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SEAFARERS LOG

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

US SUES ONASSIS FOR 14 RUNAWAYS

Story On Page 3

Ease Seetime Rule For SIU Benefits

Story On Page 2



Dad's Day, Too. Winner of an SIU scholarship in 1955, Lembhard Howell is congratulated by dad, Seafarer Cleveland Howell, after graduation exercises at Lafayette College. (Story on Page 9.)



Bon Voyage! Passing under Brooklyn Bridge, the American Banner liner SS Atlantic leaves New York on maiden voyage to Europe. Seafarers Bob Fagan, OS, and Bob Duncan, QM, joined passengers in festive farewells (inset) as ship left pier to launch first transatlantic tourist operation under the American flag. (Story on Page 3.)

MEBA Files Raid Charge As NMU Plans Dual Union

A threat by the National Maritime Union to establish a company union of mates and engineers in the maritime field has emerged as a result of action by the Marine Engineers Beneficial Association to settle

grievances aboard the SS United States. MEBA engineers on the ship refused to sign on until a number of long-pending beefs were disposed of, delaying the sailing of the ship eight hours on Thursday, June 12.

Upon learning of the threat, MEBA President Herbert Daggett filed formal charges with the AFL-CIO against NMU President Joseph Curran, denouncing him for "violating the principles of the AFL-CIO," and the no-raiding pact, and calling for his dismissal from all his AFL-CIO posts including his membership on the Ethical Practices Committee.

The SS United States sailed after US Lines had capitulated to the engineers on a number of issues including discrimination against certain MEBA members on promotions; the company's system of rotating engineers from one ship to another; feeding beefs; time off for SS United States engineers and a number of other items which had been hanging fire for some time.

'Spontaneous' Resolve

The company union threat came originally in the form of a resolution by unlicensed crewmembers of the SS United States, members of the NMU, calling on the NMU to establish an NMU division for deck and engine-room officers to take over deck and engine officers' jobs on all NMU ships. Waterfront observers were convinced the resolution was inspired by NMU headquarters, a fact which was apparently confirmed when the NMU national council promptly voted to adopt the proposal.

One immediate effect of the NMU's action was the sailing of the new Grace Line passenger ship, the Santa Rosa, from Newport News with an NMU crew and non-union engineers aboard. The MEBA had been negotiating with the company over manning scales for the new vessel and its members had refused to sign on. The ship sailed without any MEBA engineers aboard when the NMU indicated it would sign on without them. Shipyard engineers took the vessel to New York.

Daggett's charges against Curran were under two headings. The first dealt with Curran's action in ordering his members through the engineer union's picketlines while MEBA was seeking recognition at American Coal. "He did so in collaboration with an organization outside of the AFL-CIO, namely, District 50, which supplied scabs to serve as engineers . . . District 50 . . . which has a one-third financial interest in American Coal . . .

had imposed substandard working conditions for the scab engineers . . ."

The second heading related to Curran's chartering of a dual licensed officers union in the midst of the MEBA's contract negotiations with the shipowners. (See adjoining story on NMU and MEBA pacts). The Curran announcement, Daggett said, "can only serve to give support to the shipping companies who may derive comfort in the hope that if they endeavor to scab the vessels, Curran is prepared to render assistance. . ."

"We respectfully submit that the foregoing conduct is completely contrary to the principles and policies of the AFL-CIO . . . in direct violation of the no-raiding pact signed by Joseph Curran. . ."

"The activities which we have described on the part of Joseph Curran are utterly incompatible with his obligations as a vice-president, a member of the Executive Council and the Ethical Practices Committee . . . We sincerely believe that Joseph Curran should be severely censured and removed from such honored offices . . ."

As the Daggett wire indicates, this is the second instance in recent years that the NMU, in the midst of an attempt by officers' unions to settle grievances, has reacted by offering to help drive them off the ships. The earlier in-

(Continued on page 6)

NMU Signs, No Raise; Engineers Locked Out

The National Maritime Union this week signed three-year extensions of its present agreements with minor changes involving no raise in basic wage or overtime rates. It also gained some improvements in welfare and vacation benefits, but no increased shipowner contributions to these programs.

As in the past, the NMU established the pattern for similar settlements by the American Radio Association with dry cargo, passenger and tanker operators.

At the same time, the Marine Engineers Beneficial Association continued negotiations on its own for substantially greater improvements. Contracts of all three unions expired Sunday.

Following a "no-contract-no-work" policy, MEBA engineers are refusing to sign on vessels in port. As a result, the American Merchant Marine Institute has announced a lockout of the engineers.

Covered By Reserves

In the absence of additional shipowner contributions, NMU gains in the welfare-vacation area indicated that its plans have long had sufficient reserves to cover the added costs of the higher benefits. The NMU also won about a dozen changes in working rules, many of which have long been standard in SIU agreements.

The new contract provides for two wage reopeners spaced at least a year apart during its three-year life span. The first of these is regarded in the industry as a "me-too" clause to enable the NMU to come back after 60 days and ask

Together Again



Reunited after seven-month separation, Mrs. Jan Rooms greets nine-year-old son Henry as he arrives at Idlewild Airport in NY from South Africa. SIU attorneys expedited the youngster's return to his mother after she encountered long delays in bringing him to the States. Looking on are Mr. and Mrs. J. O'Connell, friends of the family. Seafarer Jan Rooms was in Greece with the Alcoa Puritan at the time.

Partial Rate Boost Given Blue Cross

The Insurance Department of the State of NY has denied the application of the Associated Hospital Service (Blue Cross) for an average 40 percent increase in subscriber rates but has given its approval to a 22.3 percent "emergency" increase pending a thorough study of all hospitalization and medical plans in NY.

State Superintendent of Insurance Julius Wikler, in denying the higher request, noted the increased expenses of Blue Cross but said that "the problems of the Plan cannot be solved merely by an increase in rates." Accordingly, the pending study is designed to reveal how the Plan can be operated more efficiently than it is now. In addition, Wikler urged the hospitals to do everything within their power to keep costs from rising further, and cutting into benefits.

The new rate schedule becomes effective in September. It will cost most Blue Cross subscribers an estimated \$1 per month more in premiums.

Cut Seetime Requirement For SIU Welfare Benefits

A significant revision of eligibility requirements under the Seafarers Welfare Plan has been won for Seafarers. Plan has been liberalized to call for one day's seetime in the last 90. The other requirements of the Plan are unchanged. The change was voted by the joint Union-employer board of trustees of the Plan who have au-

thority over eligibility requirements and benefits. Effective as of June 1, the basic seetime requirement of the call for one day's seetime in the last six months as com-

the disability-pension and scholarship benefit, have special seetime requirements of their own, but all of them call for the one day in six months.

The scholarship requirement calls for three years aboard SIU-contracted ships on the part of Seafarers or Seafarer-fathers of applicants. The disability-pension calls for 12 years' seetime.

The other standard requirement of the Plan, which is 90 days' seetime in the previous calendar year, remains unchanged. These two basic requirements apply to the bulk of the Plan's benefits including the death benefit, hospital benefit, family hospital and surgical benefit, eyeglass benefit, maternity benefit, and the like. Some of the other benefits of the Plan, notably

the disability-pension and scholarship benefit, have special seetime requirements of their own, but all of them call for the one day in six months.

The scholarship requirement calls for three years aboard SIU-contracted ships on the part of Seafarers or Seafarer-fathers of applicants. The disability-pension calls for 12 years' seetime.

Lakes SIU Now Part Of A&G District

RIVER ROUGE, Mich. — Members of the SIU Great Lakes District have voted to adopt a new constitution which will affiliate their union directly with the SIU Atlantic & Gulf District. The move was made in light of the upcoming opening of the St. Lawrence Seaway, which will make the Lakes accessible to deep-sea Atlantic and Gulf ships and also permit Lakes companies to carry cargoes offshore. Consequently, a change in structure was advisable to define and protect the shipping rights of members of both organizations.

While bringing the District into the A&G, the constitutional change protects the rights of Lakes SIU men to continue their organization as a wholly-autonomous and self-governing unit. Lakes men will continue to have complete control over the election of their officers and the negotiation of their contracts.

Great Lakes Seafarers are currently on strike against the Tem-linson Fleet, which was formerly non-union but was recently successfully-organized. The major issue in the strike is over negotiation of welfare plan provisions similar to those existing on A&G deep-sea ships.

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 25
- July 9
- July 23
- August 6

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14 Ex-SIU Ships At Stake:

US Suit Asks Runaways' Return



With all lines cast off, SIU men wave goodbyes as SS Atlantic eases out of Brooklyn pier on maiden run to Europe. Pictured (l to r) Eddie "Boefer" Puchalski (waving), Steve Carr, Lou Cartwright, Val Jansons, Gerald Mulholland, John Swiderski, Dick Wendell, Roan Lightfoot and bosun Antoni Wojcicki. In rear, "Red" Starnes and M. J. Blanton (at winch).

Visitors come off gangway (left) into American Banner Line terminal in last moments before ship sailed. Despite NMU harassment and inevitable sailing day confusion, 900 passengers were gotten aboard in few hours' time with a big assist from the crew.



Well-wishers crowded foot of Banner Line pier as deck gang prepared to cast off lines. Lone NMU picket (in background, left) protests "Un-American Banner Line."

WASHINGTON—The US Department of Justice has filed a suit against Aristotle Onassis, Greek shipping operator, to force him to return to US registry 14 vessels he was allowed to

switch to the Liberian flag under a transfer-and-build agreement with the Maritime Administration. If the suit is successful it will mean the return of these vessels to SIU-contracted American-flag shipping companies with some 600 jobs for all maritime unions involved.

The 14 ships, 12 T-2 tankers and two Liberties, had been SIU-manned under contracts with Victory Carriers, US Petroleum Carriers, Western Tankers and Trafalgar Steamship Corp.

The suit came on the heels of an announcement that Onassis was cancelling his order for the construction of three supertankers for US-flag operation by Victory Carriers. The Government is also asking for an accounting of some \$20 million in profits Onassis reportedly made while operating the vessels under the Liberian flag for two years.

Import Ban Blamed

The cancellation order was reported to the MA by Captain Granville Conway, president of four Onassis companies, who said that the Government's restrictions on foreign oil imports constituted a "forced measure" and prevented their complying with the contract.

A subcommittee of the House

Merchant Marine Committee is now investigating the cancellation.

Under a 1956 contract with the MA, Onassis agreed to construct three supertankers, one of 100,000 tons and two of 50,000 tons each, in return for a go-ahead to transfer the 14 US-flag vessels to Liberian registry. In addition, he was given a 40 percent fast tax write-off on the construction of the 100,000-ton vessel by the Office of Defense Mobilization. This allowance was on an estimated expenditure of some \$51,300,000.

Runaways Kept Up To Par

Meanwhile Onassis is going ahead with plans to keep his foreign-flag fleets up to par. Only last month he flew in from Paris to attend the launching of the 48,000-ton Olympic Eagle in Quincy, Mass. At that time he denied any knowledge as to the progress of the 100,000-ton vessel supposedly being built for US registry.

He offered to go ahead with the construction of the two smaller vessels, but said that the big tanker would have to wait for "a better market."

While under the contract Onassis may be penalized some \$8,000,000 in performance bonds, this would be a small penalty in light of the earnings of the transferred ships, all of which switched registry before the Suez war. Meanwhile, US maritime unions were deprived of

(Continued on page 6)

NMU Harassment Fails To Halt Atlantic Sailing

American Banner Lines' SS Atlantic sailed on her maiden voyage on Wednesday, June 11, as scheduled, despite efforts of the National Maritime Union to throw a monkey wrench into the new transatlantic operation. Abandoning all pretence of attempting to organize the vessel, the NMU pulled its members off the ship on Tuesday afternoon, June 10, and started picketing.

Seafarers aboard the ship reported that it took considerable pleading and persuasion on the part of NMU officials to get NMU members to walk off the ship. In fact, they said, a number of NMU men flatly refused to leave the vessel and turned in their NMU books.

The NMU's picketlines had little effect on the departure of the vessel. All stores and supplies had been loaded on the ship in the five previous days it had been in port and heavy baggage had been placed aboard on Tuesday before the picketing began. The remaining hand luggage brought to the pier by passengers on Wednesday was handled by crewmembers.

Longshoremen loaded the mail and hauled away the passenger gangways, with the ship sailing less than an hour after her scheduled 11:30 departure. She backed away from the pier without incident, although she had no assistance from tugboats, which are NMU-manned in New York harbor.

While the NMU had not picketed the ship until it had been in port for five days, NMU officials were very much in evidence when the ship arrived in New York on Thursday evening, June 5. These officials tried hard to create a racial issue on the dock. It was obvious

to all present that this was an attempt to set up a cause for a complaint against the SIU. Seafarers present saw through the transparent strategy and refused to be drawn into a trap.

Several days later, after this move had failed, and two weeks after the hiring of crews for the vessel, the NMU prompted a complaint by the National Association for the Advancement of Colored People to the effect that Negro seamen were pushed around and intimidated by the police in Mobile and discriminated against in the hiring procedure at the instigation of the SIU. The charges were based on the complaint of four NMU seamen, who like hundreds

of other seamen, were unsuccessful in bidding for berths aboard the ship.

Interestingly enough, the "NMU Pilot" of June 5, in reporting on the hiring procedure, made no mention whatsoever of any mistreatment of Negro seamen. The "Pilot" said, on page one, that the "owners asked for a platoon of cops to make sure that seamen couldn't make their objections felt." In its inside page three story on the hiring, it spoke of "abuse heaped on seamen," and added the following: "Seamen who attempted to protest . . . were quickly moved outside by the cops." The NMU's New York port agent also com-

(Continued on page 5)

SIU Petition On Liberian Liner Upheld; Crew Voted

MIAMI—Crewmembers of the Liberian-flag passenger liner, SS Florida, began voting late this week on the issue of SIU representation in an election ordered by the National Labor Relations Board. The Florida is operated by a P&O subsidiary and had been under SIU contract before she transferred foreign.

An SIU organizing drive among the company's unlicensed personnel began some months ago. The NLRB ordered the election after the Union petitioned for the vote, showing the necessary pledge card support.

The ship runs between Florida and the West Indies in regular service. A second company vessel, the Southern Cross, is in lay-up. There are some 200 men involved on both vessels.

Pass Act To Boost US Trade

WASHINGTON—In a surprisingly one-sided vote of 317 to 98, the House of Representatives passed a bill to continue and strengthen the President's authority to reduce tariff barriers to international trade. The bill grants in full President Eisenhower's request for a five-year extension of the Reciprocal Trade Agreements Act.

The 1934 act, which expires June 30, empowers the President to make agreements with other countries for the mutual reduction of tariffs. It has been the keystone of American foreign trade policy. Its supporters argue it will promote a greater volume of foreign trade.

The current House bill provides these methods for tariff regulation:

- The President could cut the rates of duties as much as 10 percent below present levels in any twelve-month period but by no more than 25 percent over the five-year span of the extension.

- Rates now above 50 percent of value could be cut to 50 percent.

- Any ad valorem rate could be reduced by two percentage points.

The bill also contains "an escape" clause which would permit Congress to override the President's decisions to cut tariffs when domestic industries claim injury from competitive imports. Such action would be based on recommendations of the Federal Tariff Commission for either higher tariffs or import quotas.

The outlook for Senate approval of the five-year extension without restrictive amendments was uncertain.

Egypt Sets Pay Terms On Suez

Final agreement on compensation for shareholders of the old Suez Canal Company nationalized by Egypt in 1956 has been reached, the International Bank for Reconstruction and Development announced last week. The final agreement will be signed about mid-July after necessary formalities are completed.

Under the agreement Egypt is to abandon all claims on the Canal Company's assets outside Egypt and on transit dues collected in London and Paris after the nationalization of the canal in July, 1956.

These dues amounted to approximately \$14,000,000. In addition, Egypt agreed to make six annual payments totaling \$64,000,000 from 1959 to 1964, two of these payments to be made in advance when Britain unfreezes Egyptian assets.

The final agreement has to be submitted to the Egyptian State Council and to a general meeting of Suez Company shareholders before signature.

Make Checks To 'SIU-A&G'

Seafarers mailing in checks or money orders to the Union to cover dues payments are urged to be sure to make all of them payable to the SIU-A&G District.

Some Seafarers have sent in checks and money orders in the names of individual headquarters officials. This makes for a problem in bookkeeping which can be avoided if checks are made out to the Union directly.



SEAFARERS ROTARY SHIPPING BOARD

From May 28 To June 10, 1958



(Editor's note: Under the new reporting system for SIU shipping, the summaries below give the complete picture in each department by seniority class, job group and port, including the number of men remaining on the beach. Seafarers coming into port to register can pick their spots by checking the "registered on the beach" totals alongside the shipping totals for their department. In the near future, SIU shipping will be reported by ratings in the same fashion. Comments and suggestions on this procedure are always welcome.)

SIU shipping more than held its own during the past two weeks, almost duplicating the previous report. A total of 1,055 men were dispatched this period, while registration climbed to 1,113. Meanwhile, the "on the beach" totals for both A and B men fell off.

Five ports provided enough job activity to make up for the decline in nine others. As a result, by the end of the two-week period there were slightly less than two men on the beach for every top seniority man shipped, which could mean a complete turnover of class A men in a month's time. For class B alone, the ratio was one man shipped for every 2.1 class B men registered on the beach, so that shipping

for both A and B men continues to be very good. Eighty-five C men also got out during the period.

Baltimore, Savannah, New Orleans, Wilmington and Seattle provided enough margin to cover the overall decline in shipping for all other ports. At the same time, although New York, Mobile, Houston and Seattle showed a drop in total shipping they still did very well. Seniority-wise, class A accounted for 66 percent of the total shipping, class B for 26 percent and class C for the rest. The only rise was in the class C portion. However, Boston, Norfolk and the three West Coast ports shipped no C men at all.

The "on the beach" totals still indicate the "best bets" for jobs with six of the 14 SIU ports showing less than 100 men on the beach in all departments. Boston, Savannah, Tampa, Lake Charles, Wilmington and Seattle fall into this category, and also show 51 or less class A men on hand in all departments. Seafarers should check the "on the beach" figures carefully to note their chances for a job before registering in any port. Several are pretty well cleaned out even in entry ratings.

The following is the forecast port by port: Boston: Slow . . . New York: Good . . . Philadelphia: Fair . . . Baltimore: Good . . . Norfolk: Quiet . . . Savannah: Fair . . . Tampa: Fair . . . Mobile: Good . . . New Orleans: Good . . . Lake Charles: Fair . . . Houston: Good . . . Wilmington: Fair . . . San Francisco: Fair . . . Seattle: Steady.

DECK DEPARTMENT

| Port | Registered CLASS A GROUP | | | Registered CLASS B GROUP | | | Shipped CLASS A GROUP | | | Shipped CLASS B GROUP | | | Shipped CLASS C GROUP | | | TOTAL SHIPPED CLASS | | | | Registered On The Beach CLASS A GROUP | | | CLASS B GROUP | | |
|---------------|--------------------------|----|----|--------------------------|----|----|-----------------------|----|----|-----------------------|---|----|-----------------------|----|----|---------------------|----|----|-----|---------------------------------------|----|----|---------------|----|---|
| | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | A | B | C | All | 1 | 2 | 3 | 1 | 2 | 3 |
| | Boston | 1 | 6 | 1 | 1 | 1 | 1 | 2 | — | — | — | 1 | 1 | — | — | 2 | 2 | — | 4 | 8 | 16 | 3 | 1 | 4 | 1 |
| New York | 18 | 40 | 18 | 1 | 6 | 11 | 13 | 36 | 10 | — | 5 | 6 | — | 7 | 59 | 11 | 8 | 78 | 87 | 148 | 42 | 5 | 17 | 25 | |
| Philadelphia | 4 | 9 | 7 | — | 1 | 1 | 1 | 2 | 2 | — | 1 | — | — | 5 | 2 | 1 | 8 | 11 | 18 | 12 | — | — | 1 | 4 | |
| Baltimore | 17 | 31 | 11 | 2 | 7 | 18 | 18 | 32 | 8 | 2 | 2 | 11 | — | 6 | 58 | 15 | 6 | 79 | 43 | 77 | 19 | 7 | 22 | 26 | |
| Norfolk | 3 | 8 | 3 | — | 2 | 3 | — | — | — | — | 1 | — | — | — | 2 | — | — | 2 | 7 | 14 | 4 | 3 | 11 | 13 | |
| Savannah | 1 | 1 | 3 | — | 1 | — | 2 | 2 | 1 | — | 1 | 1 | — | 2 | 1 | 5 | 2 | 3 | 10 | 2 | — | 3 | — | — | 1 |
| Tampa | 1 | 7 | 1 | — | — | 1 | — | 4 | — | — | — | — | — | 1 | 4 | — | 1 | 5 | 4 | 3 | 1 | — | — | — | |
| Mobile | 6 | 12 | 5 | — | 1 | 2 | 4 | 13 | 2 | — | — | 2 | — | 19 | 2 | — | 21 | 27 | 38 | 5 | — | — | 2 | 6 | |
| New Orleans | 8 | 18 | 6 | — | 4 | 2 | 16 | 21 | 11 | 3 | 4 | 7 | — | 48 | 14 | — | 62 | 46 | 50 | 9 | — | 7 | 6 | | |
| Lake Charles | 2 | 4 | 1 | 2 | — | 4 | 2 | 3 | 3 | — | — | 2 | — | 8 | 2 | — | 10 | 2 | 16 | 2 | 6 | 1 | 9 | | |
| Houston | 14 | 36 | 5 | — | 14 | 4 | 8 | 16 | 6 | — | 6 | 8 | — | 30 | 14 | — | 44 | 23 | 35 | 4 | — | 12 | 5 | | |
| Wilmington | 1 | 5 | 2 | 2 | 1 | 1 | — | 11 | 1 | 1 | — | 2 | — | 12 | 3 | — | 15 | 6 | 13 | 4 | 1 | 6 | 4 | | |
| San Francisco | 5 | 1 | 2 | 1 | — | 1 | 6 | 6 | 6 | 1 | 1 | 1 | — | 18 | 3 | — | 21 | 12 | 18 | 3 | — | 4 | 5 | | |
| Seattle | 3 | 5 | 3 | — | 1 | — | 2 | 6 | 3 | 1 | 6 | 4 | — | 11 | 11 | — | 22 | 6 | 7 | 2 | 1 | 3 | 2 | | |

ENGINE DEPARTMENT

| Port | Registered CLASS A GROUP | | | Registered CLASS B GROUP | | | Shipped CLASS A GROUP | | | Shipped CLASS B GROUP | | | Shipped CLASS C GROUP | | | TOTAL SHIPPED CLASS | | | | Registered On The Beach CLASS A GROUP | | | CLASS B GROUP | | |
|---------------|--------------------------|----|---|--------------------------|----|----|-----------------------|----|---|-----------------------|----|----|-----------------------|----|----|---------------------|----|----|-----|---------------------------------------|---|----|---------------|---|---|
| | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | A | B | C | All | 1 | 2 | 3 | 1 | 2 | 3 |
| | Boston | 1 | 3 | — | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | 2 | 8 | 1 | 1 | 2 | — | |
| New York | 11 | 36 | 7 | 1 | 13 | 5 | 9 | 29 | 6 | 3 | 16 | 9 | — | 44 | 28 | 9 | 81 | 41 | 118 | 16 | 5 | 22 | 18 | | |
| Philadelphia | 1 | 10 | — | — | 1 | 4 | 1 | 2 | 1 | — | 2 | — | — | 4 | 2 | 2 | 8 | 1 | 27 | 3 | — | 3 | 4 | | |
| Baltimore | 5 | 36 | 2 | — | 14 | 10 | 4 | 29 | 2 | — | 12 | 13 | — | 35 | 25 | 5 | 65 | 8 | 85 | 6 | 1 | 23 | 9 | | |
| Norfolk | 1 | 9 | — | — | 1 | 3 | — | — | — | — | 1 | — | — | 1 | — | — | 1 | 16 | — | — | — | 7 | 10 | | |
| Savannah | — | 1 | 1 | — | — | — | — | 3 | 3 | — | — | 1 | — | 6 | 1 | 2 | 9 | — | 8 | 1 | — | 2 | — | | |
| Tampa | — | 3 | — | — | 2 | 1 | — | 1 | 1 | — | 2 | 2 | — | 2 | 4 | — | 6 | — | 7 | — | — | 2 | — | | |
| Mobile | 2 | 21 | 2 | — | 4 | 2 | 2 | 15 | 3 | — | 4 | 3 | — | 20 | 7 | 1 | 28 | 17 | 32 | 3 | 2 | 5 | 8 | | |
| New Orleans | 13 | 22 | 3 | 2 | 2 | 6 | 12 | 33 | 2 | 1 | 6 | 10 | — | 47 | 17 | 1 | 65 | 26 | 62 | 10 | 3 | 5 | 13 | | |
| Lake Charles | 2 | 2 | — | — | — | 4 | — | 3 | 1 | — | — | 4 | — | 1 | 4 | 4 | 9 | 7 | 8 | 2 | 1 | 2 | 3 | | |
| Houston | 8 | 31 | 2 | 1 | 10 | 2 | 2 | 17 | 2 | 1 | 9 | 6 | — | 21 | 16 | 10 | 47 | 10 | 27 | 1 | — | 8 | 4 | | |
| Wilmington | — | 8 | — | 2 | 1 | 5 | 2 | 6 | — | — | 4 | 2 | — | 8 | 6 | — | 14 | 4 | 8 | 1 | 2 | 6 | 6 | | |
| San Francisco | 3 | 7 | 1 | — | 4 | 1 | 1 | 6 | 2 | — | — | — | — | 9 | — | — | 9 | 6 | 1 | 1 | 1 | 6 | 7 | | |
| Seattle | — | 2 | — | — | 1 | 2 | — | 5 | — | — | 4 | 3 | — | 5 | 7 | — | 12 | — | 4 | — | 1 | 2 | 2 | | |

STEWARD DEPARTMENT

| Port | Registered CLASS A GROUP | | | Registered CLASS B GROUP | | | Shipped CLASS A GROUP | | | Shipped CLASS B GROUP | | | Shipped CLASS C GROUP | | | TOTAL SHIPPED CLASS | | | | Registered On The Beach CLASS A GROUP | | | CLASS B GROUP | | |
|---------------|--------------------------|---|----|--------------------------|---|----|-----------------------|---|----|-----------------------|---|----|-----------------------|----|----|---------------------|----|----|-----|---------------------------------------|---|---|---------------|----|---|
| | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | A | B | C | All | 1 | 2 | 3 | 1 | 2 | 3 |
| | Boston | 2 | — | 3 | — | — | 1 | 1 | — | 2 | — | — | — | — | 3 | — | — | 3 | 6 | 1 | 4 | 1 | — | — | 2 |
| New York | 26 | 9 | 27 | — | 1 | 11 | 15 | 4 | 40 | — | 2 | 1 | — | 59 | 3 | 9 | 71 | 77 | 23 | 95 | 2 | — | — | 26 | |
| Philadelphia | 2 | 2 | 8 | — | — | 3 | 2 | — | 1 | — | — | 2 | — | 3 | 2 | 2 | 7 | 11 | 6 | 12 | — | — | — | 9 | |
| Baltimore | 12 | 4 | 11 | 2 | 3 | 16 | 10 | 2 | 18 | 1 | 1 | 17 | — | 30 | 19 | 9 | 58 | 50 | 12 | 20 | 6 | 3 | 19 | | |
| Norfolk | 3 | 2 | — | 1 | 1 | 3 | — | — | — | — | — | 2 | — | — | 2 | — | — | 2 | 9 | 3 | 2 | 4 | 3 | 6 | |
| Savannah | 1 | — | 1 | 1 | — | — | 2 | 1 | 3 | — | — | 1 | — | 6 | 1 | 3 | 10 | 2 | 1 | 1 | 1 | — | — | 1 | |
| Tampa | 3 | — | 4 | — | — | 3 | — | — | 4 | — | — | 1 | — | 4 | 1 | — | 5 | 8 | 1 | 10 | — | — | — | 3 | |
| Mobile | 12 | 3 | 12 | — | — | 5 | 7 | 2 | 6 | — | — | 2 | — | 15 | 2 | 1 | 18 | 23 | 14 | 24 | — | — | — | 9 | |
| New Orleans | 5 | 4 | 22 | 1 | — | 9 | 12 | 3 | 34 | — | — | 13 | 1 | 49 | 13 | 4 | 66 | 31 | 10 | 83 | 1 | 1 | 22 | | |
| Lake Charles | 1 | — | 1 | — | — | 3 | 1 | — | — | — | — | — | — | 2 | 1 | — | 3 | 2 | 1 | 1 | — | — | — | 11 | |
| Houston | 18 | 4 | 9 | 3 | 2 | 10 | 6 | 1 | 7 | 1 | 1 | 12 | — | 5 | 14 | 5 | 33 | 16 | 4 | 6 | — | 2 | 7 | | |
| Wilmington | 1 | 2 | 3 | — | — | 2 | 5 | 1 | 2 | — | — | 5 | — | 8 | 5 | — | 13 | 8 | 3 | 4 | 1 | — | 4 | | |
| San Francisco | 3 | 3 | 5 | — | — | 2 | 5 | 2 | 8 | — | — | 1 | — | 15 | 1 | — | 16 | 20 | 9 | 20 | 2 | — | — | 13 | |
| Seattle | — | — | 2 | 1 | — | 5 | 1 | 1 | 3 | 2 | — | 8 | — | 5 | 10 | — | 15 | 6 | — | 3 | 1 | 2 | 6 | | |

| TOTALS | Registered CLASS A GROUP | | | Registered CLASS B GROUP | | | Shipped CLASS A GROUP | | | Shipped CLASS B GROUP | | | Shipped CLASS C GROUP | | | TOTAL SHIPPED CLASS | | | | Registered On The Beach CLASS A GROUP | | | CLASS B GROUP | | |
|-------------|--------------------------|-----|-----|--------------------------|-----|-----|-----------------------|-----|-----|-----------------------|----|-----|-----------------------|---|----|---------------------|-----|----|------|---------------------------------------|-----|-----|---------------|-----|-----|
| | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | A | B | C | All | 1 | 2 | 3 | 1 | 2 | 3 |
| | DECK | 84 | 183 | 68 | 9 | 39 | 49 | 74 | 152 | 53 | 11 | 26 | 46 | 2 | 2 | 15 | 279 | 83 | 19 | 381 | 284 | 453 | 113 | 24 | 90 |
| ENGINE | 47 | 191 | 18 | 7 | 54 | 45 | 33 | 149 | 23 | 6 | 59 | 53 | — | 6 | 25 | 205 | 118 | 31 | 354 | 123 | 411 | 45 | 17 | 95 | 84 |
| STEWARD | 89 | 33 | 108 | 9 | 7 | 73 | 87 | 17 | 128 | 4 | 5 | 64 | 2 | — | 33 | 212 | 73 | 35 | 320 | 269 | 88 | 285 | 19 | 11 | 138 |
| GRAND TOTAL | 220 | 407 | 194 | 25 | 100 | 167 | 174 | 318 | 204 | 21 | 90 | 163 | 4 | 8 | 73 | 696 | 274 | 85 | 1055 | 676 | 952 | 443 | 60 | 196 | 329 |
| | 821 | | | 292 | | | | | | | | | | | | 1055 | | | | 2071 | | | 585 | | |



Under guidance of two tugboats, SS Atlantic pulls into New York pier to get ready for maiden voyage. Ship is due back in New York on June 27.

SS Atlantic On Maiden Voyage

(Continued from page 3)

plained on page 5 of the "Pilot" about the "cops . . . standing over all of us."

Even these complaints were rebutted by the NMU's own Mobile port agent, who declared, "The newspapers here showed no partiality, nor did the police department except in a couple of incidents. The Agent here talked with the police captain at the line and he straightened it out very quickly."

Answering Charges

Answering the charges made by Roy Wilkins, NAACP executive secretary, SIU General Counsel Seymour W. Miller wired, in part: . . . "I am appalled that an organization of the calibre of the NAACP has allowed itself to be used in a straight organizational dispute between the NMU and the SIU. Would expect NMU to raise non-existent racial issues but it is inconceivable that NAACP should endorse these falsehoods without any attempt to check the facts or to ascertain the position of the parties accused."

"NMU's purpose in raising these dishonest issues through the machinery of NAACP is deliberately calculated to lend an aura of credence to unsubstantiated charges before the NLRB and thus influence it to issue a complaint. We are prepared to demonstrate the falsity of the information NMU has directed to your organization . . ."

No Economic Beef

The NMU picket signs displayed at the pier on sailing day made no reference to any economic beef that the NMU had with the company but simply attacked the SIU loan, called the company "Un-American Banner Lines" and claimed that it had violated "US Labor Laws" in an unspecified manner.

With the picketlines having failed in their objective, the ship was subsequently hung up for a short time off the Battery when an anonymous phone call reported that a bomb had been planted on the ship. She also had to pick up two passengers who missed the vessel, and 13 of the replacements for NMU men who had left the ship.

The "bomb" warning continued a pattern of anonymous phone calls which originated in Mobile while the ship was taking on her crew. At that time, a fire bomb was thrown against the door of the hiring center and did minor damage.

Subsequently, an anonymous phone call was made to the Waterman Building, home of the SIU-contracted Waterman Steamship Company, to the effect that a bomb had been planted in the building. A search failed to find anything. Other anonymous phone calls were made to the families of SIU men in Mobile and SIU port officials' families making false reports of accidents befalling the men.

Still pending before the National Labor Relations Board are the charges filed by the NMU even before the company had begun hiring

its crew. The charges, filed against both the company and the SIU, were not supported by any evidence. They accused the company and SIU of acting in collusion to assure the SIU a majority of the crewmembers.

Subsequently, the NMU came up with only a scanty turnout for the hiring, with the SIU's applicants outnumbering the NMU's by as much as five to one, according to estimates by observers on the scene. Consequently, in the competition for jobs aboard the ship the SIU won a sizable majority.

Keeping in Touch

WITH SIU OLDTIMERS



A seaman all his life, Seafarer Charles Henry likes to boast of the fact that he has worked only one month in a shore-side job in the last 50 years. That was in 1907, when he came to Baltimore from the Virgin

Islands, his birthplace. After putting in about a month in a plant ashore, Henry managed to ship out in the steward department on the old Alabama, owned by Bay Line. That was the beginning of his 50-year career at sea.



Henry

Since that time, Henry has worked in the steward departments on American-flag ships down through two World Wars, until late last year, when sickness and eye trouble forced him to retire on his SIU-disability benefit.

The wars offered good money, he said, but there were times when he was not too sure he would be able to collect it. In World War I he was one of the handful of men rescued from the Armenia when

she was blown up, with a loss of some 150 men aboard, and in the last war, he sailed on the George Washington which was under attack by submarines on several occasions.

Brother Henry had taken out his union book with the old ISU back in 1918, and when the present SIU was born in 1938, he became a charter member. "I've spent a good 50 years shipping in the steward department," he said, "and I've enjoyed it."

A fairly young man (he is only 66), Brother Henry, who now resides in NYC, spends most of his time just traveling around the city. He comes into the headquarters hall at least three times a week, just "to sit and listen to the men here talk about the sea."

"I'm proud to have been a member of the SIU for the past 20 years. They have taken good care of us old fellows, and I hope the younger members will carry it along," he said.

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.

WASHINGTON—The Senate has passed the controversial railroad relief bill which will give the railroads an edge in setting rates where they come into competition with domestic shipping and other means of transportation. The bill is now being sent to the House for consideration.

As introduced by Senator George Smathers of Florida, the bill, S-3778, was designed to grant special financial relief to the nation's railroads. However, the SIU, the AFL-CIO Maritime Trades Department, the Interstate Commerce Commission and shipping industry representatives have strongly protested Section 5 of the bill which would weaken the ICC's power to consider ship rates in determining railroad rates for the same service.

Under present law the ICC is required to maintain a differential between the lower rates of water carrier and those of railroads. But Section 5 (3) provides:

"In a proceeding involving competition between carriers of different modes of transportation sub-

ject in this act, the Commission, in determining whether a rate is lower than a reasonable minimum rate, shall consider facts and circumstances attending the movement of the traffic by the carrier or carriers to which the rate is applicable. Rates of 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 declared in this Act."

However, despite the wording of this clause, which would seem to

be damaging to the shipping industry on the face of it, the Senate Committee, in reporting out the bill to the floor of the Senate, had stated that it was not its intent to approve destructive rate-making practices. The report gave some assurance to the shipping industry that Congress would not look kindly on any railroad efforts to smash the coastwise steamship services.

The rate-making provisions are of great concern to such SIU-contracted companies as Pan-Atlantic and Seatrain in the coastwise trade and Calmar in the intercoastal service as well as many vessels in foreign trade which have a coastwise run as one leg of their service.

At present, the railroad act is in the House Interstate and Foreign Commerce Committee which has not yet brought out a report on the bill.

Seafarers In Action

Food, as usual, was the main topic of interest at most of the



Long

ship's meetings according to the reports. The gang on the Del Monte gave a vote of thanks to baker Jimmy Long for the special cakes he puts out on holidays and birthdays. "Long is a fine passenger ship baker and to us he is the best," they agreed.

Other votes of thanks went to the galley crews on the John C., Ocean Eva and the Beaugard.

There was a lot of discussion at the last meeting aboard the Coeur d'Alene Victory, according to safety committee chairman Glenn Lawson, with quite a few beefs being aired. Some of them can be applied to most any vessel. Of great concern was the fact that passageway doors should not be padlocked in port when a nail would keep the hasp in place just as well. This way a man will not have any difficulty in opening the door in case of an emergency such as a fire or a bursting steam pipe.

"Nothing ever happens to us on the coastwise runs," reported

David L. Jones, ship's delegate on the Cantigny. "However on our last trip a generator burned out in Boston, and the crew enjoyed the added six-day stay in Beantown."



Jones

This can be rated as one of the best ships in the fleet, Jones said, with fine cooperation all around.

Things are getting "desperate" aboard the Del Rio because of magazine hoarders. A plea was made at the last meeting for the members to return these magazines so that the others can get a chance to read them. If not, would someone please volunteer to buy them in New Orleans?

But this is the only beef to report from this ship. On all other matters every one agrees that this is the best crew that has been aboard for some time with both topside and the unlicensed men working together on any problems that come up from time to time.

Quick OK Given On Superliners

WASHINGTON—The Senate has passed the bill calling for construction of two superliners, one for American President Lines for Pacific service, and the other for United States Lines for the North Atlantic trade. Final decision on the bill, which will exempt these ships from the 50% subsidy limitations of the 1936 Merchant Marine Act, will have to be made by President Eisenhower.

Strong opposition to the bill was expressed by the Commerce Department and from Senator Frank Lausche (D-Ohio) who said it might result in too great a liberalization of ship subsidies. Present laws provide for Government subsidies up to 50 percent of construction whereas this bill would authorize the Government to pay almost 55 percent of the construction costs.

The bill, as passed by the Senate, was amended as proposed by Senator John J. Williams (R.-Del.) to prohibit the operating lines from giving free rides or reduced passenger rates to officials or employees of the Government or their families. The amendment was knocked out by the Senate-House conference.

Under the provisions of the subsidy program, one vessel will be sold to APL for \$34,000,000 and the other will be sold to US Lines for some \$47,000,000, to replace the SS America. Actual cost of constructing the two superliners is expected to run to some \$200,000,000.

Quitting Ship? Notify Union

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



MEBA President Herbert Daggett, right, listens attentively as Harry O'Reilly, secretary of the Maritime Trades Department, AFL-CIO, addresses delegates to union's 81st convention. Sitting next to O'Reilly is MEBA Secretary-Treasurer Arthur LaBarge.

Engineers Hit NMU Dual Union Move

(Continued from page 2)

stance was the American Coal beef referred to above. In this latest instance, the NMU resolution would seem to coincide exactly with the wishes of US Lines.

Noteworthy to union observers was the fact that the NMU action—offering to help the company against the officers' unions in order to clear the SS United States out of port in a hurry—came on the very eve of the NMU's own contract termination, Sunday, June 15, when no agreement had yet been reached.

They recalled that in the "NMU Pilot" of February 27, 1958, the following statement appeared:

"In testifying for HR 9342, Major General John M. Franklin, president of the US Lines, re-

viewed the record of the SS United States. He said: 'Since her first voyage, the ship has carried 382,552 passengers and has not been tied up one single day by labor trouble. I want to give credit . . . particularly to Mr. Curran, president of the NMU, who realizes the importance of keeping the big ship on schedule. . . .'

Upheld Schedule

Apparently Curran accepted the responsibility of carrying out the ship's schedule in each and every case, regardless of any trade union principles that might be involved.

Historically, the NMU has managed not to have any strikes, stoppages, or other disputes when the SS United States was in port. It is also noteworthy that the SS Independence, another large NMU-manned passenger vessel, which arrived in port Friday morning, made a quick turnaround and got out of port Saturday noon also undisturbed by the fact that the NMU had no work agreement. It is unusual for a passenger ship to leave port on a weekend.

Mobile Men Turn To On Eye Benefit

MOBILE—The men on the beach in this port have been enthusiastically taking advantage of the new eyeglass program which was started here last month. At last report almost ten men a day were being processed by the optician here. Brother H. B. Pittman was the first Seafarer in the area to have his eyes checked and said that he was more than pleased with the glasses he received and the short time it took to be processed.

Most of the members in the port have completed their medical examinations at the clinic and are now bringing in their wives and children. The rest of the Seafarers, especially those returning from long trips, are urged to make an appointment for their examinations as soon as possible.

Shipping for the port during the last couple of weeks was on the slow side and from all indications the coming period will also be about the same. The Yaka is expected out of the yards where she has been undergoing repairs and will take on a full crew around the 25th of the month. Other vessels expected in port during the coming period are the Clalborne, Warrior, Monarch of the Sea, Del Aires, and the following Alcoa ships: Alcoa Cavalier, Ranger, Clipper, Roamer and Partner.

Ask Return Of Onassis Runaways

(Continued from page 3)

approximately 600 jobs on the transferred vessels for some two years.

The possibility of Onassis renegeing on his contract was foreseen as early as May, 1956, when the transfer issue was brought before the House Merchant Marine Committee. Many Congressmen then expressed concern over whether the new ships would be constructed or not, and as an added surety, tacked stronger conditions on the transfer agreement which were aimed to assure performance.

In his letter to the MA, Conway said that the Government's restriction on the amount of foreign oil which may be imported into the US prevented Victory Carriers from building the vessels. He said that under these limits, most major oil companies are not only refusing to charter tankers from individual owners, but are laying up their own vessels.

As a result, he said, "much to our regret, we have no alternative but to notify you that we are compelled to cancel the building program contemplated by the contract" with the MA.

Can You See



Stumbling around in the dark is an open invitation to trouble anytime. A burnt-out light bulb in enclosed spaces such as storerooms and paint lockers or any below deck work area creates an obvious safety hazard. If you can't see what you're doing, you are fair game. Play it safe. Make sure you have ample lighting anywhere you work.



An SIU Ship is a Safe Ship

Welfare Plan Paid Out \$1.4 Million In '57

The annual report of the Seafarers Welfare Plan filed with the New York State Superintendent of Insurance shows that the Plan paid \$1,418,578.27 in benefits to Seafarers and their families during the year 1957. (See details of report below.)

The payments in 1957 bring the total of benefits since the Plan began in June, 1950 to slightly less than \$9 million. The total of benefits paid out last year is almost \$117,000 more than the year 1956 and a whopping \$555,000 over 1955,

reflecting the addition of new welfare benefits, year by year, and improvement of existing benefits. The major benefits, money-wise, during the year in round figures included \$283,000 in death benefits; \$157,000 in disability-pension benefits; \$360,000 in hospital, surgical and medical benefits for Sea-

farers' families; \$290,000 in benefits for Seafarers on the beach; and \$90,000 for maternity benefits.

Reserves Growing
Despite the year-by-year increases in benefits, the Plan has continued to add to its financial strength by increasing its cash reserves. The net increase, after allowing for reserves for payment of benefits, amounted to \$554,000.

Total assets of the Welfare Plan now stand at more than \$6,100,000

of which better than \$1,717,000 represents cash holdings and more than \$3½ million investments in Government bonds and other top grade investments of the type favored for welfare, pension and other trust funds.

The worth of the investments was demonstrated by the fact that earnings from this area alone amounted to \$112,926.96 in the year, a healthy addition to the Plan's reserves.

Vacation Benefits Were \$1.8 Million

Not included in the text of the Welfare Plan report are the details of vacation benefits, which are handled through the Seafarers Vacation Plan, a separate entity. These benefits totaled \$1,811,826.85 during 1957.

The entry under the heading, "Benefits Directly Provided To Members—Current Year" does not list the vacation amounts since this is a report of the Seafarers Welfare Plan only.

STATE OF NEW YORK INSURANCE DEPARTMENT ANNUAL REPORT

Filed with the Superintendent of Insurance for the calendar year 1957

Seafarers Welfare Fund

Name of Fund

11 Broadway, New York, N. Y.

Address

Pursuant to

Article IIIA of the New York Insurance Law

Robert T. Creasey

Administrator

Robert T. Creasey

Fiscal Officer

Note: The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, Welfare Fund Bureau, 123 William Street, New York 38, N. Y.

CONDENSED STATEMENT OF ASSETS, LIABILITIES AND UNASSIGNED FUNDS

| | |
|--|-----------------------|
| Assets | |
| Invested assets | \$3,573,846.91 |
| Cash | 1,717,751.33 |
| Contributions from employers and employee-members due and unpaid, including \$12,131.98 more than two months past due. | 535,492.36 |
| Other assets | 274,991.28 |
| TOTAL | \$6,102,081.88 |
| Liabilities and Unassigned Funds | |
| Reserves for benefits not insured | \$2,228,118.90 |
| Other liabilities | 20,006.14 |
| Unassigned Funds | 3,853,956.84 |
| TOTAL | \$6,102,081.88 |

SUMMARY OF OPERATIONS

| | |
|---|-----------------------|
| 1 Contributions from employers | \$2,716,221.10 |
| 2 Contributions from employee-members | — |
| 3 Interest, dividends and real estate net income | 112,926.96 |
| 4 Profit on disposal of investments | — |
| 5 Increase by adjustment in asset values of investments | 1,466.73 |
| 6 Dividends and experience rating refunds from insurance companies in connection with member benefits | — |
| Other income: | |
| 7 Equipment rental | 3,679.62 |
| 8 | — |
| 9 | — |
| 10 TOTAL | \$2,834,294.41 |

DEDUCT:

| | |
|---|-----------------------|
| 11 Premiums and annuity considerations to insurance companies for member benefits | \$ — |
| 12 Benefits directly provided to members | 1,418,578.27 |
| 13 General expenses | 201,486.21 |
| 14 Loss on disposal of investments | — |
| 15 Decrease by adjustment in asset values of investments | 1,284.85 |
| Other: | |
| 16 Trustees meeting expense | 5,524.65 |
| 17 | — |
| 18 | — |
| 19 TOTAL (Lines 11-18 incl.) | \$1,626,873.98 |

| | |
|---|----------------------|
| 20 Net increase or decrease before reserves (Line 10 less Line 19) | \$1,207,420.43 |
| 21 Increase or decrease in reserves for benefits not insured | 653,232.95 |
| 22 Net increase or decrease after reserves (Line 20 plus or minus Line 21) | \$ 554,187.48 |

UNASSIGNED FUNDS ACCOUNT

| | |
|---|-----------------------|
| 23 Unassigned Funds at beginning of year | \$3,299,769.36 |
| 24 Net increase or decrease from Item 22 above | 554,187.48 |
| Other charges or credits to Unassigned Funds (itemize): | |
| 25 | — |
| 26 | — |
| 27 | — |
| 28 Unassigned Funds at end of year | \$3,853,956.84 |

EXPERIENCE UNDER INSURANCE CONTRACTS

(Based on Information Obtained From Insurance Companies)
(No Insurance Carried)

BENEFITS DIRECTLY PROVIDED TO MEMBERS—CURRENT YEAR

| Type of Benefit | Benefit Payments |
|---|-----------------------|
| 1 Death | \$ 283,867.02 |
| 2 Cash Disability | 157,630.00 |
| 3 Hospital | 307,789.66 |
| 4 Surgical | 45,289.00 |
| 5 Medical | 8,756.50 |
| 6 Unemployment | 290,621.21 |
| 7 Vacation | — |
| 8 Maternity | 90,400.00 |
| 9 Medical Examination Program | 6,655.49 |
| 10 Blood Transfusions | 643.00 |
| 11 Therapeutic Equipment | 43.06 |
| 12 Pensions or Retirement | — |
| 12a Seamen's Training Schools | 23,427.90 |
| 12b Motion Pictures at Marine Hospitals | 2,296.50 |
| 12c Cost of Fixed Assets Acquired for the Purpose of Providing Specific Benefits Under the Plan | 86,948.55 |
| 12d Scholarship Program | 19,195.64 |
| 12e Medical and Safety Program | 95,014.74 |
| TOTAL | \$1,418,578.27 |

State of *New York* }
County of *New York* } ss

Orwell H. Brandon, and *Paul Simmons*
Trustees of the Fund, being duly sworn, each for himself deposes and says that this Annual Report is true to the best of his information, knowledge and belief.

Subscribed and sworn to before me
this 27 day of May, 1958.

Lucien Renaud
Notary Public, State of New York
No. 41-8548600
Qualified in Queens County
Term Expires March 30, 1960

Note: If the Trustees are composed of both employer and employee (or labor organization) representatives, the above affidavit must be signed by one from each group.

Award Winners Two Years Running



Crewmembers of Del Monte (Mississippi) get second plaque to hang alongside last year's for being safest ship in fleet. Harry X. Kelly, company president, makes presentation to Captain H. C. Brote. Others are (front, kneeling, l to r) W. E. Danese, 2nd assistant-eng'r; J. V. Thornton, 1st assistant; J. C. Long, steward; J. M. Callahan, steward delegate; H. F. Mentz, engine delegate; J. Odenwald, purser. Kneeling, rear are (l to r) L. J. Dehmer, 3rd assistant; J. P. Creel, ship's delegate; R. Boytt, deck delegate. Standing (l to r) are: H. E. Dugas, 3rd mate; N. A. Esquerre, chief engineer; W. Jensen, chief mate, Brote and Kelly.

Jobless Pay Extension A Dud

WASHINGTON—Only four states so far, New York, Pennsylvania, Michigan and New Jersey, have accepted Federal aid under the new unemployment compensation law signed by President Eisenhower two weeks ago.

The law will make Federal funds available to the states to provide for additional unemployment compensation for jobless workers who have used up their state benefits. However, the bill does not make it mandatory on the part of the state to accept the aid, and those that do must start repaying it to the Government in 1950, either out of reserve funds or by increased employer contributions to Federal unemployment taxes.

With these additional funds, unemployed workers in New York will be able to receive unemployment compensation for an additional 13 weeks, to a maximum of 39 weeks, and will receive increased payments from \$35 to \$45 per week.

In New Jersey, Michigan and Pennsylvania, the funds will be used merely to extend the maximum time of payments. In New Jersey and Michigan jobless workers will be able to collect unemployment compensation for an additional 13 weeks, with 39 weeks being the maximum, while in Pennsylvania the period of payment will be extended from 30 to 45 weeks.

A number of other states, seeking to avoid any possibility of having to increase their taxes in the future, have made it known that they would not accept Federal aid to help their unemployed workers.

According to an Associated Press survey, the governors of Wisconsin, Nebraska, Iowa and Mississippi have either directly or indirectly rejected the Government's offer of Federal funds. Other states expected to refuse the use of Federal funds, unless the recession worsens,

are Virginia, Washington, Missouri, Delaware, North Carolina, Kansas and Florida.

As originally set up, the bill would have extended Federal aid of some \$700,000,000 to 3,000,000 jobless workers throughout the country.

LABOR ROUND-UP

James Petrillo, president of the American Federation of Musicians for the past 18 years, announced his retirement from office at the union's 61st annual convention and nominated the man he thought should be chosen as his successor. Stressing his doctors' reports that he "must slow down," Petrillo said: "No one will deny that 42 years (in office) is a long time to be under pressure and that I have earned my retirement and the right to live my own life for the few remaining years." His choice as AFM president, Petrillo told the 1,200 convention delegates, was Herman D. Kenin, the union's West Coast representative. In the election of officers the following day, Kenin was elected by a vote of 1,195 to 608.

500 members of the Building and Construction Trades Council in Wichita, Kan., donated their weekends and spare time to a 30-month project to rebuild the fire house and city office building in the town of Udall, Kan., which was destroyed by a tornado in May, 1955. The building was financed by 19 unions in the area and some 40 contractors. The new building houses the town's fire trucks, the city clerk's office, a library and workroom for city maintenance employees.

Plans for negotiations for a wage increase, better fringe benefits and cost-of-living adjustments for some 215,000 steelworkers in the steel fabricating industry will go ahead, Steelworker President David McDonald reported. The union is seeking wages and conditions com-

parable to those in effect in the basic steel industry. McDonald also turned down the industry's request for "forbearance" on a cost-of-living raise due July 1. "A recession year is not the time for a backward step," he said.

The new AFL-CIO Laundry and Dry Cleaning International Union came into being on May 12th. Delegates from 35 locals, representing 26,000 paid up members, formed the new union which took the place of the expelled Laundry, Dry Cleaning and Dye House Workers Int'l Union. The old union was expelled from the federation for failing to comply with the AFL-CIO Ethical Practices Code.

Mild 'Boom' Hits Seattle

SEATTLE — Shipping for this port was very good during the past two weeks with more Class B men taking jobs than Class A. This was especially true in the steward department where the ratio was as high as two-for-one. However the outlook for the future is uncertain as there are no vessels scheduled to pay off in this area so far.

The Ocean Ulla (Ocean Trans.) was the only vessel paying off during the period. Signing on were the Kyska (Waterman), Pacific Navigator (Compass) and the Ocean Ulla. In transit were the Malden Creek (Waterman), Yorkmar, Losmar, and the Flomar (Calmar). There were a few reported beefs, most of them minor ones, which were settled right on the ships.

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

By Sidney Margolius

Watch Out For 'Bargains'

Better watch the quality of the things you buy especially carefully during this recession. Some manufacturers and food packers are reducing quality and playing other tricks to make prices seem lower than they actually are.

For example, a manufacturer of casings for frankfurters reports some meat processors are making frankfurters thinner but the same length so there are as many as twelve in a pound instead of the usual eight or ten. The manufacturers are doing this, the casing company explains, because housewives are seeking more for their money in this recession. You aren't, of course, getting any more for your money this way.

It's also necessary to keep a sharp eye on the quality of produce. The US Agricultural Marketing Service reports concern over misrepresentation of quality by some growers and shippers. Unlike most other foods, fresh fruits and vegetables may be labeled with the US grades without actual official inspection. The authorities depend on occasional sample checks at the markets to catch up with dishonest sellers.



In these days when many fresh-produce items such as potatoes are already packaged, it's difficult to check quality before you buy. Thus, safest buys are those pre-packaged fruits and vegetables which not only say on the container "US No. 1" or "US Grade A", as the case may be, but also are labeled: "Packed under continuous inspection of the US Dept. of Agriculture."

In potatoes specifically, US No. 1 grade generally gives you satisfactory quality at a medium price. But since there is only random enforcement of grade labels, you must check the quality offered by various markets. Observe whether there are too many of the wasteful small potatoes in the container, or wilted, leathery or discolored potatoes.

Also watch the quality of clothing at this time. A business newspaper reports some manufacturers are holding down costs by using more machine stitching, reducing the number of buttons and amount of trimmings. Elimination of mere decoration won't affect wearability. In fact, simple dresses are more versatile. But it's extra important now to examine the basic quality of seams, hems, plackets, buttons and buttonholes.

July is a month of important clearances and a good time to shop for summer dresses; men's summer suits, slacks and shirts; shoes; refrigerators; washing machines; television sets, and used cars. Note also that oil tanks and coal bins can be filled at savings of five to ten per cent before the autumn rush.

One peculiar development in this recession is "concealed price cuts". Manufacturers have been reluctant to openly reduce prices but instead are offering retailers many special short-term merchandising allowances. They make these temporary reductions in the hope the recession will end before they are forced to cut prices openly. For example, a leading manufacturer of power tools cuts prices on two or three models as much as 30 per cent for just one month. Several TV manufacturers have special-priced console and portable TV sets \$62 to \$110 below previous listings.

Auto manufacturers resist cutting list prices but do give dealers special merchandising allowances of \$100 on a car so they can cut prices late in the model season.

But you have to do extra comparison-shopping. Not all models are reduced even in the same manufacturer's line. For example, you'll find a leading tool manufacturer has slashed the price of his quarter-inch drill kit, so the complete kit costs no more than the drill alone.

Here are tips on these and other July buying opportunities:

POWER TOOLS: Quarter-inch drills are the most popular homeowner's power tool. Well-made ones now are available at \$15 to \$20. Avoid drills with hand-tightened chucks. Those with geared-key or hex-key chucks are easier to tighten and loosen.

Saber or bayonet saws are growingly popular because of their versatility, and are displacing circular power saws in the favor of many homeowners and hobbyists. Saber-type power saws can be used as jig, scroll, coping and band saws, and also as rip or cross-cut, although they are slower than circular saws for these purposes. Saber saws also can be used to cut a wide range of materials—plastics, wallboard and metals as well as wood.

Saber saws cost anywhere from \$18 to \$100. Fairly-good ones are available in the \$28-\$35 range. Good-quality, medium-duty saber saws have a handle and a fan-cooled motor to prevent overheating and to clear the guide line of sawdust. Look for at least a 2-amp motor, and pref-2.5.

MEN'S SUMMER SUITS: The standard men's summer suit has become an approximately 50-50 blend of dacron and wool worsted. This blend keeps its press well but is not actually a wash-and-wear suit. Most dacron-worsted require dry cleaning, although some can be hand-washed and drip-dried, if not machine-washed. A true wash-and-wear suit generally is a blend of 65 or 75 per cent dacron with 35 or 25 per cent cotton. The dacron-cotton suits are not as dressy but are less costly than dacron-worsted, about \$35-\$40, compared to \$45-\$50.



CLASS OF '58

SIU SCHOLARSHIP GRADUATES

Swelling the ranks of SIU scholarship graduates, three more Seafarers' children received their college degrees this month. The coveted sheepskins went to Miss Alma Iris Jimenez at the College of Medicine, University of Puerto Rico, San Juan; Miss Anne Virgin at the University of Georgia, Athens, Ga., and Lembhard Howell at Lafayette College, Easton, Pa. They now go on to widely different careers following their chosen fields of study.

Miss Jimenez, now Dr. Jimenez, won one of the first four \$6,000 awards under the SIU scholarship program in 1953, while finishing her pre-med training. She is the daughter of Seafarer Pedro Jimenez of Rio Piedras, PR, an SIU member sailing in the engine department. Dr. Jimenez wound up four years of graduate study at the College of Medicine despite a one-year interruption due to illness. She will still have to serve a hospital internship be-

fore hanging out her shingle. Uncle Sam has an immediate claim on the services of "Lem" Howell, who was commissioned an ensign, USNR, an hour before his regular commencement. The son of Seafarer Cleveland Howell of New York City, an SIU chief steward, Howell graduated cum laude with a bachelor of arts degree and honors in history. He expects to go on to further study after his Navy tour of duty. (See separate story on page 16.)



Dr. Alma Jimenez is congratulated at party in her honor by SIU Assistant Secy-Treas. Ed Mooney, as proud parents, Seafarer and Mrs. Pedro Jimenez (left) look on. Below, she chats with Samuel R. Quinones, president of the Puerto Rico Senate.



Lembhard Howell, son of Seafarer Cleveland Howell, sits among graduates at Lafayette College ceremonies.



Guests applaud as Dr. Jimenez takes microphone. They are (l to r) Charles Logan, a trustee of the SIU Welfare Plan; Father Bache; Mrs. Victor Bosch, wife of president of SIU Puerto Rico Division, and Harold Hinman, University dean.



College president Guy Snavely (right photo) congratulates Howell for graduating cum laude with honors in history. In photo at left, he poses with father, Seafarer Cleveland Howell (right); relatives Mr. and Mrs. Jasper Howell, Miss Carol Howell, Mrs. J. Stone, and his sister, Allen Howell. Howell was commissioned an ensign, USNR, the same day.



Eligibility Change Applauded In NY

NEW YORK—Seafarers in this port were glad to learn of the revision of the basic seafaring requirements under the Seafarer's Welfare Plan, Bill Hall, assistant secretary-treasurer, reported. Now a man need only have one day's seafaring in the last six months instead of the one in the last ninety in order to apply for benefits.

The other basic requirement—90 days seafaring in the last calendar year—is continued as before.

The American Banner Line's new tourist ship, SS Atlantic, received a big welcome when she arrived in this port last week to take on passengers for her maiden voyage to Belgium. The men who brought her up from Mobile spent the entire trip familiarizing themselves with

the layout of the ship which, they said, was something to see.

It has been a fairly busy period for the men in this port as there were 19 vessels paying off, three signing on and 15 were in transit. The Angelina went into the yards temporarily but the Beatrice came out of lay-up and took on a crew toward the end of the period.

Paying off during the past two weeks were the Barbara Fritchle (Liberty Navigation); Seatrain Sa-

vannah, Georgia (Seatrain); Fairland, Beauregard, Raphael Semmes (Pan-Atlantic); Suzanne, Edith, Frances, Angelina, Ines, Dorothy (Bull); Alcoa Pennant (Alcoa); Steel King, Steel Rover (Isthmian) and the Sandcaptain (Construction Aggregates). Signing on were the Barbara Fritchle, Steel Advocate (Isthmian) and the Robin Gray (Robin).

In transit during the period were the Fort Hoskins, CS Baltimore (Cities Service); Steel Voyager (Isthmian); Valchem (Heron); Wacosta (Waterman); Seatrain Louisiana, New Jersey (Seatrain) and the Seamar (Calmar).

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 57 (b). It is also agreed that the Articles shall terminate at the final port of discharge in the continental United States of America. If the final port of discharge is located in an area other than the port of engagement, first-class transportation shall be provided to only those men who leave the vessel, plus wages and subsistence to port of engagement in continental US. At the seaman's option, cash equivalent of the actual cost of first class rail transportation shall be paid.

Question: If a man signs off a ship in a port other than the one of engagement and then signs back on the same ship, does he have to forfeit the cost of transportation?

Recently, a Seafarer signed off a ship in a port other than the one of engagement and received the cost of transportation back to the port where he had signed on the ship. Upon returning to his home port, he registered in the hall, and as it turned out, got a job on the same ship from which he had paid off previously.

When he got on the ship he was told that since he had come back to the same vessel he was not entitled to the transportation money he'd gotten when he signed off and would have to pay it back.

When this case was brought to the Union's attention, it was pointed out to the company, that according to Section 45 (b), when the man paid off the ship the articles were terminated, as was his period of employment. When he signed back on, he was beginning a new period of employment in which the matter of transportation received under the old payoff had no application. Therefore, the company was not justified in deducting the cost of transportation.

It is assumed that in most cases when a man signs off in a port other than the one of engagement, he has no intention of signing back on the same ship. But sometimes he may do so because no other men throw in for the job in his rating.

Hayes Gets Repair After Reef Mishap

HONG KONG—The latest word from the SS President Hayes, stranded on a reef for a week last month, is that she is okay and in drydock here after four tugs hauled her free. The mishap occurred about 400 miles south of Hong Kong, and when it became evident that it would take some time to re-float the APL vessel, the 12 passengers aboard were removed to the President Jefferson and taken to Hong Kong where arrangements were made for them to continue their trip around the world. The Hayes is manned by SIU Pacific District members.

As soon as repairs are made to her bottom and a thorough marine survey is conducted, the Hayes will return to San Francisco, company officials reported. Her schedule was too badly disrupted for her to continue, they said, and other company vessels would take her cargo. In addition, there was the vital factor of safety and it was decided that she should return to the United States before going back into round-the-world service.

It is expected the vessel will be back in a California port about the second week in July after stops in Japan and Okinawa.

ALICE BROWN (Bloomfield), May 19—Chairman, W. Wilkins; Secretary, A. Hill. Reports accepted. New delegate elected. To see captain about mate running electrician out of saloon while repairing fan. Letter re: penalty charge to be mailed to Algina. Check repair list. Drains to be checked.

FLORIAN (Calmar), May 14—Chairman, J. Risbeck; Secretary, R. Meloy. Motion to abolish seafaring requirements for members in good standing regarding payment of benefits from Welfare Plan in case of death. Passed unanimously. New delegate elected.

ELIZABETH (Bull), May 20—Chairman, W. Janish; Secretary, H. Dombrowski. Steward resigned. Delayed sailing being put in for LaRamana. Some disputed to be taken care of at payoff. Need additional info from

to be referred to patrolman. 200 hours disputed to be settled at payoff. Complaint about salt in drinking water. Discussion on hospital cases—someone to accompany brother to hospital and assist in any way possible. Discussion on clothes ruined by paint etc. Bill to be submitted to company and agent to endeavor to get payment. All hands to be sober at payoff. Vote of thanks to brother for splendid sanitary work during trip. Vote of thanks to steward dept. for job well done.

AFOUNDRIA (Waterman), May 17—Chairman, W. Sinks; Secretary, J. Fuller. Repairs will be completed. Repairing drawers may be shore-side job. Ship's fund \$14. Reports accepted. Suggestion to stencil one table for men on watch to facilitate service. Cook requested to feed eviler for men on watch. Need more chocolate milk. Vote of thanks to delegate. Discussion on time of feeding. Situation to be corrected.

ALCOA PENNANT (Alcoa), May 25—Chairman, A. Abrams; Secretary, H. Ridgeway. Ship's fund \$45. Motion to have locker on deck made into library. Put locks on main deck passageways; have key made for every man. Drains to be repaired in pantry and galley.

EDITH (Bull), May 22—Chairman, O. Niessner; Secretary, J. Byrne. Repair list to be submitted. Need new port-hole screens, bed springs, keys to forecastles, all depts.; shower head for eng. dept. Some disputed of. New delegate elected. Request better grade of meat. Question why stores were not purchased in Mexico.

CUBORE (Ore), May 23—Chairman, T. Drzewicki; Secretary, J. Wheeler. One man missed watch in Venezuela. Dispute about paying off to relief. One man missed ship in Balt. Watches to change cabins. Disputed of. Find out about watch rooms for black gang.

ANGELINA (Bull), May 22—Chairman, W. Mason; Secretary, J. Gulton. Repairs made. Bunk springs to be turned over to avoid tearing sheets. May 23—Chairman, T. Driscoll; Secretary, F. Haars. No beefs. Most repairs made. Some disputed of. Check on TV set which was taken off in San Juan, PR.

OCEAN EVA (Maritime Overseas), May 24—Chairman, F. Fletcher; Secretary, E. King. Discussion on black gang's refusal to turn to on oil. Oiler and wiper promoted. Black gang beefs to be settled at payoff. Vote of thanks to men who kept messroom and pantry clean on trip.

CITRUS PACKER (Waterman), May 25—Chairman, L. Kysar; Secretary, C. Rawlings. Tarpatulin for aft not received yet. Discussion on preparation of food. Delegate to check stores with steward. Eng. room shower to be repaired.

OCEAN STAR (Ocean Clipper), May 24—Chairman, J. Giller; Secretary, S. Keina. Ship's fund \$10.50. Motion to discuss building for retired seamen. Need new ice box. Ship to be fumigated for roaches. Vote of thanks to steward dept.

HASTINGS (Waterman), May 24—Chairman, F. King; Secretary, J. Merkel. Most repairs made. Safety meeting held. Some man logged to be referred to patrolman. Information given on Brussels' World's Fair concerning prices on travel, etc. One man hospitalized in Bremerhaven. Request logs be lifted. Motion to air-condition all SIU ships. Need flashlight for men on lookout. Delegate stated he had best crew he has ever sailed with. Vote of thanks to steward dept. and delegate for job well done.

ORION PLANET (Orion), May 24—Chairman, W. Blakenship; Secretary, F. Van Dusen. Letter to headquarters concerning mucking gear read. Ship's fund \$11.85. Some disputed of. Keep gear off alarm bells; return cups to pantry; place swabs in racks; return pins to pantry. Draw to be issued in travelers' checks, then greenbacks will be issued. Need of sheets.

VALCHEM (Heron), May 25—Chairman, C. Demars; Secretary, W. Nests. Most repairs made. Members to check Union book with delegate for dues payment. Ship's fund \$27. Some disputed of. To see patrolman about same. New delegate elected. Check with captain for emergency lights. Drains stopped up in messhall. Steward has taken care of new mattresses, water cooler and chair parts. Mail box to be put up in messhall so mail will not be misplaced. Vote of thanks to baker and steward dept. for good food.

MARORE (Marven), May 23—Chairman, E. Fimoniz; Secretary, C. Parker. Shortage of fresh fruits, jams, pork grade of butter. Beef between 3rd and 4th—beef to be turned over to patrolman. Motion to secure compulsory retirement of all persons 65 yrs. or over from all jobs, so that younger people will have more jobs available. Insufficient ice for drinks at meal time. See captain about posting slop chest price list. See patrolman if watch for's can be had on Ore Line ships.

COALINGA HILLS (Pan-Atlantic), April 25—Chairman, A. Paige; Secretary, J. Troxclair. New treasurer elected. Ship's fund \$9.30. One man missed ship. Some disputed of. Beaches aft to be repaired. Washing machine to be repaired. Need new toaster. Vote of thanks to steward dept. for job well done. Check chairs in messhall.

patrolman. Patience urged while messman feeds watches first. Big improvement in menus and service. Discussion on Welfare Plan—suggestion that some parts be modified and/or added. Draw up resolution about same at next meeting.

PORTMAR (Calmar), May 19—Chairman, C. Stack; Secretary, F. Smith. No disputed of. All of divided equally. Reports accepted. Night lunch meals not up to par. Laundry to be kept clean. Steward to put out more jellies and strawberries. Clean cups after use. Vote of thanks to galley crew for good work.

AFOUNDRIA (Waterman), May 3—Chairman, W. Sinks; Secretary, D. White. New delegate elected. Check with Balt. hall re: transportation for member from Tampa to Miami. Ship's fund \$14. Report accepted. Soiled linen and cots to be turned in to steward. Leave ship clean.

DEL VIENTO (Miss.), April 27—Chairman, M. Barlow; Secretary, L. Santa Ana. One member failed to notify ship while ashore using hospital ship—mate called for replacement. Ship's fund \$5.34. New delegate elected. Delegate to see about slop chest, washing machine, library and painting deck inside, messhall passageways and quarters before signing on. All delegates to see patrolman before crew members.

SEATRAN NEW JERSEY (Seatrain), May 18—Chairman, P. Patrick; Secretary, J. Conners. One man missed ship in Texas City. Report accepted. Dogs in engine dept. being freed. Need new port-hole screens and chutes. Need different type soap powder.

MICHAEL (Corras), May 23—Chairman, B. Perri; Secretary, S. Padgett. Steward having difficulty obtaining some items. Ship's fund \$13.39. Few hours disputed of. Ship to be exterminated for roaches and lice. To see patrolman about stores and mattresses. To clarify butterworthling of. Dry storerooms to be cleaned and sougced.

SUZANNE (Bull), May 24—Chairman, J. Oquendo; Secretary, J. Benilla. Working on paint locker. Deck dept. meeting to straighten things out about mate. Report accepted. Request stationery chairs and movable tables for messroom for better service.

ALCOA POLARIS (Alcoa), May 23—Chairman, M. Long; Secretary, J. Hanson. Water and dunnage removed near reefer boxes. Some disputed of. Leave two seats at supper time for 4-8 watch. Put in for draw when desired. Slop chest to be paid on last draw.

BEATRICE (Bull), May 25—Chairman, T. Garber; Secretary, P. Dunphy. No beefs—one man paid off. New delegate elected. Repair list to be submitted. Insect repellent bulbs to be placed around midship house.

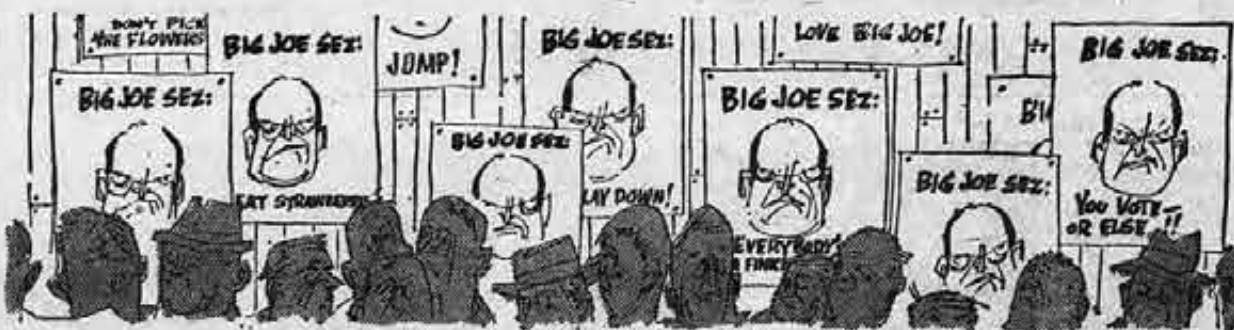
DEL SUD (Miss.), May 11—Chairman, J. Law; Secretary, V. O'Brian. Washing machine needs repairing. Ship's fund \$5.85. New delegates, librarian and athletic director elected. Discussion re: more money. Return cups to pantry. One brother volunteered to give lifeboat instructions to anyone who desired same.

MORNING LIGHT (Waterman), May 24—Chairman, M. Cooper; Secretary, W. Morse. All repairs made. \$10 turned over to steward for ship's fund. \$35. TV repair fund—ship's fund \$10. Delegate elected. Vote of thanks to delegate for job well done. Discussion on keeping water fountain clean. Use of washing machine discussed. Vote of thanks to steward dept. for job well done.

CORUR D'ALENE VICTORY (Victory Carriers), May 11—Chairman, V. Portor; Secretary, F. Hicks Jr. Ship paying off and signing articles for five mos. trip to Europe. Pending beefs

Joe Curran Passes The Word:

Non-Voters To Lose Rights



NMU President Joseph Curran has issued an ultimatum to the effect that an NMU member who doesn't vote in the NMU election "is going to have a tough time proving he has got a good beef anywhere along the line."

This ultimatum was distributed to all NMU port agents and printed in full in the June 5, 1958, "NMU Pilot" over Curran's signature. The section of Curran's remarks in which the ultimatum was delivered reads as follows:

"I certainly want to serve notice on every member I meet after the elections and whose books shows that he did not

vote when he had an opportunity to do so, that he had better not make any complaints to me about any phase of the Union's administration or about any of the representatives who are elected. A member who doesn't take the trouble even to vote for his union officers is going to have a tough time proving he has got a good beef anywhere along the line."

NMU members, particularly old-timers, must have been disturbed to find that failure to vote would deprive them of their right to union support in a beef, or rights to speak out on union issues.

"All Wrapped Up"



SEAFARERS LOG

Balt. Spurts; Future Good

BALTIMORE — Shipping has been very good for the past period in this port. However it may not keep up for long and the men on the beach waiting for special runs and ships are advised to take all of the jobs as they are put on the board. The outlook for the next period is promising as the Armonk (New England), Seastar (Traders) and the Texmar (Calmar) will be crewing up soon.

Brothers applying for eyeglasses under the SIU Welfare Plan's new eyeglass program are reminded to bring their seaman's papers and their discharges to prove they have the necessary seafaring. They may get a prescription from a private doctor, a marine hospital or a clinic if they prefer and bring it to Universal Optical Company in this port to be filled.

There were 15 vessels paying off during the period: the Emilia, Evelyn, Mae, Jean (Bull); Portmar, Alamar (Calmar); Cubore, Marore, Baltore, Santore (Marven); Oceanstar (Dolphin); Royal Oak (Cities Service); Armonk, (New England) and the Seastar (Traders).

Signing on were the Portmar, Bethcoaster, Alamar (Calmar); Steel Navigator (Isthmian); Cubore, Marore, Santore, Baltore, Venore (Marven); Young America (Waterman); Oceanstar (Dolphin) and the Robin Trent (Robin).

The in-transit vessels for the period were the Feltore (Marven); Robin Gray (Robin); Bents Fort, Cantigny (Cities Service); Alcoa Pennant, Alcoa Patriot (Alcoa); Topa Topa (Waterman); Steel Advocate, Steel Rover, Steel Director (Isthmian). All the ships coming into port have been very clean with only minor beefs reported.

The strong protest raised by Thomas Ivey, president of the SIU-affiliated Cannery Workers Union, against the 52-cent-an-hour wage minimum in the Samoa canning industry highlights a situation which does not reflect credit on US Government policy.

As it turns out, not only do American fish canneries on Samoa pay as little as one-fifth of the prevailing wage Stateside, but they also pay no income taxes on earnings retained in Samoa.

This situation is almost an exact parallel to the activities of runaway Liberian-flag shipowners who pay around one fifth of the wages of American-flag crews and also pay no taxes on earnings not remitted to the United States.

Further, as Ivey points out, the wage scale on Samoa does not exist in a particularly low living-cost area. On the contrary, staple food commodities like eggs, butter, beef and canned goods are, if anything, more expensive in Samoa than Stateside. The popular picture of a Samoan waiting for coconuts to fall in his lap or scooping fresh fish out of the lagoon disintegrates under the figures Ivey cites in his report.

Certainly the existing situation involves direct exploitation of Samoan workers at their expense and at the expense of cannery workers on the American mainland.

No Fuss, No Muss

Without fuss or fanfare, a routine meeting of the joint board of Union and shipowner trustees has further liberalized the seafaring requirements for benefits under the Seafarers Welfare Plan. SIU men are thus assured full coverage for themselves and their families, regardless of slow shipping periods, illness, family problems or other circumstances which might combine to keep a man on the beach over three months.

The SIU trustees' action contrasts with the "zero-hour" atmosphere surrounding the NMU "negotiations" which upgraded benefits for NMU men, at no extra cost for the shipowners involved. However, we welcome the gains for NMU seamen, who also must be mystified by all the pretense.

Sham Unemployment Bill

After much hullabaloo about helping the unemployed, the bill which finally emerged with the full approval of the Administration has turned out to be a sham. Except for those unemployed who are fortunate enough to live in four states—New York, Michigan, New Jersey and Pennsylvania—the so-called unemployment relief measure will not provide a single penny's worth of assistance to the millions of unemployed who happen to live in one of the other 44 states.

The existing situation fully confirms the strong criticism of the Administration bill that was voiced by the AFL-CIO.

Vote To Reserve Subsidy Funds For New Requests

WASHINGTON—A conference committee of the Senate and the House has agreed that a total of 2,225 voyages will be subsidized during the fiscal year, 1959. Though the figure is 75 voyages short of the House-approved recommendation of 2,300, it is large enough so that companies which have not been subsidized prior to July 1, 1957 will receive assistance.

Among companies which are likely to benefit from the more generous figure are the SIU-contracted Isthmian and Waterman steamship companies. Both have several subsidy applications pending before the Federal Maritime Board.

Proposals for added subsidy are also pending from the SIU-contracted Bloomfield Steamship Company as well as a number of other subsidized operators. Isbrandtsen and State Marine, two more unsubsidized companies, also are bidding for Government aid.

Earlier, in hearings before the Senate Appropriations Committee, Maritime Administrator Clarence Morse, had asked that the House figure of 2,300 voyages be cut back to 2,075, 75 of them to go to Great Lakes operators and the balance to be used to maintain "subsidy contracts at approximately the present level." This meant that new requests from operators, some of them in process for as long as three years, would have been denied. Up until now, a handful of US operators have monopolized US subsidy money.

Under the current House-Senate agreement, 150 voyages will go to new requests, 75 to Great Lakes operators and 2,000 to operators already subsidized. If fewer than the 75 voyages are needed for the Lakes, the remainder may be diverted to other areas.

The Department of Commerce

bill, of which the subsidy provision is a part, must be returned to the Senate and House for final ratification.

Penna. OK's Benefit For 'B' Seamen

Pennsylvania is the latest of the maritime states to award unemployment insurance benefits to "B" and "C" men who leave a ship in conformity with the 60-day contract rule of the SIU collective bargaining agreement. In a formal decision made by Referee Vincent J. Mirarchi, benefits were ruled payable to Seafarer Frederick Wilde when it was found that Wilde's employment was "terminated in accordance with a labor contract."

Of those states in which similar cases have occurred, Louisiana is the only one not to accept the validity of the 60-day rule. NY, Massachusetts, Delaware, Alabama and California are all granting benefits. At the moment, a proceeding is pending in Louisiana which would affect men working on Mississippi Shipping vessels.

Seafarers who are claiming benefits under the 60-day rule should indicate on their initial interview at the employment office that their employment was terminated in accordance with the terms of the contract between the Union and their employer. By doing so, they can avoid decisions against them.

Larger Hq Planned By Canadian SIU

MONTREAL—In a move to accommodate its fast-growing membership, the SIU-Canadian District is going ahead with plans to enlarge its Montreal headquarters building from its present four stories to seven full floors.

When the building is completed early next winter union activities will be distributed over the building's seven floors in the following way:

- The basement will include showers, a barbershop, slop chest, laundry machines, baggage room, stock room and machine shop.

- The first floor, with its dispatch counter and large counter, will remain as is.

- The second floor, now a combination library, TV lounge, recreation room and meeting hall will be used entirely for recreation with the addition of more equipment.

- The third and fourth floors will contain business offices and equipment.

- The fifth floor will be an air-conditioned auditorium to be used entirely for meetings. It will seat 500-600 members.

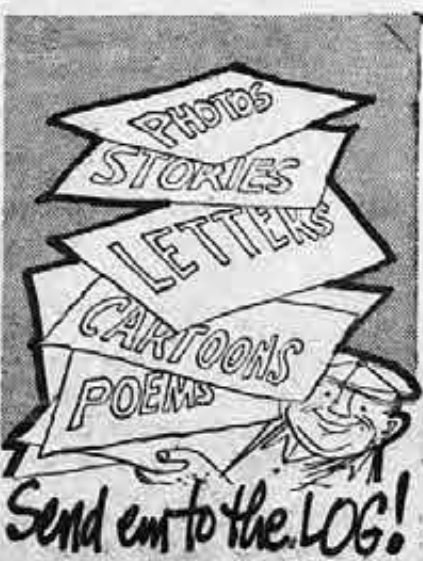
- The sixth floor will contain business offices and a conference room.

- A modern, larger-capacity elevator will be installed from basement to top floor.

The headquarters building was bought by the Unloh in 1951 when

the Canadian District membership was only about 5,000. Now, however, when the membership has more than quadrupled, the present accommodations are not sufficient for effective operation. The addition will remedy that situation.

The growth of the Canadian District in the face of a declining deep-sea Canadian merchant marine has been accomplished via intensive organizing of river and Great Lakes operations including tugs and other harbor craft.



Here's One That Didn't Get Away

Fish stories are pretty common this time of the year, but the latest one from the Alcoa Cavalier still rates mention because of the size of the prize that was landed.

That's a 240-pound jewfish with Seafarer Edward McAll (below), and the Cavalier invites one and all to top it. McAll landed it with a 65-pound test line while the ship was at anchor in Trinidad.

He had to play the fish for about three and a half hours before it could be handled, according to ship's delegate Floyd Crumpler, since the big fellow wasn't giving up without a fight. It's pretty clear he was a shade bigger than McAll and had a couple of pounds on him also.

When the battle was over, one of the crew went over the side to put a line around the fish so it could be brought aboard with the winches. McAll was pretty beat after playing the fish for so long, but of course he was somewhat better off in the end too.

The jewfish is fairly common in southern waters and generally reaches a weight of several hundred pounds.



Seafarer Edward McAll shows off the big fellow that didn't get away while he was fishing in Trinidad. Photo by Bill Lassiter.



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

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SEAFARERS IN DRYDOCK



Heroism pays off in strange ways sometimes, and Rocco Albanese, now out at the Staten Island marine hospital, would be the first to admit it. While in Morocco on the Wang Pioneer, Albanese went over the side to rescue the BR, suffering neck injuries as they were being hauled back aboard. This was the second time this has happened to Albanese; the BR was unhurt.

Others out at Staten Island are R. S. Nandkeshwar, off the Suzanne, who's being treated for back trouble; Harvey Morris, who's facing surgery for a stomach condition, and Thomas Dalley, ex-Citrus Packer, back for further treatment for varicose veins. Just transferred to the Boston-drydock, Thomas Driscoll had been at Staten Island due



Albanese



Gailis

to a knee injury, but switched to the Brighton marine hospital to keep in touch with his parents, both of whom are ill. He's off the Angelina.

More recent arrivals in Boston include Lawrence J. Campbell, AB on the Grain Shipper, who went in for a check-up and was found to have a hernia and a stomach ulcer, and Carter Myers, who was oiler on the Wellesley Victory. Myers tripped on the deck in Suez, was hospitalized there for 19 days, then flown back to the States.

James T. Moore is back in drydock down in the Gulf after a short trip on a steel ship. A long-termer on the New Orleans hospital roster, he had been discharged from there only a short time ago. Leg injuries have drydocked both Ludolph Gailis, ex-Del Oro, and Francis U. Connors, ex-Government Camp, in Galveston. Connors broke his leg in a fall aboard ship; Gailis was hurt ashore.

Another pair of SIU men is hospitalized in San Francisco, according to the latest reports. James Hale, ex-Maiden Creek, is laid up with a foot infection, and Oliver F. Klein, ex-Fairport, with a fractured jaw from a shoreside mishap.

When in port, remember that these brothers and all others in the hospitals always welcome a personal visit. Letters also mean a big lift.

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

- USPHS HOSPITAL, STATEN ISLAND, NY**
 - Rocco Albanese
 - Omar Ali
 - James Allen
 - Nicholas Anousis
 - T. M. Cieslak
 - George Dacka
 - T. Dally
 - C. Daire
 - Pedro J. Erazo
 - A. Fernandez
 - R. Freeman
 - F. Fulford
 - Romualdo Garcia
 - Chan Hon
 - Donald Keddy
 - E. Kura
 - D. LeBerre
 - T. Lambert
 - N. Mark
 - Harvey W. Morris
 - M. Muniz
 - John F. Murphy
 - R. S. Nandkeshwar
 - Carl M. Olson
 - W. Pietruski
 - Pedro Reyes
 - E. Rivera
 - Jose J. Sanchez
 - A. Sistrunk
 - G. Sivertsen
 - Phillip J. St. Marie
 - Ramon Varela
- USPHS HOSPITAL, MANHATTAN BEACH, BROOKLYN, NY**
 - Lewis R. Akins
 - Manuel Antonana
 - Eladio Aris
 - Fortunato Bacomo
 - Joseph J. Bass
 - Melvin W. Bass
 - Frank Bemrick
 - J. F. Bissonet
 - James P. Clarke
 - Juan Denopra
 - John J. Driscoll
 - Daniel Fitzpatrick
 - Friedof O. Fondila
 - Fabin Furmanek
 - Odis L. Gibbs
 - Joseph M. Gillard
 - Bart E. Guranick
 - Taib Hassan
 - Clarence Hawkins
 - Antonio Infante
 - Thomas Isaksen
 - Claude B. Jessup
 - Woodrow Johnson
 - Ludwig Kristiansen
 - Kenneth Lewis
 - Patrick McCann
 - A. McGuigan
 - Warren J. McIntyre
 - Herbert C. McIssac
 - Leo Mannsough
 - A. S. Martinelli
 - Joaquin Minis
 - W. P. O'Dea
 - C. Ostinski
 - George G. Phifer
 - Winston E. Renny
 - G. E. Shumaker
 - Henry E. Smith
 - Pon F. Wing
- USPHS HOSPITAL, BALTIMORE, MARYLAND**
 - Antonio Alcan
 - Clifford Brissett
 - Julian Bryckzynski
 - Jose DaCosta
 - Stephen Dinkel
 - William Driscoll
 - Peder Espeseth
 - Clarence Gardner
 - Gorman T. Glaze
 - Ashley Harrison
 - John Hawkins
 - Richard Heffley
 - Henry Huzie
 - Stanley Kupnick
 - Thomas Laarents
 - Robert L. Littleton
 - Thaddeus Loboda
 - Lawrence McGlone
 - Eugens McPartland
 - James A. Ray
 - Henri Robin
 - Abe Rosen
 - Eugens Seaff
 - W. W. Tomlinson
 - Charles Tyree
 - Vyrl E. Williams
 - Harrison Winslow
- USPHS HOSPITAL, SAN FRANCISCO, CALIF**
 - Woodrow W. Balch
 - Joseph H. Berger
 - John W. Barnes
 - Jesse E. Collins
- USPHS HOSPITAL, FT. WORTH, TEXAS**
 - J. R. Alsobrook
 - Lawrence Anderson
 - Robert Ingram
 - H. Ledwell Jr.
 - Woodrow Meyers
 - John C. Palmer
 - Harold J. Pancost
 - August J. Pancost
 - George Petcusky
 - P. J. Seidenberg
- USPHS HOSPITAL, BOSTON, MASS.**
 - L. J. Campbell
 - Thomas Driscoll
 - Charles Dwyer
 - Gilbert G. Edwards
 - Kenneth A. LaRose
 - Charles A. Connor
 - L. C. Melanson
 - Charles A. Moss
 - Rose Carter Myers
- USPHS HOSPITAL, GALVESTON, TEXAS**
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 - Jacinto Guebara
 - J. S. Harmanson
 - Thomas O'Connor
 - R. G. Schlagler
 - Harvey W. Field
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 - B. F. Grice
 - S. Pateras
- USPHS HOSPITAL, NORFOLK, VA.**
 - Horace S. Curry
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 - James A. Elliott
 - Louis Roa
 - William S. Rudd
 - John H. Sykes
 - A. L. Atkinson
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 - Wiley T. Stricklin
 - Joseph Riggs
- USPHS HOSPITAL, SAVANNAH, GA.**
 - Elmer G. Brewer
 - Hubert C. Gordon
 - Jimmie Littleton
- USPHS HOSPITAL, SEATTLE, WASHINGTON**
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 - Benjamin D. Foster
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 - Wayne F. Harris
 - James Hudson
 - Ramon Irizarry
 - George Jacobus
 - Leslie Johnston
 - Edward G. Knapp
 - Antoine Landry
 - Edward Lane
 - Leo Lang
 - David McCallum
 - W. A. G. Marjenhoff
 - Alexander Martin
 - James T. Moore
 - Jean Murna
 - William E. Nelson
 - Dominic J. Newell
 - Junest P. Penson
 - Gordon Ray
 - James H. Shearer
 - W. H. Simmons
 - John J. Smith
 - Thomas A. Stevens
 - Joseph W. Stocker
 - Gerald L. Thaxton
 - Morton Trehern
 - Thomas Tucker
 - James E. Ward
 - Herman L. Werneth
 - George Williams

Want Seetime Rule Amended

We, the crew of the Seairain Savannah, at our ship-board meeting on May 28, unanimously voted a motion stating that the one-day shipping rule for brothers who need to collect welfare benefits should be eliminated.

We think that 90 days on discharges should be the requirement for any member who may need benefits and should be

Letters To The Editor

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enough to qualify him for a year after that date of his late discharge, providing he remains in good standing on dues and other Union requirements. We will appreciate the publication of this letter.

Frank Gaspar
Ship's delegate

(Ed. note: The basic eligibility rule for all SIU benefits has just been changed to call for one day's seetime in six months instead of 90 days. See story on page 3.)

Maternity Cash Comes In Handy

My family and I would like to thank the Union and the Seafarers Welfare Plan for providing us with the \$200 SIU maternity benefit and the \$25 bond from the Union for our new baby.

Our youngest child, Emilla, was born April 25 in Ponce, Puerto Rico, and is our second child to qualify for the Union maternity benefits. We have three other children also.

It is a wonderful thing to have these benefits when a new baby is born and there are so many expenses to take care of. It is a great help to a family man in our Union and we appreciate it very much. Thanks to all for making this possible.

Nemesio Quinones

Suggests Early Retirement Plan

I have read various comments in the LOG on the retirement system our Union has and, as a brother member, would like to voice my opinion.

First, a seaman must have 4,380 days (12 years) seetime in the SIU and be 65 to retire. Now it takes an average seaman 18 to 20 years to accumulate that much time, not to mention that a good 90 percent of these days are spent away from home. Those who are married realize what a hardship this is in itself.

Now then, why can't this retirement plan be worked out so that if a man has given 12 years of his life he can retire regardless of his age? After all, the armed forces retire a man after a given number of years (4,820 working days).

In order for an SIU man to accumulate 12 years of seetime and spend any time at home he will have to be in his late 40's or early 50's before he retires. Then he would still have a few

years left of his life to enjoy himself.

Also there are members in our Union who are 65 years old but do not have enough seetime to retire. Then can we not pay them a fractional part of the plan's benefits? For example, if a man has ten years time, pay him 10/12 or \$125 per month.

I believe that if something along these lines could be worked out it would be a benefit really worth working for and something to look forward to. I would like to see all the members discuss this and see if they can add to it.

W. "Bill" Mitchell

Finds Curran's "Facts" All Wet

I have just finished reading the grand slams against the SIU in the "NMU Pilot" of May 22, 1958, wherein the NMU president accuses the SIU of trying to undermine rotary shipping and the hiring hall. I wish to set down some of the thoughts I have on this outrageous slander.

My first thought is that Joe Curran has a big mouth and can't tell the truth about anything even after he is proven wrong. He states that our Union is trying to outlaw the 40-hour-week and substitute a flat 56-hour-week. But I don't think our membership has ever voted anything like that, so how can this guy come out with such statements?

On the matter of the American Banner Line getting a loan from the SIU, I wish to state that we all knew about the loan. It was given with the sanction of the SIU membership. Is Curran so hot under the collar that he doesn't know right from wrong?

I have been in the SIU since 1951 and I am very proud of the fact. It has certainly gone to bat for me since I have been in the hospital. As for me, I feel we have the best Union in the world. It certainly backs us up.

Frank S. Paylor

Mother Praises Welfare Assist

These are just a few lines to thank the Seafarers Welfare Plan.

I was very sick in the Massachusetts General Hospital, having had two-thirds of my lung removed, and am now recovering. The generous amount of money sent to the hospital by the Welfare Plan was a great help in paying the very large bill.

Thank you all once again. It is good to feel there are such plans to help sick people when they are in need of help.

Mrs. Jose E. Leston

Family Lauds SIU Courtesy

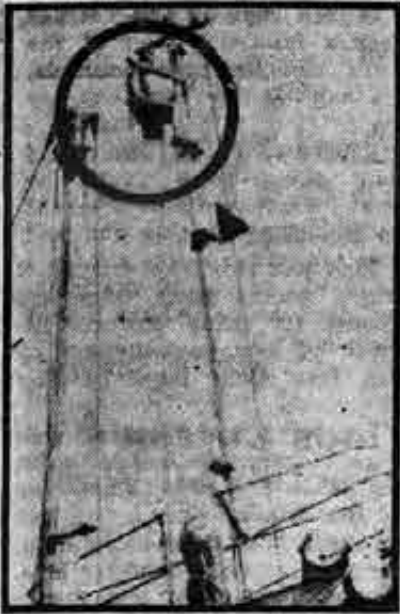
Virgil E. Wilmoth, 46, died on March 11, 1958, in the USPHS hospital in Manhattan Beach, Brooklyn, New York. He was a member of the Union for a long time, and sailed in the steward department.

He is survived by his mother and one brother of Stouts Mills, West Virginia. His place of burial was the Dusk Cemetery in Stouts Mills.

We, the members of his family, thank the SIU and its members for the courtesy and prompt attention given us.

Mrs. Mary Wilmoth

High Wire Act Earns A Smoke On Angelina



F. J. Mears (circled, left) perches on stage rigged to mast on Angelina while "Blacky" Sawyer, on cross-trees, tends lines. Back on deck (above), Mears lights up a smoke. R. Perry looks on.

Says 'Hero' Label Isn't All His

Heroes are made, not born, especially if they happen to be in the right place at the right time. But that's not exactly the case with Seafarer M. A. Machel, now bosun on the Coastal Sentry.

It appears he was in the "wrong" place, but it just happened to be the right place at the time—or something like that anyway. Machel became a "hero," it turns out, as a result of an item in the LOG (April 11, 1958). It told how a group of Seafarers bodily held apart two ships to prevent them from crushing a technician who had fallen between them, while another crewman got the technician back to safety.

Right or wrong, Machel was on the spot to help out. He was the one who straddled the two ships, got a line down to the potential victim and hauled him up.

As he explains it, he was on the Sword Knot as a crewmember then. "It was only curiosity that made me go down to see how many of the new guys I knew who had come on the Rose Knot... I'm glad now I went there to see, even though I've been getting kidded about it ever since. But I don't deserve any more credit than the rest of the

men who were with me that night."

Machel, K. J. Hannaford and other Seafarers who took part in the midnight rescue of Robert S. Farmer drew an all-around commendation from the Suwannee Steamship Company, operator of the ships involved.

According to the report in the LOG, "Hannaford said that when some of the crew heard Farmer

yell for help at about 11:30 PM 'one man let go of the forward lines while four others kept the ship from closing in on him.' Meanwhile, Seafarer Mike Machel dropped a line to Farmer and hauled him up." The actual mishap occurred in Trinidad when Farmer fell between the Rose Knot and Timber Hitch, another company ship.

All Ashore!

By Seafarer R. "Kentucky" Perry



"Man! For a delegate you sure come up with the answers!"

LOG-A-RHYTHM:

Tale Of The Pacific Moon

By J. L. GOMEZ

The rolling ship was taking spray; Dark clouds lingered in the sky, Hiding the moonlight from above; While raindrops, driven by heavy winds, Forced the ladies to stay within.

Tonight the moon is brilliant, Accompanied by many stars; Without a single cloud in sight To spoil the beauty of the night.

These are nights to remember Whether at home or abroad, To reflect in deep meditation, While others live with their imagination.

Just take these nights of splendor Deep into your thoughts, Could Nature have given any more, Free for the rich as well as poor?

Throw In For A Meeting Job

Under the rules of the SIU, any member can nominate himself for meeting chairman, reading clerk or any other post that may be up for election before the membership, including committees such as the tallying committees, financial committees and other groups named by the membership.

Since SIU membership meetings, officers are elected at the start of each meeting, those who wish to run for those meeting offices can do so.

STEEL ARTISIAN (Isthmian), May 25—Chairman, R. Kyle; Secretary, C. Allison. One man in official log book. Ship's fund \$17. Motion to have facilities for wiring money and using RCA for emergencies. Shortage of some supplies due to company negligence. Crew wishes to sign coastwise articles.

ROBIN LOCKSLEY (Robin), May 3—Chairman, B. Crawford; Secretary, W. Armstrongs. Purser denied member hospital slip because previous one was lost. Draw for Madagascar discussed re: receiving American money or francs since there is restriction of US currency in that port. Purser refuses to brake out "held" cigarettes after clearing a port. Ship's fund \$23. Some disputed of. Charges brought against brother and signed by six members and forwarded to NY. Motion to investigate steward for not performing duties. More food to be cooked and need more variety of food. Preparation of food much improved. Need more variety of night lunches. Question why no fruit juices are included on menus containing fresh milk and fruits. Request disposal of concentrated juices. Discussion as to whether traveler's checks should be kept on board.

STEEL KING (Isthmian), May 25—Chairman, R. Stern; Secretary, T. Newman. Safety award won. LOGS to be turned over to patrolman. Ship's fund \$260. Some disputed of. Shortage of linens. Repair list to be submitted, rooms to be painted, fans put in working order.

BEAUREGARD (Pan Atlantic), May 30—Chairman, G. Ray; Secretary, C. West. Repairs not made; wash water rusty and dirty; shower water too hot; no pressure aft, and in laundry. Water beef. Motion that conditions in quarters be improved—water, heating and cooling. Crew to be more considerate of new messman.

STEEL ROVER (Isthmian), May 27—Chairman, J. Higgins; Secretary, V. Giacomo. Some disputed of. Reports accepted. Rooms to be left clean. Repair list to be turned in. Vote of thanks to men who donated to TV repair fund and American Merchant Marine Library Assoc.

FORTY HOSKINS (Cities Service), May 29—Chairman, W. Simpson; Secretary, C. Rice. Several men getting off. Cook mixed ship. Ship's fund \$15. Some disputed of. Reports accepted. Vote of thanks to steward dept. New treasurer and delegate elected.

SAVANNAH (Seatrain), May 28—Chairman, J. Fedlow; Secretary, J. Thompson. All repairs made. Benches

made. Soap powder beef squared away. One man missed ship in Savannah. Reports accepted. Letter to be sent to LOG concerning elimination of the one day in 90 for welfare benefits.

FAIRLAND (Waterman), no date—Chairman, J. Wood; Secretary, C. Hertz. Would like dryers on washing machine; chairs in recreation room. See patrolman about beef in deck dept. about securing in Tampa.

TEXMAR (Calmar), May 10—Chairman, E. Senti; Secretary, J. Brennan. Ship's fund \$10. Discussion on food situation. Feeding plan to be improved.

WANG ARCHER (No. Atlantic Marine), May 27—Chairman, T. Brennan;

try; remove clothes from line when dry; post repair list for next crew; see electrician about minor foc'sle repairs. Discussion on repair list. Vote of thanks to steward dept.

CS BALTIMORE (Cities Service), May 25—Chairman, R. Lasso; Secretary, L. Hagmann. One man missed ship in LC. Repair list turned in. Wash bowl in dayman's room to be repaired. Some disputed of. Ship's fund \$20. Reports accepted. Request to have company furnish respirators and goggles for men using sanding machine. Ch. engineer refuses to open skylight. Proper wrench needed to open loading doors. All men to read shipping rules. Messhall to be kept clean.

ALCOA CORSAIR (Alcoa), May 18—Chairman, M. Smith; Secretary, M. Phelps. Movie fund \$302.34. Few hours disputed of. Report accepted. New delegate elected. Question headquarters about raise in pay. Motion to have payoff envelopes completely filled out. Motion to pay messman \$10. per trip for cleaning up after movies. Officers' movie machine to be repaired from ship's fund if they make contributions to same.

JEAN LAFITTE (Waterman), April 26—Chairman, J. Keornes; Secretary, S. Joseph. Captain pleased with crew and safety drive. Chief cook missed ship in Okinawa, rejoined in Japan. Need work gloves in Sea Chest. Ship's fund \$27. Some disputed of. Reports accepted. Treasurer to buy postage stamps for crew. Do not throw trash on deck. All reports to patrolman to be made by delegates only. Request action on raises.

CHILORE (Marven), April 21—Chairman, C. Hall; Secretary, D. Nargy. Repair list submitted. B & C men with 60 days to get off. One man hospitalized. Food beef. Blankets requiring cleaning to be turned over to steward. Few hours disputed of. No definite orders about ship going to shipyard.—may make short trip.

MV DEL RIO (Delta), May 4—Chairman, M. King; Secretary, L. Morsetts. Fine crew—good cooperation. Delegate to make travelog of voyage with pictures. Ship's fund \$33.90. Two logs—captain will square away. Few hours disputed of. Repair list to be made up. Need steam table or some other arrangement to keep food hot at meal times. Magazines to be returned after reading. Asked for volunteer to purchased magazines in NO.

WILD RANGER (Waterman), March 23—Chairman, C. Martin; Secretary, J. Martin. New delegate elected. To post

closing time of slop chest 24 hrs. before. Vote of thanks to steward dept. for good food and service.

April 4—Chairman, C. Martin; Secretary, R. Casanova. Keep laundry room clean. Take up arrival pool. 50-50. Some disputed of. Remove clothes from line when dry. Fix lock on messroom door and crank on #2 lifeboat.

May 14—Chairman, S. Fuldford; Secretary, R. Casanova. Good crew. Ship's fund \$23. New delegates elected. Motion to spend fund on new crew. Drinking water n.g. Vote of thanks to steward dept.

LUCILLE BLOOMFIELD (Bloomfield), May 4—Chairman, A. Lazzaro; Secretary, T. Schultz. All beefs settled before sign-on. Clarification on payoff at sea. Full day's pay plus of worked. Clarification on Mobile of for delayed sailing and launch service. Repair lists not taken care of. Do not carry stories topside. Some disputed of. Delegate re-elected. Good food. Proper care of washing machine discussed.

PAN - OCEANIC TRANSPORTER (Pann Nav.), March 23—Chairman, W. Ryan. Secretary, H. Newberry. Discussion on repairs. Few hours disputed of all depts. Ship's fund \$3.25. Coins will be issued at the Rock.

ROBIN GRAY (Robin), May 18—Chairman, R. Bullard; Secretary, E. Powell. Saloon MM joined ship in Beira. Bosun removed from ship by captain and American consul. Some disputed of. Reports accepted. Washing machine breaks down continuously. Vote of thanks to steward dept. Laundry room to be kept cleaner. Membership voted to retain bosun.

MORNING LIGHT (Waterman), May 8—Chairman, M. Cooper; Secretary, W. Morse. Three men logged. Men getting off to notify delegate so that replacements can be obtained. \$10 left over from purchase of flowers—to be put into ship's fund. Ship's fund \$35. Few hours disputed of. See chief mate about not using electric chipping hammers aloft; because of eye injury sustained by member and other accidents. Safety heads should be placed over hammers when used. Left-over eggs to be replaced with fresh eggs. List of needed slop chest supplies to be given to steward. Vote of thanks to delegate for job well done; also steward dept. for good meals and service.

treasurer elected. One man short—quit at sailing time. Discussion on food. Repairs needed in recreation room; messroom needs sougeeing; screen doors need repairs. Chief engineer wants to make storeroom of spare foc'sle. Poor face soap issued. Sanitary men to wipe fans in rooms.

J. B. KULUKUNDIS (Martia), April 26—Chairman, J. Driscoll; Secretary, P. Jakubeck. Discussion on draws in foreign port as company does not carry US currency. No draw in this port, but draw in local currency next port. Few hours disputed of. One man short—paid off due to illness. Ask Union why there is shortage of US dollars. Painting needed in most departments. Stove to be repaired. Vote of thanks to steward dept. for splendid service.

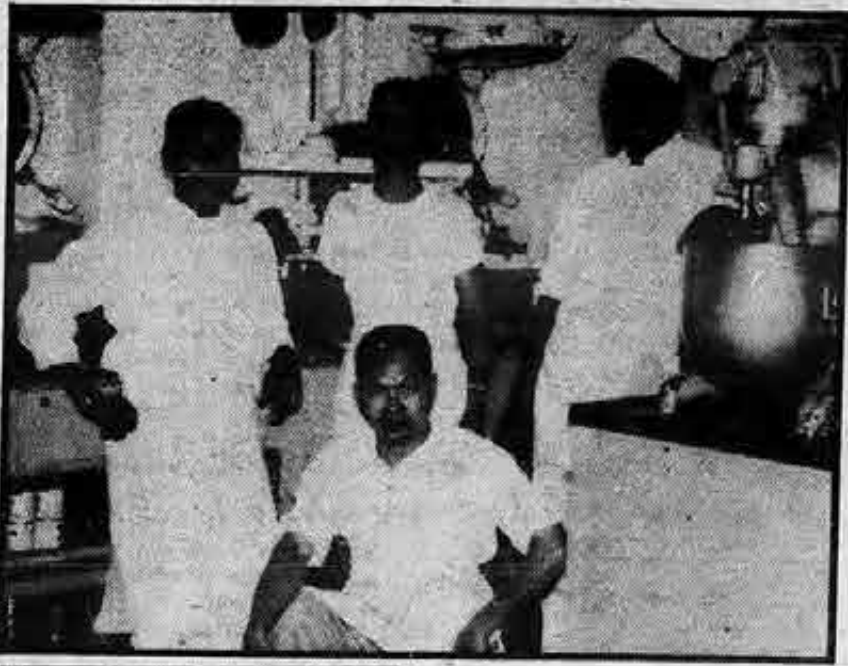
SEATRAN GEORGIA (Seatrain), May 25—Chairman, W. Thompson; Secretary, F. Flanagan. Two men missed ship in NY. See captain about subsistence while ship was without hot water in Texas City. Crew requested to make use of canvas covers between mattresses and springs. Sailing time in Texas taken up with captain who stated this is determined by company. All delegates doing good job. New washing machine installed. Crew to cooperate in keeping same clean. Ship's fund \$27.46. Voluntary contributions needed. Reports accepted. Discussion on safer riding conditions for crew using cab service furnished by company. Quota is five men and driver. Suggestion to have 20-yr. retirement fund. Motion made that before new contract is signed, Union should contact company to furnish cab service in port of Texas City to crew at company expense.

E-42-1839 (Suwannee), May 3—Chairman, E. Nelson; Secretary, H. Braunstein. Men told that logs go to CG for action besides loss of pay. Captain doesn't put draws out as per agreement. Some disputed of. Two men logged. Motion to have patrolman go down to payoff and sign on ships in June. Have captain give copies of ot. Keep ice box clean. Get full issue of linen. Get new glasses for messroom instead of plastic glasses. Discussion on MM hired off dock. Freeze box bad. Need more cigarettes.

COASTAL SENTRY (Suwannee), May 24—Chairman, E. Duffell; Secretary, G. Parker. Statements requested by captain re: beef between officer and ch. eng. Captain has radiogram not to pay off officer. To be squared away by patrolman. Need new motor for washing machine. Pantryman to sterilize dishes more carefully. Suggestion that pre-heater be installed in rinse sinks in pantries and galley.

Digest Of SIU Ship Meetings

Apprentice Is Manned By Pros



All's running smooth on Steel Apprentice, enroute to Port Said, as (top, l to r) Benny Callorina, 2nd cook; Bill Rose, 3rd cook; Byron Rickett, chief cook; and Tommy Ramirez, galleyman (kneeling), pose for photo. Below, Callorina doubles as barber. Pictures by Alexander Daniluk.

Crew Assails Railroad Bill

Acting in the face of the immediate danger to their jobs posed by the railroad bill adopted by the Senate, crewmembers of the Seatrain Savannah dispatched a strong protest to Sen. Warren G. Magnuson.

Ship's delegate Frank Gaspar said the Savannah's letter carried the signature of all hands, including the licensed personnel. It read as follows:

"We, the undersigned crewmembers of the SS Seatrain Savannah, one of six vessels of the Seatrains Lines operating in coastwise trade for the past 29 years, would like to go on record in a unanimous protest against bill S-2778.

"Such bill is a menace to thousands of professional seamen.

"Every member of our Government who will help to defeat this bill can be sure of the full cooperation of all seamen and their families all over the country."

LOG-A-RHYTHM:

Memories

By CARL M. McDANIEL

An old man sits in a small cafe, And thinks of another happier day, When he shared the charm of his quiet retreat With a golden lass, pretty and sweet.

For he was young and handsome then, And considered himself the luckiest of men. But there came a day when he bid her adieu And he sailed away, vowing to be true.

Finally he settled in a foreign clime, Began to prosper and waited for the time, When he could return for his lass so fair, With her emerald eyes and spun-gold hair.

Then the great day comes and he returns, Walks through the village before he learns, His golden lass has gone afar Wedded her destiny to another star.

Now in the dimness of the small cafe, Thinking again of that far distant day, And his lost love of yesteryear, The old man sheds a silent tear.

A tear for the golden goddess of the past, For lost love, and youth that did not last.

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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.

Finds Good Deal In Belgian Congo

To the Editor:

I would like to have you print this as a letter of appreciation to a person who can make a visit to Matadi in the Belgian Congo very enjoyable. He is Dave Nimiec of the Guest House in Matadi and is a real goodwill ambassador.

Matadi is about the halfway point on the Delta Line run in West Africa. In addition to handling the ship's laundry

Letters To The Editor

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and stores, he will also see to it that you get a square deal on the monetary exchange. The guest house has a recreation room with pool table and dart board and, through exchanges with various ships visiting the port, Nimiec manages to acquire American, French and Belgian magazines. He also carries postcards at reasonable rates and let's not forget that he sells very good beer.

If anyone is in a hospital in the area, he will go out of his way to visit him, handle his mail and see that he gets American reading material at no charge. He can also arrange a safari for you and a party to go into the jungle. If the place is put on the mailing list he will see that LOGs are available for Seafarers.

Al Schwartz SS Del Alba

(Ed. note: LOGs are being sent as requested.)

Asks News Of Ex-Shipmate

To the Editor:

I received two copies of the LOG yesterday, for which I thank you very much. It's always a pleasure to read the LOG.

Now I want to contact a good friend of mine and an old member of the SIU, Sergio Arrebola, waiter on the SS Del Mar of the Delta Line. I myself used to sail with him on the SS Florida as messman.

When the old Florida was transferred, I went back to Buffalo, NY, where I joined the SIU Great Lakes District, and sailed the Lakes for three years on and off. My profession ashore is waiter, and I'm actually working in a hotel overlooking the Long Beach (Calif.) harbor. Sometimes I dream that I'm

aboard a ship, back in the dining room.

I would appreciate it if Arrebola would contact me at 626 East 5th Street, Long Beach, Calif.

Armando Cordova

Final Tribute To Old Friend

To the Editor:

This past May 19 a very good friend passed away, who was known by many seamen because of her co-ownership of the Ritz Cafe here in San Francisco.

Her name was Elizabeth Fellows, but she was better known as "Mickey." I didn't know her for much more than a year but during that time we had a number of friendly conversations. She was well liked by all who knew her and we miss her very much.

I know that life must go on, regardless of what happens, but I am sure she will be long remembered by all who knew her here in San Francisco. The following is the picture I have in mind of her:

A friend indeed to the end, And always smiling, too; She never turned away When there was a job to do. She had at times, oh, many times, Been told of troubles new, Though they were just the same That others had been through. A helping hand in storm or gale She cheered the sailor on, And now she's but a mem'ry Sailing her last ship home. G. C. "Whitey" Maddox

Out of Drydock, Returns To Sea

To the Editor:

I have just been notified that I am to be released from drydock on the 14th of this month.

I want to thank you and the membership for sending me the LOG during my stay here. It has been a godsend for myself and a few SUP brothers to whom I passed it along.

I will be shipping from Seattle in the future. Herman Harrington

Blood Donors Draw Thanks

To the Editor:

I want to thank all of those concerned for the wonderful help given during the lengthy illness of my wife. I don't know what I would have done without the aid of the SIU Welfare Plan.

I also want to thank the men in Mobile who gave blood for her. Unfortunately, I don't even know their names.

Robert A. Medicus Mobile, Ala.



Personals And Notices

Frederick S. DeLorenzo
Please contact your aunt, Mrs. Victor J. Michel, at 534 Marrero Rd., Marrero, La.

Harold Schockley
Conrad Reyes would like to hear from you. He is still in the USPHS Hospital, Staten Island, NY.

Frank E. Edmonds
James M. Edmonds
Your brother, Ransom H. Edmonds, would like you to write to him at the SIU Hall, 127 Bank St., Norfolk, Va.

Mrs. Emiko Sumioka of Kobe, Japan, wants her husband to contact her.

Frank Young
Your sea boots are being kept for you in the Headquarters baggage room.

Ronald S. Bellfountain
Contact your father at Lake Wallis, Vermont.

Simon Bunda
Your nephew, Jose Besana, would like to get in touch with you. His address is 362 Holt Avenue, El Centro, California.

Vernon Williamson
The SEAFARERS LOG is holding a letter for you from your wife.

William "Billy" McCarthy
Please get in touch with James J. Shea at Box 100, South Walpole, Mass.

Leo William Gallagher
Please write to your mother, she is anxious to hear from you.

Med. Benefit Sought For US Retired

WASHINGTON—The House Ways and Means Committee has started hearings on Social Security legislation this week. The committee is studying several Social Security bills, including the AFL-CIO-supported measure, HR 9467, introduced by Rep. Alime J. Forand (Dem.-RI).

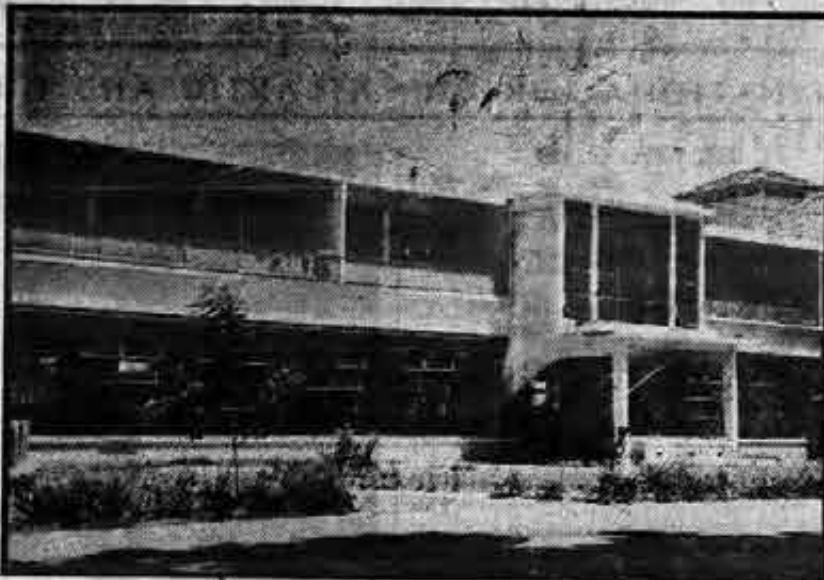
The Forand bill would provide for hospital and surgical care for retired persons receiving Social Security benefits and for their dependents. It would carry a payroll tax increase.

Under present law, retired workers must bear the heavy burden of hospital and surgical bills either out of their savings or out of their Social Security payments.

Marion B. Folsom, Secretary of Health, Education and Welfare, has made it known that the Administration was opposed to the Forand bill or any other change in the insurance system requiring an increase in payroll tax rates. He asked that consideration of the bill be deferred for six months for the report of a committee now studying the present Social Security structure.

In any event, with all of the proposals and testimony to be considered, it is doubtful that Congress will take any action on changing the Social Security Act this session.

Fancy-Looking Seamen's Retreat



Mariners' Club in Penang, Malaya, is every bit as good as it looks on the outside, according to reports from SIU ships hitting the area. Facility is British-operated.

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.

Arthur Joseph Tolliver, born March 28, 1958, to Seafarer and Mrs. George L. Tolliver, New Orleans, La.

Myra Jo Tucker, born March 23, 1958, to Seafarer and Mrs. Joseph A. Tucker, Chickasaw, Ala.

Ingrid Willis, born March 6, 1958, to Seafarer and Mrs. Moody Willis, Houston, Tex.

Glenn Joseph Zientak, born April 24, 1958, to Seafarer and Mrs. Marlon J. Zientak, Baltimore, Md.

Ernest James Acebal, born May 18, 1958, to Seafarer and Mrs. Ernesto Acebal, Brooklyn, NY.

Olga Miranda, born May 13, to Seafarer and Mrs. Augusto Miranda, Brooklyn, NY.

David Dossett, born May 1, 1958, to Seafarer and Mrs. Harry H. Dossett, Wilmer, Ala.

Paavo Antti Merta, born May 4, 1958, to Seafarer and Mrs. Paavo Merta, Brooklyn, NY.

Patrick Henry Schielder, born April 14, 1958, to Seafarer and Mrs. Edward Joseph Schielder, New Orleans, La.

Loretta Lynn Christian, born May 6, 1958, to Seafarer and Mrs. Walter W. Christian, Mobile, Ala.

Carl Incerto, born May 15, 1958, to Seafarer and Mrs. Millo A. Incerto, Brooklyn, NY.

Robert James Shaw, born May 2, 1958, to Seafarer and Mrs. Charles E. Shaw, Baltimore, Md.

Marcella Ann Cox, born April 13, 1958, to Seafarer and Mrs. James William Cox, Baltimore, Md.

Michael Kenny, born May 2, 1958, to Seafarer and Mrs. Terrence Kenny, Bronx, NY.

Kathryn Genevieve Szymanow-

ski, born May 9, 1958, to Seafarer and Mrs. Norris J. Szymanowski, Baltimore, Md.

Lillian Denise Busalacki, born April 25, 1958, to Seafarer and Mrs. Joseph Busalacki, Baltimore, Md.

Vivian Mouton, born May 6, 1958, to Seafarer and Mrs. Nathan J. Mouton, Galveston, Tex.

Seafarer, Wife Get Big Union Assist

Seafarer Fabian Furmanek and his wife, Martha, have had rough sailing since they were married in Germany three years ago. But now, with an assist from the Union, there are hopeful signs that their troubles may be ending.

Furmanek, who sails in the deck department, met Martha in Bremen in 1955 and they were married there. From the beginning, however, trouble dogged the couple's footsteps. Martha, who was tubercular, was hospitalized in Germany.

Then the couple's hopes of settling in the States were dashed when Martha found it impossible to obtain a visa because of her condition.

Finally, last November, the Government altered its stand to allow TB patients to enter the country providing they could give assurance of being adequately cared for once they arrived.

It was at this point that the Union stepped into the picture with guarantees that Mrs. Furmanek would be given the best of care when she reached here.

Mrs. Furmanek arrived in New York by ship last February, was met at the pier, and promptly taken to St. Anthony's Hospital in Woodhaven, LI. Here she remained until she was discharged about two weeks ago, with the Seafarers Welfare Plan paying the bills.

Meanwhile, Furmanek, who himself was suffering from tubercu-

losis, had to be removed from his ship in Bermuda and was hospitalized at Manhattan Beach.

However, Martha reports, her husband is coming along fine and expects to be discharged soon.

Looking forward to that day, the couple has rented a three-room apartment in Brooklyn and will start housekeeping there.

"When that time comes," Martha says, "both of us will have the SIU to thank for it. Without the Union, I'd still be in Germany, and neither one of us would ever have been taken care of the way we were. The Union will always have our gratitude."

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.

Adolph W. Sadenwater, 59: Brother Sadenwater died May 17, 1958, in Seattle Washington. The cause of death was leukemia. Brother Sadenwater joined the Union in November, 1947, and shipped in the steward department. He is survived by his wife, Mrs. G. B. Sadenwater, of Mineola, NY. He was buried in the Veterans Memorial Cemetery, Seattle, Washington.

John Henry Emory, 54: Brother Emory died May 9, 1958, in New Orleans, La. Death was caused by a heart condition. Brother Emory became a full Union member in February, 1947, and sailed in the steward department. There are no survivors. He was buried in Metairie Cemetery, Metairie, La.



Eugene S. Danville, 53: Brother Danville died of pneumonia on July 25, 1955, in Anchorage, Alaska. He joined the Union in July, 1951, and sailed in the steward department. He is survived by his son, Bela Danville. Burial took place in the Anchorage City Cemetery, Anchorage, Alaska.

Stanley A. Sargeant, 57: Brother Sargeant died of natural causes on May 17, 1958, in Staten Island, New York. He joined the Union in April, 1944, sailing in the steward department. Brother Sargeant is survived by his wife, Nellie Sargeant, of the Bronx, N.Y. He was buried in the Rose Hill Cemetery, Linden, NJ.



Walter J. LaCroix, 56: Brother LaCroix died March 28, 1958, in Covington, La. Cause of death was a heart ailment. Brother LaCroix joined the Union in December, 1955, and sailed in the steward department. He is survived by his wife, Alice LaCroix, of Covington, La. Burial took place in the Covington Cemetery No. 1.

EVERY |
SUNDAY | DIRECT VOICE
| BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN
AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

EVERY SUNDAY, 1620 GMT (11:20 EST Sunday)

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 51-11037.5
Northwest Pacific

MARITIME TRADES DEPARTMENT

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

Senate Approves Major Amendments To T-H

WASHINGTON—The first general revision in Federal labor law since the adoption of the Taft-Hartley Act in 1947 passed the Senate 88-1 Tuesday night. Action on the bill in the House seems somewhat doubtful this year.

Sen. George W. Malone (R.-Nev.) cast the lone dissenting vote on the measure, which he indicated was too "soft" in its labor control provisions. The bill stemmed from disclosures of racketeering and corruption in some former AFL-CIO unions by the McClellan investigating committee in the Senate.

The so-called reform bill contains some provisions supported by the trade union movement, but imposes a variety of other anti-labor restrictions. Employers are also brought under some Taft-Hartley provisions for the first time.

However, the net effect is to give

Citing some provisions as "unworkable," AFL-CIO President George Meany has asked the House of Representatives to make constructive changes in the Senate version of the labor bill. Meany said that some aspects dealing with corrupt practices were worthwhile. Action by the House on the measure is deemed unlikely because of wide differences of opinion on the bill.

the Government greater control over trade union activities than ever before. The overall bill has been characterized by AFL-CIO President George Meany as the first step toward Federal "licensing" of American unions.

Meanwhile, a House committee is still studying the Senate-adopted pension and welfare fund bill calling for disclosure of the financial transactions of all types of benefit programs administered by unions, or employers, or jointly by both. This bill has been backed by the AFL-CIO for some time, but has to hurdle strong opposition from business groups. The employers want company-run funds exempted from control. A third labor measure, the emergency unemployment aid program, is already law. (See story on Page 8).

House Passage Doubtful

Efforts by the Administration and anti-labor diehards in the Senate to tack on further restrictions to the labor reform bill had little success. While House passage is still doubtful, supporters of the "reform" bill are seeking passage this session to ward off the possibility that the new Congress of 1959 might come up with an even tougher bill.

Some of the major provisions of the present bill call for the following:

- Public disclosure of union internal processes and finances subject to criminal penalties;
- Control over union trusteeships, elections and candidates for union offices;
- New restrictions on union picketing activities;
- Disclosure by employers, labor

relation consultants and "middlemen" of funds paid and other activities to influence collective bargaining rights;

- Limits on the "no-man's-land" of National Labor Relations Board jurisdiction on issues of unfair labor practices and union representation;

- Permitting economic strikers as well as strikebreakers to vote in NLRB elections (this provision would partially alleviate one of the strongest union objections to the Taft-Hartley Act);

- Filing of non-Communist affidavits by employers as well as union officials.

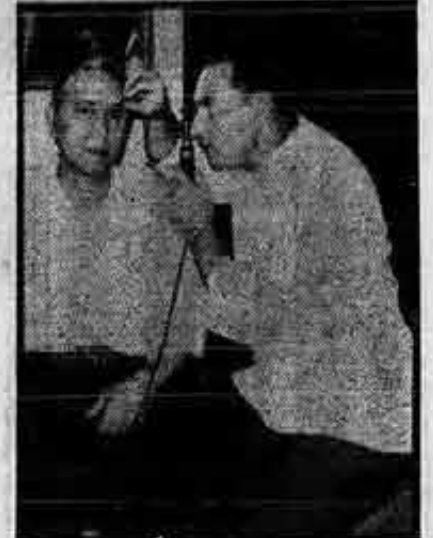
- Authorization of some pre-hire and union shop contracts in the construction industry.

Sponsors of the measure were Senators John Kennedy (Dem.-Mass.) and Irving Ives (Rep.-NY.) both members of the McClellan Committee.



Baltimore Eye Benefit

Among first in Baltimore to get fitted out with free eyeglasses, Seafarer Harold Rivers (above) is checked out by Dr. Kasten at Universal Optical Co. At right, Dr. Butler gives Seafarer Frank Nicola the onceover. Free glasses are financed by SIU Welfare Plan.



Few Seeking Old Libertys, MA Finds

WASHINGTON—The Maritime Administration has announced new bids for the scrapping of six damaged or unstrengthened Liberty ships out of eight offered for sale last May 22. Since the conditions of bidding stated no offer of less than \$70,000 per vessel would be considered, it is doubtful if more than two of the ships will be sold.

National Metal & Steel Corp. Terminal Island, Calif., was the highest bidder at \$78,681.13 on the Miguel Hidalgo from the Suisun Bay Reserve Fleet and \$74,711.15 on the Champ Clark from the Astoria Oregon Reserve Fleet. The other bids did not meet the required \$70,000 minimum.

All bids submitted were on the basis of scrapping hulls only, with the right to salvage machinery and major items of equipment.

The low bids on scrapping Libertys come at a time when sale prices for active US-flag Liberty ships are also hitting bottom, with the latest private deals in this area being in the vicinity of \$260,000. By contrast, unrestricted foreign-flag Libertys were getting \$900,000 or more in the month following the Suez war.

Union Head Raps Set-Up:

Samoa 'Paradise' For Runaways

The cannery worker on American Samoa is being paid a sub-standard wage which is far out of proportion to what cannery workers in the United States get, Thomas E. Ivey, president of the SIU-affiliated Cannery Workers Union, reported to AFL-CIO President George Meany.

Ivey served as one of two labor members on the Industry Committee for American Samoa, which has been studying the economic problems of the territorial possession. His report to



Ivey

Meany assailed the minimum wage established by the committee on Samoa at 52 cents an hour. Since the Fair Labor Standards Act doesn't apply to Samoa, the stateside minimum of \$1 an hour is not applicable to the island workers.

However, Ivey declared in his report that the high cost of living on the island justifies the \$1 minimum. Many staple items cost as much or more as they do Stateside. A can of salmon, for instance, which would cost about \$.65 in the US, is a \$1.10 on Samoa.

In addition to the sub-standard hourly wage, the average Samoan work week is 29 hours. These factors, coupled with the fact that the average family consists of six members, indicate that a Samoan worker is barely able to feed his family, let alone provide them with any "luxuries."

In sharp contrast, the American cannery worker receives from \$1.78 to \$2.51 an hour plus a variety of fringe benefits that bring these figures up even more.

Of the committee's action, Ivey had this to say: "They did not properly perform their function in setting 52 cents an hour. It benefits only big business, and not the

wage earner on American Samoa."

Ivey pointed out that in addition to a big edge on wages, industry on the island doesn't have to pay income tax on profits if the money remains in Samoa. "These factors make the \$1 minimum feasible," Ives asserted. The Van Camp company with a small Samoan operation compared to its

Stateside set-up, makes 60 percent of its profit on Samoa, he added.

Ivey concluded the report to Meany by urging that Congressional action be taken to aid the Samoan worker by inclusion of the island in the Fair Labor Standard Act as well as additional aid in other areas such as education, public works and hospitals.

Top College Honors Go To SIU Award Winner

Miss Anne Virgin, daughter of Seafarer Claude A. Virgin, Jr., added her name to the growing list of Seafarers and their children who have graduated from college with the help of the scholarship program.

A scholarship winner in 1956, Miss Virgin used the award to devote her full time to her studies during her junior and senior years at the University of Georgia. She compiled a very impressive record during her four years at the University, being elected to Phi Beta Kappa, the national college honor society, and received her Bachelor of Arts Degree, magna cum laude, an unusual honor. In addition she held office in many of the University's extra-curricular organizations.



Anne Virgin

Honors are not new to the 21-year-old Georgian. She had grad-

uated from high school first in a class of 165 with a straight "A" average in all of her academic studies. She was editor of the school annual, a member of the high school honor society and served as officer and member of a number of clubs.

Plans To Continue

She plans on continuing her studies at the University of Georgia, working towards her Master's Degree in English so she may qualify to teach at the college level.

In a letter to the SEAFARERS LOG announcing her graduation, Miss Virgin expressed her appreciation for receiving the scholarship, and extended her sincere thanks to "each and every SIU member who has helped make my scholarship possible."

Her father's last reported ship was the Kenmar (Calmar).

In the hospital?

Call SIU Hall immediately!