soap and water, is essential.

In general the same rules for insect control that apply shoreside apply on board ship as well. Enclosed spaces where trash, food particles and dirt may accumulate should be eliminated. Use screens on

all openings leading to food serv-+ ice areas, especially during the be colored, and should be clearly seasons when insects are prevalent. Store and dispose of trash and garbage in closed, covered con-

#### \_Insecticides Needed

If insecticides are needed to control the insect population on board ship, they must be handled with care in and around food handling and storage areas. This is because most of these preparations are harmful to humans as well as insects. They should be stored at a distance from such areas to prevent their being mistaken for foodstuffs. Poisonous types should

marked "POISON."

Insecticides are of two kinds: residual sprays and dusting powder, or space sprays. The residual spray or dusting powder leaves minute but long-lasting poisonous crystals on the treated surface. These residues kill vermin as they emerge from their hiding places.

Space sprays are quick-killing mists containing agents that kill vermin when they come in contact with the insects. They are not of a long-lasting nature and their effectiveness is spent after a

When insecticides are used, they should not come in contact with food, utensils or the person using the spray. Any contaminated article should be cleaned immediately. Contaminated food should be discarded.

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

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

By Sidney Margolius

#### July Is Good Time To Shop, But Watch Food Costs

If you time your buying for sales, you can cut costs of many family necessities. July is one of the two best months of the year for finding sales on many important items (January is the other).

We especially recommend watching the sales this month for buys in clothing, rugs, and household equipment. Next fall tags on some of these needs are going to be higher.

#### Particularly note these buying opportunities:

The July sales of men's wear are an especially good chance to buy shirts and summer suits and slacks at reduced prices.

The July sales of hosiery give women an opportunity to buy stockings for next fall.

Fuel dealers give you a special summer discount if you fill up your tank now.

Prices of both new and used cars also start dropping in July.

But working families better watch food bills carefully, and especially their use of meat. Consumers never did get much benefit from the recent lower wholesale prices on meat, and now the wholesale prices are going back up.

Now consumers will pay even higher prices as the result of the usual summer increase in livestock quotations.

In general, wage earners have lost a little ground so far this year. The cost of living has gone up about one percent from a year ago while wages have risen just a little over one-half of one percent. The "real" wages or buying power of a worker with three dependents has dropped down to \$81.02 a week, after taxes and after allowing for price changes since the 1957-59 base period. The figure for a year ago was \$81.30.

Sugar prices have leveled off at new highs after jumping as much as five cents a pound recently. The boost also has affected prices of carbonated beverages, candy, jams, jellies, and baked goods. Significantly, you can make flavored milk and fruitpunch drinks for your children during the hot months at little more than half the price of cola and other soda pops.

It's revealing to see how the price of sugar varies according to the form in which you buy it. For example, a recent survey found that ordinary granulated sugar in a bag costs 14 cents a pound. If you buy the same sugar in a box you pay 16. If you buy the "very fine" type, you pay 23. In tablet form

you pay 26. For "sugar and cinnamon" you pay 65 cents a pound.

Here are tips on July buying opportunities:

CARS: If you're in the market for a car, consider taking advantage of this year's high trade-in values and the price concessions available this summer on the 1963 models. Reports from Detroit indicate that 1964 models will be much the same as this year's, except for some of the Ford products. Most significant changes will be another increase in size of the "compact" cars, which already were enlarged in '63. US consumers thus will be able to enjoy the biggest small cars of any country.

The 1963 automobile "hit parade" finds Chevrolet far and away the best seller, followed, in the moderate and medium-price group, by Ford, Rambler, Pontiac, Chevy II, Oldsmobile, Buick, Falcon, Fairlane, Corvair, Valiant, Dodge, Buick Special, Dodge Dart, Tempest, Olds F-85 and Comet, in that order.

MEN'S SUITS: July is the month to buy a lightweight suit at reduced prices. Price tags will be higher this fall.

Your best all-around choice for the money is likely to be a blend of Dacron or other polyester wool worsted, in approximately a 50-50 blend. This is a medium-price fabric which also is unusually durable and wrinkle-resistant.

The polyester-worsted blends usually retail around the \$35-\$40 bracket. At a little higher price the polyester-worsted blend may also include a percentage of, usually, 15 percent mohair. The mohair adds shape-retention.

A man who wears working clothes all week and needs a suit just for special occasions can find an even more reasonable buy in blends of polyester and rayon. These suits are available under \$30. The more polyester in the blend, the more the suit will resist wrinkles and hold its shape. Check the fiber-identification label on the suit to see if the fabric is at least 50 per cent Dacron or other polyester fiber.

FOOD BUYING CALENDAR: Pork will be expensive this July, with beef still comparatively reasonable. Many people avoid buying the clow-cooking pot roasts in favor of quicker-cooking steaks and chops during the hot months. Thus you will find your best buys in the roasts and stews. But turkey is the buy of the month. The cold spring pushed up prices of fresh produce in many areas. You will find values this month in several canned vegetables, especially canned corn and tomatoes.

# AFL-CIO Plan Cuts **Union Beefs**

WASHINGTON - A sharp drop in the number of cases filed under the AFL-CIO internal disputes plan has been reported for the first four months of 1963. Only 28 new complaints were made by member unions during the period, compared with 155 for the whole year of

Since the effective date of the plan voted by the 1961 Federation convention for settling disputes beween unions, 183 complaints or claims of "justification" have been filed. Of these, 109-or about 60 percent - have been resolved through mediation and 19 cases are still in the mediation process.

Impartial Umpire David Cole has made determinations in 47 cases. He found violations in 35 and rejected 12 as not violating the constitutional provisions.

The AFL-CIO Executive Council subcommittee has received 20 appeals from Cole determinations and denied 18. One was withdrawn and one was referred to the councll, which held that Cole's determination should stand.

The report noted also that 11 complaints of non-compliance were received by the council subcommittee, that compliance was achieved in four cases, non-compliance was found in four others and three cases are pending. The Journeymen Stone Cutters Association and the National Maritime Union are in non-compliance with the plan in two cases each and sanctions are in effect.



DRIVE TO REWRITE CONSTITUTION. The "states' rights" drive to rewrite the US Constitution-denounced by the AFL-CIO Executive Council as an "attack on the American form of government"-has, within the past few months, won the support of 16 state legislatures and made headway in several others. Thirteen legislatures have joined in proposing an amendment which would strip Federal courts of jurisdiction over legislative apportionment. The effect, the AFL-CIO has warned, would be to "perpetuate rural minority control" of the states.

Eleven states have proposed a constitutional amendment which would enable states to bypass Congressional consideration in adopting future amendments to the Constitution. Yale Law Prof Charles L. Black, Jr., has estimated that this would allow legislators representing only 16 percent of the nation's population to rewrite the Constitution,

Only four states-Alabama, Arkansas, Florida and Wyoming-have thus far endorsed the third of the trio of extremist proposed amendments, to establish a 50-judge "Court of the Union" to supersede the Supreme Court in matters involving Federal-state relations. With most legislatures adjourned, there is no danger that the goal of 34 states necessary to compel the calling of a constitutional convention will be reached this year-or even that the number will be closely approached.

But part of the strategy of the sponsors has been to push the drive primarily in the northern states, counting on a late flurry of support from the traditionally "states' rights" southern states to achieve the two-thirds necessary to require Congress to call the first constitutional convention since 1787.

Sen. Paul H. Douglas (D-Ill.), in a recent speech to the Senate, charged that segregationist groups are seeking "to make this country a confederacy instead of a nation."

"I personally believe that there is a greater danger that these amendments will finally be adopted than many of the commentators seem to believe," Douglas said. "The movement has been conducted quietly and the sponsors have obviously been keeping in the background legislatures in several states which are strongly segregationist or dominated by the gross overrepresentation of rural areas.

"Both of these interests feel themselves threatened and aggrieved by the decisions of the Supreme Court. We are therefore likely to see next year a large number of states which will rush to approve these [proposals]. This may well create a band-wagon psychology which will sweep other states into the fold. These proposals are indeed time bombs under the American constitutional system."

In contrast to some earlier schemes of the radical right-such as the proposal to abolish or limit the income tax-the three proposed amendments came out of the Assembly of the States, which is associated with the normally non-political Council of State Governments.

All three proposed amendments are in the form of joint resolutions petitioning Congress to call a convention for the purpose of proposing the specified amendments to the Constitution. This is the never-used alternative provided in the Constitution to the requirement that proposed amendments be initiated by a two-thirds vote of each house of Congress and then ratify by three-fourths of the states.

#### LABOR ROUND-UP

majority of teachers in the public banners on national holidays. schools came after a meeting in which the Indiana state labor commissioner acted as mediator. The union will now negotiate with the board through the school superintendent on salaries, professional standards, working conditions and fringe benefits.

The United Furniture Workers has asked the National Labor Relations Board to set aside an election at the Jamestown (NY) Sterling Company, at which strikebreakers were permitted to vote and most veterans of the 20month walkout were denied the ballot. The union charged that an NLRB regional officer denied the vote to strikers without a hearing on the basis of the company's claim that they had been "permanently replaced." The workers struck in October, 1961, after the breakdown of negotiations for a first contract.

A display of American flags was the community had abandoned a nationwide radio show.

Public schools reopened in traditional program. The Roanoke Gary, Ind., after a one-day strike AFL-CIO stepped into the gap and by Teachers Local 4 of the Ameri- set up a Flag Committee which can Federation of Teachers. An raised the necessary funds, agreement by the school board to purchased flags and installed new recognize the Gary Teachers mounting brackets. Now union Union as the representative of the members install and remove the

t t t An attempt by the Storkline Corp. in Jackson, Miss., to set up a phony issue during a union representation election has caused the National Labor Relations Board to overturn the results of the voting. The gimmick used by the company was to show the anti-union film "And Women Must Weep" just prior to the balloting. The movie is distributed by the "National Right-to-Work Committee." The Storkline vote, involving Carpenters Local 3031, was the fourth one set aside by the NLRB on the ground that the commercially-made movie created "a straw man" to frighten the employees.

本 The Retail Clerks International Association has undertaken partial sponsorship of the National Broadeasting Company's omnibus "Monitor" radio program during every weekend this summer. The union is presenting daytime and evemade possible on Armed Forces ning programs and announcements Day in Roanoke, Va., even though through September 1 on the 'Letters From Home'



High on the list of issues for action by Congress this year is the bill now known as the "Hospital Insurance Act of 1963," which will provide hospital care for all Americans at age 65 as part of the Social Security System operated by the Federal Government.

This is an issue that has been stalled in Congress since 1960, and that was narrowly defeated in voting held last year. The way to get this bill through Congress, and to prod strong action on it, is to let Congress know how you stand.

By now, nearly all Americans recognize that the greatest threat to the economic security of older people is the high cost of illness. These costs are continuing to climb, and fewer and fewer of the aged can afford them. Destitution, charity or suffering in silence are the only alternatives.

The AFL-CIO and the entire organized labor movement are in forefront of the campaign to win passage of the "Hospital Insurance Act," because its adoption would help relieve one of the biggest social problems of our time. For the same reason, this issue of the SEAFARERS LOG carries a special reprint of a complete AFL-CIO handbook on Hospital Insurance for the Aged through Social Security, prepared by the AFL-CIO Department of Social Security.

In reading this material, Seafarers, members of their families and friends should keep in mind that the opponents of this program will certainly deluge Congress with their side of the story. Organizations such as the American Medical Association have spared nothing in their efforts to let Congress know where they stand.

Now it's up to all the rest of America to make its voice heard. This means letters and messages from home to your Congressman and Senators, urging approval of bill HR 3920 in the House, and S. 880 in the Senate.

No fancy language is necessary. You don't need a lawyer or anyone else to write a letter for you. Above all, keep it brief, simple and to the point, by telling your Congressman how this bill is important to you and your family. Letters from home get careful attention in Congress, and carry a lot more weight than packaged propaganda.

Address and mail your letters to: Congressman . . House Office Building

Washington 25, D.C. Letters to the Senate are addressed the same way, to the Senate Office Building.

Now is the time to flood Congress with these letters, with hearings shortly due to come up before the House Ways and Means Committee. Act now!

#### Time For A Change

While help for US domestic shipping may finally be on its way through Congressional action (see Page 3), the Interstate Commerce Commission continues along the same course it has followed for years in denying a fair break to these operators.

Since World War II, when domestic shipping companies lost most of their cargoes to other forms of transport, they have never been able to recoup these losses. From 1953 on, when the railroads began a campaign of selective rate-cutting to drive domestic shipping off the seas, the ICC has helped the railroad drive most of the way.

In a proceeding that began last winter, as one example, ICC finally conceded that railroad rate cuts on tinplate may have been designed to drive intercoastal shipping out of business. But it allowed the proposed rail rate cuts and parallel cuts proposed by the shipping lines to go into effect, pending a hearing. That was in February.

A hearing procedure finally got underway late last month, and then was postponed until the end of July. The issue is thus put off again, six months later, with no solution in sight. How long it will drag on, no one knows. Since the railroads had the advantage from the beginning, the odds remain in their favor.

It seems to us that if the ICC is an agency with regulatory control over water shipping, then it also has the responsibility to have peop'e with a shipping viewpoint on its top staff. Until this is done, railroad interests will continue to dominate ICC proceedings and the domestic shipping industry can never hope for a fair shake.



#### SIU ARRIVALS and DEPARTURES

All of the following SIU families have received a \$200 maternity benefit, plus a \$25 bond from the Union in the baby's name, representing a total of \$3,200 in maternity benefits and a maturity value of \$400 in bonds:

and the state of t

Timothy Homko, born April 9, ton J. Wells, New Orleans, La. 1963, to Scafarer and Mrs. Stephan, Homko, Oxford, New Jersey.

\* \* \*

to Seafarer and Mrs. Lee J. Harvey. New Orleans, La.

\$ Joseph P. Andrew, Jr., born April 17, 1963, to Seafarer and Craig Harvey, born May 10, 1963, Mrs. Joseph P. Andrew, Queen Rodriguez, Brooklyn, New York. Anne, Md.

\$ \$ Kahen Van Etten, born April 29, Connie Jennie Wells, born April 1963, to Seafarer and Mrs. George 19, 1963, to Seafarer and Mrs. Mil- Gilbert Van Etten, Jr., Galveston,

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$17,000 in benefits was paid (any apparent delays in payment of claim is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates):

Emilio S. Lerma, 58: A lung in- | fection was fatal to Brother Lerma

at the Galveston Texas, USPHS Hospital on March 5, 1963. He joined the SIU in 1946 and had shipped in the steward department. Surviving is a sister, Mrs. Gertrude

Armstrong, of Brownsville, Texas. Burial was at City Cemetery in Brownsville. Total benefits: \$500.

1 1 1

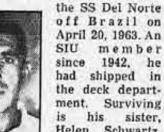
Arthur L. Cox, 44: Brother Cox died of a liver allment on April 16,

1963 at Mercy Hospital, Baltimore, Md. He joined the SIU in 1955 and had shipped in the deck department. Paul R. Waters, of Washington, NC, was

named administrator of his estate. Burial was at Rocky Mount, NC. Total benefits: \$4,000.

4

John J. Lefco, 54: Brother Lefco died of a heart attack while aboard



off Brazil on April 20, 1963. An SIU member since 1942, he had shipped in the deck department. Surviving his sister, Helen Schwartz, of Brooklyn, NY.

Burial was at St. Charles Cemetery | St. Mary's Cemetery in Pawtucket, in New York. Total benefits: \$4,000. Total benefits: \$500.

Carl W. Berg, 50: Brother Berg was lost at sea on August 12, 1962

> SS Steel Designer bound for Honolulu. He joined the SIU in 1942 and had sailed in the engine department. His brother, George A. Berg, Gloucester, of

Mass., survives, Total benefits: \$4,000.

\$ 1 Howard Hutcherson, 48: A heart ailment proved fatal to Brother Hutcherson on

January 10, 1963 at his residence in New Orleans, La. He had sailed in the engine department since he joined the SIU in 1938. Surviving is his sister, Madge Hutcher-

son, of Tallahassee, Fla. Burial was at Prospect Cemetery, Hamilton County, Fla. Total benefits: \$4,000.

Emmett J. Phelan, 51: Brother Phelan succumbed to a lung ail-

ment at the Baltimore, Md. USPHS Hospital on May 22, 1963. He joined the SIU in 1959 and had sailed in the steward department. His wife, Kathleen M. Phe-

lan, of Pawtucket, RI, survives. Burial was at Mt.

Evelyn Rodriguez, born April 19, 1963, to Seafarer and Mrs. Carlos

Lisa Gayle Hawkins, born February 27, 1963, to Seafarer and Mrs. Stanley E. Hawkins, Kentwood, La,

David Joe Walker, born April 16, 1963, to Seafarer and Mrs. Billy Walker, Columbia, Tenn.

Gary Paul Bentz, born May 19, 1963, to Seafarer and Mrs. Henry G. Michael Bentz, New York. 1

David Michael German, born May while aboard the 2, 1963, to Seafarer and Mrs. John E. German, Norfolk, Va.

本 Juan Dopico, Jr., born April 24, 1963, to Seafarer and Mrs. Juan Dopico, Jersey City, New Jersey.

Grace Hsu, born May 1, 1963, to Seafarer and Mrs. Sung Ming Hsu, New York, New York.

\* \* \* Daniel Sadler, born August 14, 1962, to Seafarer and Mrs. Joseph Sadler, Coventry, Rhode Island.

Rebecca Louise Emery, born April 9, 1963, to Seafarer and Mrs. Thomas Emery, Lansdowne, Md. \* \* \*

Denise Vieira, born March 25, 1963, to Seafarer and Mrs. Edwin Vieira, New Orleans, La.

\* \* Paul W. Rogers, born April 25, 1963, to Seafarer and Mrs. William G. Rogers, Waterbury, Conn.

Expresses Thank To Blood Donors To the Editor:

I would like to take this opportunity to thank all those Scafarers who so generously donated blood to help me while I was a patient awaiting an operation at the USPHS Hospital in New Orleans, La.

It is at times like this when

#### 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.

help is most needed that the fine members of the SIU come through to help their fellow members, their families and friends, as well as others in desperate need of life-preserving blood,

Since it would be impossible to thank each Seafarer personally, I am using this means to say "Thank you very much" from the bottom of my heart.

Edgar R. Goulet

\* \* \* Welfare Assist Is Appreciated

To the Editor:

This is to gratefully acknowledge the check received from the Seafarers Welfare Plan after the death of my nephew, Richard B. Suttle. Our entire family would like to extend its thanks for the check and for the cooperation of everyone involved after Richard died.

We owe all of you our sincere thanks for the kind sympathy and offer of assistance on this unhappy occasion.

> Nadine Suttle \* \*

#### Losmar Offers Welfare Ideas

To the Editor:

All of us aboard the Losmar (Calmar) have talked a great deal about our welfare benefits and necessary requirements for eligibility. At our ship's meeting recently, we passed unanimously two resolutions on these items and now we'd like to hear some comment on them.

One is about the eligibility, as we would like to see the requirement of one day in the last six months and 90 days in the previous year abolished. If a member tries his luck in working or by going into business ashore, we believe we ought to give him a two-year grace period in his welfare benefits.

The way things stand now, it's almost impossible to get that time in and still keep a job ashore. If a member has something like 12 years' time on SIU ships. I think he should be entitled to that kind of leeway.

The second matter we acted on was about our pensions. We think that after 12 years on SIU-contracted ships, a member should be able to retire. In order to get that time, it takes anywhere from 16 to 20 years and these are the best years of your life.

Why not let the ones who want to retire do so, so new people can come into the Union and the industry, and we can get some new blood and added revenue for the Union. Brothers, we're open to comment.

Emil Gretsky

# SEAFARERS in DRYDOCK

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

USPHS HOSPITAL NEW ORLEANS, LOUISIANA

James Allen Felipe Basaldu Bobby Butts Arthur Botelho John Brady Lawrence Chapman E. Constantino Quincy Crawford William Croissant Ralph Denayer Lionel Doujet Harold Eby Frederick Edwards Anton Evensen Natale Favaloro Eugene Gallspy Leon J. Gordon Wade Harrell Emil Herek Wiley Hinton, Jr. Frank James Walter Johnson Oscar Jones Alfred Keenum Steve Kolina Eddie LeBlanc Thomas Lyons Thomas Lyons Kenneth MacKenzie

Anthony Maxwell Norman McDaniel George McFall William Miller Louis Moore Ralph Newcomb Ceeil Nichols Clarence Owens
George A. Peres
Jerry Pontiff
Kalle Rankonen Calvin Rome Wm. E. Roberta Nicolas Sabin Aubry Sargent Joseph Savoca John Seiferth Robert Sheffield Murray Smith Melvin A. Spires Ashton Stephens Adolph Swenson Harvey Thomas Robert Trippe James Walker John Ward William Wade

USPHS HOSPITAL BRIGHTON, MASS. Aslin Anthony Hickey Czosnowski Charles Robinson Joseph Aslin Edward Farrell

USPHS HOSPITAL SAVANNAH, GEORGIA J. Miller John C. Mitchell S. P. Morris F. De Beaumont

Ignazio D'Amico

F. Mapstone USPHS HOSPITAL NORFOLK, VIRGINIA Benjamin Brinkley William Mason William Calson William Pierce William Pierce

Walter Conner USPHS HOSPITAL SEATTLE, WASHINGTON Dargan O. Coker Russell McLeod James Nelson

USPHS HOSPITAL SAN FRANCISCO, CALIF.
Hilarion Aquio William Langford
Edward Alkins William Maley Antonio Manesis C. H. Boutwell Herman Sprainis F. Carabbarcan Calvin Wilson Donald Hampton David Wilson USPHS HOSPITAL

GALVESTON, TEXAS
Robert Aumiller Lucien Elle Thomas Baracliff Antione Granger  Perry Klauber Ernest Russell Richard Sherman

Edward Douglas Joseph Dudley VA HOSPITAL HOUSTON, TEXAS

John Butler SAINT JOSEPH'S HOSPITAL HOUSTON, TEXAS

Leslie Dean USPHS HOSPITAL STATEN ISLAND, NEW YORK

Felix Arce John Bollman Louis Basta Bengt Bergland C. F. Billarosa Jose Bonefont Carmine Cassano Will Denny Sam Ginsberg John Givens Robert Goodwin John Graddick Frank Hanacheck John Hansen Frederick Harvey Richard Haskins Thomas Hickey George John W. M. Leonard

James Barnes

Charles Brown Raymond Baker

John Williamson Thomas Wasine

Chan Fat New Fred Oestman Eugene O'Mara Santos Pizario Wm. Pussinsky loro Regaledo Evert Rosenquist Luis Salazas James Samuel Joseph Scully James Shiber Manuel Silva William Smith Henry Sormunsen James Stripp

James Winters Sulo Lepisto Antino Longueria John McCollon William Wirtanen Ching You USPHS HOSPITAL

FORT WORTH, TEXAS Leneard Higgans
Thomas Lehay
Arthur Madsen
Max Olson
Charles Slater
Willie A. Young Gerald Algernon Robert Banister Benjamin Deibler Claude Doyal Abe Gordon

Burl Haire USPHS HOSPITAL MEMPHIS, TENNESSEE Joseph Berger Billy Russell

SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK Alberto Gutierrez William D. Kenny

ROXBURY, MASS. Raymond Arsenault PINE CREST HAVEN COVINGTON, LOUISIANA Martin VA HOSPITAL NORTHAMPTON, MASS.

Roberts US SOLDIERS' HOME WASHINGTON, DC

Notify Union On LOG Mail

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

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.



# **Ex-Skipper Recalls** 1919 Sabotage Tale

Captain Peterson, an oldtimer who can vividly relate incidents in his long sea career, is also a frequent contributor to the LOG. This tale of sabotage is but one lively recollection.

When I came aboard the City of Beaumont as the chief mate I never thought that, as she set out to sea, someone would try to send her to the ocean bottom. Dead men tell no tales, they

kentine auxiliary was ready. Well loaded with copper, lead, zinc, oil, gas, tallow and tobacco, she was lying at an open pier in Erie Basin for days walting to be insured to the skies. That was early in February, 1919. The war had ended and no dangers at sea lurked, or so we thought.

We finally set sail from New York for Cette, France, favored by a westerly gale and ran and ribly long nightmare. At any morolled rails under, so the big bell forward tolled with every roll. The westerly gale that season was mean. Suddenly it would shift from southwest to northwest as if to catch us with sails aback and put us in chains. We were caught once and almost thrown on beam

#### Almost Goes Down

On my watch below I jumped out in my underwear and ran barefoot along the deck cargo of lumber and slacked off the sheets of the fore and aft; spanaker, jigger, mizzen and mainsail. She swung back into the teeth of a screechdown the foremast with both topgallant sails, both topsails and foresails.

She righted herself and came down on course to run before the gale steering wildly. Our captain, old "Blue-nose" Butler, had sailed 30 years in square-riggers and confessed to me that he had never sailed in barkentines and didn't like the fore and aft sails. "Give me a square rigger anytime," he said.

About 700 miles out of New York the westerly gale started howling. A black squall burst low and showered hailstones upon us. Thunder and lightning all about and the ship like a speck in its midst. At a loud blast of lightning



MEET YOUR OLD SHIP MATES AT THE SILLS OWN

IN THE BALTMORE AND NY. HALLS, SWAP YARNS AND WATCH THE FIGHTS ON TV. NEW LOW PRICES AND YOU'RE ALWAYS WELCOME HERE AT YOUR OWN PLACE. OWNED AND OPERATED BY THE SEAFARERS INT'L UNION-AEG-AFL

The five-masted wooden bar- I smelled smoke and rang the alarm. There was fire down below!

I ran forward, summoned all hands and braced up the fore yards to bring the ship into the wind to be hove to. Aft, on the starboard side, through a ventilator, a fierce flame shot up with a volcano-like roar. And there in the path of the flames was the gas tank-500 gallons strong.

It was like a nightmare, a ter-

ment the gas tank might blow. It looked the last for us all.

In a twinkling, I went to get at the fire in the 'tween decks. I wound a wet towel around my face below the eyes, and man-

aged, somehow, to get at the fire with the firehose,

I held the nozzle dearly and played and played water on the gas tank so that steam came forth ing hail squall, and almost brought and hissed like a giant snake. Despite the poor pressure from the pump, the water was enough to put the fire out after many long moments of painstaking effort.

#### Captain Gives Order

Back on the poop, I heard old man Butler shouting. All the time he had done nothing, giving no orders, as he stood holding onto the rail at the break of the poop. Now he was shouting and giving me an order: "Don't fill this ship with water, Mr. Peterson!"

On inspection later, I saw the three-inch timbers near the gas tank were burned to charcoal. The soldering on the gas tank handle had begun to melt! It was a narrow escape for all. But this wasn't the end of the tale.

When we arrived at Cette there was no agent to meet us and receive our cargo. None of the authorities knew what to do. We lay in the harbor almost a month and then were brought to an out of the way spot where our cargo was discharged and stowed in a muddy field, covered with tarpaulins and left unclaimed as if by pre-arranged design,

At last we sailed again, bound for Genoa. There the American vice counsul, the Italian authorities and old man Butler accused me of being a dangerous Bolshevik. I knew too much and later knew the entire truth.

It seems that the exporter of our cargo, a Count Braggadini, was going bankrupt, This Italian nobleman, it developed, had dealt with the Germans during the war and had shipped war material to Switzerland through Cette, getting an assist from some high-up French and Italian authorities.

And I. it was recalled, had seen a man aboard the day we left New York and asked him who he was. The well-dressed gentleman told me he was "from the office." This suave gentleman was hired to sabotage the ship. The Count would get the insurance money and the ship and its crew were never supposed to be heard of again. "Dead men tell no tales!"

# rom the Ships at Sea

The SIU crew of the Overseas Rebecca (Maritime Overseas) has really learned the meaning of "smooth sailing." Ship's meeting chairman Ralph F. Tyree writes that in the vessel's nine-month run to Europe, Africa and the East, not one single beef arose to plague

Noting that this was the his seaman's work and the safety man J. A. Dunne and secretary ways things should always go, Tyree and the rest of the gang aboard were so proud of themselves (and rightly so), they suggested the Union be notified of their praiseworthy achievements so all hands could share in their

1

Steward Dan Piccerelli and his whole steward department were given a strong vote of thanks for what the gang on the Pennmar (Calmar) calls "exceptionally fine food this trip." . . . Easter dinner aboard the Orion Planet also won raves for the steward department. A notice to the LOG singled out chief steward J. E. Higgins, chief cook Standmore Bell, baker W. E. Messenger, and cook Louis Gardier for special thanks.

The crew of the Anton Bruun is aiming at better movie coverage this trip. At a ship's meeting, it was suggested that all pictures be shown twice weekly at different times to make it possible for all crewmembers to see each picture. Twelve new films are to be picked up at Bombay, so the new plan should assure that each man gets to see them all, no matter what watch he's on.

To show how times have changed, it used to be that all a

of the ship. Now, with all the new V. L. Harding, write to say that equipment and gadgets placed aboard, seamen must be more than the SIU crew expert mariners. One of the new were more than jobs a seafarer has for himself slightly annoyed when the ship is away from a regular port is to be a washing ma- in to get some chine operator and repairman, much needed Meeting chairman Burt Hanback on the Seatrain Georgia reports that while most of the necessary in the crew repairs have been completed, the



Hanback Dunne

timer on the crews' washer still hasn't been replaced. Further consternation concerning the washer pertains to the lack of an agitator. The present one is run down and, Hanback says, is ruining the elothes. When the Georgia crew does get another agitator and repairs the timer there's sure to be good sudsing ahead!

Seafarer had to concentrate on was solidated Mariners), meeting chair- writing time.

some members of when they turned beauty sleep. Seems that others weren't as tired and kept whis-



tling and talking, causing the would-be sleepers to stay awake. A motion by one tired hand was offered at good and welfare requesting that all loud talking and whistling be stopped so that a good night's sleep might be had by all hands. The question remains: What about talking and whistling in your sleep?

\* \* \* At a meeting on the Steel Surveyor (Isthmian), one old salt, after urging the steward department on to greater culinary heights, disclosed what his favorite dish was and had always been. After giving the stewards some advice on preparation, he humbly asked that potato pancakes be made and included on the menu more often. That's a dish, he contended, which a great many Seafarers prefer. The Do you whistle while you work? steward has promised to keep the Well on the Taddei Victory (Con- idea in mind next time it's menu-

NATALIE (Maritime Overseas), April 14—Cheirman, John Chermesi-no; Secretary, Robert W. Ferrandiz. No beefs reported by department delegates. \$5 in ship's fund. Vote of thanks to the baker and steward for the goodles that were put out this trip. Crew's washing machine needs

EAGLE VOYAGER (United Maritime), April 16—Chairman, Karl Han-son, Secretary, Alexander Brodie, Ship's delegate spoke of payoff in Honolulu. Five men left ship since last meeting. No beefs reported. Mo-tion to have air-conditioning unit installed, as ship is already set up for air-conditioning. Vote of thanks to steward department for good menus and well-prepared food and services.

PENN CHALLENGER (Penn Shipping), April 8-Chairman, B. Moyer Secretary, Dan Sheehan, Payoff April 11. All business taken care of, Motion to have steward get ash trays and waste baskets for rooms. Motion to get new toilet paper as the grade now aboard is poor. Discussion on shortage of food that is on menu. Suggestion made to have food plan representative down to ship.

DEL AIRES (Dolta), March 24 -Chairman, Horace C. Hunt; Secretary, Wilson B. Yarbrough. No beefs reported by department delegates. James W. Corcoran was elected to serve as ship's delegate. Discussion on more coffee and lunch meat being put out for night lunch. Discussed safety meeting in regard to gangway watch wearing shower shoes while on

FANWOOD (Watermen), March 30-Chairman, R. A. Eden; Secretary, W. H. Rohne. Ship's delegate reported that two men missed ship in Norfolk. Captain requests that all hands declare watches, radios, jew-elry, currency, etc., in India. Chief engineer was asked to run a fresh water hydrant outside for the stevedores to use in India. Discussion on keeping laundry room clean. Each department to take turns.

TRANSORLEANS (Hudson Waterways), April 21—Chairman, K. Lynchy Secretary, Pat Murphy. No beefs reported by department delegates. All running amouthly. Chief pumpman discussed safety methods when ship is carrying fuel and urged everyone to use proper safety precautions.

JOHN C (Atlantic Carriers), April 13—Chairman, Kenneth Singh; Secre-tary, H. A. Galickt, Ship's delegate advised crew to keep messhall and pantry clean. Letter to be sent to headquarters regarding launch serv-ice. Launch not running often enough for men coming on and off watch.

ALCOA RANGER (Alcoa), April 27
—Chairman, W. H. Padget; Secretary,
A. Q. Nall, Ship's delegate reported
everything okay, George Gill was
elected to serve as new ship's dela-

gate. Motion to see patrolman about changing canned milk to a standard

STEEL AGE (Isthmian), April 21— Chairman, Lloyd D. Richardson; Sec-retary, Egbert W. Goulding, Ship's delegate reported all repairs have been completed. \$16.32 in ship's fund. Request added efforts to keep the New York longshoremen out of the mess hall and recreation halls. Motion that locks be secured and installed in crew mess, recreation halls and crew pantry to eliminate pilferage in foreign ports.

KENT (Corsair Transportation), April 28—Chairman, B. King; Secre-tary, C. R. West. Ship's delegate re-ported that three men were hospital-ized in Turkey and sent home. No

DIGEST of

MEETINGS

beefs reported by department dele-gates. Patrolman will be contacted

GLOBE PROGRESS (Maritime Overseas), April 30-Chairman, J. Grabber; Secretary, C. A. Welch. No beefs re-

ported. Repairs to be made in mess-hall, steward department head and

messroom. Vote of thanks to steward

STEEL TRAVELER (Isthmian), April

14-Chairman, J. Kisten; Secretary, W. Turner. Ship's carpenter given a

vote of thanks for key board he made to keep heads and showers

locked in port. \$12.05 in ship's fund. Almost whole crew donated towards ship's library fund. Discussion on

chief engineer violating SIU contract.

Crew requested to put all garbage in paper bags before dumping. Govern-

ment getting tough in Korea, espe-

STEEL KING (Isthmlan), April 28— Chairman, Jack Thommen; Secretary, Victor A. Cover. No beefs reported. Discussion on union benefits. \$6.25 in ship's fund. Motion made that new ice machine be installed on ship. Matter of dirly water and tanks to be referred to headquarters. Dis-

cussion on foed and messroom serv-

TAMARA GUILDEN (Commercial Transportation), April 7—Chairman, H. Huston; Secretary, R. E. Kledinger.

\$40.83 in ship's fund. Suggestion made that \$1 from ship's fund each trip be used for magazines, and to purchase iron for crew. Discussion

water and recement-

regarding rusty

ing of water tanks.

SIU SHIP

by steward on keeping rooms and passageways clean. Brother Lambe was elected to serve as new ship's

May 14-Chairman, H. Huston; Secretary, Bob Kiedinger. \$60. in ship's fund. Iron and magazines to be pur-chased. No beefs reported. Vote of thanks to steward department for the good groceries and service in the messroom. Crew urged to strip bunks and turn in dirty linen when leaving ship.

ORION STAR (Orion), April 27 Chairman, George Ruf; Secretary, T. J. White. Ship's delegate reported that one man missed ship in Yokosuka. Four replacements needed, three in deck department and one in steward department. Several hours disputed OT in engine department. Headquarters notified about engine-room beef. T. J. White resigned as ship's delegate. William Strike elected to serve in his place. Crew would like improvement in stores. Captain agreed to get new cots and wind-chutes in Japan.

OVERSEAS JOYCE (Marijime Over-May 12 - Chairman, Kutzer: Secretary, none. Discussion on water situation. \$10.50 in ship's fund. Vote of thanks to steward depariment for job well done.

ALCOA RUNNER (Alcoa), May 17-Chairman, C. L. Stringfellow; Secrefary, M. C. Cooper. \$16.51 in ship's fund. Division of OT disputed in deck department. Crew asked to do-nate to Merchant Marine Library.

SANTORE (Marven), April 3-Chairman, James P. Aherni Secretary, Francis R. Napoli. Houston hall noti-fied about beef regarding SIU feeding plan and stores. Larry Reinchuck was elected to serve as new ship's dele-

WASHINGTON CARRIER (Washing-ton Carrier Inc.), May 12-Chairman, John S. Burke; Secretary, Odd Sam-Ship's delegate reported disputed OT in all departments. Motion that crew not sign on until sufficient amount of money for draws in foramount of money for draws in for-eign ports is placed on ship. Motion to see about getting a deck main-tenance on board. Third mate refused to allow two men to buy cigarettes out of slopchest. Discussed price of cigarettes. Vote of thanks to ship's delegate for a job well done. delegate for a job well done.

LUCILE BLOOMFIELD (Bloomfield), May 4—Chairman, P. D. Sheldrake; Secretary, B. G. Williams. Ship's delegate reported that everything is going well. \$9.75 in ship's fund. Motion to have Union negotiate for one day off per round trip. Motion to have extra meal payments raised.

MAIDEN CREEK (Waterman), May 18—Chairman, Alfred H. Duggan; Sec-retary, Dale F. Ray. Vote of thanks to engineers for making repairs as n as brought up. No beefs reported by department delegates.

# Going Ashore In Tunis? Guard \$, Seafarer Warns

What really goes on in foreign lands which are supposedly friendly to the US and ostensibly welcome American travelers and tourists is the subject of a beef by Seafarer Dave Pashkoff in a letter to the+

his fellow Seafarers had come ashore at the Tunisian port of Sfax expecting to go through the cursory routine of a customs inspection. What they ran into while in Tunisia matches what other deep-sea SIU men have learned in other foreign lands. It's that friendship with the US is something these nations quickly forget, when they have a chance to bilk the American traveler of his dough in fines, taxes, assessments and other levies.

Pashkoff, in his letter, warns his fellow Seafarers who may be on a voyage to Sfax to be very careful of all purchases they make there and have made in other ports. Seafarers, he continues, should be especially wary when carrying American money or travelers checks ashore.

That's the first thing the Tunis-



ian customs inspectors go for when Pashkoff says that he and looking for ways to catch the unwary traveler, Pashkoff says.

When he and other SIU crewmen went ashore they declared everything of value they possessed and were then outraged when customs took it all away anyhow.

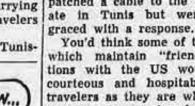
More fuel was added to the fire when the Tunisians proceeded to fine them \$280 after "confiscating" everything of value in sight. No Seafarer

would allow such

an outrage to go unquestioned and unfought. They immediately dispatched a cable to the US consulate in Tunis but weren't even

You'd think some of these lands which maintain "friendly" rela-tions with the US would be as courteous and hospitable to US travelers as they are when asking the government for further foreign aid, Pashkoff added.

In any event, his experience should serve as ample warning— "When in Sfax-beware!"



LOG-A-RHYTHM:

# The Master

Expanse of skin, fringe of hair, Assertive mouth and bulbous stare, Nauseous hump preceding nose, Dressed in baggy khaki clothes.

Back and forth the bridge he paces, Mouthing words and making faces, Captive mate, man at the wheel, Victims of his foolish spiel-Tales of courage, of derring-do. Impossible things for me and you.

Now we can't log the man that errs, Or fix the Chief with frozen stares Nor can we ration other men's money Or cure their ills with lime and honey.

Fire and boat drills are his sport, Swing the starboard, then the port; Slopchest day when things get dull Provoke the crew, disturb the lull, Write some stuff in the night order book Catch a mate who forgot to look.

Perhaps we're not quite kind enough-But, damn it man, this guy is rough. Ordinary seamen can't take the wheel He's afraid they'll bruise his ship of steel.

Submit your draw list with a laugh You know damn well it's chopped in half. One lousy trip is all I'll make Do you think I'm nuts, for Heaven's sake!

This creep can take this ship to sea But out on deck, he won't find me.

#### Beauregard Scores On Rescue



Successful rescue attempt is shown getting underway here on the Beauregard (Waterman), which picked up two men from a small fishing boat off the Florida coast recently, after their own craft had become disabled. Shown (I-r) getting the lifeboat set are deck gang members Donald Hicks, bosun; Ray, AB; John Pitt, OS; Allen E. Durgin, DM, and William Sharpe, DM. Durgin provided the photo.

SIU Is Host To Cub Troop On Ship Tour NEW ORLEANS-Seafarers here

have beome renowned as hosts to visiting dignitaries, and have recently added another laurel to their record of hospitality and good fellowship.

When Seafarer Henry Donnelly's wife was looking for an Interesting place to take her den of cub scouts. she was aided by SIU port representatives and other Seafarers who offered to provide a guided tour of the Del Sud (Delta), after the project received the company's blessing. The Delta cruise liner happened to be in port at the time.

On board, Mrs. Donnelly says, the cub pack and den mothers had a "day they will remember for a long time to come."

After the tour, the group was treated to some fine seafarers' chow and toasted by the SIU crew with cokes. Den mother Mrs. Donnelly thanks all Seafarers concerned for the wonderful outing made possible by well-known SIU hospitality.

Her thanks also go to stewardess Anne Blizzard who, though it was her trip off, accompanied the scouts, den mothers and fellow Seafarers.

ORION PLAMET (Orien). April 28—Chairman, J. E. Higgins Secretary, W. E. Messenger, It was reported that a letter had been sent to head-quarters asking for a clarification on salling time (Japan). \$43.90 in ship's fund.

DEL SUD (Delta), April 21—Chairman, Harlod Crane; Secretary, George E. Annis. Ship's delegate contacted Port Agent in regard to having payoff and sign-on done on same day. A. S. Conti was elected to serve as new thin's delegate. ship's delegate. \$118.21 in ship's fund. Spent \$278.96 for movies and parts, leaving \$4.01 in movie fund.

SEATRAIN LOUISIANA (Seatrain), April 21—Chairman, Peter A. Serano; Secretary, Charles Wysocki. Ship's delegate reported that not much had been accomplished toward repairs aince last trip. This matter will be taken up with patrolman in port. \$45.32 in ship's fund. Motion that something be done about a service pension for SIU members based on sea-time only.

ALCOA POLARIS (Alcoa). April 7 .... ALCOA POLARIS (Alcoa). April 7.—
Chairman. Emericky Secretary, Kasco.
No beefs reported by department delegates. Motion made that a man in the
Union for 20 years with 200 days seatime each year, be entitled to retirement with no limitations on earnings.
Motion made to pay off every trip
instead of every other trip. Vote of
thanks given to steward department.

ST. CHRISTOPHER (Olga Konow), April 21—Chairmen, K. Winters; Sec-retary, V. Sampson. See boarding patrolman regarding launch service in East Pakistan. Matter of rusty drink-ing water also will be brought to attention of patrolman. Vote of thanks to Capt. T. J. Wilson for cooperation to unlicensed personnel.

STEEL APPRENTICE (Isthmian), Fitzpatrick secretary, J. E. Easterling. Letter sent to headquarters asking for clari-fication on working rules for reefer engineer. \$80.51 in ship's fund. Sug-gestion made to see chief engineer about fixing crew's washing machine. Suggestion made to see chief mate about closing off the offshore outside passageway for crewmembers sleep-ing on deck.

BIENVILLE (Sea-Land), May 15— Chairman, Howard D. Jones; Secre-tary, A. C. Long, Ship's delegate re-ported no beefs. Light and mirror

ordered for deck head. Shortage of some foods discussed with steward. Crew asked to take care of washing machines. Donation of \$1.00 per man requested for ship's fund.

ANDREW JACKSON (Waterman), May 9—Chairman, W. J. Meehan, Secretary, Rescee L. Alford. Motion made to have drinking water tanks cleaned and to have water analyzed by Board of Health. Some disputed OT to be taken up with patrolman. Vote of thanks to steward department for a job well done.

HERCULES VICTORY (Ocean Car-goes), March 24—Chairman, W. B. Blankenship; Secretary, Eugene Dakin.



Ship's delegate reported that the pantry, galley and messhall will be painted this trip. New sinks will be installed next trip. S. Cleslak was elected as new ship's delegate.

OVERSEAS JOYCE (Maritime Overseas), April 14 Chairman, William H. Field: Secretary, R. H. Simpson. Ship's delegate reported on the bad weather.
Motion to have headquarters check into the water situation as it has been had for the past two trips. Motion to ask company to have all fresh water tanks cleaned, flushed out and companied.

SEATRAIN SAVANNAH (Seatrain), April 27—Chairman, J. F. Wonderlich; Secretary, W. L. Nihem. One man missed ship in Savannah. Suggestion made to put a fan or blower in fire-room for Puerto Rico run. Vote of thanks to steward department.

TITAN (Maritime Overseas), March 20—Chairman, Jack Ryan, Secretary, John Quinter. Stopped action of placing lien on ship. Food stores are low. No supplies received from Exof thanks to steward and crew of SS St. Christopher for stores and help given to this crew. Ship taken over

hy Maritime Overseas on March 8. Motion made to have all tramp ships carry six months' stores when ship signs 12-month articles. Vote of thanks to steward department for their efforts under present conditions,

PUERTO RICO (Motorships), March 30—Chairman, Abraham Aragones; Secretary, L. Tyburczy. No beefs re-ported by department delegates. Vote of thanks to steward department for good food and service.

STEEL ADMIRAL (Isthmian), Dec. 7—Chairman, none; Secretary, C. F. Boyle. No heefs reported. \$9.25 in ship's fund. Discussion on draws. Crew wants to go by Union agreement allowing draw every five days.

NEW ORLEANS (Sea-Land), April 28—Chairman, Aly Faysal) Secretary, A. Carpenter. 25.01 in ship's fund. No beefs reported by department delegates. Motion made to have rooms painted. Vote of thanks to steward department. Patrolman to see cap-tain about ship discharges in order to collect vacation.

OATEWAY CITY (Sea-Land), April 24—Chairman, W. Velazquez; Secretary, R. Principe. No beels reported. Motion to have the San Juan agent get in touch with Puerto Rico Port Authority in order to have a pay phone installed on the San Juan docks. Headquarters should ask the company to give an authorized phone number at the Port of Newark in order for members to call and get the exact sailing time.

MORNING LIGHT (Waterman), April 20—Chairman, Charile Hanner, Secre-tary, W. F. Wiemers. Ship's delegate reported no beefs, and resigned with a vote of thanks for a job well done, S. Rulzyski was elected to serve as new ship's delegate. Discussion on fruits and vegetables in season. Vote of thanks to steward department for a job well done.

ROBIN HOOD (Robin), April 21— Chairman, M. Wallace: Secretary, R. Sedowsko. \$36.14 in ship's fund. No beefs reported by department delegates. Crew requested to be more careful with sest covers in messroom. Patroliman to notify mate not to give orders directly. Orders should be given to the bosun. See patroliman about having sterilized milk on board condemned and replaced. Crew asked to leave keys for foc'sles with depart-ment beads.







#### 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 YorkJuly	8	DetroitJuly	12
PhiladelphiaJuly		HoustonJuly	15
BaltimoreJuly		New OrleansJuly	16
Mobile	Section 1	Toly 17	000

#### **West Coast SIU Meetings**

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

The schedule is as follows:

Wilmingio	n
July 22	
August 1	9
September	16
October 2	1
November	18

San Francisco July 24 August 21 September 18 October 23 November 20

Seattle July 26 August 23 September 20 October 25 November 22

# Air Travelers Get Break **On Customs' Paper Work**

NEW YORK-Moves to simplify baggage clearance and paper work for travelers returning from abroad were instituted by the Customs Bureau this month in a tryout at Idle-

wild Airport. The stream-+ lined system of declarations a simple card reporting details of covers both US and foreign their journey and the names of tourists. It relies on the integrity passengers in their group. Cusof the traveler.

The simplified system is being restricted to travelers coming here by air, and will be extended to baggage they can bring in anyway, and more likelihood of dutiable overseas purchases.

Under the new system, instead of filling out a lengthy declaration form listing all purchases made abroad, air travelers can now ink

toms inspectors handle the rest through a list of verbal questions.

The whole system applies only if the incoming traveler is within other airports if it proves success- the \$100 duty-free purchase allowful. It is not expected to be used ance provided under present law, for sea travelers at all since there and has not arranged for other is less of a limit on the amount of goods to arrive later by mail or other means. If a person is over the \$100 limit (the limit is \$200 for the Virgin Islands only), the old written declaration will still be required.

Baggage brought in by air travelers is not exempt from Customs examination, however. Baggage is still being checked as is in the past. The new set-up only reduces paper work for the traveler and makes entry into the US a lot simpler for those within the duty

#### SIU HALL DIRECTORY

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# PERSONALS

G. R. Berens, 47-56 45th Street, Woodside 77, NY, is interested in exchanging correspondence regarding details of smokestack insignia and houseflags of American shipping companies to further a hobby on ship recognition.

\* \* \* Stefan Kostegan

Contact John Sands at SIU headquarters as soon as possible. \* \* \*

Rafael S. Torres Get in touch with your brother George Litchfield as soon as possible in care of the SIU hall in Baltimore.

> \* \* \* Albert H. Schwartz

Mike Schwartz asks you to contact him at once through PO Box 966, Midland, Texas, or by telephone at Mutual 3-3690.

> \* \* \* Ex-SS Pacific Carrier

All former crewmembers of this vessel should immediately contact Sol C. Berenholtz, attorney, 1209 Court Square Building, Baltimore 2, Md., by mall or in person, in order to receive additional monles Court ourt.

# U BULLETIN BOAR

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 menbership. '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 maragement representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds. If, at any time, you are denied information about any SIU trust fund, notify SIU President Paul Hall at SIU headquarters by certified mail, return receipt requested.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all. Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, first notify the Scafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Max Harrison, Chairman, Seafarers Appeals Board 17 Battery Place, Suite 1630, New York 4, NY Also notify SIU President Paul Hall at Union headquarters by certified mail, return receipt requested. Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

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

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

CONSTITUTIONAL RIGHTS AND CBLIGATIONS. 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. e shipboard has reaffirmed the long-standing Union policy of allowing them to retain their good standing through the waiving of their dues.

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

Charles York Lakin, Jr. Contact Edwin T. Burton, attor- MI 4-0970 or WA 3-6431. ney, 2677 Humble Building, Houston 2, Texas, as soon as possible.

t. t t Room For Rent

ton hall can contact Mrs. J. L. Texas. Continue top and acres At and a super- conservation and

Bass, 5406 Canal, Telephone

\* \* \* Albert W. (Dutchy) Canter and W-2 forms for 1962 are being telephone 745-0603. He is also Any Seafarer interested in a held by Mrs. Jerry Lee Bass, 7410 anxious to have any former shipobtained from the US District room four blocks from the Hous- Haywood Drive, Houston 17, mates contact him at the above

Capt. Fred Fredrickson

Whity Horton would like to get in touch with the above-named as soon as possible at 2019-24th Your income tax check for 1961 Avenue, West, Bradenton, Fla., address. THE PROPERTY OF THE

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

Francisco Tirado: We've cut

starchy vege-

tables. I think

there are also

less high-calorie

salad dressings

served, so that

all hands are fed

the best possible

foods with the

least amount of

fat and calories

# Norfolk SIU Scores 7-0 Tug Win

NORFOLK-Adding to its string of impressive wins in the Hampton Roads area, the SIU Inland Boatmen's Union scored another unanimous victory in balloting covering a previously non-union coastwise towing operation.

The win brings the Moore Towing Line under the union banner for the first time.

In separate action, SIU-IBU representatives here gained a providing pay improvements for for the work we do. boatmen on the coastwise tug Gatco Alabama of the Gulf Atlantic Towing Company. This boat and others in the company's Atlantic Coast operations have been under contract since the Union won an election from District 50 of the United Mine Workers in 1961, which has virtually been elimi- But if we really nated as a factor in maritime along the central Atlantic seaboard.

Exclusive Rights

The NLRB election results among the Moore boatmen provide should go slow for exclusive SIU bargaining rights for the tug William T. Moore. The voting held here aboard the tug far more damage than good food. produced a 7-0 margin for the IBU. Negotiations began with this company soon after the election victory was posted.

Gains scored in the Gatco talks produced an increase in company contributions to the welfare and pension program, plus a proviso that the same package will cover any other coastwise tug the company may operate in the future. The Alabama is a deep-sea tug with a steady job towing two chemical barges for the Olin Matheson Company from Mobile to Brunswick, Ga.

#### THE INQUIRING SEAFARER

Question: With all the talk about diets, high calories, etc., is there much of a difference today in food served aboard ship? (Asked of Seafarers in the steward department.)

Irwin Gittlin: For better physical condition, just as the Presi- down a bit on potatoes and most



dent advises, I think there has been some reduction in the amount of fatty foods. Seamen should be weight-comscious because their jobs require good mus-

cle-power. With that in mind, I'd say we've cut down on fats so all brand-new three-year contract of us aboard are in better trim

> t t t Rudy Tjong: I don't think we

food. Everything we serve is important to health and good trim. want to cut down on overweight problems, I think we

on drinking. Liquor adds to your weight and does

\$ 4 Ralph Hayes: No, I don't advise cutting down on food intake. When a man is working



able for him. It's as simple as that.



he needs good

rich food. If he

uses discretion, he'll eat the food

that's good for

him and that he

likes, and he'll

pass up what he

thinks isn't suit-

involved. Joseph Hamboux: It should be up to the individual. He knows what's best for him. After all, he's an adult and should cut down on heavy, rich

has to realize that too much of an item like cake or ice cream is bad for him. If not, whatever happens is his own fault. I eat

what's good for me and think everyone should do what he thinks is best for him.

\* \* \* Juan Morales: I think we should cut down if we haven't already



done so. We have to be in pretty good shape in order to do our jobs well and we shouldn't have a lot of fats and starches which are going to make us heavier. The

heavier you are, the worse shape you're in. It's no good regardless of your age to be heavy and overweight.

'Medicare' Set By Calif. Co-Op

SANTA ROSA, Calif.-Full protection under a new comprehensive lifetime medical, surgical and hospitalization care program for members of a cooperative housing community here has been announced as the first of its kind.

With the approval of the American Medical Association, the plan offers full protection for all residents of the community, whose average age will be above 50 years. The cost of the insurance will be the same regardless of age.

All homeowners in the development are eligible to receive full benefits and can use any physician, surgeon or hospital. Benefits end when the homeowner moves out of the project.

#### SOCIAL SECURITY REPORT



Joseph Volpian, Social Security Director

#### Benefits For The Severely Disabled

Many people still do not know that Social Security benefits can be paid to severely disabled workers of any age and their families. The requirement that the disabled worker had to be age 50 years old was eliminated in 1960. Over one million persons-disabled workers and their dependents—are now receiving nearly \$68 million dollars each month under the Social Security disability insurance program.

If the disabled worker qualifes for benefits he and his dependents are paid the same as if he were 65. The dependents include:

· Unmarried children under age 18

- · A disabled child over 18 whose disability began before age 18
- · A wife under age 62 if she has an eligible child in her care
- · A wife if she is 62 or older.

Under the Social Security law, any person who becomes so disabled that he can no longer work, and who has worked 5 years out of the 10 years before his disability began, may be eligible for cash disability insurance benefits.

Let's take the case of Bill Smith, age 56, as an example. Bill has been covered by Social Security since 1949. If he suffers a severe heart attack or gets into an accident which leaves him completely disabled, he has met the work requirement of 5 years in the last 10.

After Bill has been disabled four months, he should file an application with the Social Security Administration. Then, if he meets the requirements and is determined to be totally disabled, he will begin receiving monthly disability benefits from the seventh month. His daughter, age 16, and son, 14, will also receive benefits until they are 18. Mrs. Smith will draw benefits too, because there is a child eligible for benefits in her care.

If Bill's average earnings have been the maximum creditable under the Social Security law, the Smith family could get as much as \$254 monthly. When the son becomes 18 only Bill would continue to receive benefits. His benefit could be as much as \$123 a month.

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

# MAIL RACKET LURES \$s FOR SEA JOB INFO

Jobs On Ships! No Previous Experience!

Free Benefits! Quit Anytime!

Visiting Interesting Countries!

Well-Paid Jobs . . . Travel To Exotic and Romantic Lands!!!

P. T. Barnum had a word for those who fell for this kind of bait and helped build a world-wide following for some of his sideshow attractions-and make him a fortune. He said there was a "sucker" born every minute, and he staked his claim to every extra buck they had when he brought a tent-show to town.

Today the gimmicks are a little less obvious, but the lure is the same.

Every time maritime happenings begin to hit the news,



some enterprising mail order operator begins trying to make hay from anyone who has two bucks and an inkling to be a sailor. The \$2 is the price of a mail order handbook about the merchant marine, and how someone goes about getting a civilian sea job.

An outfit called "Seaman's Service" is currently soliciting two-dollar-bills this way, via "come-on" ads in some

New York papers and others. In answer to the first inquiry, the writer is told that . . . "If you are really interested in a HIGH PAYING JOB WITH A FUTURE" send \$2 to the mail order address "to GET YOU STARTED WITHOUT DELAY!"

The \$2 brings the handbook entitled "Facts About the Merchant Marine for Newcomers" which is said to have a 1958 copyright-but is about as up to date on maritime as a five-year-old telephone directory is on rocket-testing operations at Cape Canaveral, Fla.

To his credit, the promoter of "Seaman's Service" gives a plug to US maritime unions, whose "excellent progress" he credits as the reason maritime jobs are much sought after today. The glowing picture he paints of seamen's jobs . . . the travel . . . benefits . . . etc. . . . omits details of seniority systems in operation by all the legitimate marine unions before newcomers can ship, since his function is not to get applicants a job, but to get their two

#### 'Ye Olde Information'

It's enough to say that the "up-to-date" information on the conditions in the industry, the locations of the unions, wages, etc., is not altogether as he paints it in his "Facts" book, which lists a number of addresses in various ports that are readily available from any 1963 phone book if anyone is really looking.

As regards the SIU, his address information is all wet, so it can be presumed that much else in the ten-page mimeographed "book" is also not what it should be, Although the book earries a 1958 "copyright," the address it lists for the SIU in Baltimore is 14 North Gay Street, which has not been the location of the SIU hall in that port since 1954. It also lists a hall in Galveston, though

there hasn't been any since 1954 when the shift was made to Houston.

Addresses and locations for seven of the other nine SIU halls listed are also wrong. The same probably applies for the Government addresses and halls of other unions

Women applicants are sent the same information as



the men, and for their two bucks are advised to contact either the SIU, NMU or the Sailors Union of the Pacific, The reference to the SUP date backs to the days before the formal establishment of the Marine Cooks & Stewards Union of the SIU Pacific District, so apparently the book was written well before 1955 despite its "1958" label.

It seems clear, therefore, that the book is behind the times on just about everything, except its reliance on the old mail order technique used to sell everything from "fountain of youth" pills to cancer cures.

Seafarers whose kids, friends or family have fallen for this kind of bait are advised to steer them clear of "Seaman's Service" or any other kind of outfit which offers to open the door to a sea job but provides nothing in return for their \$2. This type of racket is just another form of the old shell game that trades on the lure of the salt and the sea and the "romantic" life every nonseaman yearns for-via a plain wrapper-so the wife, the mailman and the neighbors won't catch on.

#### SPECIAL SUPPLEMENT

Vol. XXV No. 13 SEAFARERS.



June 28 1963

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

1963

# **HANDBOOK**

on Hospital Insurance for the Aged through Social Security

# FACTS AND FIGURES ON HOSPITAL INSURANCE FOR THE AGED THROUGH SOCIAL SECURITY

as proposed in President Kennedy's program, incorporated in the Anderson-King bill (S. 880 and H. R. 3920), providing for payment for hospital services, home health services, and services in skilled nursing facilities for persons over 65, financed primarily through the Social Security and Railroad Retirement programs.

May, 1963 (Revised)
AFL-CIO
Department of Social Security

Nelson H. Cruikshank Director ONE of the most pressing social problems facing America today is the problem of providing adequate medical care for the elderly in the face of the over-whelming expense involved. This problem is being intensified as medical and hospital costs continue to rise and as the life expectancy of human beings increases.

The most satisfactory solution which has so far been advanced to meet this urgent problem is the proposal to provide national insurance for hospital and related care for all those 65 years old or more through the Social Security program. This plan is embodied in the Anderson-King bill which has been endorsed by the AFL-CIO.

SIU members are protected against the problem of medical care in their old age because under the Seafarers Pension Plan they are covered by unlimited medical and hospital benefits for themselves, when they retire on pension, and for continued hospital and medical benefits for their dependents.

Despite the fact that they are personally protected, Seafarers are nevertheless concerned with this problem because it affects other members of their families and their communities. For these the Anderson-King bill represents the sole hope of obtaining adequate medical care, with dignity, through their advanced years.

As part of its vigorous fight to win adoption of the Anderson-King bill, the AFL-CIO Social Security Department has prepared and issued a new booklet entitled "The 1963 Handbook On Hospital Insurance For The Aged Through Social Security."

The SEAFARERS LOG reprints in this special supplement the full text of this important booklet so that Seafarers and their families can be better prepared to participate in the fight to secure passage of this much-needed Anderson-King bill.

#### THE NEED FOR PROTECTION

Older people have Higher medical expenses

Older people have Lower incomes

Older people have Less insurance Fear of large and unpredictable bills is a major source of anxiety to the aged and their children.

Costs of serious illness are a major catastrophe and cause of dependency in old age.

The aged live with illnesses that go untreated or do not receive adequate and timely care. Older people have HIGHER MEDICAL COSTS than younger people

Average yearly private spending for medical care of people over 65 is more than twice as much as that of the rest of the population.

Half the aged couples, where one or the other is hospitalized, have total medical bills of over \$800 in one year.

Among the unmarried aged who are hospitalized, half have medical bills of over \$700.

Source: Dept. of Health, Education, and Welfare

#### O'der people NEED MORE MEDICAL CARE than younger people

RESULT

People over 65 use three times as much hospital care as people under 65.

ANNUAL RATE PER 1,000 PEOPLE:

2800 days for the aged compared to 900 days for those under 65



#### Hospitalization is more frequent.

After age 65, 9 out of 10 persons are hospitalized at least once.

2 out of 3 are hospitalized 2 or more times.

#### Hospitalization lasts longer.

The average hospitalized person over 65 stays twice as long (14.9 days) as the average younger person (7.6 days).

Source: American Hospital Association, U.S. National Health Survey

#### Hospital care is expensive and HOSPITAL COST ARE RISING

A hospitalized illness is the kind of emergency for which it is most difficult to budget. Paying for hospital care becomes an increasingly acute problem as hospital costs continue to rise.

The average expense per day of hospital care has gone up from \$9.39 in 1946, to \$23.12 in 1955, to \$34.98 in 1961, and is continuing to rise.

Source: American Hospital Association

#### Older people are LESS ABLE TO PAY for medical care than younger people

#### They have less income

Two-person families with a head 65 or over have a median income of \$2530 a year—less than half that of younger two-person families (\$5314). Aged persons living alone have a median income of \$1050 (compared to \$2750 for people under 65 living alone.) Aged persons living with relatives have a median income of \$500 a year.

#### They have fewer assets

More than three out of ten families with a head of 65 or over have either no assets that can be readily converted into cash, or less than \$100 in such assets; almost half have none or less than \$1000.

#### They have less insurance protection

Only about half the aged have some hospitalization insurance compared to over 75% of younger people. The insurance the aged have is usually expensive, limited and restrictive, and frequently can be cancelled at the option of the insurance company or excludes pre-existing conditions.

Source: Department of Health, Education and Welfare and U.S. Census.

Mutual of Omaha

& 80% coinsurance)

\$5 (55 days)

18.0

\$200 maximum \$225 wnwixew

NONE

#### Older people have LESS HEALTH INSURANCE than younger people and the

#### insurance they have is less adequate

#### About half the aged have some form of health insurance.

For those groups among the aged who have the most need for protection, the proportion with coverage is even lower.



Only 32% of the aged who are 75 and over have hospital insurance hospitalization insurance

Only 30% of the aged with chronic disabilities have hospital insurance Only 32% of the aged who are 75 and over have hospital insurance

# Older people have substantially less protection against hospital costs through insurance.

Three-fourths of the hospital bill is paid by insurance for 54% of those under 65, while only 30% of those over 65 have as much as three-fourths of their bill covered.

Source: Dept of Health, Education, and Welfare.

# Health insurance that is now available to older individuals and that provides reasonable protection is EXTREMELY COSTLY

#### Comparatively comprehensive nongroup policies for the aged

		Annual Cost Per Individual
Blue Cross plans covering 70 care and auxiliary benefits o	ALCOHOL SERVICE AND ASSESSMENT OF THE PROPERTY	\$97-175
State-wide commercial insura hospitalization and surgical		ical
Connecticut 65		\$204
Massachusetts 65		210
New York 65		228

# Health insurance that is now available to older individuals at moderate

#### Typical nongroup policies available to the aged:

cost provides only SEVERELY LIMITED PROTECTION

A. Blue Cross hospital insurance (approximately 41/4 million aged policy-

holders):

Annual premiums (per person) \$51.60-\$174.60

Three-fifths of the 54 Blue Cross contracts (excluding Blue Shield) have premiums of over \$100 per person per year.

Three-fourths of the 20 Blue Cross-Shield combined offerings have premiums of over \$125 per person per year.

#### **Common Limitations**

- Most plans (96%) exclude pre-existing conditions for at least 6 months.
- More than half have dollar limits or coinsurance provisions on hospital room costs.
- 3. Only about half cover nursing home care or visiting nurse service.
- 4. More than 1/3 limit dollar allowances for ancillary hospital services.

- 5. Almost 1/4 may exclude applicants on the basis of a statement of their health.
- B. Health insurance protection offered by insurance companies (approximately 4-3/4 million aged policyholders):

Two specific policies cover more than half of the 4-3/4 million aged with commercial health insurance protection:

Continental Casualty

Aged persons holding policies	65-Plus 1.2 million	25000000	Security Policy .25 million
Annual premiums (per person)	\$78		\$102
Percent of premiums paid out in benefits <sup>1</sup>	49		67
Benefits offered:		(2)	
Hospital room payments (pe	er day) \$10 (31	days) \$	10 (60 days)
Other hospital expenses	\$100		1,000 rith \$100 deductible

Surgical expenses (per schedule)

Nursing home expenses (per day)

1 All nongroup medical expense policies, 1961.

#### PRESIDENT KENNEDY'S PROPOSAL (ANDERSON-KING BILL)

## PEOPLE PROTECTED

18 million persons over 65 protected beginning January 1965

Coverage for present workers and their wives (or widows) when they reach 65

Population aged 65 and over; ESTIMATES OF ELIGIBILITY FOR HOSPITAL IN-

SURANCE UNDER THE ADMINISTRATION PLAN AS OF JANUARY 1965

TOTAL AGED PERSONS 18.2

Eligible under OASI 15.1

Eligible under RR .5

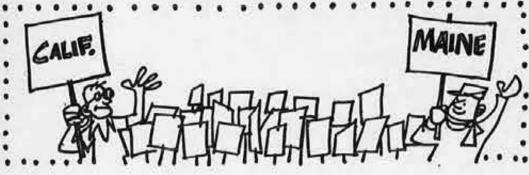
Others eligible 2.4

TOTAL PROTECTED UNDER SOCIAL SECURITY
HOSPITAL INSURANCE PROPOSAL

(Almost all of the 200,000 not protected under this plan are Federal employees or retired Federal employees, protected under their own system.)

#### Distribution of Aged Persons, by State

State of Residence	Persons 65 and over <sup>a</sup>	As percent of all ages in State	As percent of all aged in U.S.
N.	(in thousands)		
Total	16,560	9.2	100.0
Alabama	261	8.0	1.6
Alaska	5	2.4	.03
Arizona	90	6.9	.5
Arkansas	194	10.9	1.2
California	1,376	8.8	8.3
Colorado	158	9.0	1.0
Connecticut	243	9.6	1.5
Delaware	36	8.0	.2
District of Columbia	69	9.1	.4



Florida	553	11.2	3.3
Georgia	291	7.4	1.8
Hawaii	29	4.6	.2
Idaho	58	8.7	.4
Illinois	975	9.7	5.9
Indiana	446	9.6	2.7
lowa	328	11.9	2.0
Kansas	240	11.0	1.5
Kentucky	292	9.6	1.8
Louisiana	242	7.4	1.5
Maine	107	11.0	.6
Maryland	227	7.3	1.4
Massachusetts	572	11.1	3.5
Michigan	638	8.2	3.9
Minnesota	354	10.4	2.1
Mississippi	190	8.7	1.1
Missouri	503	11.7	3.0
Montana	65	9.7	.4
Nebraska	164	11.6	1.0
Nevada	18	6.4	.1
New Hampshire	68	11.2	.4
New Jersey	560	9.2	3.4
New Mexico	51	5.4	.3
New York	1,688	10.1	10.2
North Carolina	312	6.9	1.9
North Dakota	59	9.3	.4
Ohio	897	9.2	5.4
Oklahoma	249	10.7	1.5
Oregon	184	10.4	1.1
Pennsylvania Rhode Island	1,129	10.0	6.8
South Carolina	151	6.3	.9
South Dakota	72	10.5	.4
Tennessee	309	8.7	1.9
Texas	745	7.8	4.5
Utah	60	6.7	.4
Vermont	44	11.2	.3
Virginia	289	7.3	1.7
Washington Wast Vissinia	279 173	9.8 9.3	1.7
West Virginia Wisconsin	403	10.2	2.4
Wyoming	26	7.8	.2
1/4	777.2	1.5 (1.5)	

#### PRESIDENT KENNEDY'S PROPOSAL (ANDERSON-KING BILL)

#### SERVICES COVERED

**Hospital Care** 

**Nursing Facility Care** 

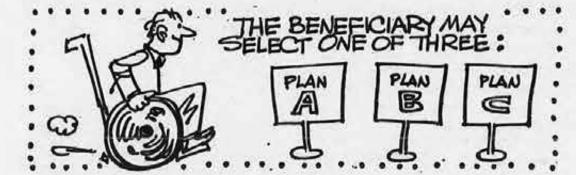
**Hospital Outpatient Diagnostic Services** 

**Home Health Services** 

#### The Administration Plan would provide payment, in the case of each illness

#### of an aged person, for:

- 1. Hospital services . . . the beneficiary may select one of three options:
  - A. Hospital services for 90 days in each illness, subject to a deductible paid by the patient of \$10 a day for up to 9 days (minimum deductible, \$20; maximum, \$90); or
  - B. Hospital services for 45 days in each illness, at no cost at the patient, or
  - C. Hospital services for 180 days in each illness at a maximum cost to the patient of 2½ times the average cost of one day of hospital care (this would be \$92.50 during 1965-1966.)



- Skilled nursing home services in facilities affiliated with hospitals, after transfer from a hospital, up to 180 days;
- 3. Outpatient hospital diagnostic services, as required, subject to \$20 deductible amount for each diagnostic study;
- Home health services, up to 240 visits duruing a calendar year; includes nursing care and therapy.

#### **Effective dates of Provisions**

#### HEALTH SERVICES

January 1, 1965

Inpatient hospital services
Outpatient hospital diagnostic services
Home health services

July 1, 1965

Skilled nursing facility services

#### **FINANCING PROVISIONS**

January 1, 1965

Increase taxable earnings base to \$5,200 and Increase contribution rates by 1/4 of one percent on employers, 1/4 of one percent on employees, and 4/10 of one percent for self-employed

As of April 1, 1960, Source: U.S. Bureau of the Census.

#### PRESIDENT KENNEDY'S PROPOSAL (ANDERSON-KING BILL)

#### FINANCING & ADMINISTRATION

The average wage-earner will pay about \$1.00 per month through the Social



Security system for Hospital Insurance Benefits for both himself and his wife (or widow) beginning at age 65.

#### Financing Provisions in the Proposal

- Social security and railroad retirement contribution rates would be increased by ¼ of I percent each for employees and employers and 4/10 of I percent for self-employed persons.
- 2. The taxable earnings base would be increased from \$4,800 to \$5,200. Contribution income from the increased taxable earnings in excess off that required to pay the cost of increased cash benefits would be allocated to help pay for the hospital insurance benefits.
- 3. Appropriations from Federal general revenues would pay for benefits for the aged people not insured under social security or railroad retirement.

#### Present Social Security Tax and scheduled increases

Calendar Year	Employee	Employer	Self-Employed
1963-65	3 % %	3 % %	5.4%
1966-67	41/4%	41/8 %	6.2 %
1968 and after	4 % %	4 % %	6.9%

#### Proposed Social Security Tax with Hospital Insurance

1963-64	3 % %	3 % %	5.4%	
1965	3 % %	3 % %	5.8%	
1966-67	4 % %	4 % %	6.6%	
1968 and after	4 1/4 %	4 1/8 %	7.3 %	

#### Proposed Increase in Weekly and Monthly Contributions of Wage Earners

#### **Covered under Social Security**

	Number of	% of	Contribution for Hospital Insurance		
Annual Wage*	Wage Earners (millions)	Wage Earners	Weekly	Monthly	
Less than \$2400	29.4	43	Less than 12c.	Less than 50c.	
\$2400-4799	18.4	27	12c23c.	50c\$1.00	
\$4800 and over	20.2	30	23c34c.	\$1.00-\$1.47	

#### Social Security Contribution Rate and Amount of Contributions for An

#### Employee Under Present Law and Under the Proposal

	Contribution	Yearly Earnings					
+3	rate	Particular Control of the Control of	rate	\$4800	\$5200 or more *		ro *
	(percent of taxable earnings)			Total	OASDI	Hospital Insurance	
1965							
Under the proposal	3 %	\$93.00	\$186.00	\$201.50	\$183.82	\$17.68	
Under present law	3 %	87.00	174.00	174.00	174.00		
Increase	1/4	6.00	12.00	27.50	9.82	17.68	

• Workers with yearly earnings of over \$4500 would receive higher old-age, survivors, and disability insurance benefits, in addition to hospital insurance protection. With an increase in the earnings base to \$5200, the maximum worker's benefit would ultimately rise to \$134 and the maximum family benefits to \$268 (as compared to \$127 and \$254, respectively, under present law.)

#### Increase in Monthly Benefits as a Result of Increase in Earnings Base

Increasing the earnings base from the present \$4,800 to the proposed \$5,200 would result in an increase in the amount of monthly cash benefits payable to workers who earn more than \$4,800 a year, and to the eligible dependents and survivors of such workers. Because workers would be making contributions on the first \$5,200 of their annual earnings, many workers would have, for purposes of computing social security benefits, a higher average monthly wage. (The average monthly wage is the base for determining benefit amounts.) Thus, the maximum monthly benefit payable to an individual worker, for example, would be increased from \$127 to \$134 per month. The maximum benefits payable to a worker and his family would be increased from \$254 to \$268 per month.

This increase in maximum family benefits would produce an immediate increase (January 1965) in benefits to some 170,000 families (about 700,000 persons) in which three or more members are receiving benefits and whose benefits are reduced because of the present \$254 maximum limitation on the amount of benefits payable to a family.

The increase in the earnings base would produce on increase in contribution income which would be more than sufficient to cover the cost of the resultant higher cash benefits. The excess of increased income over increased cost would be allocated to help pay hospital insurance benefits.

#### Estimated Income and Expenditures Under the Proposal \*

(In millions)

#### **Social Security**

	Inco	The second secon	d Administration	
Year	OASDI Trust Funds	Hospital Insurance Trust Fund	OASDI	Hospital Insurance
1965 1966	\$300 510	\$1,430 1,710	\$20 30	\$1,040 1,530

Federal General Revenues (Benefit and administrative expenditures for people not eligible for Social Security or RR)

Year	Gross Cost for Blanketed-In Group	Present Cost of MAA & OAA Met by Proposal (Offset to Gross Cost)	Additional Cost to General Treasury
1965	\$220	\$150 b	\$70
1966	290		90

a Excludes contributions and expenditures for aged persons eligible only under Railroad Retirement.
b Somewhat greater amounts of State and local funds would also be offset.

#### Administration of the Hospital Insurance Proposal

#### A. Federal Agencies

- 1. For social security beneficiaries-Department of HEW.
- 2. For railroad annuitants-Railroad Retirement Board.
- For the uninsured—Department of HEW.

#### **B.** State Agencies

1. Secretary of HEW would have authority to use State agencies to perform certain administrative functions:

- a. Determine whether providers meet conditions for participation;
- b. Furnish consultative services to providers for the purpose of assisting them to improve their services and administrative operations, and helping them to meet conditions for participation.
- 2. States could recommend that higher conditions should be established for providers within the State's jurisdiction; upon such recommendation, the Secretary could modify conditions in the State accordingly.
- 3. Secretary would consult with States in formulating conditions for participation necessary for health and safety which he may establish. Consultation would provide additional assurance that local conditions would be taken into account.

#### C. Private Organizations

- 1. Groups of providers could designate the private organizations of their choice to bill and receive payment from the social security system for services covered under the program.
- 2. Designated private organizations could, subject to approval of the Secretary, perform such further functions as determining the amount of payment due providers, auditing provider records to assure proper payment and assisting providers in the application of safeguards against unnecessary utilization.

#### D. Advisory Council

A Hospital Insurance Benefits Advisory Council would advise the Secretary on policy matters in connection with administration.

#### KERR-MILLS LIMITATIONS

☐ Two and a half years after enactment of Federal Kerr-Mills legislation, half the States had no Kerr-Mills MAA program at all

By February 1963, only 25 states were paying MAA benefits



Where these is a program

Very few get benefits

Humiliating poverty test is required

Benefits are usually very meager

The Kerr-Mills MAA Program can not meet the needs of the vast majority

#### of the aged

As of February, 1963, less than 7 out of every 1,000 aged persons in the United States were receiving any assistance under the Kerr-Mills (MAA) Program.

All but the poorest are left out. People who have more than minimum incomes get no benefits.

Benefits are frequently meager, spotty and uncertain. Half the states still pay no benefits at all. It is up to the state.

An aged person must pass a humiliating poverty test before he can get help. In many states his children, too, have their Incomes and resources investigated before he can get help.

Limited state tax resources and high cost of good quality service have forced the use of facilities that endanger health and safety.

Kerr-Mills can function successfully as a supplement to the Anderson-King bill. With the main burden of health costs met by Social Security, it would become possible in all states to set up good medical assistance programs under Kerr-Mills to meet any remaining needs.

#### Status of program of Medical Assistance for the aged

March, 1963

25 States				
Alabama Arkansas California Connecticut Hawaii Idaho Illinois	Kentucky Louisiana Maine Maryland Massachusetts Michigan	New Hampshire New York North Dakota Oklahoma Oregon Pennsylvania	South Carolina Tennessee Utah Vermont Washington West Virginia	

#### Other Jurisdictions

Guam Puerto Rico

Virgin Islands

Programs to begin later ....... jurisdictions

Wyoming (effective 7/1/63). New Jersey (effective 7/1/63) South Dakota (effective on or after 7/1/63) Virginia (effective 1/1/64) District of Columbia (may be effective 7/1/63)

1.	Legisl	ation pe	ending o	r being draf	ted	13 S	tates
C	izona olorado diana	Kan: Mini	00	Missouri Nebraska Nevada	North Carolina Ohio	Rhode Island (being draw Wisconsin	
2.	Other	States				8 S	tates
AL			Electeda		Mississiant	May Mayles	

Alaska Delaware Florida Georgia Mississippi Montana

New Mexico Texas

Source: Bureau of Family Services, Department of Health, Education, and Welfare.

#### Medical Assistance for the Aged

States With MAA Programs, By Amount of Payment, Number of Recipients, Average Payment—January 1963

	Total Pay	monts		Recipients		
State	Amount (in thousands)	Cumulative Percent	Average Per Recipient	Number	Percent of Ages in State	
Total	\$24,977		\$214	116,672	1.1 *	
N.Y.	9,641	38.7	302	31,929	1.8	
Calif.	5,258	59.7	289	18,193	1.2	
Mass.	3,679	74.5	165	22,343	3.9	
Pa.	1,489	80.5	248.	6,011	0.5	
Mich.	1,421	86.2	332	4,283	0.7	
Conn.	956	90.0	206	4,637	1.9	
111.	248	91.0	410	604	0.1	
Md.	223	91.9	34	6,574	2.8	
Utah	214	92.7	136	1,576	2.3	
Idaho	205	93.6	137	1,491	2.4	
W. Va.	197	94.4	35	5,664	3.4	
N.D.	178	95.1	. 203 b	875 b	1.4 b	
Okla.	173	95.8	221	783	0.3	
Wash.	157	96.4	183	856	0.3	
S.C.	150	97.0	191	786	0.5	
Ark.	145	97.6	76	1,923	0.9	
La.	124	98.1	255	486	0.2	
Me.	94	98.5	267	351	0.3	
Hawaii	86	98.8	204	419	1.2	
P.R.	74	99.1	34	2,196	1.7	
Tenn.	67	99.4	62	1,084	0.3	
Ala.	57	99.6	298	193	0.1	
Ky.	33	99.7	14	2,306	0.8	
Vt.	29	99.8	353	82	0.2	
Ore.	26	99.9	69	375	0.2	
N.H.	12	100.0	138	84	0.1	
V.I.	2	100.0	4	483	16.1	
Guam		100.0	3	85	8.5	

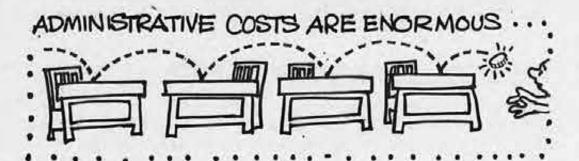
a Based on States listed in this table. Proportion of total aged in U.S. is slightly under 0.7%, b An unknown number of cash-only recipients is included, causing vendor payment to be understated, c Less than \$500.

#### Operation of Kerr-Mills (MAA) Programs in the various states is uneven

#### and uneconomical

Even the limited objective of this program, to provide medical care on the basis of need, is not being met. There is no corriation between need and the distribution of funds. In January 1963, 75% of total MAA funds were being spent in three rich industrial states (New York, California and Massachusetts), which together have only 21.9 percent of the Nation's older population.

Average expenditures per recipient ranged between \$14.18 in Kentucky and \$410.45 in Ilinois.



Administrative costs are enormous. Due to restrictive eligibility requirements and coverage, expenditures for administration fiscal year 1962 were as high as 67% of benefit costs in one state, and 124% in another.

#### Characteristics of MAA Programs (March, 1963)

#### **ELIGIBILITY REQUIREMENTS**

At least two-thirds, perhaps over three-fourths, of all aged persons meeting the Income tests for MAA fail, nevertheless, to qualify for payment for care covered by the State plans.

- Cash Income Limits: Half the existing programs provide an upper yearly Income limit of \$1,200 or \$1,500 for MAA eligibility for an individual. About half do not provide MAA where yearly income exceeds \$2,000 for a couple;
- 2. Liquid Asset Limits: About two-thirds of the MAA programs deny eligibility when liquid assets exceed \$1,000 for an individual or \$1,500 for a couple;
- 3. Life Insurance Limits: All but 1 of the 28 jurisdictions limit the value of life Insurance eligible persons may hold; 4 disqualify persons with life insurance value over specified amounts—as low as \$500 for a couple in two States;
- 4. Relative's Responsibility: Thirteen of the 28 jurisdictions make MAA payments only after specified relatives (sometimes including parents) are found unable to pay for medical care expenses which the applicants cannot meet from their own resources.

#### SCOPE OF MEDICAL CARE

- 1. Limitations on Types of Care: Federal law requires that at least two types of care (one institutional and one noninstitutional) must be covered. The only type of care common to all 28 programs now operating is inpatient hospital care. Only 4 States provide substantial coverage of 5 major types of services (hospital care, physicians' services, nursing home care, prescribed drugs and dental care)—but even these States do not cover all needed care;
- 2. Limitations on Amount of Care: Covered care is available in 8 States only in certain kinds or degree of illness, not whenever medically required; or for short periods—no more than 15 days of hospital care per year in 4 States, and no more than 15 days per stay in 4 other States. At least 8 States require deductible amounts to be paid before MAA is provided.

#### RECOVERY PROVISIONS

Ten of the 28 jurisdictions may, after finding an individual eligible for aid, recover MAA payments from recipient's estate.

#### SOCIAL INSURANCE

"Social insurance is to economic well-being what preventive medicine is to health. Social insurance seeks to prevent poverty from arising, while relief measures deal with poverty after it has become a fact. The underlying issue in the current debate is whether we shall forestall, so far as we can, the poverty which health costs create among the aged; or whether we shall wait for poverty to occur and minister only to those who have already exhausted their own resources."

ALANSON W. WILLCOX, General Counsel U.S. Dept. of Health, Education. & Welfare

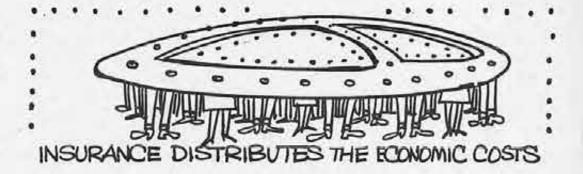
#### Principles of Social Insurance

- I. The purpose of social insurance is to provide basic protection against those economic hazards which are sufficiently far-reaching as to require such protection for the good of society.
- 2. The protection is provided in a manner designed to preserve individual dignity and self-respect by making it a self-help program—i.e., benefits are an earned right based on work and contributions.
- 3. Social insurance is intended to serve society as a whole, so the program must have the widest practicable coverage of the population. Coverage of all those who work in covered employment eliminates adverse selection as a factor and avoids the need to use underwriting procedures which reduce the coverage of the poor risks. (Under many private employer insurance or pension programs, membership in the insurance plan is required, just as in social security, as a condition of employment.)
- 4. Both social adquacy of benefits and individual equity (i.e., a fair return for contributions) are important consideration in social insurance, while individual equity is generally governing in private insurance. (In some private insurance, especially in negotiated plans, adequacy is a consideration.)
- 5. Social insurance reinforces the incentives to earn—by making benefits contingent upon work—and to save, since the omission of a means test makes it possible to have both the benefits and full value from personal savings.

#### Insurance Nature of Social Insurance

Insurance distributes the economic costs, resulting from the hazard insured against, over a group of people and over a period of time. It works by pooling relatively small, regular payments from a large number of persons subject to a serious hazard that for the individual is unpredictable (but is reasonably predictable in the aggregate), with payments from the pooled funds being made when the hazard strikes.

The nature of insurance can be summed up in four basic principles: (1) the loss should not be a regularly recurring, budgetable event: (2) the loss should be of



financial consequence to the insured individual; (3) whether or when the loss occurs should, for practical purposes, be beyond the control of the insured; and (4) the loss should be of a calculable amount.

The loss insured against social security is loss of earnings due to disability, death or retirement in old-age—events which threaten the financial security of the family. When earnings stop because of retirement, death or disability, insurance benefits are paid from the contributed funds to partially replace the income that has been lost. The cost of meeting the risks is actuarially evaluated and contributions sufficient to cover these costs are provided for. Benefits are paid on a predetermined basis when and if the risks covered occur. The right to these insurance benefits is a legal right enforceable in the courts. These are the characteristics that make social insurance "insurance"; they are similar to the characteristics that make private voluntary insurance "insurance."

#### Differences Between Social and Private Insurance

Contractual relationships. Under private insurance a contract establishes premiums and benefits for the duration of the contract which can generally be changed only by agreement of both parties. Under social insurance the legal rights to benefits (a legally enforceable right) and the contributions required are spelled out in a statute which can be amended. (Changes made over the years in the social insurance program have always improved protection; this ability to improve protection as needs change is considered one of the advantages of social insurance.)

Reserve requirements. Because the social insurance program is assured of full coverage into the future, it does not have to build up the kind of reserves a private insurance company needs to meet its obligations even if it is unable to attract new customers or it goes out of business. The obligations of private companies which go out of business do not, of course, extend to providing the full value of protection for the full term of the policy. The test of a sound social insurance program is whether it operates under a plan of financing which provides sufficient income to meet all obligations as they fall due.

#### Citations on the Nature of Social Insurance

- Encyclopaedia Britannica article by Dr. J. Edward Hedges, Professor of Insurance at the University of Indiana:
  - "... The modern institution of insurance is divided into the two broad categories of voluntary or commercial insurance and compulsory or social insurance, both relying on the same basic principles . . .
  - "The shift from an agricultural and handicraft economy to modern industrial society in the western world brought with it a new type of social insecurity for which social insurance was evolved as at least a partial solution . . ."
- The Supreme Court of the United States in the case of Flemming vs. Nester, 1960:
  - "... The Social Security system may be accurately described as a form of social insurance, enacted pursuant to Congress' power to 'spend money in aid of the general welfare'."
- "Social Insurance In A Democracy," speech by Reinhard A. Hohaus, Vice President and Actuary, Metropolitan Life Insurance Company, 1942:
  - "The depression years brought about general agreement that changes in the social and economic structure of our country had made inadequate some of the old methods by which society attempted to meet its obligations, and that major innovations were needed. One of the results was the adoption of the social insurance approach for certain of the major hazards. While that approach was new to this country, it can hardly be considered as a change in basic philosophy . . ."

#### Soundness of the Social Security Trust Fund

The long-run financial position of the social security program is sound. The total income to the program over the years has exceeded its total outgo; at the end of 1962 the balance in the social security trust funds was \$20.7 billion. Although outgo has been more than income in some years—for example, expenditures from the trust funds during 1962 were about \$1.5 billion more than income—present estimates show that the combined trust funds will increase by \$3.1 billion during the 5-year period 1963-1967.

Recent excesses of outgo over income were largely attributable to several past legislative changes which caused a relatively large but temporary increase in expenditures in the period immediately after their enactment. For example, in 1956, the law was changed to make it possible for women to begin receiving benefits at age 62. Since the benefits paid to women who choose to draw "early retirement" benefits are permanently reduced to take into account the longer period of time over which benefits will be paid, the payments to those women will be smaller in future years than they would have been under previous law. Thus, this change has no significant effect on long-run costs, although it did increase the immediate outgo of the system.

#### Federal Advisory Council Finds Social Security Trust Fund Solvent and Sound

Social Security financing is reviewed periodically by an Advisory Council composed of distinguished economists, private insurance actuaries, bankers, social insurance and financial experts, and representatives of management and labor. The most recent such review was in 1959. The Council declared the program sound and solvent:

"The method of financing the old-age, survivors, and disability insurance program is sound, and, based on the best estimates available, the contribution schedule now in the law makes adequate provision for meeting both short-range and long-range sosts."

#### The members of the 1959 Advisory Council were:

- Elliott V. Bell, Chairman of the Executive Committee, McGraw-Hill Publishing Co., Inc.; Editor and Publisher, Business Week
- J. Dauglas Brown, Dean of the Faculty, Princeton University
- Malcolm Bryan, President, Foderal Roverse Bank of Atlanta
- Arthur F. Burns, President, National Bureau of Economic Research, Inc.
- Joseph W. Childs, deceased, formarly Vice President, United Rubber, Cork, Linoleum and Plastic Workers of America
- Nelson H. Cruikshank, Director, Department of Social Socurity, American Federation of Labor

- and Congress of Industrial Organizations
- Carl H. Fischer, Professor of Actuarial Mathematics and Insurance, University of Michigan
- Reinhard A. Hohaus, Sonior Vice President and Chief Actuary, Metropolitan Life Insurance Co.
- Robert A. Hornby, President, Pacific Lighting Corp.
- T. Norman Hurd, State Budget Director, State of New York
- R. McAllister Lloyd, Chairman, Teachers Insurance and Annuity Association of America
- Eric Peterson, deceased, formerly General Secretary-Treasurer, International Association of Machinists

#### Relation Between Hospital Insurance and Cash Benefits

Cash benefits can meet regular recurring expenses like food and rent but are ineffective in meeting health costs because health costs are not evenly distributed from month to month. Aged people may have no health costs for several years and then suddenly incur costs running into thousands of dollars. It would be impossible to provide for all aged beneficiaries an increase in cash benefits of such magnitude as to cover the catastrophic expenses of some beneficiaries as they occur. The only solution is to even out this expense over time and over all the aged through insurance.

#### **QUESTIONS AND ANSWERS**

Isn't the proposed program "SOCIALIZED MEDICINE," or at least a big step toward it?

NO. "Socialized Medicine" is a system where doctors work as employees of the government, and the government owns the medical facilities. Hospital inurance through Social Security is not socialized medicine in any way, shape, or form.

Under the hospital insurance program

The Government would not provide—a single medical service, but only provide basic hospital insurance for the aged.

Hospital and other services would be paid—in much the same way that Blue Cross and other insurers now pay.

The proposed law states specifically—that the Government would in no way control, regulate, or interfere with the practice of medicine or the administration or operation of participating hospitals.

"Socialized Medicine" is being used as a scare slogan. Hospital Insurance through Social Security is no more like socialized medicine than are Blue Cross or other insurance plans that pay hospital or medical bills.



Isn't the program just an ENTERING WEDGE TO A BROAD GOVERNMENT HEALTH PROGRAM?

NONSENSE. Any extension of this program would have to be legislated by Congress.

Are we to assume that once they have voted the Social Security hospital insurence program into law, Congressmen and Senators will suddenly go hog-wild, lose all critical judgment, and begin to enact health legislation the American people neither need or want? The U.S. Government has assisted its citizens in meeting their health needs since 1789 with no bad results.

This hospital insurance for the aged program meets a very special need, that the American people cannot meet without a governmental program.

Won't this program result in all the problems and abuses found in the BRIT-ISH SYSTEM?

There is no relationship between President Kennedy's proposed Hospital Insurance for the Aged through Social Security, and the British National Health Service.

In evaluating the Anderson-King bill, there is nothing that an assessment of experience under the British system can contribute. There is no similarity between the two programs.

In Britain, the government provides medical and hospital care to the entire population.

In the U.S., under the Kennedy proposal, the government would provide basic hospital insurance to a limited group with special needs.

The charge of the opposition that the Anderson-King bill should not be enacted because the British have had bad experience and are dissatisfied with their National Health Service is false and misleading both because

- The British, including all 3 political parties and the British Medical Association, support the Service, and because
- The British experience is not relevant to the Anderson-King bill.

Wouldn't this proposal Interfere with the doctor-patient relationship, or with the FREE €HOICE OF DOCTOR?

NO. There would be no interference in the doctor-patient relationship. Every patient would have free choice—of the doctor and hospital or nursing home from which he received care.

The Government would not-provide care, offer any service, suggest any physician or facility.

The Government would—set up the means for paying for an aged person's hospital and related care by a small tax levied during his working years.

The opposition of some medical organizations to this proposal is a mystery. Doctors' bills are not involved.

Aren't ALL THE AGED NEEDING CARE GETTING IT now? Is anyone who really needs it ever denied care?

A great many older Americans are not getting the care they need when they need it.

Although it is rare that anyone in critical condition must go without care because he cannot afford it,

Study after study—shows that vast numbers of aged persons throughout the country cannot get the good quality care they need when they need it.

Many live with their symptoms—and don't get treatment, because of the expense of treatment, or because they are too proud to accept charity.

Many postpone hospitalization—until it can no longer be put off—when it may be too late.

Lack of money certainly stands in the way of getting needed care. But it is important to remember that the primary purpose of the proposed legislation is not to provide care, but to give the aged some protection against the worry of becoming destitute or dependent as a result of the costs of major illness.

Why CAN'T PRIVATE INSURANCE MEET THE NEEDS of the aged?

Private insurance cannot extehd basic coverage to many more of the aged.

As the former president of the national Blue Cross Association, the late Dr.

Basil C. MacLean, put it:

"A lifetime's experience has led me at last to conclude that the costs of care of the aged cannot be met, unaided, by the mechanism of insurance or prepayment as they exist today. The aged simply cannot afford to buy from any of these the scope of care that is required, nor do the stern competitive realities permit any carrier, whether non-profit or commercial, to provide benefits which are adequate at a price which is feasible for any but a small proportion of the aged." (February 5, 1960)

Blue Cross, which Insures half of the aged who have any health insurance, has recognized that they can no longer subsidize the aged. The Blue Cross Plans now recommend that public funds be used to help pay for protection against the health costs of the aged.

AMA predictions that private insurance can be extended to substantial additional numbers of the aged ignore the fact that the millions of older people who are uninsured are the worst sales prospects—the bad health insurance risks with low incomes.

How about solving the problem through a TAX CREDIT TO BE USED TO BUY PRIVATE INSURANCE, as proposed by Congressman Bow?

This kind of proposed program would provide no assured protection to anyone, and would give the least protection to those who need it most.

The Bow bill would provide a gift of \$150 for all aged, costing over \$2½ billion a year to start, and more later as the aged population grows and as pressure mounts from insurance companies as well as insurance recipients. With no tie to a special tax paid by future beneficiaries, the program would not be conservatively based, as is Social Security.

Much of the cost of this expensive proposal would go into high administrative costs resulting from individual enrollments.

But most important, insurance carriers would not be obligated to provide adequate insurance at reasonable cost. The chronically ill, the disabled, and those in the oldest age groups either would not be able to buy any protection at all, or would be charged premiums vastly higher than they could afford—against which the \$150 credit would be a mere drop in the bucket.

Shouldn't any government program BE LIMITED TO THE NEEDY? Why help millionaires?

A major goal of the Anderson-King bill is to pay benefits to all persons as a matter of right rather than force them through the indignity of first exhausting their resources and then proving their poverty.

The determination of who is "needy" requires an investigation of a person's income, his possessions, and his savings. Many states investigate the financial position of children and other relatives too.

When eligibility depends on a means test, aged people who get sick must often deplete their entire resources before receiving benefits. What is left for them when they do get well?

There are very few among the aged who are so wealthy they don't need the protection of Social Security hospital insurance.

3/10 of 1% of those eligible have incomes over \$50,000 only 3% of those eligible have incomes over \$10,000

We must prevent dependency—not just deal with it after it has arisen, and then only at the price of humiliation and deprivation for the aged person and his family.

Many situations require looking into a person's financial condition. WHY OBJECT TO THE MEANS TEST UNDER KERR-MILLS?

The Kerr-Mills test is not like qualifying for a bank loan: Proving to a bank that you can pay back a loan is vastly different from proving to a welfare worker, after a lifetime of independence, that you can't pay for the necessities of life. One is proof of ability; the other is proof of failure.

The Kerr-Mills means test is not like qualifying for Social Security benefits: The Social security law requires that a person be substantially retired in order to receive full social security retirement benefits. To receive social security people are not asked how much money thay have in the bank, what property or other possessions they have, or whether their children can support them. They must only show (until they are 72 years old) that their earned income does not exceed a specified amount so that they can be considered retired—not whether they are rich or poor. Retirement is a condition for pension payment from practically every private pension plan too. By contrast, a means test program requires investigation of all income, assets, and personal needs, and effectively classifies eligible applicants as a drain on the community—a drain the community often resents.

Wouldn't this program COST TOO MUCH?

NO! This program costs pennies a day—contributed by workers and employers. Spread out over his working life a contribution of about \$1 a month is no sacrifice to the individual.

The costs of health care in old age are going to be paid somehow. The question is whether they shall fall as sudden crushing burdens on old people or their families—with charitable help available after they have been reduced to dependency; or whether people shall be able to contribute during their working years toward paid-up hospital insurance when they retire.

The hospital insurance program would also cut down on public assistance payments that states and the federal government otherwise have to make.

Does anyone seriously believe America's aged citizens should live with the spectre of a financial catastrophe when they can enjoy security with a few pennies a day contributed while they are working?

#### Would there be OVERUTILIZATION of services?

#### NO. There are three safeguards built into the program to prevent overutilization.

The attending doctor—certifies that the services are needed before any will be paid for. Only the doctor can decide when a patient should be hospitalized.

The institution itself—sets up a committee to sample review the need for care. After 21 days' continuous service it reviews all cases to determine if further treatment is required.

The types of services covered—outpatient, nursing home, diagnostic and other services are covered. There would be no financial incentive to use a higher cost service than that required.

There will naturally be an increase in the aged entering hospitals when this program is enacted. People will be able to get needed treatment which they have long put off. This is not overutilization. This is proper utilization.

Is the old-age, survivors, and disability Insurance fund FINANCIALLY SOUND?

#### YES, the fund is sound and the method of financing it is sound.

Advisory Councils—composed of distinguished economists, private insurance actuaries, financial experts from management also watch over the fund. In 1959 such a council reported the financing sound and adequate.\*

Congress reviews—carefully the methods followed in financing this federal program.

\$18 billion—is presently in the old age survivors insurance trust fund and \$2 billion in the disability fund. The funds are expected to increase to \$45 billion by 1970.

This insurance program is in good working order. It has worked well for a quarter of a century, paying regular benefits to millions. It will continue to do so. Claims to the contrary are based on deliberate distortions of the facts and represent a cynical and callous attempt to undermine public confidence in Social Security.

· See section on Financing

#### Didn't the Supreme Court say that SOCIAL SECURITY IS NOT INSURANCE?

NO. A solicitor-general in the Eisenhower Administration said that. The Supreme Court held that he was wrong, and it is Supreme Court decisions, not statements by the Solicitor-General that constitute the law of the land. In its decision the court said:

"The Social Security system may be accurately described as a form of social insurance, enacted pursuant to Congress' power to 'spend money in aid of the general welfare.'

"The 'right' to Social Security benefits is in one sense 'earned' for the entire scheme rests on the legislative judgment that those who in their productive years were functioning members of the economy may justly call upon that economy, in their later years, for protection from 'the rigors of the poor house as well as from the haunting fear that such a lot awaits them when journey's end is near.'

Why does Hospital Insurance for the Aged BELONG IN THE SOCIAL SE-CURITY SYSTEM?

The whole point of Social Security is to provide financial independence to people who have worked all their lives and don't want to be a burden on their relatives, or to depend on charity, and means tests.

Cash benefits—now paid are barely enough to enable most older people to keep themselves housed, clothed and fed. They certainly are not adequate to meet the cost of expensive and unpredictable illnesses, nor are they large enough to pay high health insurance premiums.

Social Security—cannot provide financial independence without this additional program of basic hospital insurance.



The aims and ideals embodied in the Hospital Insurance program will help Social Security do the job it was designed to do... provide dignity and independence for America's aged citizens.

Is it right that PEOPLE WHO HAVE NOT CONTRIBUTED toward these benefits should be protected?

The alternative is to write off an entire generation of Americans just because they are over 65, and thus supposedly beyond help.

Improvements in social insurance—have traditionally been extended to individuals alrady covered. When disability benefits were added to Social Security, those already disabled were covered even though they themselves made no additional contributions.

The worker of today—is more secure when this precedent is maintained. He knows that if times change he too will receive benefits that are added to the program to keep it up to date.

Why provide THE PARTICULAR BENEFITS specified in the Administration's Hospital Insurance proposal?

Hospital care —is the most expensive. Payment for hospital care will provide the most relief where medical bills are highest.

Care in a nursing home and nursing care at the patient's home—is less expensive and can allow hospitals to discharge patients whose conditions are improved but who still need some treatment.

Outpatient diagnostic services—will encourage early diagnosis and make it unnecessary for patients to be admitted to hospitals for diagnostic purposes.

With this range of benefits patients can get the medical care they need according to their condition—not according to their means.

#### Wouldn't the Program RUIN PRIVATE INSURANCE?

#### On the contrary, private insurance would be benefited.

With basic protection assured under Social Security hospital insurance, aged persons could use what funds they have to supplement their coverage.

Supplementary insurance could be sold by private insurance plans to cover items not covered by Social Security hospital insurance, such as surgery, drugs, physician visits, and dental care.

Without the burden of insuring the high-cost aged, Blue Cross, Blue Shield, and commercial insurance carriers could hold down their rates and sell insurance to the working population more successfully.

Private health insurance would thrive with the enactment of Social Security Hospital Insurance, just as private life insurance was stimulated in its growth by the passage of the original Social Security Act 28 years ago.

Why shouldn't the program be FINANCED THROUGH GENERAL REVENUES rather than through a "regressive" Social Security Tax?

#### A payroll tax has great advantages

Earned right—to benefits is based on a contributory system. This frees the beneficiary from the personal repugnance and social stigma of meeting a means test. Better administration of the program—with funds coming regularly from a payroll tax rather than from an annual appropriation.

No alternative exists—to a federal payroll tax other than using state and federal general funds. States average 4 times as much revenue from sales taxes as from income taxes. What is more regressive than sales taxes?

## Why can't unions take care of the health costs of the aged THROUGH COLLECTIVE BARGAINING?

The very best plans unions have been able to negotiate leave most retired workers inadequately protected.

Most plans have high eligibility requirements—20 years of continuous employment at Swift, IB at Jersey Standard—and these are among the best.

In most plans, even in those paid for in part by the retired workers, benefits are much lower for the retired than the active worker.

Union negotiated protection for a retired worker may disappear overnight as plants and departments shut down, during this period of rapid industrial change. The worker who is disabled before he is 65 or who loses his job often finds himself without earnings, pension, or insurance. And if he dies, his widow is usually left without protection from a negotiated plan.

And what about all the people who have never belonged to a union?

## Can KERR-MILLS at least TAKE ADEQUATE CARE OF NEEDY and Near-needy?

Kerr-Mills does not and can not adequately take care of the near-needy or even of many of the very needy.

Almost half the states still have no Kerr-Mills MAA program.

Strict means tests under many MAA programs exclude even some of the clearly very needy.

Some MAA programs also apply very tight means tests, again excluding many of the needy and provide for very limited services, covering as few as 10 hospital days a year. In some states, care is provided only in emergency or life-endangering illnesses.

It is not that states are callous. States simply cannot afford to finance broad medical assistance programs for the medically indigent. Result is that the number of aged receiving help under MAA is only a fraction of those who need help.

With the main burden of health costs met by Social Security, it would become possible in all states to set up good medical assistance programs to meet the needs of those who need help beyond the benefits provided by the basic Social Program.

## Where is all the push coming from for the President's Hospital Insurance Program? Is there really PUBLIC SUPPORT for it?

The President's program of hospital Insurance for the aged through Social Security has broad and enthusiastic support.

A. In June 1961 a nationwide Gallup Poll\* showed 2 out of 3 persons interviewed (67%) favoring increase of the social security tax to pay for health insurance for aged:

	Age Group	21-29	30-49	50+
Į.	Favored	63%	67%	69%
	Opposed	30%	26%	24%
	No Opinion	7%	7%	7%

This was the only Gallup Poll to date that asked directly for an opinion on health insurance for the aged through Social Security. Subsequent Gallup Polls presented rather confused alternatives, but even with the choice unclear, a majority in both later polls (April and August 1962) favored the aternative specifically mentioning health insurance for the aged through Social Security. Other nationwide surveys of opinion, such as those taken by pollster Samuel Lubell, found overwhelming public support for the program incorporated in the Anderson-King bill.

B. Countless individuals, organizations, and publications throughout the nation support the principle of financing hospital insurance for the aged through Social Security. Among the most prominent of these are the following:

American Federation of Labor and Congress of Industrial Organizations and affiliated unions

American Nurses Association

American Public Health Association

American Public Welfare Association

Council of Golden Ring Clubs of Senior Citizens

Council of Jewish Federations and Welfare Funds

Family Service Association

Group Health Association of America

National Association of Social Workers

National Consumers League

National Council of the Churches of Christ in the USA

National Council of Jewish Women

National Council of Senior Citizens

National Farmers Union

National Federation of Settlement and Neighborhood Centers

National League of Senior Citizens

National Medical Association

Nationwide Insurance Companies

Railway Labor Executives' Association

Synagogue Council of America

White House Conference on Aging (1961)

Women's Division of Christian Service of Methodist Church's Board of Missions

YWCA National Board

More than thirty state governors (1960)

Outstanding Social Security, hospital, and medical experts including:

- E. M. Bluestone, MD, recipient of 1961 Distinguished Service Award of American Hospital Association
- J. Douglas Brown, Dean of Faculty, Princeton University
- Dr. Eveline M. Burns, Professor of Social Work, New York School of Social Work, Columbia University

Michael De Bakey, MD, Professor of Surgery, Baylor University, and Recipient, American Medical Association Distinguished Service Award

Fedele F. Fauri, Dean, School of Social Work, University of Michigan

Marion B. Folsom, Secretary of Health, Education and Welfare in the Eisenhower Administration

Msgr. Raymond J. Gallagher, Secretary, National Conference of Catholic

Seymour Harris, Littauer Professor of Political Economy, Harvard University

Arthur Kornberg, MD, and Dickinson Richards, MD, Nobel prize winners in medicine

Arthur Larson, Director, World Rule of Law Center, Under Secretary of Labor in Eisenhower Administration

Howard Rusk, MD, New York University Medical Center

Herman M. Somers, Chairman, Political Science Department, Haverford College

Benjamin Spock, MD, Professor of Child Development, Western Reserve Univer-

Paul Dudley White, MD, formerly personal physician to President Eisenhower

**Business Week** 

Life Magazine

The New York Times

Saturday Evening Post

The Washington Post

# WHAT YOU CAN DO TO HELP AMERICA'S AGED TO GET HOSPITAL PROTECTION

Write to your Congressman and Senators and those listed below and tell them to support H.R. 3920 and S. 880, hospital insurance for the aged through Social Security and Railroad Retirement.

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(Copies of this reprint of the AFL-CIO 1963 Handbook on Hospital Insurance for the Aged through Social Security may be obtained by writing to the Seafarers International Union, 675 Fourth Avenue, Brooklyn 32, N.Y.).