



FOUR PORTS START EYEGLASS BENEFIT

Story On Page 3

SIU Buys Site For New Phila. Hall

Story On Page 3



Safety Pays. Six-month safety record on SIU-manned Steel King pays off. Capt. Kauserud (right) presents \$250 company award to ship's committeemen (l to r) R. Graham, H. Rogge, ship's delegate "Curly" Nielsen and D. Fry.

Crew SS Atlantic; SIU Wins Majority

Story On Page 2



Man New Liner.

Successful applicants for jobs on American Banner Line's SS Atlantic pack ferry heading to the ship at Alabama State Drydock in Mobile. Among Seafarers who made jobs (in foreground, l to r) were stewardesses Fanny Maire and Mary Veard, and Al Romero, G. Bloeman, Jack Dolan and Cliff Dammeyer. The ship arrived in New York yesterday for maiden voyage on June 11. She will run to Belgium and Holland and carry 900 passengers. (Story on Page 2.)



Gets Free Glasses. First SIU man to use SIU free eyeglass benefit, retired oldtimer Joseph Malona (left) gets new specs checked out by Dr. E. Carson at Union Optical Plan office in New York. Program began on June 1 and provides eyeglasses free of charge every two years for Seafarers who need them. (Story on Page 3.)

Modified RR Bill Still A Threat To Maritime Industry

WASHINGTON—Strong protests by maritime groups sparked changes in the language of a key railroad bill last week, but its potential danger to coastwise and intercoastal shipping remains largely intact.

The revised wording in the bill reported out by the Senate Interstate Commerce Committee would still give the railroads all the leeway they need to kill off competing water carriers by the same selective rate-cutting methods they've been using for years.

However, Sen. Warren G. Magnuson, committee chairman, indicated there would still be some amendments from the Senate floor and that the bill was expedited out of committee to speed up action on it. The measure, S-3778, introduced by Sen. George Smathers of Florida, is designed to provide special relief for the nation's railroads in their financial difficulties.

Cuts ICC Powers

The principal objection to the bill by the SIU, the AFL-CIO Maritime Trades Department and industry representatives concerns section 5, which, as originally written, would have stripped the Interstate Commerce Commission of power to consider ship freight rates in setting railroad rates. The ICC itself opposed this proposal.

As a result of the new language adopted for this section, it now provides that where there is competition between different types of carriers the ICC "shall consider the facts and circumstances affecting the movement of the traffic

by the carrier or carriers to which the rate is applicable."

It then goes on to state: "Rates by a carrier shall not be held up to a particular level to protect the traffic of any other mode of transportation, giving due consideration to the objectives of the national transportation policy . . ."

Ends 'Watchdog' Role

In essence, thus this would remove the ICC as the "watchdog" over rail freight rates in competitive situations. Under present law, the ICC is required to maintain a differential between the lower rates of water carriers and those of the railroads. The amended section generally upholds this view in one part and then reverses itself in the other.

Shipping companies crucially affected by the outcome of the debate over section 5 are Pan-Atlantic and Seatrains Lines, the last two US-flag operators in the coastwise trade. Other companies such as Calmar and those whose vessels make a coastwise run before heading offshore would be vitally affected as well. In practice, the railroads have never failed to cut rates where there is shipping competition and have attempted to make up for these losses in other areas.

Aid RR Rate War

The railroad rate war against domestic ship operators is thus one of the main reasons why the rails themselves are in trouble today. The favorable reaction of railroad representatives to the committee action on section 5 and other sections of the relief measure indicates their satisfaction that, at the moment, they are still in the driver's seat.

Shipping spokesmen, on the other hand, not only feel that section 5 is stacked against them, but also that the railroad bill itself, in giving the railroads special financial treatment, will continue to give the rails the upper hand in fighting them. A sharp fight on the issue is thus expected when the bill hits the Senate floor.

Seafarers are urged to continue their protests to their individual Senators citing the danger to coastwise shipping and seamen's jobs. Protests can be addressed care of the Senate Office Building, Washington 25, DC.

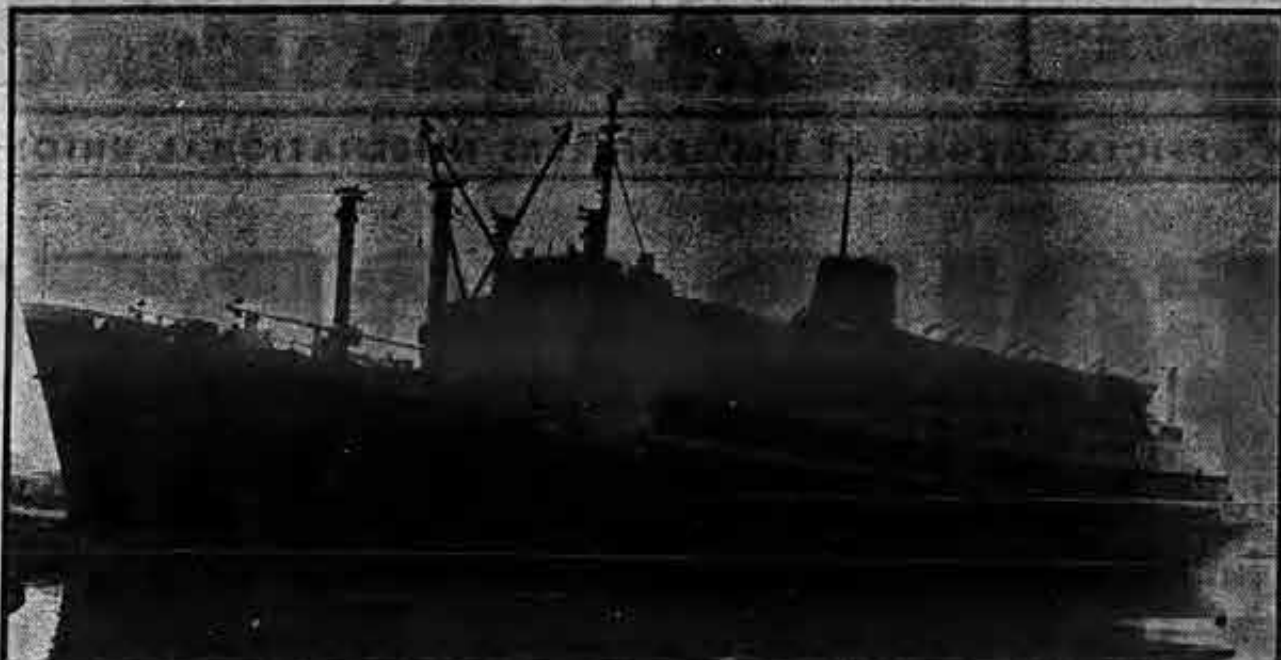
Bull Crews Win Layoff Pay Beef

A New York State Department of Labor referee has ruled that the crews of the Angelina and the Dorothy were laid off by the company last summer because of lack of employment and not because of the strike by the SIU A&G District against other Bull Line ships in Brooklyn. Consequently they are entitled to receive unemployment compensation.

The company had contended that the men were laid off "because of a strike, lockout or other industrial controversy in the establishment in which they were employed" and therefore not entitled to unemployment benefits. However referee Sidney Schindler found that at the time of the strike neither ship was in New York and that the company, contrary to general practices when a vessel is struck, paid the crews' transportation back to their respective ports of origin.

In addition, Schindler said, a company claims agent had previously testified in another hearing that the men were laid off because of lack of work. His later retraction of this, on being told by a company official that he was mistaken in his testimony, was not accepted.

Schindler's findings also held in favor of a group of longshoremen who were laid off at the same time. Schindler said that there was insufficient proof that they lost their employment as a result of the strike, and that the claimants must be given the benefit of the doubt.



SS Atlantic waits in Alabama State Drydock, Mobile, while crew is hired. Ship arrived in New York last night to get ready for maiden voyage, June 11.

SS Atlantic Hires Crew; SIU Gains Job Majority

The first American-flag all-tourist ship to enter the transatlantic trade, the SS Atlantic, arrived in New York late yesterday to make final preparations for her maiden voyage to the Low Countries on June 11. The Atlantic left Mobile over the weekend after tak-

ing on the bulk of her 317-man crew in that port. In the competition for positions aboard the vessel, the SIU obtained a top-heavy majority.

Originally the Badger Mariner, the Atlantic had been converted for passenger service in the nearby Ingalls yard, Pascagoula, Mississippi. It was then shifted to the

Alabama State Drydock in Mobile for last-minute minor modifications.

The company had indicated beforehand that it would interview applicants for jobs aboard the vessel in the order of their date of application, with final selection to be made on the basis of qualifica-

tion. Consequently, interviews of applicants for most unlicensed jobs were conducted in Mobile. The company had previously hired key personnel.

A company spokesman said that its offices had received several thousand applications for the ship since it concluded its agreements with the Maritime Administration to construct and operate the vessel.

When the hiring center was opened on Tuesday, May 27, some 500 SIU applicants appeared to bid for jobs on the new ship, all of whom had previously filed applications for employment and were eligible for jobs under the company's hiring procedure. Among those hired were some West Coast seamen who had heavy experience on large passenger vessels.

Few NMU Applicants

Observers on the scene estimated that the SIU applicants outnumbered applicants from the National Maritime Union by as much as three to one. SIU men present at the hiring were surprised at the scanty turnout of NMU men. The NMU Mobile Port Agent claimed that 1,000 NMU men were "available," but it was the opinion of SIU men and other observers that fewer than 200 appearances were made by NMU men and a large number involved the same individuals putting in two and three job bids.

The meager NMU turnout was all the more unexpected in light of the company's announcement that it had notified every one of the thousands who had made written applications where and when the hiring would be held. Similarly, notices were sent to the maritime unions, a fact which the NMU acknowledged in the issue of the "NMU Pilot" appearing the week previous to the hiring sessions.

Of the approximately 500 SIU men appearing for jobs, some 300 were rejected by the company as not as well-qualified as the successful applicants. Following the completion of the hiring session the company confirmed the fact that it had turned away a number of applicants in its selective hiring.

The hiring procedure itself was spread out over three full days with separate sessions for the deck department, engine department, kitchen staff and a session for the dining room, bedroom and deck stewards. All was orderly at the

(Continued on page 8)



Some of the Seafarers who applied for engine department jobs on Banner Line vessel (top photo) congregate in front of building across the street from hall in Mobile where company did hiring. Many were successful in obtaining jobs. Above, some of the gang takes it easy between job calls at temporary quarters set up in the area by SIU. In foreground (l to r) are Jack Keegan, Tony Calderia, Peter Lyden (back to camera) and Roan Lightfoot. Others in rear include Gettis Lightfoot, Rafael Gordils, Alonzo Bryant, Agustin Diaz and Richard DeGraaf.

SEAFARERS LOG

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	Page
Dollar's Worth	7
Editorials	11
Final Dispatch	15
Men In Hospitals	12
Personals, Notices	15
Unions of America	9

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Trying them on for size, Pete Triantafillos gets free eyeglasses adjusted by Dr. Seymour Leifer at Union Optical Plan office in NY.

New Free Eyeglass Benefit In Effect At Four SIU Ports

The SIU's free eyeglass benefit for Seafarers went into effect in four ports on June 1st, satisfying another need under the Union's comprehensive welfare program. The eyeglass program is the 17th no-cost benefit provided by the Seafarers Welfare Plan and

will enable Seafarers who need glasses to obtain a new pair free of charge.

It will thus round out the broad SIU program of medical coverage for SIU men

and their families under the Union's pioneering Welfare Plan. Seafarers are already eligible for medical and dental care at US Public Health Service facilities, and for annual check-ups at SIU health centers, plus a variety of SIU cash welfare benefits and other items. SIU dependents likewise enjoy a full range of hospital, surgical and medical benefits under the Plan.

First SIU man to make use of the new benefit was retired old-timer Joseph Malone, 70, who is receiving the SIU's \$150 monthly disability-pension and therefore automatically qualifies for all other benefits. Malone was examined and fitted with new glasses at one of the Union Optical Plan offices in New York.

Six Centers

Arrangements have been made to service Seafarers' eyeglass needs at three Union Optical Plan offices in New York, and at three other long-established optical facilities in Baltimore, Mobile and New Orleans. It is expected one of the West Coast ports will be included in the eyeglass program once it gets fully underway.

The following are the facilities where eyeglasses may be obtained under the SIU program:

- New York area—Union Optical Plan, at 152 Fourth Avenue or 39 West 32nd Street, both in Manhattan, or 46 Station Plaza, Hempstead, LI.
- Baltimore—Universal Optical Company, 201 West Fayette Street.
- Mobile — Dr. R. M. Shackelford, 20 South Conception Street.
- New Orleans—Dr. Fred Ketchum, 154 Baronne Street.

The new optical services supplement established SIU health centers in these four ports.

Terms of the new benefit, approved by the Welfare Plan's joint board of trustees in April, call for the Plan to provide the basic eyeglass frame plus whatever type of lens is required by the individual's prescription, up to and including bifocals. The additional cost for trifocals would not be covered by the Plan. Applications for

"unusual" lenses such as those resulting from cataract operations would be handled separately through the Welfare Plan.

No Sunglasses

The cost of sunglasses or for fancy frames other than the basic shell frame available in various colors will not be covered under the new benefit. However, Seafarers who want special frames can get them by paying the difference in cost involved.

All a Seafarer has to do to obtain glasses is to get an eyeglass certificate at any SIU hall to establish his eligibility. He then has the option of getting an eye exam through the USPHS, by his own doctor or at one of the optical centers provided by the Plan. Exams are given at no charge at these centers.

Standard Eligibility

Eligibility is the same as the basic requirement for all SIU welfare benefits. It calls for discharges showing one day's seetime in the previous 90 days and 90 days in the previous year. In order to avoid inconvenience, Seafarers are advised to obtain their eligibility certificates in a port where an optical center is located, since the certificates must be used within ten days after issue.

However, they are usable in any port where there is a center. Thus, a man on a ship going coastwise could pick one up at the hall in New York or Baltimore and then have it filled in the Gulf, or vice versa, if he has the time. Exams can usually be arranged through the SIU hall in the ports involved.

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.

Buy Site For New Phila. Hall

PHILADELPHIA—The first major step towards a new hall for Seafarers shipping out of Philadelphia has been taken by the Union with the purchase of a generous-sized slice of property in this port. Located at 2602 South Fourth Street, at the corner of Shunk Street, the property is 266 feet long by 80 feet deep. A one story concrete-block building on the premises will be converted for use as a new hall for Seafarers, while the remainder of the property will offer ample parking space for men on the beach and employees.

Title to the building passed to Union hands after months of prolonged negotiations including clearance with city authorities on zoning to make sure that there would be no obstacles toward use of the property for providing hiring and recreational facilities for Seafarers. The purchase is another step in the long-term Union objective of providing modern halls with proper facilities for SIU men in every Atlantic and Gulf port where the Union has a hall.

Has Adjoining Wing

The building proper is 114 feet long by 58 feet deep plus an adjoining wing of approximately 20 by 36. The entire property is 18,280 square feet. In physical appearance, the building is similar to the SIU Health Center in New York since it too was used as an automobile showroom. However, it is considerably larger than the Center's building, which is 100 by 50.

The new property is conveniently located with respect to major Philadelphia waterfront piers and is close to the approaches to the Walt Whitman bridge, which connects Philadelphia with the Jersey side of the Delaware River.

Ben Rees, Ex-Norfolk Port Agent, Dies Of Heart Attack

NORFOLK—A large turnout of Seafarers, friends and family members attended funeral services Wednesday for Ben Rees, veteran SIU official and SIU port agent here since 1948. He formally retired from office only a month ago.

Stricken by a heart attack while at home last Saturday night, he suffered another on the way to the hospital and died Monday, June 2, at De Paul Hospital. Rees, who would have been 65 in December, had been ill and under a doctor's care for some time.

Born in North Carolina in 1893, he was a veteran of 20 years' seetime on US-flag ships. He joined the SIU in Savannah soon after it was founded in 1938 and last sailed as a steward in 1944.

Rees was appointed patrolman-dispatcher here on June 15, 1945, was subsequently elected joint patrolman for 1947 and 1948 and then was named port agent in March, 1948. He was elected port agent in the regular election later that year and reelected on every

ballot since then. Floral offerings and messages of condolences poured into this port this week in final tribute for his long years of service in maritime.

Active in many SIU beefs, Rees was in charge of feeding and publicity here during the '46 general strike, played a busy role in the Isthmian strike and again in the Wall Street beef of 1947, as well as many others. He also played a key role during the continuing American Coal Shipping beef which began late in 1956 and was centered in this port.

Funeral services for Rees were held Wednesday afternoon at the Holloman Brown Funeral Home, and final burial was at Rosewood Memorial Park, Norfolk.

Surviving are his wife, Lena M. Rees; two sons, Walter and Ben Parker Rees, Jr.; a daughter, Mrs. Alice Tadlock; nine grandchildren and two great-grandchildren, all of Norfolk. In addition, he leaves a brother of Daytona Beach, Fla., and a sister of Greensboro, SC.



Rees

How Eyeglass Plan Works NEW FREE BENEFIT BEGINS



First SIU man to use benefit, retired old-timer Joseph Malone presents certificate issued at Union hall to clerk at Union Optical Plan office in NY.



Malone's eyes are examined by Dr. E. Carson. Various instruments are used to check accuracy. Ophthalmometer used here checks cornea.



Technicians shape, grind and polish lenses on premises in accord with doctor's prescription. Lenses are then fitted into frame selected.



Finished product is checked out by Dr. Carson. Worried by poor eyesight, Malone, 70, said his eyes never seemed better when it was all over.

INQUIRING SEAFARER

Do you think the new shipping report in the LOG is an improvement? Do you have any suggestions?

John Maytum, OS: It's a lot better than the old system. Since there's more of a breakdown I know just where I stand in my class. Another thing I like about the new report is that it gives a complete picture of the shipping situation in all classes and in all ports.



Francisco Agosta, Jr., chief cook: It's alright. Better than the old one. I don't think it has to be broken down any more than it is. I know that some guys wait for special runs, but I don't care. I take any job that's open and I ship anywhere.



The breakdown of the men on the beach is very good; a man knows just where he stands.

Robert L. Barbot, AB: It is very good and I'm satisfied with it. Now I really know how many men are ahead of me. That way I don't have to hang around the hall for long periods of time not knowing when I'm going to be called. As for the deck department the ratings don't have to be specified.



Abner Ralford, FOW: I think it's the best improvement we've had in a long time and I don't see how it can be made any better than it is. A man knows just where he stands and he gets a chance to see how the other fellows are doing, too.



James Keno, steward: It's a good setup; better than it was before. I don't think it has to be broken down anymore than it is. It doesn't make any difference to me what job is open, I'll take it just so long as I work. The new report is also easier to read than the old one.



Carlos Ponce, FOW: It's fine as it is now, a real improvement over the old system. I don't know what else could be done to make it any clearer. It's easy to read so that I know just where I am in relation to the other men in my class. It gives me an idea of the overall shipping situation.



SCHEDULE OF SIU MEETINGS

SIU membership meetings are held regularly every two weeks on Wednesday nights at 7 PM in all SIU ports. 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:

- June 11
- June 25
- July 9
- July 23

Canadian Seafarers Vote Walkout On West Coast

VANCOUVER—West Coast members of the SIU Canadian District manning the vessels of Canadian National Steamship and the Canadian Pacific Railroads have authorized the union to take strike action in order to enforce their demands for a new contract. At the same time, balloting is still being held among the men on the Blackball Ferries Ltd., Yellowknife Transportation Company and the Northern Transportation Company units where negotiations have also failed to produce an agreement on wages and conditions. Strike action against the CNS and the CPR, two of Canada's larger operators, was authorized by more than 95 percent of the membership at a meeting after several months of negotiations failed to bring about a new contract. The

companies had submitted the issue to a Government Conciliation Board for decision but rejected the Board's award in favor of the SIU. On the East Coast and the Great Lakes, negotiations are being conducted between the District, seven tug and dredging operators and the Association of Lake Carriers in Montreal. Some of the proposed changes in the dredging and tugboat agreement are a flat \$30 an hour wage increase and a 10 percent increase in subsistence and quarters, paid holidays as enacted by statute in the Province and improved working conditions.

'Miami Bound,' Says Scholarship Winner

The University of Miami will have one more student this fall than it counted on originally as a result of the SIU scholarship award to Seafarer Giovanni F. Abundo. Now studying at Boston University, Abundo intends to transfer to the land of sunshine where he expects to specialize in organic chemistry, possibly in the area of synthetics.

This is the second article of a series on the winners of the SIU's \$6,000 scholarship awards.

Abundo has picked up some college training by bits and pieces in between sailing on SIU ships, but lack of funds has kept him from carrying out his plans for full-time college study. Now with the \$6,000 scholarship award, he will be able to attend as a full-time student, which "will allow me the

'luxury' of not having to seek part-time employment."

After graduating from high school back in 1946, the 29-year-old Seafarer subsequently started sailing with the SIU in 1948 aboard the Bethore (Ore Line). He made a couple of trips on the Robin Hood (Robin) and Trinity, entering Boston College in September, 1949. After one year, his savings ran out and he returned to sea, this time sailing steadily for the next five years until he was drafted by Uncle Sam's Army in December, 1954.

He put in a regular two-year Army hitch, and in 1956 returned to school under the GI bill, this time at Boston University, getting another semester in. He was last aboard the Steel Navigator (Isthmian) where he served as ship's delegate, before reentering school this past January.

With the scholarship assured, Abundo hopes to grab one more trip this summer. He lives in Dorchester, Mass., with his mother.



Mother OK Now With SIU Aid

The SIU's Welfare Service Department plus the SIU Health Center teamed up recently to save Mrs. Bridget Liston, mother of Seafarer John Liston, from a good deal of grief as the result of an accident in her home. Originally diagnosed as "just a bruise," upon proper examination it was found Mrs. Liston had suffered four broken ribs and a broken collarbone. According to Mrs. Liston, the accident took place when she fell down some steps in her home. She called up Welfare Services asking if she could get some assistance,

as she was in considerable pain. Following the fall, she said, her landlord had called in his private doctor, who, she reported, claimed she had suffered nothing more than a bruise.

Subsequently she had gone to a local hospital where her condition was diagnosed as a broken collar bone. Her landlord, she said, had offered her \$25-\$15 for her hospital cost and \$10 extra—if she would sign "some papers," evidently a release of some kind. She had refused to do so and had then called the Union hall.

Eligible For Center Since Mrs. Liston is a dependent of her son, she is eligible for the services of the SIU Health Center. After thorough examination at the center, the findings were forwarded to a private physician who informed her that she had four broken ribs in addition to the collar-bone fracture. She is now receiving proper treatment at the Long Island College Hospital for her ailment.

Her expenses can be charged to the Seafarers family hospital-surgical benefit according to the limits provided for in that benefit for hospital room and board, extra charges and surgery.

Liston, who is aboard the Andrew Jackson, was notified last week of all developments via cablegram to London.



Liston

Shipowners Hit Proposal They Foot Suez Repair Bill

British and American ship operators are raising Cain about proposals that they pay a three percent extra charge on top of Suez Canal tolls to pay for the cost of clearing the canal. The clearing and repair of the waterway after the brief Suez war in the fall of 1956 cost the United Nations \$8,400,000.

The UN has appointed a Belgian bank to collect that sum over the next three years. The US Government originally advanced \$5 million toward the cost of clearing the canal and has supported a UN decision to recover the cost from shipowners. The Soviet Union and its satellites have refused to agree to this arrangement leaving the burden of payment to operators of Western-flag ships.

Several American-flag operators have already met with State Department representatives to protest the Government move. One operator complained that the additional three percent charge could mean the difference between profit and loss on a voyage through the canal, while others cited the present slump in the shipping industry. Foreign-flag shipowners have raised similar objections, claiming

that the costs of the clearance should be carried by the nations under which the tonnage is registered. They also pointed to heavy losses as the result of the closing of the canal during the fighting.

The Egyptians had scuttled a large number of ships in the canal following the Israeli-British-French attack. It was the clearing of these sunken vessels that resulted in the \$8,400,000 salvage bill.

Tampa Says All Is Quiet

TAMPA—It has been a fairly quiet shipping period for this port. There were no vessels paying off and only one, the Iberville (Waterman), signed on. In transit were the Jean LaFitte, Wacoats, Afoundria (Waterman); Raphael Semmes Fairland, Coalings Hills (Pan-Atlantic); Chiwawa (Cities Service) and the Alcoa Partner (Alcoa).



Seafarer Giovanni Abundo, one of this year's five scholarship winners, has his card stamped by headquarters patrolman Ted Babkowski at the last regular meeting in NY. Checking off Abundo's number on the registration list is Seafarer Harry Franklin.

MAW Campaign Nets 5 More NY Plants

NEW YORK—The drive by the SIU's Marine Allied Workers and Harbor and Inland Waterways Divisions to organize shoreside and harbor operations is continuing to meet with success, Bill Hall, assistant secretary-treasurer, reports.

Within the last month alone, MAWD organizers reported signing five more companies in the New York area. This brings the total to 58 companies under MAWD contracts and 37 tug and harbor operators under HIWD agreements in the various SIU ports. Meanwhile, negotiations are still going on with a number of other newly-organized companies.

Shipping for the port during the past period was good for all seniority groups. However, the membership is again reminded to take the jobs as they are posted on the board and not leave them hanging.

Paying off during the period were the Beatrice, Suzanne, Frances, Elizabeth (Bull); Steel Executive, Steel Voyager (Isthmian); Wang Pioneer (Inter-Ocean); Fort Hoskins, Bradford Island (Cities Service); Seatrain Texas, Louisiana, New Jersey (Seatrain); Alcoa Partner, Alcoa Runner, Alcoa Pennant (Alcoa); Robin Gray, Robin

Hood (Robin); the Michael (Carcas) and the Coalinga Hills (Pan-Atlantic).

Signing on during the period were the Steel Executive, Robin Gray, Robin Hood, Michael, Alcoa Pennant and the Longview Victory (Victory Carriers). In-transit vessels included the Seatrain Georgia, Seatrain Savannah (Seatrain); The Cabins (Texas City); Val Chem (Heron); Mankato Victory (Victory Carriers); Afoundria (Waterman) and the Beauregard (Pan Atlantic). All were reported in good shape with no major beefs.

'We're Cheaper Than Liberia,' Lebanon Says

The strife-torn Republic of Lebanon is trying to get into the "cut-rate" shipping registration business, operators have reported. Not only is she attempting to become "a flag of convenience" country like Liberia, Panama and Honduras, but she plans to undercut her already rock-bottom-priced competitors.

Under recent legislation Lebanon is offering an annual tax of eight cents a ton, or a twenty percent discount on Liberia's rate of ten cents. In terms of deadweight tonnage, a ship with a 20,000-ton capacity now paying an annual tax of \$2,000 under Liberian registry would pay \$1,600 under Lebanese registry.

In contrast, taxation of ships flying the American flag is neither so simple to compute, nor as inexpensive. They are taxed the standard corporate tax-rate of fifty-two percent of their earnings, less deductions. In dollars, this might amount, for a single ship, to a sum of five figures in a good shipping year, explaining why the Liberian flag is a haven for tax-dodgers.

MFOW Boosts Death Benefits

SAN FRANCISCO—The trustees of the Marine Firemen's Union Welfare Plan have announced the addition of double indemnity insurance and the liberalization of death and funeral benefits payable to beneficiaries of MFOW members.

Under the new benefits, all eligible active MFOW members will be insured for \$2,500 life insurance, an increase of \$500; \$2,500 double indemnity in case of accidental death either ashore or aboard ship, and an increase from \$500 to \$600 in funeral and burial payments.

The increases were recommended to the trustees of the MFOW and the Pacific Maritime Association, the company representatives, at the union's last agents' conference. They were proposed to keep the union's coverage in line with increasing costs, and to keep it on a par with other plans throughout the country.

Pre-1941 Alien Would Get Entry

WASHINGTON — Alien seamen who have been sailing on US ships since June, 1940, but have not had legal residence status would be entitled to such status under a bill now before the House of Representatives. The bill has been voted out favorably by the Committee on the Judiciary.

The alien would become eligible for permanent residence if he entered the US before June 28, 1940, and has been residing continuously in the United States since then. He would also have to satisfy the usual requirements of good character and other miscellaneous provisions of the Immigration law.

The June 28, 1940, cutoff date would probably exclude the majority of European seamen who started sailing American ships following the invasion of France, the Low Countries and Norway by the Nazi armies in that month. It would amend an existing statute which sets a cutoff date of July 1, 1924.

The purpose of the bill would be to do away with the growing number of private bills submitted to each session of Congress on behalf of individual aliens.

Speak Out At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service.

And, of course, all members have the right to take the floor and express their opinions on any officer's report or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their minds.



Knives and saws that slip instead of slice are the cause of a good deal of grief in the galley. One way to reduce the chances of that kind of accident is by making sure that the meat to be worked on is in condition for slicing.

That means getting the meat out of the reefer box well before the preparation of the meal so that it will have time to thaw out. Trying to hack slices off a frozen ham or side of beef is an unprofitable occupation from any angle.

Once the meat is properly thawed out, it can be cut up with relatively little chance of injury. Proper thawing also results in a tastier dish because half-frozen meat usually cooks unevenly—well-done outside and raw inside. On two counts then, it pays to thaw it out well in advance.



An SIU Ship is a Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Mortgages And Investments

MORTGAGES: "I am so sick of reading how helpful it is to the GI to be able to buy houses now with no down payment. Since the Government raised GI interest rates, yours was the only column I've read that saw through such obvious deception and brought it to the public's attention. We bought a new home last September. The builder promised it would be completed by December. The contract contained a clause whereby we agreed to pay the higher interest rate upon closing should the 4½ percent rate be raised. At that time there was no talk of rates being raised, and the salesman promised our new home would be completed months before anything like this would come up before Congress. Then along came this recession, and the first bill aimed at 'helping' the people contained this added blow, covered up so well that half the people you talk to don't even realize it. The interest rate was raised with our closing only weeks away. We pleaded with the builder to try to finish the house while the bill was being debated. Now the bank informs us we will have to pay the higher rate. This 'recession remedy' has added \$2 more a month on our monthly payments. We need the house desperately but are at the point where we may even decide to lose our \$500 deposit."—Mrs. T. B., Weehawken, N.J.

This incident demonstrates that the recent reduction in down payments and increase in interest rates is, frankly, a hoax on the public and is sowing the seeds of the next recession. The mortgage-lenders expected the rate rise. They went on their own form of sit-down strike by withholding funds, or inserting clauses that the interest rate be that prevailing at time of closing. The VA informs us this "prevailing rate" clause is permitted by their regulations. Nor can a GI mortgage be refinanced later if interest rates should drop. These regulations show how the VA, as well as FHA, rules are stacked in favor of the mortgage lenders.



Nor, apparently, did your contract bind the builder to a definite delivery date. Have a lawyer check on this point, or on the possibility that there may have been a misrepresentation involved in the salesman's promise that the house would be completed before the rate rise would be enacted. There was no doubt this was a misrepresentation. But verbal statements by salesmen are hard to prove since they can claim they didn't say that. It is best to get such statements in writing. Your only recourse now may be to press the builder for some concession on the basis of the salesman's misleading statement.

It's unwise to sign a contract to buy a house without having a lawyer read it. The contract provided by banks and builders are stacked in their favor. They will resist changes in the contract that protect you unless you insist. Moreover, anyone giving a deposit on any house always should insist that the binder stipulate that it is "subject to the approval of buyer's attorney and the signing of a satisfactory contract."

I would not forfeit the \$500 deposit without first consulting an attorney, and also evaluating whether the house is still not worth taking even at the higher 4½ percent rate.

INVESTMENTS: "Do you have any information on stock-market investments such as the 'Dreyfuss Fund'? Are they sound, reliable, worthwhile?"—E.E.T., Sanford, Fla.

Mutual funds like Dreyfuss Fund pool the investments of many people and buy stocks. Basically they are as risky as any other stock-market investment, except that they provide professional management and diversification so a smaller investor doesn't put all his money in one basket. But you do pay a high sales commission, generally eight percent of the amount you invest. Also, one percent a year of the value of your investment goes to management and custodian services. Seymour Levy, president of Investors Growth Corp., a mutual-funds specialist, advises that wage-earners should never commit all their savings to mutual funds. Their values do fluctuate, and at a given point you may get back more or less than you paid in.

Mutual funds can be bought on installments or outright. On the installment or "contractual" basis, you contract to invest, say, \$20 a month for 120 months. Another reason for not committing all your savings or excess income above expenses to mutual funds is that you cannot get back all you paid in if you want to withdraw soon after you signed the contract. The contractual plan especially, is advisable only for younger families, Mr. Levy reports.

In general, while mutual funds pay slightly higher income than credit unions, and more yet than US Savings bonds and other savings accounts, they are more speculative.

CHARGE ACCOUNTS: "I received a notice from a firm with which I keep a small account, stating that henceforth a charge of ten percent per annum would be added to all past-due accounts. Other firms too are steadily increasing these late charges. The effects are far-reaching. If a worker is stricken with prolonged illness, imagine what tremendous charges would accumulate. Secondly, big business is robbing our trade-union movement of the power to strike. No union member can be brave if his family may suffer."—A.A., N. Hollywood, Calif.

The whole trend of stores is to switch customers from no-cost charge accounts to interest-charging "revolving" or "budget" accounts. The traditional charge accounts gave you up to 90 days of credit without any carrying charges. The so-called "budget" charge accounts now often cost 1½ percent a month. These are true rates of 18 percent a year. It is true that if you must postpone payments, as in a period of unemployment or illness, these charges continue.

Jobless Pay Bill Undermined

WASHINGTON—AFL-CIO headquarters is concerned that a last-minute option tacked on the badly-needed Federal unemployment aid bill will result in added benefits being paid to jobless workers in only six states. Meanwhile, the AFL-CIO jobless pay program met with defeat in the Senate.

The option, which was added on to the bill in the House, leaves it up to the state to determine if it wants to borrow Federal funds to distribute to unemployed workers. Under the original proposal, the Federal Government would extend the duration of unemployment payments for half as many weeks as provided under the state's program. But repayment of the money would be automatic in four years by an increase in the amount of Federal Unemployment Compensation Tax levied on the state's employers.

Under the added option, it is believed that many of the states, rather than accept an undesired future tax increase, will refuse Federal aid for their unemployed

workers, leaving them with the existing inadequate benefit set-up.

The Government had not placed this option in the original bill because it felt that the recession, and the increasing unemployment problem, were national issues and should be handled on that level. It had been estimated that the benefits under the original bill would have been paid out to some 3,000,000 jobless workers.

It is expected that the majority of the states, to avoid the tax increase, will overwhelmingly reject any Federal aid. Only six, those with the heaviest unemployment, will accept the Government's aid. So far only two, New York and Illinois, have already indicated they would accept.

A combination of 40 Republicans and 30 Democrats, most of them from the South, joined forces in the Senate last week to down

amendments embodying many of the AFL-CIO's recommendations for a more-liberalized jobless aid bill.

The amendments, sponsored by Senator John Kennedy (Dem.-Mass.), would have required a uniform thirty-nine week period of jobless benefits throughout the country and would have set the weekly payments at 50 percent of the worker's pay, or up to two-thirds of the state's average wage. It would also have extended coverage to some 1,800,000 workers not now covered by any Federal or state unemployment compensation program.

Outside of the offer of Federal money to supplement state unemployment payments, this latest action by the Senate represents a complete rejection of all the proposed anti-recession recommendations made by the AFL-CIO.

US Officials See OK Of Rubber Raft

Navy, Coast Guard and shipping industry officials have expressed satisfaction with an inflatable life-raft designed by the British to take the place of lifeboats. The six-seat craft was demonstrated off Brooklyn last week.

Vice Admiral John M. Will, commander of the Military Sea Transportation Service, said the boat would do away with the often hazardous launching of lifeboats, eliminate cumbersome davit installations and reduce top-side weight on a ship. The Coast Guard is developing specifications for such life-saving gear.

The raft is put overboard in a canvas pack and inflated by a carbon dioxide cylinder. It opens into a doughnut shape with a canopy containing two openings that can be closed to create a floating, waterproof tent. The boat is entered through either opening.

The British have tested the raft for six years under all kinds of conditions. Its most spectacular performance was in a rescue off Greenland in ice-cold waters and strong winds. Coast Guard officials said they doubted whether persons in open boats could have survived similar conditions.

The rafts are equipped with survival packs containing paddles, baling cans, fishing gear, emergency rations, a Bible and other equipment needed by castaways. They are made in sizes to hold up to 26 men. The six-man raft weighs 79 pounds, and the pack, 55 pounds.



Keeping in Touch

WITH S I U OLDTIMERS



Another retired oldtimer who qualifies as one of the original members of the Atlantic & Gulf District, Seafarer Emory B. Barfield is now taking it easy on his SIU disability-

pension in the port of New Orleans. One of the real veterans of the shipping business, Barfield already had 14 years at sea behind him when he joined the A&G District November, 1938.

Now 73 years old, he shipped in the engine department as FOW, deck engineer and pumpman on virtually every type of vessel that was contracted to the Union. He was often on the transatlantic run shipping out of headquarters to such ports as Bremerhaven, Bremen, Hamburg and Rotterdam as well as on runs to Great Britain. The Brit-

ish Isles were his favorite, he writes, with the South American run next.

Model Union Member

He is remembered by men who sailed with him as a model union member and a firm believer that a good union man was under obligation to do his day's work properly in exchange for improvements in his shipboard conditions and the protection of a union agreement.

Barfield, who is single, retired in 1955 and since then has been living in New Orleans. "The greater part of my old shipmates have passed on," he writes, "but there are still a few around in New Orleans." Like the good union man, he still faithfully attends the meetings at the SIU New Orleans hall.



Barfield

Eligibility requirements for the \$35 weekly SIU disability-pension consist of the following:

Seafarers physically unable to work, no matter what their age, who have 12 years of seetime plus the Plan's standard eligibility requirement, can apply for and receive the benefit. The seetime has to be with SIU-contracted companies.

Seafarers who are of age 65 or over, and also meet the 12-year seetime requirement plus the Plan's standard eligibility provision, can also obtain coverage under this benefit.

Man With A Roving Eye



An unidentified crewmember looks on with an appraiser's eye as Seafarer David Sum counts out his payoff aboard the Steel Executive in New York. Both are in the steward department.



Seamen applying for jobs on SS Atlantic file into company hiring hall in Mobile. Hiring for first new US-flag tourist liner since the war was completed last week in three days.

SS Atlantic Hires Full Crew

(Continued from page 2)

hiring sessions, but there were a number of minor incidents elsewhere.

In one instance, a fire bomb was thrown against the door of the hiring center at 2:30 AM, charring the door slightly but not inflicting any other damage. Another "bomb scare" developed when an anonymous phone call was made to the

Turned Down OT? Don't Beef On-\$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to come up with equal overtime when the easier jobs come along. This practice is unfair to Seafarers who take OT jobs as they come.

The general objective is to equalize OT as much as possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can make up the overtime he turned down before.

Waterman Building, home of the SIU-contracted Waterman Steamship Company, that a bomb had been planted in the building. The offices were evacuated, but nothing was found upon a subsequent search.

Anonymous Calls

In addition to these two incidents, SIU men, their families and families of SIU port officials reported harassment in the form of anonymous phone calls containing false information about so-called "accidents" that had occurred to the men involved along with numerous other forms of harassment.

(In an obviously related action as part of a developing pattern of nuisance attacks on the SIU, charges have been filed by NMU men who were briefly aboard Robin Line ships prior to the SIU's election triumph in that fleet. These charges obviously were instigated by the NMU, particularly since the Robin Line case has been disposed of and seven ships certified to the SIU. The cases, of course, are being handled by SIU attorneys in line with normal procedure.)

Even before the hiring began, the NMU had filed charges at the New York regional office of the NLRB against the SIU and the company under the Taft-Hartley

Act. The charge was not substantiated by any supporting evidence, as per the usual tactic employed by NMU President Joseph Curran.

The charges, claiming collusion between the SIU and the company, are now under NLRB investigation.

Curran had previously stated that he would never use the Taft-Hartley Act against another union. Actually, this was the second time he had filed charges against the SIU under Taft-Hartley. Previously, the NMU had attacked the union shop clause in an agreement between the SIU and the Willis tug fleet. The attack on the union shop, which the NMU called "illegal," came in the course of an unsuccessful NMU raid on Willis.

Fortunately, the NMU's attack on the legality of the union shop was ruled out by the NLRB.

Another set of Curran charges against the SIU dealt with the membership-approved SIU loan to the Banner Line in December, 1956. These charges, filed with the AFL-CIO, have been tabled by the AFL-CIO Executive Council.

P-A Drops Intercoastal Ship Service

Pan-Atlantic Steamship Corporation has announced it will leave the intercoastal trade in the early part of this month. The company pointed out, however, that it will continue its operation from the Pacific Coast to Puerto Rico. In addition, the embargo on the intercoastal phase of Pan-Atlantic operations will not affect the company's coastwise trallership run between Port Newark and the Gulf.

Discussed In Committee

Reports that Pan-Atlantic would discontinue its intercoastal service were discussed before the Subcommittee on Transportation and Communications of the House Committee on Interstate and Foreign Commerce. The Subcommittee is holding hearings on proposed legislation designed to deal with problems of the rail industry. Among the proposals is one which would strip the Interstate Commerce Committee of the power to fix railroad freight rates in relation to maritime freight rates.

The withdrawal of Pan-Atlantic represents a further decline in the domestic shipping trade under pressure of railroad rate cutting. Pan-Atlantic and Seatrain Lines are the only two companies left operating primarily in this trade. There were 19 coastwise lines in operation before the war in 1927.

SUP Agent Hits Rate War By Subsidized Ship Co's

A strong protest against the practices of some subsidized operators has been made by William Benz, SUP Port Agent in Portland. Benz wrote Senator Warren Magnuson, chairman of the Senate Interstate and Foreign Commerce Committee, and other members of Congress of his objection to "a very tragic situation in the maritime industry; subsidized companies underbidding the non-subsidized ones in the scramble for the American half of 50-50 cargoes."

The fact that companies are subsidized, Benz argued, is the very reason that enables them to underbid their usually smaller, non-subsidized competitors. For the larger company 50-50 cargo is gravy; for the smaller, self-sufficient company it is bread and butter, he said.

In his letter Benz cited the case of a small West Coast operator which is being slowly squeezed out of business by its subsidized competitors. Of the company's five ships four have been taken out of service because it could not afford to run them, while the fifth is still running but at a loss.

"If the undercutting of rates by subsidized operators prevails," Benz declared, "it will eventually destroy the genuine free enterprisers (non-subsidized companies) and contributors to our economy in the shipping business."

He urged that the members of Congress consider a method whereby "the Government sets minimum rates on Government cargo such as the railroads have. This, he concluded, "would prevent a company that is subsidized . . . from giving non-subsidized companies unfair competition."

SUP Backs Knight In Calif. Vote

SAN FRANCISCO—Following its usual practice of endorsing candidates for election who have shown consideration for trade union positions on legislation, the Sailors' Union of the Pacific has gone on record to give its support to three candidates for state and national offices in the coming elections in California.

Two Others Backed

The membership adopted the recommendations of Morris Weisberger, SUP secretary-treasurer, and endorsed Congressman Jack Shelley, a former member of the SUP, for reelection; Governor Goodwin Knight, candidate for the US Senate, and Robert Kirkwood, who is seeking reelection as state controller.

These men, Weisberger said, have shown their support of labor and trade union principles, and should have the backing of all of California's unions. Governor Knight, who is a staunch opponent of any type of "right-to-work" law, stopped into the SUP headquarters recently to express his appreciation for the union's support in his campaign.

KNOWING YOUR SIU CONTRACT



(This column is intended to acquaint Seafarers with important provisions of the SIU contract and will deal with disposition of various contract disputes and interpretations of the agreement. If Seafarers have any questions about any section of the agreement which they would like to have clarified, send them in to the editor of the SEAFARERS LOG.)

ARTICLE II, SECTION 45. MIDNIGHT LUNCH. If crew works continuous overtime until midnight, men shall be provided with hot lunch at midnight, one hour to be allowed for such meal, if the work continues. If this full hour is not allowed, an additional hour overtime shall be paid . . .

Question: What penalty is paid if the midnight lunch is not provided?

Not too long ago, on ships of two SIU-contracted companies, a beef arose when men who had been working continuous overtime until midnight were not being given the hot lunch hour as authorized by Section 45. They did receive the penalty overtime but it was discovered that the companies were not serving the lunch in order to avoid having to pay members of the steward department the three hours of overtime for preparing the meal, according to the provisions of Article III, Section 16 of the agreement.

The beef was settled, however, when Union officials and representatives of the companies met and clarified the issue. The clarification reads in part, "If one unbroken hour is not given, the penalty meal hour will be paid. In any event, a midnight lunch shall be given." In other words, according to this last point, even though penalty overtime is paid in lieu of the unbroken lunch hour, the men are still entitled to the meal itself. Further, this point is interpreted to the extent that if the meal is not provided, the men must be paid the price of the meal at the rate of \$1.50.

In addition, if the hot meal is not served members of the steward department who would ordinarily be broken out for the meal are to be paid overtime according to Article III, Section 16. Consequently, the clause operates so as to encourage the serving of a hot lunch to the men involved, rather than substituting the \$1.50 penalty.



It's Time for Your Check-Up

THE time to get your annual check-up at the SIU Health Center is right after you come ashore. That way, in case the examination shows you need treatment, all your health needs can be taken care of before you ship out again. Don't wait until just before you ship. Do it now!



UNIONS of AMERICA

Nat'l Association Of Letter Carriers

This is the fifth of a series on US trade unions—a cross section of America's unions and their members.

ONE of America's oldest trade unions, the National Association of Letter Carriers dates back to 1889 when it was formed in Milwaukee by consolidating a number of local associations. It now has a membership of 103,000 in approximately 4,000 cities in the US and its possessions, making it the leading union of Federal employees.

The Association is currently being organized into 16 regions to conform with the regional set-up of the Post Office Department. The president of the union is William C. Doherty, and its headquarters are in its own building at 100 Indiana Avenue in Washington, DC. Its official publication, "The Postal Record" has been published without a break since 1888.



The recent signing of a pay increase bill for postal employees is another feather in the cap of the National Association of Letter Carriers which, through the years, has been a pacesetter in obtaining union recognition, protection and benefits for Government employees. Unlike unions in private industry, the NALC bargains the hard way with all of Congress and the administration, and as the latest pay increase fight shows, has a tough row to hoe to gain its objectives.

Formed in August, 1888, by 93 letter carriers at an annual encampment of the Grand Army of the Republic in Milwaukee, the union had to fight the spoils system and

lack of job security in its early years. Three years before, a number of independent lodges had sought the eight-hour day by campaigning through the Knights of Labor. The result was suspension of hundreds of men by the Post Office Department as being "detriments to the service."

The eight-hour law passed in 1888, the year before the National Association was formed. The new union's first fight was to get the Post Office to comply with the eight-hour law which it largely ignored. From there the Association fought for equalization of salaries, a grade and classification system and other improvements.

In 1902, the Postmaster General issued an order forbidding postal employees to "solicit an increase of pay or to influence . . . any legislation whatever . . ." It stayed in force for ten years until Congress enacted an "anti-gag" law sponsored by Senator Robert LaFollette, Sr., specifically giving Federal employees the right to seek improvements. (Senator LaFollette is well-known in the seamen's movement for his sponsorship of the 1915 Seamen's Act.)

The Letter Carriers union affiliated with the AFL in 1917 and President Doherty is currently a member of the AFL-CIO Executive Council, a position he held originally with the AFL since 1943.

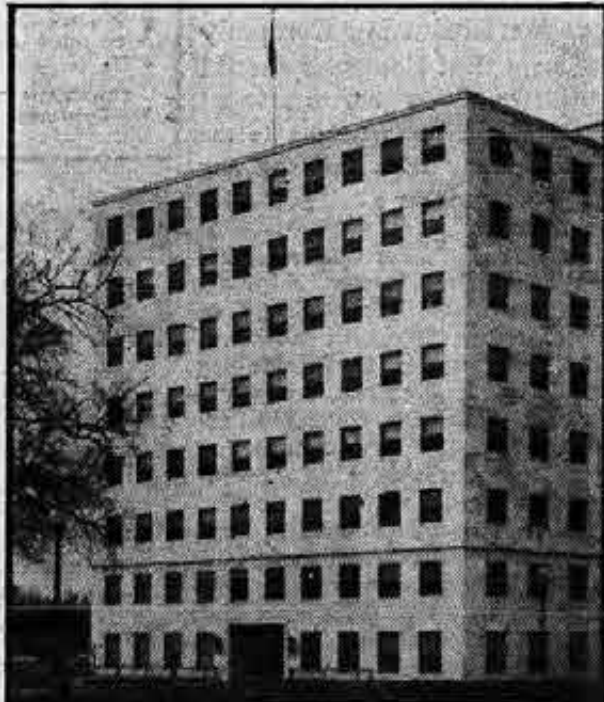
As a union of Federal employees, the NALC is affiliated with the Government Employees Council representing some 600,000 Government workers in 22 unions.



Two NALC members sort out parcel post for day's run.



Carrier hustles parcel post package to addressee.



This is part of union's imposing headquarters.



Typical mail sorting by street requires two hours' daily.



Pres. Doherty is AFL-CIO council member.



Mail goes through despite "snow or sleet" as motto reads.

NMU Finks In Brazilian Strike

PARANAGUA, Brazil—"Unionism" is just another word to the NMU crew aboard the SS Mormacdale, according to the reports from the Seafarers on the Del Santos and the Sailors Union crew on the Mormacdown.

When the two SIU of NA vessels pulled into this coffee-loading port last month they found themselves in the middle of a beef in which the company had locked out the regular port stevedores "for disciplinary reasons."

According to the report from Seafarer R. Tallaksen of the Del Santos, the longshoremen had asked for penalty time for loading a poisonous type of fertilizer. However, the port captain thought that they should be punished for complaining. He levied a charge of pilferage against the gang, had 14 of them jailed, laid off one-half the gang for ten days and promised to lay off the other half later.

Company officials boarded the two vessels manned by Seafarers and West Coast SIU affiliates to ask the unlicensed crews to man the winches and load their cargoes. "The idea was to use SUP sailors as winchdrivers, and shore-side police, firemen, soldiers and sailors to load the cargo," G. W. King, deck delegate on the Mormacdown, said. "Needless to say the company was given a flat NO."

The answer was the same from the Seafarers on the Del Santos. However the stevedore company received a different reception aboard the NMU-manned Mormacdale. There the crew "drove the winches and provided the scab labor for their ship," Tallaksen said.

While this action was not popular with the rank and file NMU crew, with many of them later complaining in the local hangouts that "it wasn't right," King reported, "the fact is they went ahead and completed the loading."

Catches Forty Winks



Comfortably settled in barber chair, Seafarer Larry Schroeder, OS, dozes as he gets the once-over-lightly treatment at barber shop in Baltimore SIU hall. Schroeder has to watch that top-knot these days. John Battaglia does the honors.

Urges Year's Ban On '50-50' Cargo For Returning Runaways

BALTIMORE—Competition from tramps transferring back to the US flag is beginning to hurt those who stayed under the American flag, a tramp shipping official declared. Captain Soren Willesen of the Sprague Steamship Company declared that Congress should amend the "50-50" law to prohibit foreign vessels transferring to the American flag from carrying any "50-50" cargoes for a full year after the transfer.

He also called for Congressional assistance for tramp shipping, which he called the stepchild of the American merchant marine.

At last report, 15 foreign-flag vessels had applied for reentry under the American flag. The admitted lure for their return has been the availability of "50-50" cargo under US registry.

So many tramp vessels had transferred foreign in recent years, coupled with heavy new tramp construction in other countries, that competitive conditions have actually been tougher under the foreign flag than under American registry.

Philly Jobs On Upgrade

PHILADELPHIA—Shipping for this port took a welcome turn for the better during the past period as the SS Arlyn (Bull), which was in idle status since last December, came out of the yards and took on a crew. In addition to that a number of replacements were shipped to the Steel Navigator which pulled into the port for servicing.

The men on the beach here are all looking forward to moving into the new hall in the near future, Steve Cardullo, port agent reported. All agree that it will be a big improvement over the present site and is far more accessible to all of the piers. Alterations are expected to take a couple of months, Cardullo said. (See story on new property on Page 3.)

CHIWAHA (Cities Service), April 23—Chairman, J. Henry; Secretary, W. Dickson. One man injured ship; two men injured. Boat concerning guard at Lake Charles to be taken up with Indtrea. Reports accepted. Discussion on official right of gangway guards to search crew members. One man injured when pushed by guard.

OCEAN DINNY (Maritime), April 18—Chairman, W. Harper; Secretary, F. Nappell. Treasurer left ship with ship's fund. Few hours disputed of. Keep laundry clean. Reports accepted.

WINTER HILL (Cities Service), May 8—Chairman, J. Manning; Secretary, J. Bickley. New delegate elected. Ship to be sprayed for

runches. See patrolman about delayed sailing and port time. Deck dept. beef settled. Ship's fund \$75.75. Some disputed of. Motion that 1 year on SIU vessel be put to referendum vote. Check milk-container date of delivery. Black gang quarters to be painted. Motion to eliminate fine when member is logged. Soap powder to be changed to Tide or better brand. Vote of thanks to steward dept.

STEEL AGE (Isthmian), April 24—Chairman, J. Sandra; Secretary, J. Harry. Customs regulations to be posted for Beirut. Ship's fund \$15. New delegate elected. Vote of thanks to resigning delegate. Keep all screen doors closed while in port.

STEEL EXECUTIVE (Isthmian), March 3—Chairman, W. Nash; Secretary, A. Brodie. Timer installed on washing machine. Report accepted. Crew warned not to foul up white ship in port. Need more fruit for supper.

SEATRAN LOUISIANA (Seatrains), May 18—Chairman, J. Gardner; Secretary, C. Kreiss. All repairs completed. Patrolman reported on air conditioning for messhall. Ship's fund \$62.94. \$14.55 due fund from cokes machine. Some disputed of. Keep screen doors closed. Ice cream favors to be varied. See patrolman about securing different matches and soap; posting correct sailing time in Texas City. Crew member (Mr. Gardner) approved for retirement. Crew presented him with tackle box and fishing gear for good luck and remembrance.

KYSKA (Waterman), May 11—Chairman, W. Laffoon; Secretary, R. Masters. Repair list ready to turn in. To make sure steward has sufficient fruit and port-hole screens. Vote of thanks to steward dept. To install screen doors on after quarters; paint crews quarters and passageways. Men getting off to strip bunks and leave quarters clean. Vote of thanks to all delegates.

JEAN (Bull), May 18—Chairman, D. Dickson; Secretary, W. M. Ludlum. Everything running smoothly. No disputed of. Reports accepted as read. Ship's delegates to serve for four consecutive trips. More variety of ice cream. To contact captain to rearrange messroom furniture to provide more space.

ALCOA RUNNER (Alcoa), May 9—Chairman, S. Blachoff; Secretary, R. L. Hall. New ship's delegate elected. Ship's reporter elected. Repair list to be given to mate. Cooks, baker and messmen given vote of thanks. \$5.25 in ship's fund. Reports accepted.

ALCOA PLANTER (Alcoa), May 11—Chairman, A. Y. Ching; Secretary, F. Walsh. \$35.25 in ship's fund. Reports accepted. New ship's delegate elected. Men requested to take personal interest in washing machines.

Digest Of SIU Ship Meetings

roaches. Collect money for radiograms. Vote of thanks to steward dept. for job well done.

STEEL FLYER (Isthmian), April 28—Chairman, R. Adamson; Secretary, A. Maldonado. Ship's fund \$31.53. Motion made—no fines if man is logged during voyage. Motion to initial book when dues are paid—in case receipt is lost. Request cold supper whenever possible.

WANG PIONEER (Interocean), May 17—Chairman, R. Albassa; Secretary, M. Yell. Reports accepted. Pay off May 18. Repair list submitted. Ship's fund \$8.20. Donation of \$6 to be made before end of voyage. Some disputed of. Ship fumigated for roaches. Donation made for bowsers for chief mate.

FORT HOSKINS (Cities Service), May 14—Chairman, E. Lewis; Secretary, W. Simpson. One man hospitalized in Florida. Ship's fund \$12.10. Ship should be fumigated for roaches. TV to be repaired.

FELTORS (Merven), May 8—Chairman, M. Jensen; Secretary, G. Lock. Repair list to be brought up to date. Endeavor to work out plan to pay off Ore ships every three to six months instead of every month. Need new mattresses. Drinking water is muddy. Need wind chutes, screens, cots & keys.

SEATRAN TEXAS (Seatrains), May 17—Chairman, J. Ullis; Secretary, D.

Your Gear . . . for ship . . . for shore

Whatever you need, in work or dress gear, your SIU Sea Chest has it. Get top quality gear at substantial savings by buying at your Union-owned and Union-operated Sea Chest store.

- Sport Coats
- Slacks
- Dress Shoes
- Work Shoes
- Socks
- Dungarees
- Frisko Jeans
- CPO Shirts
- Dress Shirts
- Sport Shirts
- Belts
- Khakis
- Ties
- Sweat Shirts
- T-Shirts
- Shorts
- Briefs
- Swim Trunks
- Sweaters
- Sou'westers
- Raingear
- Caps
- Writing Materials
- Toiletries
- Electric Shavers
- Radios
- Television
- Jewelry
- Cameras
- Luggage



the SEA CHEST

Propose Mass Sale Of Ships In Reserve

WASHINGTON—The Senate Commerce Committee has expressed the opinion that the time has come to take affirmative action with regard to what they term "our aged and rapidly-deteriorating reserve fleet."

The statement was made in a report accompanying S-3918, which among other provisions, would give the Maritime Administration full authority to conduct sales of reserve fleet vessels. Currently, under existing law, vessels may only be sold by an act of Congress, but the number of individual bills, most of them for foreign nations, indicate to the Committee that a general sales policy is necessary. Up to now, most of the foreign requests have been rejected.

The SIU and other maritime unions in the past have opposed all sales from the reserve fleet to foreign nations or nationals that would increase competition to American shipping. The Defense Department has been anxious to keep up the reserve fleet for an emergency potential.

The Senate committee went on in its report to point out that when the State Department was of the opinion that sales foreign for so-called strictly coastal purposes would advance the cause of its foreign relations, and the Defense Department was willing to release the ships, Maritime officials would not necessarily be opposed. These

ships include 35 coal-burning Libertys, 14 C1-MAV-1's, and 20 N-3's (Coastal ships).

In addition, the committee advised that other vessels should be scrapped if they cannot be sold, or modernized so that the American Merchant Marine will be able to use them more effectively.

Pick Up 'Shot' Card At Payoff

Seafarers who have taken the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they pay off at the end of a voyage. The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots.

Those men who forget to pick up their inoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another such voyage.

'C'mon, Play Ball!



SEAFARERS LOG

Aid Report Backs Charge Of US Bias On '50-50'

WASHINGTON—A report on the handling of foreign aid, non-military cargo seems to support charges that the "50-50" law is being interpreted to guarantee half of all export cargoes to foreign-flag ship operators.

A report on the Mutual Security Program's non-military cargo handling for the last half of 1957 shows that foreign tramps got exactly half of all cargoes in the tramp area. The bulk of aid shipments go on tramp vessels.

US liner companies have complained that foreign tramps have been getting preference over them on "50-50" cargoes, with Government agencies seeing to it that the foreign tramps get cargoes equal to those of US tramps before US liners get any allocations.

In the liner area, the US liners got 64 percent as compared to foreign liners, but this, the liner serv-

ices claim, is a preference only over foreign liner services and not foreign tramps.

US tankers got 50 percent of cargoes in their area. However, these cargoes are a small percentage of the over-all aid picture.

On import cargoes and military shipments, US vessels fared much better. They carried 85 percent of Government-financed home-bound strategic materials, and 70.4 percent of "total military end-times."

Indications are that the House Merchant Marine Committee may inquire into the allegations of discrimination against US liners in favor of foreign tramps.

SEAFARERS IN ACTION

A word of warning to Seafarers comes from William De Lappe, delegate on the Kyska. He urges all of the vessels heading for Korea to stock on up extra screens. "The flies in that area are very heavy this year," he said, so keep your screens in good shape.



De Lappe

Latest reports list thanks given to the galley gangs on the Carolyn (especially the baker), Ocean Evelyn, Santore, Alcoa Runner, Hastings, Seamar, Longview Victory, Kyska, Seatrail Texas, and special thanks to "our well-organized steward department" aboard the Winter Hill.

It's a pleasure shipping with the crew of the Penmar, George Glennon, ship's delegate reported. Everything is running smoothly and all of the delegates and crew are doing a top-notch job.

"Once again, I say thanks to each and everyone of the brothers for making this another one of those many pleasant trips. Especially when good fellowship and harmony exist between the three departments, it is gratifying to know that sometimes our efforts justify the end—doing the job in the best SIU manner," Glennon said.



Glennon

A sure sign that most of the ships' delegates are doing their jobs is seen in the increasing number of reports that say, "no beefs, no disputed OT, everything running smooth." Some, however, have more to say, such as R. Sigwart, ship's delegate on the Texmar. His report is that not only was the trip free of beefs but the crew is enjoying great fishing all the way from Seattle to the Panama Canal.



Sigwart

A good country this time of the year, according to the crew on the Ocean Evelyn, is Poland. "We have just finished our trip around the world," reports meeting secretary Wally Kuckta, "and enjoyed ourselves in most of the countries... Poland gave the best reception and was considered tops by the entire crew."



Kuckta

The list of top-notch steward departments continues to grow.

ACS Buys T-3 Tanker

Purchase of a T-3 tanker, the Conoco Lake Charles, apparently for conversion into a bulk carrier, has been made by American Coal Shipping. The vessel is currently manned by a National Maritime Union crew.

The company last week went into Federal Court asking for an "amendment" to the original hiring order governing American Coal ships so that it could keep the entire NMU crew aboard after taking title to the ship.

The SIU position at the proceedings was that if the crew was kept apart from the voting unit the SIU had no objections to the NMU men staying aboard, providing, of course, that replacements were hired without discrimination as per the hiring system now prevailing.

Following the completion of the hearings, the company withdrew its motion. The vessel was last reported in a Staten Island shipyard for repairs. She is then scheduled to be towed to Hoboken where she will be fitted for a new section, after which she will be put on a grain run.

Health Center Draws Crowd In Baltimore

BALTIMORE—Many of the men on the beach in this port have been taking advantage of a shipping lull to bring their families in for examinations at the SIU medical center here in town. However, the membership is again reminded to make sure they have made appointments for these examinations before hand.

Shipping remained fair during the past period. However the outlook for the future is good as the Young America (Waterman), Robin Trent (Robin) and the Bethcoaster (Calmar) are expected to come out of lay-up and will take on full crews during the next few weeks.

Paying off in this port during the past two weeks were the Kenmar, Bethcoaster, Texmar (Calmar); Emilia, Hilton, Evelyn, Jean (Bull); Venore, Feltore, Oremar (Marven). Signing on were the Kenmar, Venore, Feltore, Hilton, Oremar and the Calmar.

In transit during the period were the Alcoa Polaris, Alcoa Partner (Alcoa); Steel Executive (Isthmian); Winter Hill (Cities Service); Cubore, Baltore, Santore and the Venore (Ore Marven). All were reported in good shape with no major beefs.

The current economic recession has offered further proof of the value of strong trade unions to American working men and women. Union contracts have succeeded in maintaining wage scales, working conditions and seniority provisions that would otherwise have gone by the board. The existence of these union agreements certainly has prevented aggressive wage cutting which many business enterprises would otherwise have embarked upon. Such cuts, of course, while undoubtedly benefiting the individual company at the moment, would have only served to aggravate the recession in the long run through a reduction of purchasing power. From that point of view the union contract is one of the "built-in stabilizers" which has kept this recession from wreaking the kind of havoc that took place after 1929.

In addition, the AFL-CIO has been in the forefront of efforts to pull the nation out of the slump by calling for such badly-needed items as new school and hospital construction and an improvement in unemployment insurance benefits among other proposals.

It's about time the industry side threw strong support to steps of this type which would not only provide badly-needed services, but also help cure the recession which strikes them as well as working men.

'Don't Give Us Money'

The SIU has long been on record that when it comes to subsidies and other Government assistance, the entire merchant marine should benefit on an equal basis. Evidently the Department of Commerce doesn't think so, because it is opposing moves in the House and Senate which would give enough funds to Maritime to provide subsidies for companies not now receiving such assistance—companies like Waterman, Isthmian, Isbrandtsen and States Marine.

The Department's position would continue the monopoly on US subsidy funds for a handful of companies on the same or increased levels as compared to the past while denying other companies a chance to achieve equal status with the favored few.

The only similar instance of a Government agency turning down funds voted by Congress that comes to mind was the attempt by the Department of Health, Education and Welfare to reject funds voted by Congress for the Public Health Service hospitals. In both instances, the Bureau of the Budget played the decisive role.

As the old saying goes, what's good for the goose is good for the gander. There is no excuse for continuing a situation in which some shipping companies receive preferential financial treatment from the Government at the expense of their competitors.



SEAFARERS IN DRYDOCK



Now that the mercury's really climbing and more SIU men pile off for vacations and time off ashore between trips, it's a good time to do some good for the SIU brothers dry-docked in the various hospitals around the country. They can always use a personal visit from an old buddy to take their minds off their troubles as well as the heat.

Among the newcomers to the SIU aggregation in the Norfolk marine hospital is John D. Halpin, bosun on the Andrew Jackson, who hurt his back while repairing the gangway. He's recovering slowly, and may have to be operated on for this injury. Horace Curry, who was taken off the Irene Star due to acute appendicitis when the ship got to Quarantine, is coming around okay and is expected to be fully recovered soon. Utilityman Louis Roa, taken off the Steel Advocate in Wilmington because of stomach trouble, will probably be transferred down to the New Orleans hospital soon.



Littleton

Jimmie Littleton is still at the same old stand in Savannah. A long-termer at the PHS hospital there, Littleton can always do with a visit or some letters from his shipmates.

In New York, Ramon Varela, AB, is now out at the Staten Island PHS hospital after being taken in as an emergency patient to St. James Hospital in Newark. Credit for this transfer goes to the ship's delegate on the Raphael Semmes, who notified the Union right away. Varela's much happier being with his buddies, even with leg and other injuries. Oldtimer Clarence Dalre is reported doing

okay after a rough time on the Val Chem. This is the ship whose boilers were out for five days at sea, so the cooking had to be done in open oil drums. Dalre suffered burns in his eyes and face while working in the galley with one of these jury-rigged stoves.

Out in Seattle, Charles Muscarella and F. H. Taylor are both in

When in port, remember that all the personal visit. Letters are also welcome.

The following is the latest available list of SIU men in the hospitals:

- USPHS HOSPITAL NEW ORLEANS, LA.**
 - David B. Albright
 - Ernest Anderson
 - Thomas C. Ballard
 - John W. Bigwood
 - Claude Blanks
 - John P. Brooks
 - Ernest N. Cochran
 - M. J. Danzey Jr.
 - Roscoe Dearmon
 - Stanley Freeman
 - James C. Gillson
 - Wayne F. Harris
 - John Hrolenok
 - James Hudson
 - Ramon Irixarray
 - Edward G. Knapp
 - Antoine Landry
 - Edward Lane
 - Leo Lang
 - David McCollum
 - Sam W. McDonald
 - W. A. G. Marjenhoff
 - Alexander Martin
 - William E. Nelson
 - Domnie J. Newell
 - George Petusky
 - Janet P. Ponson
 - Calvin Rouns
 - Wm. A. Rousseau
 - Tribby G. Safford
 - Edward Samrock
 - James H. Shearer
 - John J. Smith
 - Thomas A. Stevens
 - Joseph W. Stocker
 - Gerald L. Thaxton
 - Morton Treners
 - Thomas Tucker
 - Ferdinand V. Vige
 - James E. Ward
 - George Williams
 - Donald M. Woods
 - Demetrie Zerrudo
- USPHS HOSPITAL BALTIMORE, MD.**
 - William Bobac
 - Clifford Brissett
 - Luis Campos
 - Elwood L. Cramer
 - Jose Da Costa
 - Peder Kapeseth
 - Mamerto Gallos
 - Gorman Glaze
 - Clarence Gardner
 - William R. Hatcher
 - Arthur F. Hiers
 - Henry Huzzie
 - Thaddeus Loboda
 - H. F. Machlinaki
 - Augustin G. Oporto
 - James A. Ray
 - Sven G. Rogner
 - Harold S. Rivers
 - Henri Robin
 - John Rusklewicz
 - Leslie F. Simmons
 - W. W. Tomlinson
 - John R. Webb
 - Vyrl E. Williams
 - Harrison Winslow
 - George Zahner
- USPHS HOSPITAL STATEN ISLAND, NY**
 - Omar Ali
 - Nicholas Anousis
 - Frank Borst
 - Clarence O. Dalre
 - George Dackn
 - Rupert Daniels
- USPHS HOSPITAL SAVANNAH, GA.**
 - Elmer G. Brewer
 - H. L. DeLaughter
 - Hubert C. Gordon
 - Jimmie Littleton
 - Foster B. Shedd
- USPHS HOSPITAL NORFOLK, VA.**
 - Otis C. Bailey Jr.
 - Francis J. Boner
 - Herman Carney
 - Horace Curry
 - James A. Elliott
 - John D. Halpin
 - Joseph Riggs
 - Louis Roa
- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY**
 - Lewis R. Akins
 - Manuel Antonana
 - Eldio Aris
 - Fortunato Bacono
 - Joseph J. Bass
 - Melvin W. Bass
 - Frank Bemrick
 - J. V. Bissonet
 - James F. Clarke
 - Juan Denopra
 - John J. Driscoll
 - Daniel Fitzpatrick
 - Friedof O. Fondilla
 - Fabian Furmanek
 - Odis L. Gibbs
 - Joseph M. Gillard
 - Bart E. Guranick
 - Talb Hassan
 - Antonio Infante
 - Thomas Isaaksen
 - Claude B. Jessup
 - Woodrow Johnson
 - Ludwig Kristiansen
 - Kenneth Lewis
 - Patrick McCann
 - Archibald McGuigan
 - Warren J. McIntyre
 - Herbert C. McIsaac
 - Leo Mannaugh
 - A. S. Martinelli
 - Joaquin Minis
 - W. P. O'Dea
 - C. Olsinski
 - George G. Phifer
 - G. E. Shumaker
 - Henry E. Smith
 - Pon P. Wing
- USPHS HOSPITAL GALVESTON, TEXAS**
 - R. J. Arsenault
 - Francis M. Connors
 - Odus C. Lewis Jr.
 - Thomas C. Riley
 - B. G. Schlagler
- USPHS HOSPITAL SEATTLE, WASH.**
 - L. C. Hannou
 - Charles Muscarella
 - S. Phillips
 - F. H. Taylor
- USPHS HOSPITAL FORT WORTH, TEXAS**
 - Lawrence Anderson
 - Robert Ingram
 - Paul W. Seidenberg
 - Woodrow Meyers
 - John C. Palmer
 - Harold J. Pancost
 - August J. Panepinto
- VA HOSPITAL KECOUGHTAN, VA.**
 - Joseph Gill
- VA HOSPITAL BOSTON, MASS.**
 - Thomas W. Killion
- VA HOSPITAL BUTLER, PA.**
 - James F. Markel
- JOHN SEALEY HOSPITAL FORT WORTH, TEXAS**
 - James R. Hodges
- USPHS HOSPITAL SAN FRANCISCO, CAL.**
 - Woodrow W. Balch
 - John W. Barnes
 - Joseph H. Berger
 - Otley J. Harden
 - Oliver F. Klein
 - F. B. McCollan
 - Antonio A. Mangao
 - Charles T. Nangle
 - J. S. O'Byrne
 - Henry J. Schreiner
 - D. Tsolisikis
 - Sung C. Wang
- USPHS HOSPITAL BOSTON, MASS.**
 - L. J. Campbell
 - Charles Dwyer
 - Gilbert G. Edwards
 - Kenneth A. LaRose
 - R. A. McDonald
- SAILORS SNUG HARBOR STATEN ISLAND, NY**
 - Oscar J. Adams
 - Victor B. Cooper
- USPHS HOSPITAL MEMPHIS, TENN.**
 - Charles Burton

Rotterdam Suits 'Em Fine



Ashore in Rotterdam, Seafarers Pablo Lopez, Johnny Fanoli and Pedro Eliot look pretty pleased with their purchases in the Dutch city. They're all on the Andrew Jackson.

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

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Says Stewards Have it Easy

To the Editor:

Just finished reading a letter from Robert Goodwin (LOG, April 25, 1958) entitled "Chief Airs Beefs".

To start off, a steward, or a "key man" as he calls himself, should know how long it takes to clean an icebox or a mess-hall. But ships are of different sizes, it would be hard to put down in the agreement how long it should take to clean an

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.

icebox. It might take 25 hours on one ship, and 20 on another. If all these small things were put in the agreement, the agreement would be a mile thick.

As far as padding overtime is concerned, I know of very few men who have done it. Besides, the steward has the pencil. It sounds a little like a gully conscience to me.

I agree with Goodwin in a lot of ways on drinking, but seamen have been drinking ever since the beginning of time. Anyway, there is not near as much performing as there used to be, and seamen are going to drink no matter what kind of a rule anyone makes. Look at all the "people who would be out of work if everyone stopped.

Goodwin should go ashore himself with the gang and have a few beers. He could even carry along his crying towel, and maybe stay overnight in some good port.

I agree with him about the coffee cups, but when the last ship in this ocean goes down, I'll give you 2-1 there will be a coffee cup on deck.

A steward is very well paid for the amount of work he does; there's many a time I have even had to call a steward for breakfast. If more stewards would put in more time checking the crew mess instead of the officers' mess, it would help. If some of them tried feeding a little better, maybe the men will start bringing the cups back.

I don't mean this for all stewards; I have sailed with some darned good ones. It just seems to me that all Goodwin wants to do is ride and cry.

Melvin H. Jones

Dave Is Ready For The Payoff

To the Editor:

I owe a few bills to members of this Union which I would like to clear up and pay, since the men who loaned me the money were good enough to do so when I needed it.

I have always had intentions of paying everyone I borrowed from, but don't know where they are. When I do run into some of them I am usually broke, so now I am going to set up a fund with a good friend of mine in Baltimore. He will pay every man I owe money through this fund.

Therefore I am asking every-

one in the Union who has loaned me money to write to me care of the Baltimore hall. Even though I may not be there the money will be sent to you within time. I am asking that the LOG print this or some notice to this effect in at least five issues so everyone can see it.

I should also like to thank the ones who did loan me money and also apologize for not paying it sooner, as I have been in the red for the last few years through carelessness on my own part. Please do not expect to get paid as soon as you write as I am just starting the pay-up fund. Thanks to all.

Dave Barry

Queries Report On Disappearance

To the Editor:

The report of Ernst and Munson on the mysterious disappearance of Galindez from the streets of New York is a good one and probably worth much more than \$160,000 to the Dominican Republic.

I now suggest that the United States hire these same investigators, at increased fees, of course, to write reports on the mysterious murders of Serge Rubinstein and Anastasia before some foreign government hires them to cover all New York City mysteries and major crimes.

Roy Flescher

P.S. What happened to Galindez?

Union Answers Mother's Appeal

To the Editor:

I have had a very difficult time getting my son Henry, 9, admitted to this country from South Africa. For seven months I tried everything possible, but was unable to have him come here and received nothing but discouragement.

In my despair, I phoned and appealed to the SIU for help, and was advised to contact the Union's attorneys, who handled the case with unusual skill and patience, and have succeeded. My child will enter at Idlewild Airport on Wednesday, June 4.

May I take this opportunity to express my gratitude to your office and to the SIU attorneys on behalf of my husband and myself. My husband, John V. Rooms, is now at sea on the Alcoa Puritan. Thank you all from a very grateful mother.

Hendrina C. Rooms

(Ed. note: Mrs. Rooms' son arrived on schedule this week, with a Union representative on hand at the airport. Brother Rooms, currently in Greece, is being advised of the news by cable.)

Boosts Eatery In San Juan

To the Editor:

I'd like to get a word or two in the LOG about an ex-Seafarer who now has a place ashore in San Juan, Puerto Rico. If the men on the ships want a good meal and a very nice place to go to, "Don's Restaurant" is the place.

If they get in at night and are going to leave before they can get to a post office, they can get money orders there or call the States. The bus from the docks stops right in front of the place, which is on Military Highway No. 2 near the entrance to the Puerto Nuevo oil docks. The LOG is available there also.

Bob Lasso

ALCOA CAVALIER (Alcoa), May 2—Chairman, O. Barfield; Secretary, E. Soule. Sea patrolman about having ship wait few minutes after pay-off before shifting; also about safety reports. One man hospitalized. Donations to be made only for persons requiring flight to States.

ANGELINA (Bull), April 27—Chairman, W. Mason; Secretary, T. Driscoll. New delegate elected. May 3—Chairman, W. Mason; T. Driscoll. Repair list to be made up and submitted.

WESTPORT (World Tramping), May 4—Chairman, R. Evans; Secretary, F. Leonard. To see captain about lifting logs. Two men logged. Some disputed at. One man hospitalized in Karachi. Reports accepted. Motion to ask

job well done. Trip around world very pleasant one.

YOUNG AMERICA (Waterman), May 19—Chairman, V. Cover; Secretary, D. Martin. Ship's fund \$12.10. Report accepted. Motion to have 30 min. preparation period instead of 15 min. when called to work of. Ch. eng. to be referred to patrolman. Messhall blackboard to be shifted. All soiled linen to be turned in.

TEKMAR (Colmar), May 19—Chairman, E. Schff; Secretary, J. Brannon. Everything running smoothly. Ship's fund \$16. Discussion on food situation. Feeding plan to be improved.

FLOMAR (Colmar), April 26—Chairman, F. Flisbeck; Secretary, L. Koronias. All extra linen to be turned in by 27th. Shortage of stores. Crew to be more quiet during night while men are asleep.

CAROLYN (Bull), April 26—Chairman, E. Johnson; Secretary, C. Dix. To see patrolman about lat. asst. firing wiper. Some friction between chief mate and deck dept.—to be referred to patrolman. New delegate elected. Washing machine to be repaired. Vote of thanks to steward dept. especially baker.

OCEANSTAR (Trifton), April 26—Chairman, J. Mallon; Secretary, G. Lilly. Beefs to be settled with patrolman. Messhall needs painting or scouring. Some disputed at. Seven men getting off. Request captain to have smaller bills than 50 or 100 dollars.

PORT NOSKINE (Cities Service), April 15—Chairman, C. Gibson; Secretary, E. Gelling. Ship's fund \$12. Black gang absent—working one man at present. New delegate and treasurer elected. Ship needs fumigating for roaches. Endeavor to keep pantry clean. To have awning finished. Deck gang will not turn in pump rooms until deck & eng. dept. get together about what should be done about it—suggest special meeting and sending letter to patrolman.

AFRODITA (Waterman), April 19—Chairman, W. Sinks; Secretary, D. White. New delegate elected. Ship's fund \$17. One man missed ship. Return cups and glasses to pantry after using. Captain announced safety meeting between the Canal and FR. Report any unsafe conditions. Pillows on hand for anyone needing replacements. May 2—Chairman, W. Sinks; Secretary, D. White. New Delegate elected. To contact Baltimore hall re: transportation for member from Tampa to Miami. Ship's fund \$16. Report accepted. Turn in cots and soiled linen to steward. Leave ship clean.

STEEL EXECUTIVE (Isthmian), March 2—Chairman, W. Nash; Secretary, A. Brodie. Discussion on letters received from headquarters. Timer installed on washing machine. Report accepted. Crew warned not to foul up while ship is in port. More fruit required for supper.

CHIWAHA (Cities Service), May 14—Chairman, J. Swafford; Secretary, L. Floyd. Two men missed ship. Disputed at to be settled at payoff. Cots and bathrooms to be painted and repaired. Setting board time to be posted per 12-hour clause in contract.

HILTON (Bull), May 11—Chairman, E. Moshen; Secretary, W. Stricklin. Few hours disputed at. Quality of food not up to par. Need percolator. Steward injured—taken off in Segun, to Spain. Vote of thanks to steward dept. for good food and service on return trip. Need list of articles in slop chest.

ALCOA PILGRIM (Alcoa), May 11—Chairman, J. Robinson; Secretary, W. Messenger. Several beefs on payoff slop chest on next draw. Ship's fund \$25. Few hours disputed at. Reports accepted. No hot water available. Roaches in pantry. Repair lists to be made up. Discussion on paying off slop chest on draw. Captain refuses any other method. Offer injured hand unable to perform duties—stitches not completely removed.

BARBARA FRIETCHE (Liberty Nav.), May 11—Chairman, O. Payne; Secretary, C. Linden. Vote of thanks to steward dept. for good food. Plenty of it for all depts.

EVELYN (Bull), May 4—Chairman, C. Henely; Secretary, J. Bednar. Repair list submitted. Black gang to report on smoke in engine room. Some disputed at. Need new library. All linen to be turned in.

CS NORFOLK (Cities Service), May 7—Chairman, P. Hammel; Secretary, B. Nielsen. Three men paid off—Union notified. Ship's fund \$21.12. Steward claims no record of extra meals—several hundred. Several hours port time disputed. Captain disputed room allowance of several members because they neglected to sign in and out. Motion to air-condition all ships on Persian Gulf run. Delegate to see captain about safety measure re: use of wire brushes in no-smoking areas. Vote of thanks to men on Robin Line ships. Contact Union about regulations pertaining to use of abrasive discs in no-smoking areas on tankers. Pumpmen urged to remain sober while discharging cargo.

VALCHEM (Noren), May 4—Chairman, C. Demery; Secretary, W. Neets. Ship's fund \$27. Two men missed ship. Few hours disputed at. New delegate elected. Few repairs to be made. Repair list to be posted on board—members to list repairs.

Digest Of SIU Ship Meetings

hdqtrs. clarify stocks and trusteeship in forthcoming issue of LOG. Discussion on necessity of taking union clinic physical. Suggestion to send LOGS to merchant Navy Club in Karachi. Discussion on separate room for nightcook & baker. Check to see that ship had adequate slop chest stores and American money. Check stores thoroughly in future.

ROBIN LOCKSLEY (Robin), April 1—Chairman, J. Bracht; Secretary, E. McGrath. Some NMU members refused to turn in. Ship's fund \$25. One man fouled up—logged. One man missed ship in NY; replaced. Any member fouling up to be brought up on charges. Request draw every five days—specific amount to be noted on list. Need first aid kit. Need salt tablets in engine room.

LONGVIEW VICTORY (Victory Carriers), May 4—Chairman, M. Merrick; Secretary, R. Irizarry. One man ill. Letter sent to LOG about stowaway in Spain. Some disputed at. One day's pay disputed by master. Report accepted. To call membership meeting on arrival. Bathrooms, showers, recreation room, etc. to be painted. Discussion on insufficient fruits and vegetables. Washing machine to be repaired. Wringers not working properly. Need new supply of linen. Need new mattresses. Vote of thanks to steward dept.

ALCOA PENNANT (Alcoa), May 10—Chairman, J. Otsen; Secretary, M. Howell. Ship's fund \$44. One man missed ship in Balt. Report accepted. To have trip every meeting between Tampa and Norfolk. Need change of coffee brand. Scrape and paint port holes in steward dept. and showers and bathrooms.

SANTORE (Marven), May 16—Chairman, E. McNab; Secretary, P. Meth. When leaving ship due to 60-day seniority ruling, reason can be stated without loss of unemployment compensation. Ship's fund \$31.96. Report accepted. Patrolman to check ice machine. Decks are wet causing hazardous condition. Endeavor to get smaller pitchers in messhall. Vote of thanks to steward dept.

HASTINGS (Waterman), April 26—Chairman, F. King; Secretary, J. Wells. New delegate elected. Repair lists to be made up and submitted. Bosun missed ship in NO. No beefs. Vote of thanks to steward dept. May 4—Chairman, F. King; Secretary, A. Aaron. No beefs. Pictures to be sent to LOG. Omit sugar from cold drinks. Vote of thanks to steward dept. for good food. Need new ice box in pantry.

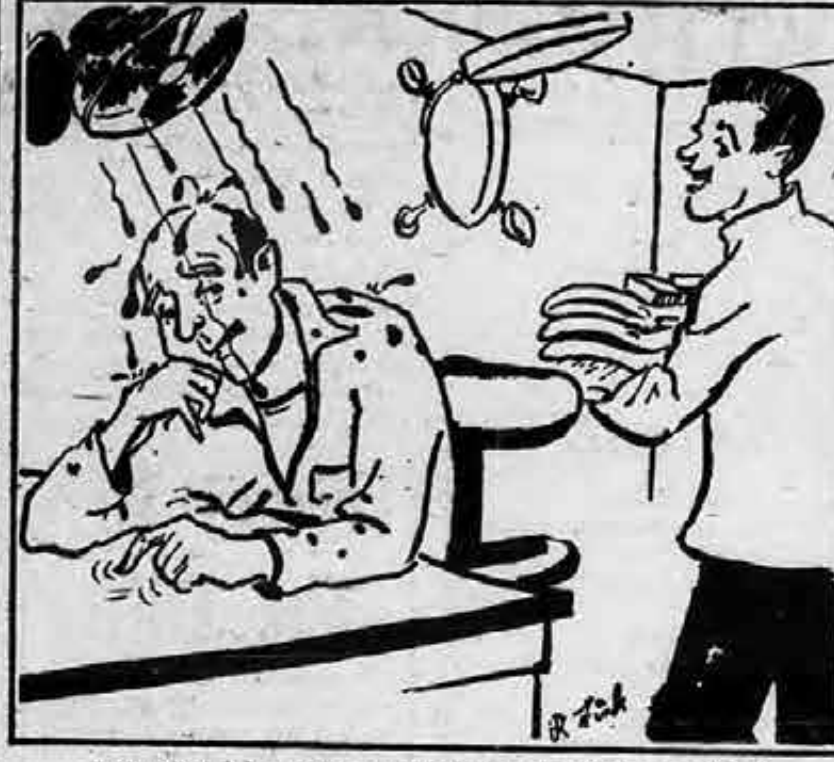
BALTORE (Marven), May 8—Chairman, J. Wise; Secretary, J. Taihot. New delegate elected. To see patrolman about hot water. Ship's fund \$3.60. Six men getting off. Report accepted. Discussion on keeping laundry tubs clean. Keep milk in ice box until ship sails—now being consumed by shore workers, resulting in shortage at sea.

NORTHWESTERN VICTORY (Victory Carriers), April 27—Chairman, G. Champin; Secretary, J. Pullen. Ship's fund \$1.87. New delegate, secretary and treasurer elected. Proper attire to be worn in messroom. Repair list to be kept up to date and submit same so that repairs can be made and headquarters notified of shore-side repairs in advance of return to states.

OCEAN EVELYN (Ocean Trans.), May 4—Chairman, E. Flower; Secretary, W. Kuchis. Repair list to be submitted. Donation of \$1 per member made toward ship's fund. Ship fund \$22. Some disputed at. Electrician hospitalized. Reports accepted. Motion to have sailing board posted Friday and eliminate the 8 hrs. on weekends and 1 1/2 hr. call 9 PM to 8 AM to work. Turn in all soiled linen. Leave ship in SIU manner. Order new ice machine. Vote of thanks to steward dept. for

'Sea-Spray'

—By Seafarer 'Red' Fink



'The electrician said he called your fan today, captain.'

Can Wishing Make It So?

It Can & Did On Longview

Wishing doesn't always make things come true, though it did in the case of the Longview Victory when the gang was hoping for one last fling in Spain before heading home.

Besides having "a HT bit 'o luck," they had some help from a stow-away as well.

It all developed while the Longview was in Barcelona to pick up cargo for New York, according to ship's reporter Paul Franco. "As we were dock-side, a rumor came around that we are going to top off in Cadiz, which made everybody real glad," he said.



However, as the ship sailed from Barcelona the report came down that Cadiz was out, which produced "a lot of long faces." Finally, about two hours away from Gibraltar the 2nd electrician came around with two things: a big smile and a Spanish stowaway in tow.

Next Stop: New York

The free-rider had the idea the ship was going to Cadiz, so he, too, developed a long face when he was told New York was the next stop on the line. It seems he had been on the dock in Barcelona asking around where the ship was going and when some of crew told him Cadiz, he just hopped aboard when no one was looking.

As things turned out, the skipper had to wire for orders on what to do with him and was told to stop off in Cadiz after all. Happily for everyone, "we went to Cadiz," Franco added, "and after about six hours delay put the Longview back on course. As you can see, sometimes rumors can be true after all."

'Last Step' Onto Dock Is Big One Sometimes

Some sage advice was spotlighted at a recent meeting aboard the Alcoa Pennant during a discussion on shipboard safety practices. Although the details provided are brief, their implication is pretty clear.

For example, the signs in many buses are pretty clear when they ask you not to talk to the driver "while the bus is in motion." Most people will also hold back and not expect the driver to change a \$5 bill as he's sweating his way through a traffic jam.

In the same way, you don't ordinarily try to be the first one off the ship before it's pretty well secured to the dock, "channel fever" notwithstanding. It's a pretty big gamble sometimes, and the one who tries it generally is the loser.

It follows from this that "shaking hands with anyone on the dock before the ship is clear" is like-

wise inviting disaster for one or both parties, as the Pennant indicates. It's the "friendly" thing to do, of course, but etiquette isn't everything. Your friend on the dock can easily become your companion on a marble slab by such practices. Customs and Quarantine officials also get kind of shook up when they spot such goings-on.

As the Pennant points out, the "smart" thing to do when you're confronted with social obligations of this type is to wait until you're both on terra firma. Nobody can quarrel with that advice. H. G. Ridgeway was recorder at the Pennant meeting.

Stay Put For Idle Pay

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

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

They're Just Pals



"Chips" Garrison and this Brahma bull seem to have that old feeling when they get together. The bull was carried as deck cargo on a recent voyage of the Robin Trent. Garrison was one of the many Seafarers who "stuck to his guns" and stayed on the Trent until the Robin Line beef was all over.

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IN THE NEW YORK & BALTIMORE HALLS

LOG-A-RHYTHMS

By M. Dwyer

The Keeper

Let me live in my house
By the side of the sea,
Where the waters are pure,
And the air blows free;
Let me tend my duty,
The beacon light
Which guards the lonely ships at
night.

Let me serve those strong and
noble men,
Who know
That when there's trouble, then
They can count on me
To do my best,
And guide them to a harbor's rest.
Oh the waves rush in, to kiss the
shore,
At times they sound like the thun-
der's roar.
But I'm at ease
As safe as can be,
In my sturdy house
By the side of the sea.

And the seagulls cry
As they fly away,
A sound I'll hear
Until Judgment Day;
When my seaman's heart
At last sails free,
From this light I tend
By the side of the sea.

Seagull

The seagull's cry is heard
Across the barren shore,
The rushing tide flows in
To kiss the land once more.

Fog engulfs the bay,
The ghostly vapors twist;
Beside the dunes I stray,
In ever-present mist.

The seagull's cry is heard
Across the barren shore,
It seems to make a mockery of me
By crying never-more.

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Good Angling



At the time this was taken,
Seafarer Charles W. Hommis
claimed the title for the big-
gest fish (a 25-pound jack)
caught by anyone on his ship.
We don't know which ship he
meant, but Brother Doniseron
gets credit for the picture.

Sees Maria H. In Top Shape

To the Editor:

The Maria H., which belongs to the Herald Steamship of New York, is manned by the most sober, conscientious bunch of SIU brothers I have ever sailed with.

You can feel at all times the homey atmosphere and cooperation among all hands that makes the difference. All ships are the same; the fellows living

ding anniversary. Also, I hope to make good my promise to take my son and nephew to Texas to visit a real ranch if they pass in school. This will also give me a chance to hit the open road in my new Dodge.

My best to the brothers and my thanks to the SIU as a trade union for making all these things possible.

Clarence L. Cousins

~ ~ ~

Clipper Crew Lauds Doctor

To the Editor:

I know that the LOG always has a space to give honorable mention to a person who is for the SIU and its members.

Therefore, we of the Alcoa Clipper would like to salute Dr. Dowd aboard this vessel, and hope that he sees it. It is a token of appreciation for his services and the consideration he has shown this crew. He has gone out of his way many, many times to help us when we needed medical attention and is a good man ashore as well as aboard ship.

Ship's reporter
Alcoa Clipper

~ ~ ~

Hails Welfare Plan Service

To the Editor:

Recently my son had to have emergency surgery for a hernia and I had to file a claim for benefits with the SIU Welfare Plan. I'd like all the brothers to know that I got first-rate service not only in terms of the benefits I received but also the speed with which they were handled.

When you have sickness in the family with all the worries that go along with it, it is very comforting to know that you have the Welfare Plan in your corner and that they will help you meet the freight.

Allen Friend

Has Good Word For Houston Spot

To the Editor:

Having been here in Houston for the past several years off and on, and again for the past three weeks, I would like to take time out to recommend Bill Thompson's "Sea Lounge" in this port. The place is just opposite the Manchester grain elevator and is convenient to ships docking in this port.

It is a place where one can go to be treated like a gentleman, fairly and squarely. Bill is a nice guy, and goes out of his way to make you feel welcome and at home in his place. He would like to be put on the LOG mailing list so he can have some handy when we come in to see him.

He already has quite a clientele of SIU men and several have asked him to send in for the LOG so they can pick one up after a trip and keep up with the latest news of the union and shipping.

George Meltzer

(Ed. note: If someone will give us the mailing address, LOGs will be sent there regularly.)

~ ~ ~

Miami Shuttle Runs Smoothly

To the Editor:

Things are running along smoothly, with a fine bunch of Seafarers aboard the SS Cities Service Miami doing a top-notch job in the SIU manner.

The photo was taken at a shipboard meeting on the way to Sasebo, Japan, from the Persian Gulf. We expect to make two or three more shuttle runs from the Persian Gulf to Japan and then come back home.

Regards to all the officials and boys back on the beach.

Alex Janes
Ship's reporter

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.

together aboard are the ones who make them good or bad. We also have a bunch of very nice officers. The captain is one of the best.

The trip is still young as we are bound for Turkey, but I have a hunch and every confidence that it will be a fine trip all along.

We also have a very good steward department, which is trying its best to please and keep the morale of this swell bunch in top condition. The steward department staff consists of the following brothers: Thomas Bolton, steward; William Nuttal, chief cook; E. F. Lamb, 3rd cook; John Davis, BR; Ray Atizado, saloon MM; Charles W. Lane, crew MM; Bernardo Tombocan, crew pantryman, and myself as night cook and baker.

We all wish a happy summer to our officers and brothers wherever they are.

Eladio Grajales

He Yearns For The Open Road

To the Editor:

Conditions aboard the Coastal Crusader (Suwannee) as far as quarters, food and cleanliness are concerned rank with the best in the tradition of the SIU, in my estimation, with few exceptions.

While stowing paint on the way down to Recife though, an ordinary seaman almost accidentally hung himself. Fortunately the dayman was equal to the occasion and saved the day by his quick action. Then, a few days out, the bosun hooked a large fish (a wahoo) while trolling from the stern of the vessel. We had it for dinner. Very tasty!

I'm now looking forward to arriving home in July, when I hope to help my parents celebrate their golden (50th) wed-



The black gang contingent on the Miami includes (front, l to r) James Gordon, oiler; C. Johnson, fireman; J. DuHaddaway, engine maintenance; "Andy" Anderson, pumpman; rear, "Frenchie" Hillion, oiler; G. Mueller, wiper; Jake Nash, pumpman, and W. Wallace, fireman. "Swede" Ohstrom was the photographer.



SIU BABY ARRIVALS



Families of each of the following new arrivals have received the \$200 SIU maternity benefit from the Seafare Welfare Plan plus a \$25 US savings bond from the Union.

Photographs and information about the new arrivals are welcomed by the LOG. Send all details to the editor. Photos will be returned after use.

Francesca Caputo, born January 28, 1958, to Seafarer and Mrs. Nicholas J. Caputo, Brooklyn, NY.

Edward Randak East, born April 8, 1958, to Seafarer and Mrs. Harry K. East, Houston, Texas.

Harion Dale Lewing, born April 8, 1958, to Seafarer and Mrs. Ottis Lewing, Florien, La.

Linda Jean Terry, born March 31, 1958, to Seafarer and Mrs. Charles L. Terry, Kosciusko, Miss.

Nathan Wade Thompson, born February 1, 1958, to Seafarer and Mrs. Charles W. Thompson, Savannah, Ga.

Christine Elizabeth Barnett, born March 9, 1958, to Seafarer and Mrs. John D. Barnett, Gulfport, Miss.

Robert Joseph Buzalewski, born May 7, 1958, to Seafarer and Mrs.

Joseph Buzalewski, Reading, Pa.

Jeanne D'Arc Howard, born December 1, 1957, to Seafarer and Mrs. Francis B. Howard, New Orleans, La.

Natalie Long, born April 9, 1958, to Seafarer and Mrs. Horace C. Long Jr., San Francisco, Calif.

Lee Ann and Nathan Phillip McDaniel, born April 4, 1958, to Seafarer and Mrs. Carl Max McDaniel, Brooklyn, NY.

Clementina Maldonado, born January 23, 1958, to Seafarer and Mrs. Andres Ortiz Maldonado, Brooklyn, NY.

Helen Ruth Mathews, born January 17, 1958, to Seafarer and Mrs. Earl James Mathews, Starks, La.

Cornello Sandy Minix, born January 28, 1958, to Seafarer and Mrs. Joaquin Minix, Brooklyn, NY.

Frank Nelson Jr., born May 10, 1958, to Seafarer and Mrs. Frank E. Nelson, Sulphur, La.

James Pledger Jr., born April 13, 1958, to Seafarer and Mrs. James Pledger, Baltimore, Md.

Daniel David Talley, born April 16, 1958, to Seafarer and Mrs. Lawrence G. Talley Sr., New Orleans, La.

Loyal Rebel



Charles Roger Terry, 8, son of Seafarer and Mrs. Charles Terry, shows off his Confederate flag while posing with mother, Jean, and baby sister Linda Jean outside home in Kosciusko, Miss.

Recall Two More Ships, Last Of Gov't Breakouts

WASHINGTON—A pointed commentary on the "boom 'n' bust" nature of American-flag shipping was the announcement by the Federal Maritime Board that two of the three remaining Government-chartered vessels will be recalled later this month. The ships involved are the Rock Springs Victory, under charter to States Marine, and the SIU-manned Plymouth Victory (Isthmian).

Originally, there were 134 Government ships broken out in the late fall of 1956 and the beginning of 1957, and shipping companies were falling over each others feet in the rush to get in line for Government charters. At one point it got so that there were very few usable Victory's left in the reserve.

frantic calls for more shipping. But even after the canal was opened the ships were needed to move a heavy load of agricultural surplus products.

Then the bottom fell out of the industry last August and the ships started going back into the bone-yard in droves.

When the final recall order comes through, the only ship left out on charter will be the SIU-manned Wellesley Victory (Isthmian). The two Isthmian Victories were just about the last two vessels to be broken out before the industry did its abrupt about-face. Many operators are vowing "never again" after having taken a licking on the charter fees.

That was following the Suez war which closed the canal and led to

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries.

George Thomas Cooper, 67: Brother Cooper died March 19, 1958, in the USPHS Hospital, Md., of a respiratory ailment. He is survived by his wife, Mrs. Loretta Cooper, of Baltimore, Md. Burial took place in the Parkwood Cemetery, Baltimore, Md.

was buried in Dusk Cemetery, Gilmer County West Virginia.

Charles Joyner, 54: Brother Joyner died of a heart ailment on February 6, 1958, in Savannah, Georgia. He joined the Union on June 27, 1951, and shipped in the steward department. Brother Joyner is survived by his wife, Mrs. Emma Lee Joyner, of Savannah, Ga. Burial took place at Mallard Cemetery, Sardis, Ga.



Charles J. Hartman, 58: Brother Hartman died of a liver ailment on March 17, 1958, in Capetown, South Africa. He became a full member of the Union on September 12, 1941, and sailed in the steward department. Brother Hartman is survived by his wife, Mrs. Dorothy Hartman, of Brooklyn, NY. Place of burial is unknown.



Einar A. Hansen, 62: Brother Hansen died of a heart ailment on March 18, 1958, in Brooklyn, NY. He became a full member of the Union on July 20, 1942, and sailed in the deck department. He is survived by his wife, Mrs. Edith Hansen of Brooklyn, NY. Burial took place in the Evergreen Cemetery, Brooklyn, NY.



John Linn, 45: Brother Linn died of a malignancy on April 2, 1958, in New Orleans, La. He joined the Union on December 12, 1938, and shipped in the deck department. He is survived by his wife, Mrs. Verna Cecilia Linn, of Metairie, La. Burial was at the Garden of Memories Cemetery in New Orleans.



Virgil Edward Wilmoth, 45: Brother Wilmoth died at the Manhattan Beach Hospital on March 11, 1958. He became a full member of the Union on July 29, 1944, and sailed in the steward department. Brother Wilmoth is survived by his mother, Mrs. Mary Wilmoth, of Stout Hills, West Virginia. He

Charles Sweeney, 70: Brother Sweeney died of accidental drowning on November 25, 1957, in New Orleans, La. He joined the Union in July 8, 1955, and sailed in the steward department. Brother Sweeney is survived by his daughter, Claire Armstrong, of New Orleans. Burial took place in St. Vincent De Paul Cemetery, New Orleans.



Sylvester Gibson, 33: Brother Gibson died of injuries suffered in an auto accident on August 10, 1957, in San Francisco, Calif. He became a full member of the Union on September 5, 1956, and shipped in the steward department. Burial was in the Golden Gate National Cemetery.

Clement A. Fontenot 51: Brother Fontenot died on March 11, 1958, in Mamou, La. He became a full member of the Union on June 6, 1951, and sailed in the steward department. Brother Fontenot is survived by his wife, Mrs. Mary Fontenot, of Mamou, La. Burial took place in the Mamou Cemetery, Mamou, La.

Personals And Notices

Iain A. McLaren
Your father, Archibald McLaren, is very anxious to hear from you. His address is 60 Barfillan Drive, Glasgow S, W2, Scotland.

Cyril J. Magnan
Please contact your parents at 1817 Collins Ave., Grand Rapids, Mich.

Jack M. Johnson
Get in touch with Viola at 6410 Howe St., Groves, Texas.

Michael W. Flynn
Your wife wants you to contact her at 1044 N. 67th St., Philadelphia, Pa.

Holms ex-Jean LaFitte
Contact George Stanley, Penn Explorer, Penn Shipping Co., 405 Park Ave., NY, concerning clothing you lost in Savannah, Ga.

Capt. Fred Fredrickson
Please contact Whitey Horton at 103 William Ave., Portsmouth, Va. His telephone number is EXport 3-7211.

Frederick (Johnny) Johnson
Please write to your mother, Mrs. Florence Johnson, at 104 Pembroke Street, Boston 18, Mass.

Clarence Hawkins
Your wife, Mrs. Daisy Hawkins, wants you to contact her at once. Her address is General Delivery, Satsuma, Ala.

Joseph Thorn
Contact the personnel director, Texas Information Services Inc., 122 E. 42nd Street, NY.

Sergio Arrebola
Contact Armando Cordova, 628 E. 5th St., Long Beach, Calif.

Remegius McDonald
The J. H. Winchester Co. wants you to contact it. Its address is 351 California St., San Francisco, Calif.

Charles O. Lynsky
Get in touch with your mother at 12655 Martha Street, North Hollywood, Calif.

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WFK-39, 19850 KCs Ships in Caribbean, East Coast of South America, South Atlantic and East Coast of United States.

WFL-65, 15850 KCs Ships in Gulf of Mexico, Caribbean, West Coast of South America, West Coast of Mexico and US East Coast.

WFK-95, 15700 KCs Ships in Mediterranean area, North Atlantic, European and US East Coast.

Meanwhile, MTD 'Round-The-World Wireless Broadcasts Continue . . .

Every Sunday, 1915 GMT (2:15 PM EST Sunday)
WCO-13020 KCs
Europe and North America

WCO-16908.8 KCs
East Coast South America
WCO-22407 KCs
West Coast South America

Every Monday, 0315 GMT (10:15 PM EST Sunday)

WMM 25-15607 KCs
Australia

WMM 81-11637.5
Northwest Pacific

MARITIME TRADES DEPARTMENT



OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO

Morse Plea Would Bar Subsidy Fund To New Applicants

WASHINGTON—Despite the apparent need for additional subsidies to cover new applicants, Maritime Administrator Clarence Morse has asked the Senate Committee on Appropriations to cut back the House-approved figure of 2,300 subsidized voyages to 2,075 during the fiscal year, 1959. Morse's request is in compliance with the one made by Secretary of Commerce Sinclair Weeks before the committee last month.

Under the House language, the 2,300 voyages would be broken down to seventy-five for operators which may be subsidized from US-Great Lakes ports to Europe and the Caribbean; 200 for companies which have not held subsidies prior to July 1, 1958 and the balance of 2,025 for presently subsidized operators.

New Bids Cut

Under Morse's requested cut-back, 75 voyages would be earmarked for Great Lakes operators while the balance would be used to maintain "subsidy contracts at approximately the present level." In other words, about 16 companies with about 300 ships would continue to receive operating subsidy funds, two-thirds of which is split by only six companies, while operators with new requests—some of them pending for as long as three years—would have no funds for subsidies.

Joseph Ball, vice-president of States Marine Lines, which also operates the SIU-contracted Isthmian Line, declared, the proposed ceiling, "would have had the effect of denying our application for subsidy after three years of litigation and hearings." Isthmian Line has application pending for 108 subsidized voyages. Ball cited the following reasons why the 2,300 voyage figure should be retained:

- That the added vessels are needed for defense;
- It would be "unfair to States

CS Settles Pact Dispute

LAKE CHARLES—All is quiet again on the labor front here as the Metal Trades unions settled their dispute with the Cities Service refinery and came up with a new contract. The agreement was ratified by the membership at special meetings. Although all of the terms of the agreement are not known, it is reported to provide for an additional week's vacation with pay for men with 10 years' service, among other improvements.

It has been a very slow shipping period as only 27 men shipped out from this port. The outlook for the future is not promising as only a few vessels are scheduled to hit the port during the period and there are plenty of men on the beach to take any openings.

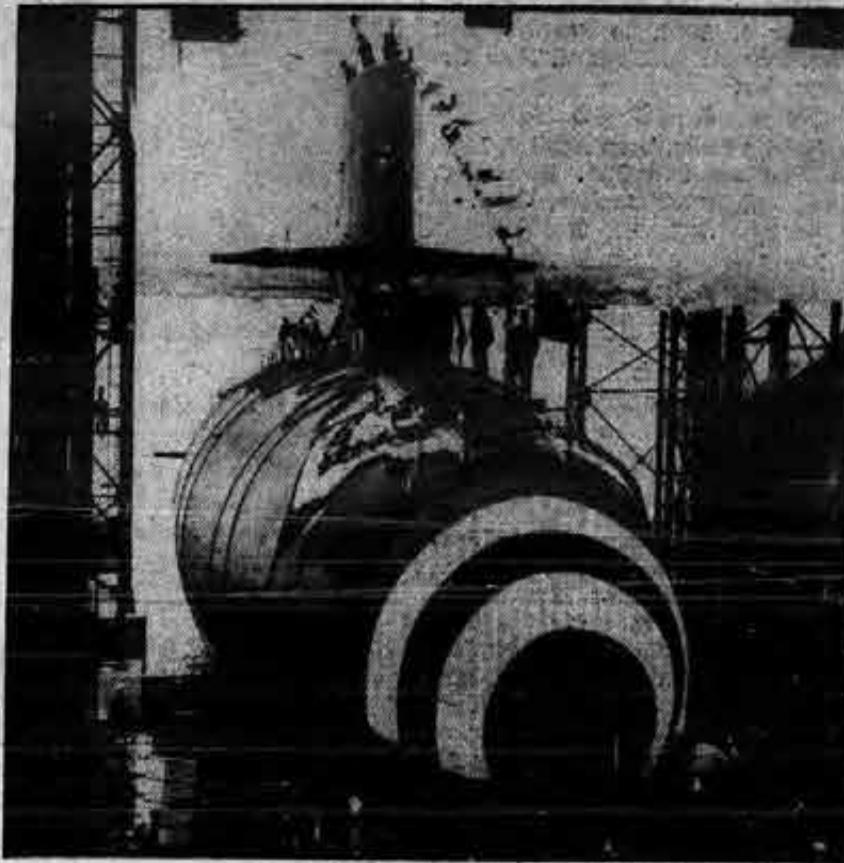
Calling into the area during the past period were the Royal Oak Chihuahua, Winter Hill, Bents Fort, CS Baltimore, Fort Hoskins, Bradford Island, Council Grove (Cities Service) and the Petro Chem (Valentini).

Marine and other operators who have operated unsubsidized but have now spent several years processing subsidy applications to, in effect, change the rules at the last minute and deny their applications without cause;

• "Operators who have succeeded without subsidy since World War II otherwise would be driven out of US flag operations as their war-built vessels become obsolete, and this would weaken rather than strengthen the American Merchant Marine."

Morse requested that present subsidies be maintained until current studies pertaining to the minimum number of subsidized vessels necessary in the national interest are completed and the true picture is known.

50 Mile-An-Hour Submarine?



The Skipjack, newest addition to the US Navy's growing nuclear-powered submarine fleet, slides down the ways at Groton, Conn. The vessel, reported capable of speeds up to 50 miles-an-hour, reflects speeds possible with nuclear power. It features a torpedo-shaped hull and sail diving planes or "underwater wings."

Steel Age Saves German Ship

Fire and heat drill experience aboard the Steel Age stood the crew in good stead when it was called on to save a German ship in the Indian Ocean.

On May 9, the Steel Age received an urgent message from the German freighter, SS

Crostafels, bound for Karachi, to the effect that the vessel had a fire in a hold which contained, among other cargo, a shipment of calcium carbide. The master of the German ship first thought he could continue to his destination without assistance, but a message shortly after the first one indicated otherwise, since the fire couldn't be extinguished with water and the ship carried no CO₂ fire equipment.

At this point, the Crostafels altered the parallel course it had been running to the Steel Age in order to meet the Isthmian vessel for assistance.

Upon meeting, three officers and six Steel Age Seafarers boarded the German ship with two CO₂ cylinders, oxygen-breathing apparatus, a fresh air breathing apparatus, piping, hose and fittings.

Captain Meyer, the Steel Age's Master, reported the action that was taken to control the fire: "The fire was apparently caused by leaking carboys of acid stowed on

deck eating through the deck plating and dripping liquid on the calcium carbide. The hatch and all ventilators were securely battened down. A hole was cut in the deck, and the entire twelve bottles of CO₂ were released individually into the hatch. This aid was sufficient to enable the Crostafels to continue the voyage to Karachi."

Of the crewmembers who did the

job, Captain Meyer had this to say: "All officers and crewmembers of this vessel assisting in the operations carried out their duties in a most satisfactory manner. The equipment was intelligently used and the training program in the use of emergency equipment as carried out in conjunction with the weekly fire and abandon-ship drills proved most worthwhile."

LABOR ROUND-UP

An NLRB examiner has charged the United Rubber Workers union with unfair labor practices in picketing the O'Sullivan Rubber plant in Winchester, Va., and in conducting its nation-wide boycott against the company's products. The strike highlights the union-busting provisions of the Taft-Hartley Act. The URW had won a representation election, 383-2, among the workers in 1956. When negotiations for a contract failed, the union struck the plant in May, 1956. But the company hired strikebreakers and continued to operate.

In April, 1956, a worker in the plant and the company filed for another election in which strikers were not allowed to vote, although many of them had ten years or more employment with the company. The union was voted out in this election, 288 to 5. It has been picketing since and has asked the support of all other trade unions in boycotting O'Sullivan products. The URW will appeal the examiner's findings.

The International Association of Woodworkers scored one of the biggest victories in Canadian labor history last week when it was overwhelmingly elected bargaining representative for the 4,200

employees of the Anglo-Newfoundland Development Co. The final count was 3,197 for the IWA and 498 against. The union also reports that it has filed 51 separate applications for 7,800 workers in woods operations of the Bowaters Corp., one of the largest papermakers in the world.

The Communications Workers Union have announced plans to construct a new eight-story headquarters building in Washington, DC. The union will combine its Washington and Richmond, Va., offices in the \$2.5 million building and will rent out the remainder to other organizations. The building, which will be located at 20th and K Streets, NW, will be ready for occupancy sometime before the fall of 1959.

The Retail Clerks Union and the Teamsters have announced the negotiation of a five-year agreement with Montgomery Ward and Co., the big mail order and department store chain. The pacts, which have to be ratified by the locals of the two unions, contains "an across-the-board wage increase, a cost-of-living clause and a modified union shop agreement." If accepted, the agreement will end the Clerks' 20-week strike against the company.

Blue Cross Again Asks Rate Hikes

Representatives of AFL-CIO unions have reiterated their opposition to Blue Cross rate increases in New York State in hearings currently being held by the State Insurance Department. However, the union spokesmen conceded that a rate increase is virtually inevitable by next winter.

Blue Cross is currently running \$3 million a month in the red, but union spokesmen from city and state central bodies are asking the Insurance Department to authorize the agency to dip into a frozen reserve for the time being. Otherwise, a 15 to 20 percent rate increase would be seen as inevitable.

Pennsylvania recently granted the Blue Cross in that state a rate increase but demanded that the plan economize on expenditures and give the public a voice on the board of directors. Pennsylvania also instructed Blue Cross to stop negotiating with hospital officials on how much it should pay a given institution instead of setting up a flat payments rate.

New York unions have similarly demanded a voice in Blue Cross operations since the Plan is an integral part of many trade union welfare plan set-ups. Any increase in rates would mean a reduction in benefits for union members for practical purposes, unless unions could negotiate increased contributions from contracted employers.

No Cargo - 22 Ships Go Into Lay-Up

WASHINGTON—The active US Merchant Marine, which has been steadily declining for the last three years, took one of its biggest drops in a long time as 22 vessels entered the yards during the past month because of lack of employment.

According to figures released by the Maritime Administration, there were only 952 vessels of 1,000 gross tons and over in the active ocean-going US Merchant Marine as of the first of May. Of these, 36 were Government-owned and 916 were privately owned vessels. This reflected a decrease of more than 130 vessels since May, 1956.

Only two ships joined the privately owned fleets to offset the general decline. The Esso Lexington completed construction and went into operation, and the SS Pandora returned to US registry from the Liberian flag.

Of the 82 privately-owned inactive vessels laid up because of lack of cargoes, 16 are dry cargo ships and 36 are tankers. The decline in oil charters is also seen in the report that while there were no new construction contracts placed during the month, 2 new tankers were postponed and one tanker conversion was canceled.

Money Exchange Rates Listed

The following is the latest available listing of free exchange rates for foreign currencies. Listings are as of June 4, 1958 and are subject to change without notice.

England, New Zealand, South Africa: \$2.82 per pound sterling.
Australia: \$2.24 per pound sterling.
Belgium: 50 francs to the dollar.
Denmark: 14.80 cents per krona.
France: 450 francs to the dollar.
Germany: 4 marks to the dollar.
Holland: 3.7-3.8 guilders to the dollar.
Italy: 624 lire to the dollar.
Norway: 14 cents per krona.
Portugal: 20.75 escudos to the dollar.
Sweden: 19.33 cents per krona.
India: 21 cents per rupee.
Pakistan: 21 cents per rupee.
Argentina: 33 pesos to the dollar.
Brazil: 908 cents per cruzeiro.
Uruguay: 1650 cents per peso.
Venezuela: 20.85 cents per bolivar.

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