

# SEAFARERS LOG

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

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## JIMMY HOFFA AND LANDRUM-GRIFFIN

Jimmy Hoffa, president of the Teamsters Union, has used anti-labor laws against legitimate union contracts despite his avowed opposition to such laws. He has also tied in with Harry Bridges, number one enemy of the SIUNA.

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## SIU-MCS Wins Crucial Case:

# OK TO PICKET RUNAWAYS: HIGH COURT

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## Egypt Ship Tied Up In Blacklist Beef

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## SIU, ILA FIGHT BLACKLIST OF US MARITIME

Pointing up that "Freedom Of The Seas Is A Two-Way Street," SIU picket before Egyptian-flag Cleopatra does his bit to keep ship tied to the dock as picketing entered its second week. Ship was tied up in New York by joint SIU-ILA action in protest against blacklisting of American-flag ships by Egypt. The blacklist has undoubtedly deprived many Seafarers and other American seamen of job opportunities because American-flag ships have been blocked from bidding on cargo runs into Arab ports. The pickets are also protesting against mistreatment of SIU crews on several occasions in Egypt, including denial of shore leave. Efforts of the ship's owners to enjoin the picketing have thus far been unsuccessful in US Federal Court. (Stories on page 2.)



# Picket Egypt Ship In Blacklist Protest

Hitting back at Egypt President Nasser's blacklisting of American-flag ships, the SIU and the International Longshoremen's Association have tied up the Egyptian-flag SS Cleopatra in New York harbor. A joint SIU-ILA picketline demonstration protesting the blacklist has idled the Egyptian vessel since Wednesday morning, April 13, when the ship arrived in New York.

Efforts by the owners of the vessel (which, incidentally, includes the Egyptian government), to obtain court orders against the picketline were rebuffed in two Federal courts. On Friday, April 15, Federal Judge Edward Weinfeld refused to issue a temporary restraining order against the picketline with a prior hearing on the

with shipments of food, water, drugs and other necessities for the crewmembers' use.

The use of the picketline against the blacklist was decided on when it became clear that the United States Government, despite State Department protestations, had no intention of taking any positive step to end the blacklisting of American-flag ships.

The blacklist stirred a wave of messages, wires, cablegrams and telephone communications from both unions and individuals, here and abroad, most of them favorable to the union's stand. A notable exception was a communication from the Arab Seamen's Syndicate which cabled SIU headquarters as follows:

"We express our strong opposition to the boycott of the Arab SS Cleopatra. We appeal to you to stop this illegal action, otherwise we reluctantly will be compelled to take similar action against all American ships at all Arab ports."

In response to the threat, SIUNA President Paul Hall noted:

"This is fine. It takes this situa-

tion out from under the rock where it's been hidden. Because, in fact, Nasser has been boycotting American ships for the past several years. Now, perhaps, the State Department will get off the seat of its pants and do something to correct this situation."

In joining with the SIU in the protest, ILA General Organizer Thomas "Teddy" Gleason declared: "As members of the Maritime Trades Department, AFL-CIO, and the International Transport-workers Federation, our organiza-

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## THE ISSUES IN THE BLACKLIST

Here in brief are the reasons for the SIU-ILA picketline action against the Cleopatra:

- A considerable number of American-flag ships have been blacklisted by Egypt and other Arab nations. These are ships which at one time or another had put in at an Israeli port. This blacklist is in violation of international law.

- These ships cannot carry any farm surplus cargoes to Arab nations, or in the case of tankers, pick up oil at an Arab port. The result is loss of employment for American seamen.

- In addition, in recent months crewmembers of several SIU-manned ships have been deprived of shore leave and otherwise mistreated in Egyptian ports.

- The US Government has thus far done nothing to resolve the problem. Consequently, the only recourse left was trade union action on the picket line.

For full details, see stories on this page.

issue. Subsequently, the owners attempted to get a preliminary injunction from Federal Judge Thomas Murphy. Judge Murphy refused to issue such an immediate order, reserving decision on whether or not the Federal courts have any jurisdiction in the matter.

The Union position in the courts was that there is a labor dispute between the SIU and the Egyptian government because the operation of the blacklist had adversely affected employment opportunities for Seafarers and were curtailing world trade. A considerable number of SIU-contracted ships have been blacklisted and Seafarers on at least three ships, the Westport, Rockland and Valiant Faith have been restricted to ship and subject to abuse in Egyptian ports in recent months.

In putting on the joint picketline, the SIU and ILA noted that Nasser's blacklist was flouting international law. They called on the United States Government to notify Nasser that it will use all its resources to restore freedom of the seas, and also demanded, if necessary, that the US stop purchasing oil in Middle East ports where the blacklist is in effect and stop shipping farm supplies surplus cargoes to any country which blacklists American shipping.

As a result of the picketline, the ship was unable to discharge any of her cargo, although pickets did not interfere with the rights of crewmembers to come and go or



SIU-manned Kern Hills, first ship to enter Gulf of Aqaba after 1956 Suez War, is shown at anchor in Elath, Israel, under eye of Israeli machine gun crew. Ship was one of many US-flag vessels blacklisted by Egypt for trading with Israel.

## Seatrain, Isthmian Buy Better Steak

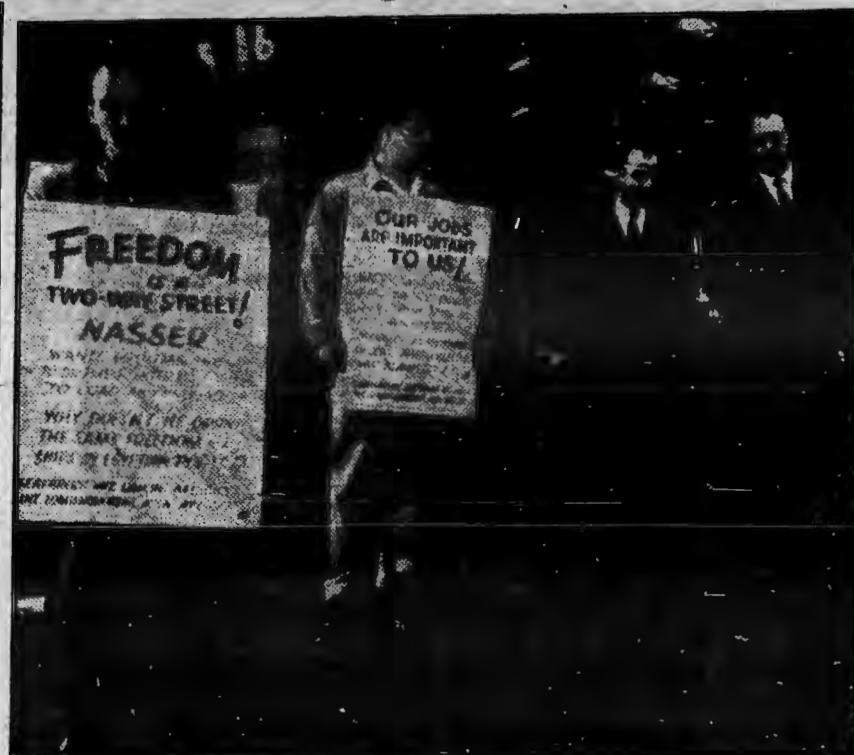
NEW YORK—The SIU Food Program scored another first this week when Seatrain and Isthmian Lines ships started putting better-quality steaks aboard. Steaks rated "good" by the Department of Agriculture are now being stored on the two companies' vessels, compared to the commercial grades previously supplied the ships.

The changed practice came as a result of meetings between the operators and Food Program representatives. The better grades of meat are the direct product of savings realized from more efficient shipboard feeding under the Food Program—"to order" cookery and more effective use of stores reducing waste accordingly.

The first of the Seatrain ships to be provided with the new grades was the Seatrain Louisiana. Isthmian's Steel Worker was next in line for the better steak supplies.

Cliff Wilson, head of the Food Program staff, announced that a meeting with SIU-contracted operators will be held on April 28 to discuss improvements in storing all SIU ships.

Up until now it had been the practice to use commercial-grade steak for crews of merchant ships.



Seafarer pickets Frank Arcuri and Lou Di Angelo pace in front of Egyptian ship Cleopatra's dock as Egyptian consul (center) and aide leave vessel.

## Blacklist Utilized For Years Against American-Flag Ships

When the SIU-manned Kern Hills pulled into Elath, Israel, at the head of the Gulf of Aqaba in April, 1957, it marked the first time that any ocean-going vessel had passed into the Gulf to deliver cargo to Israel. It also touched off tighter blacklisting of American-flag ships by the Arab League and more specifically, by the United Arab Republic,

the leader of the Middle Eastern Arab nations.

The Kern Hills' voyage signified the defeat the Egyptians had taken in the brief-lived Suez War of November 1956. That war, in turn, erupted out of a decision by the late John Foster Dulles, then US Secretary of State, to cut off financial aid to Egypt because Colonel Nasser, the Egyptian leader, had mortgaged his country's cotton crop for Soviet guns.

The financial aid involved plans for the construction of a huge dam on the Nile at Aswan (now being built with Soviet aid). Discussions had been going on for some months in 1956 when Nasser suddenly announced a large-scale trade agreement with Russia involving huge imports of Russian armaments.

### Dulles' Action

Dulles countered by breaking off the aid talks, to which Nasser retaliated by seizing the Suez Canal. The build-up of Egyptian arms and the seizure of the Canal touched off the brief Suez War between Egypt and Israel on the one hand, and the French-British invasion of Egypt on the other to restore the Canal to its former status. The war was ended promptly by the intervention of President Eisenhower who told US allies to get out of Egypt.

### Egyptians Routed

Before it was over, though, the Israeli army had thoroughly routed the Egyptians in the Sinai Peninsula. The Israeli victory cleared the way for shipping to enter the Gulf of Aqaba, at the head of the Red Sea, since Egyptian guns had formerly closed the entrance to the Gulf. Since then, United Nations troops have been in control of the gun batteries and have permitted ships to enter and leave the Gulf freely.

Once the Kern Hills made her voyage, she was promptly slapped on the Arab League blacklist. The blacklist had been in existence for some time, but now the Arabs stepped up effective enforcement. Any ship that entered an Israeli port for any reason, was automatically blacklisted, which meant it

was denied all port services and facilities in any Arab port.

Subsequently the Kern Hills, its name changed to the Wang Dispatcher, got a contract from the Military Sea Transportation Service to pick up a cargo of oil at Bahrain Island in the Persian Gulf. When the ship arrived at Bahrain

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## Union Seeks Tighter Law For Safety

WASHINGTON—SIUNA Vice-President Morris Weisberger, representing US maritime unions, has pressed for a very strong position on the part of the American delegation which will attend the coming International Conference on Safety at Sea. Attending a meeting of the preparatory committee called by the Coast Guard, Weisberger urged that American standards of ship construction and ship safety be applied on an international level to ships of all nations.

A major subject at the conference, slated to meet in London, May 16, is the question of obligatory shipping tracks that will eliminate accidents like the Andrea Doria-Stockholm passenger-liner crash that sent the Italian ship to the bottom of the sea.

Weisberger has urged the US delegation to improve upon the American standards. Although the standards used by American shipowners and operators are above the average in comparison to the rest of the world, "We still need improvement of our standards since the last conference 12 years ago," Weisberger added.

It was also noted by the preparatory committee that 22 foreign-flag passenger vessels did not measure up to the safety standards cited at the 1922 Safety of Life at Sea conference, and another 41 ships are not up to standards set by the 1948 regulations.

SEAFARERS  
LOG  
SPECIAL  
REPORT



# Supreme Court Raps Runaways

## Hoffa Joins With Bridges, SIU Foe

SAN FRANCISCO—Under the instructions of Teamster President James R. Hoffa, an alliance has been formed between the Teamsters' Western Conference and Harry Bridges. The alliance takes the form of a joint committee which apparently will work together on organizing matters, contract items and others.

Bridges, of course, has long been the number one enemy of the SIU of NA, and has several times attempted to raid SIUNA jurisdiction. He was the sparkplug of the now-defunct Communist-dominated National Union of Marine Cooks and Stewards and its successor, Longshore Local 100, which unsuccessfully fought the drive by the SIU Pacific District to bring ships' steward departments into a non-Communist union, the present Marine Cooks and Stewards of the SIU Pacific District.

Subsequently, Bridges has, on several occasions, raided the jurisdictions of various SIUNA affiliates, including tuna fishermen on the West Coast.

A Hoffa alliance with Bridges will do little to change a familiar West Coast scene. There is a deep-rooted resentment on the West Coast for the Hoffa kind.

The announcement of the ILWU-Teamster link-up followed on the heels of the election defeat administered by the SIU Puerto Rican District to the Teamsters in the

recent National Labor Relations Board among drivers of the Valencia-Baxt trucking company.

The SIU won the vote by a count of 106 to 64, after which Hoffa ran to the regional NLRB charging "intimidation and terrorism."

SIUNA President Paul Hall, speaking at the International Union of Operating Engineers convention in Miami, characterized Hoffa as a "notorious fink and whistle blower" as a result of his behavior in these two situations.

Hall's statement answered a proposal for a conference of transportation unions. He ruled out SIU membership in such a group as long as Hoffa is Teamster president.

The SIU has been active in the trucking field in Puerto Rico for several years, as a result of being a major factor in the island's labor movement through its position in the maritime field. The maritime industry is one of the biggest in the Commonwealth and the most highly-organized.

The Teamsters have been seeking to assume jurisdiction over the trucking membership of the SIU Puerto Rican division, but following their expulsion from the AFL-CIO, the SIU was instructed by the Federation to retain this jurisdiction.

## MCS Wins 8-1 Decision On Union Picketing Rights

WASHINGTON — The US Supreme Court has, in effect, given a green light to American maritime union activities against runaway flag vessels. It ruled on Monday, April 18 by an eight to one decision that Federal courts cannot enjoin maritime union picketing of runaways in US ports.

The Supreme Court ruling upheld an appeal by the SIU-affiliated Marine Cooks and Stewards Union arising out of the 1957 picketing of the Liberian-registered SS Nikolos. But more important than that is the apparent significance the ruling has on union actions against runaway flags. On the face of it, the ruling would appear to give the sea unions a free hand to engage in peaceful picketing against runaways in US ports.

The decision was hailed by SIUNA President Paul Hall who declared: The Marine Cooks and Stewards Union has won a tremendous victory for all American seamen in the fight to preserve seamen's jobs and to save the American-flag merchant marine. Thanks to the MCS all American seamen will benefit as they will be able to utilize full trade union rights against the runaways. The MCS success serves notice on the owners of runaway shipping that they will no longer be able to defy seamen and their unions. The MCS has earned the wholehearted congratulations of the organized seamen's movement here in the States and abroad."

In the majority decision the court noted that "the union members here were not interested in

the internal economy of the ship, but rather were interested in preserving job opportunities for themselves in this country." This, the court said, was a different issue than the Riviera case, where the SIU Pacific District was penalized for picketing a runaway-flag ship on behalf of the ship's crew.

The MCS had picketed the Nikolos in Tacoma, Washington, in 1957, protesting the fact that runaway ships were capturing the majority of US bulk cargo trade through unfair competition via low wages and no tax payments. As a

result, the US merchant marine was being undermined and seamen's jobs were being lost.

The operators of the ship secured an injunction in Federal District Court against the union and, on appeal, the injunction was upheld in the Ninth Circuit Court of appeals.

The District Court had reasoned that the case did not involve a labor dispute within the meaning of the LaGuardia-Norris Act, declaring there was no dispute between the foreign seamen em-

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## Lakes SIU Company 'Perfect' On Safety

With A&G Seafarers and licensed crewmembers of the Alcoa fleet having taken the deep-sea dry cargo safety championship, Great Lakes Seafarers have done the same on the Lakes and Inland

Waterways contest. The SIU-contracted Wyandotte Transportation Company, a Great Lakes District fleet, won the title by virtue of a perfect score in 1959—not a single lost time injury.

Crewmembers from the four ships of the Wyandotte fleet worked more than one-million accident-free hours in 1959 to win the top safety honor in the Marine Section's contest under the National Safety Council.

At presentation ceremonies on Tuesday, April 19, in New York, the Marine Section formally presented officers of the Alcoa Steamship Company with a deep sea first prize plaque. It was the second year in a row in which the Alcoa fleet took top honors in the national contest after finishing in the second spot in 1957. Alcoa won with a score of 1.62 which is believed to be the lowest incidence of accidents ever recorded in the dry cargo category.

The safety contest scores are based on a formula of the amount of work time lost due to accidents against the total man hours worked. In the case of ships, allowances are made for the fact that crewmembers are aboard 24 hours a day, as compared to the eight-hour daily units of work in in shoreside plants.

In addition to Alcoa's apparent record score, the over-all performance of all ships in the contest stood at 5.12 compared to 5.89 last year and 7.30 in 1957, a consistent improvement in shipboard safety.

In winning the Great Lakes and Inland Waters title, Wyandotte

competed with the crews of some 200 fresh water ships.

The SIU Great Lakes District hailed the performance of the Wyandotte crew and called for joint union-management action on shipboard safety on the Lakes such as exists in the deep sea SIU safety program, as the avenue for further reduction in accidents.

## Constitution Voting Ends Next Friday

Voting on the proposed revisions to the SIU A&G District Constitution continues briskly, and with six days to go more than 3,300 votes have been cast on the issue. The voting was authorized at a headquarters meeting on March 2 and outport meetings on March 16 is running from March 31 to April 29 inclusive. The vote is expected to mount, as many ships are due in for payoff this week.

In order to amend the constitution a two-thirds majority in a secret ballot referendum is needed. The six man committee that made the proposed revisions noted that they were made because of the new Landrum-Griffin Act and to accommodate certain structural changes being made in the Union.

Under the new organizational plan, the Union will be able to better coordinate the activities of its various divisions such as the Marine Allied Workers Division, the Harbor and Inland Waterways Division, and the Puerto Rican Division.

The results of the voting will not be known till all the votes are in and tabulated, but the number of votes in, at the two thirds mark in the period, is as follows:

Boston, 69; New York, 998; Philadelphia, 150; Baltimore, 386; Norfolk, 36; Jacksonville, 49; Miami, 26; Mobile, 361; New Orleans, 494; Houston, 304; Wilmington, 89; San Francisco, 129; Seattle, 118; San Juan (PR), 138; for a total of 3,337 votes cast.

## By Bus, By Plane And Eventually, By Ship



From doorway to gangway usually isn't too far for the average Seafarer, but in the case of the 37 who signed up for a trip on the Eagle Voyager, it was a matter of about 3,000 miles—via bus (top) and a chartered Pan Am flight from New York to Rota, Spain.

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PAUL HALL, Secretary-Treasurer  
HERBERT BRAND, Editor. BERNARD SEAMAN, Art Editor. HERMAN ARTHUR, AL MASKIN, ARTHUR BERGER, CHARLES BEAUMET, DEL ROBINSON, Staff Writers. BILL MOODY, Gulf Area Representative.

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# SEAFARERS ROTARY SHIPPING BOARD

March 30 Through April 12

As the temperature rose last period, shipping moved in the opposite direction. A total of 3,880 "A" and "B" men were registered on the beach at the end of this period as compared to 2,765 for the last period.

This resulted from a total of 872 men shipped against last period's total of 1,254, a drop of some 382 men.

As can be expected, ship activity was also slow with 177 payoffs, sign-ons and in-transits this period and 251 last period; a decline of 74 ship visits. The records show that there were 46 payoffs, 23 sign-ons and 108 ships in transit this period as contrasted to 74 payoffs, 36 sign-ons and 141 in-transits for the previous one.

Jacksonville and Miami had no payoffs, and Norfolk, Jacksonville, Miami, Mobile and Wilmington had no sign-ons. New York led in the vessel servicing department with 36, followed by Baltimore and New Orleans with 24 each. Miami was at the bottom of the ladder with only 5.

Sharp drops in shipping were recorded in every port except Boston,

which stayed even and Miami which gained one.

Baltimore dropped 189 men to lead the parade, and following in line were Houston, New Orleans, New York and Philadelphia.

This period 315 men shipped in deck, 312 men shipped in the black gang and 245 men shipped in the steward department. The figures for registration this period are: 422 men in deck, 853 in the engine department and 313 in the steward department. A total of 1,088 "A" and "B" men registered this period.

Ports with less than 100 "A" and "B" men registered on the beach were: Boston, Philadelphia, Norfolk, Jacksonville, Miami and Wilmington.

The following is the outlook for the next period port by port: Boston, slow ... New York, should pick up ... Philadelphia, fair ... Baltimore, fair ... Norfolk, better ... Jacksonville, fair ... Miami, slow ... Mobile, good ... New Orleans, not too good ... Houston, steady ... Wilmington, slow ... San Francisco, should be better ... Seattle, should pick up.

## Ship Activity

	Pay	Sign	In	
	Offs	Ons	Trans.	TOTAL
Boston .....	2	1	4	7
New York ....	13	4	19	36
Philadelphia ...	3	4	7	14
Baltimore .....	8	5	31	24
Norfolk .....	2	—	5	7
Jacksonville ..	—	—	17	17
Miami .....	—	—	5	5
Mobile .....	6	—	5	11
New Orleans ..	5	2	17	24
Houston .....	2	4	2	8
Wilmington ...	1	—	7	8
San Francisco ..	2	2	3	7
Seattle .....	2	1	6	9
Totals .....	46	23	108	177

## DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston	2	7	1	10	—	1	1	2	1	3	3	7	—	—	2	2	—	—	—	—	7	2	—	9	2	16	1	19	—	4	2	6	
New York	22	37	14	73	2	6	8	16	16	14	7	37	—	2	8	10	1	—	—	—	37	10	1	48	90	148	46	284	5	25	41	71	
Philadelphia	—	4	4	8	—	2	4	6	2	5	1	8	1	—	2	3	1	—	—	—	1	8	3	1	12	8	9	8	25	—	4	4	
Baltimore	12	29	8	49	—	7	11	18	4	17	3	24	2	3	7	12	—	—	1	1	24	12	1	37	33	65	16	114	3	17	27	47	
Norfolk	4	5	5	14	—	4	4	8	—	6	1	7	—	3	1	4	—	1	—	—	1	7	4	1	12	11	5	6	22	—	6	6	
Jacksonville	3	4	—	7	—	1	2	3	4	6	2	12	—	—	2	2	—	2	1	—	3	12	2	3	17	7	10	1	18	—	3	2	5
Miami	—	—	—	—	—	—	—	—	—	1	—	1	—	—	—	—	—	—	—	—	1	—	—	—	1	1	2	1	4	—	—	2	2
Mobile	5	12	3	20	—	—	2	2	2	3	—	5	—	1	—	1	—	1	1	—	2	5	1	2	8	32	32	8	72	—	—	5	5
New Orleans	11	32	3	46	—	4	9	13	10	20	11	41	2	2	4	8	—	2	4	—	6	41	8	6	55	68	84	16	168	5	9	21	35
Houston	17	37	8	62	1	10	6	17	13	30	9	52	1	10	13	24	—	2	4	—	6	52	24	6	82	33	49	9	91	1	8	5	14
Wilmington	4	6	—	10	—	7	2	9	2	7	—	9	—	6	1	7	—	1	3	—	4	9	7	4	20	11	10	1	22	—	5	4	9
San Francisco	7	5	1	13	2	—	3	5	—	4	2	6	—	1	1	2	—	—	1	—	1	6	2	1	9	16	25	2	43	2	3	7	12
Seattle	3	4	1	8	—	1	2	3	2	2	1	5	—	—	—	—	—	—	—	—	5	—	—	—	5	15	24	5	44	—	10	4	14
TOTALS	90	182	48	320	5	43	54	102	56	118	40	214	6	28	41	75	2	9	15	26	214	75	26	315	327	479	120	926	16	84	130	230	

## ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston	—	5	—	5	—	2	3	5	—	1	2	3	1	1	1	3	—	1	—	—	1	3	3	1	7	—	7	2	9	—	2	4	6
New York	12	45	6	63	—	6	7	13	3	19	9	31	1	11	10	22	—	—	—	—	31	22	—	53	49	139	24	212	5	37	34	76	
Philadelphia	1	8	1	10	—	3	3	6	—	5	—	5	—	1	5	6	—	1	2	3	5	6	3	14	2	16	2	20	—	1	3	4	
Baltimore	2	30	4	36	—	9	7	16	—	21	—	21	—	5	7	12	—	2	2	4	21	12	4	37	9	35	8	52	—	18	17	35	
Norfolk	1	13	3	17	—	2	—	2	—	5	1	6	—	2	1	3	—	—	—	—	6	3	—	9	2	12	1	15	1	1	4	6	
Jacksonville	1	4	—	5	—	2	—	2	1	3	—	4	—	2	—	2	—	2	—	2	4	2	2	8	2	7	1	10	—	2	1	3	
Miami	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1	—	1	—	1	—	1	1	2	—	1	—	1	—	—	—	—	
Mobile	1	6	—	7	—	3	1	4	—	3	—	3	—	—	2	2	—	2	2	2	4	3	2	4	9	10	27	7	44	—	8	9	17
New Orleans	9	20	5	34	1	9	5	15	6	19	1	26	—	8	7	15	—	4	3	7	26	15	7	48	29	62	11	102	2	23	16	41	
Houston	6	34	2	42	2	12	10	24	4	35	4	43	1	19	17	37	—	5	9	14	43	37	14	94	13	10	1	24	1	7	7	15	
Wilmington	—	8	1	9	—	1	2	3	1	6	—	7	—	2	4	6	—	—	—	—	7	6	—	13	2	10	1	13	—	2	2	4	
San Francisco	2	8	3	13	—	5	2	7	1	4	1	6	—	1	1	1	—	—	—	—	6	1	—	7	8	20	5	33	—	9	4	13	
Seattle	—	9	1	10	1	3	1	5	1	7	—	8	—	1	2	3	—	—	—	—	8	3	—	11	3	24	2	29	3	8	3	14	
TOTALS	35	190	26	251	4	57	41	102	17	128	18	163	3	53	57	113	—	18	18	36	163	113	36	312	329	370	65	564	12	118	104	234	

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B					
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP					
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL		
Boston	—	1	—	1	—	—	3	3	—	—	—	—	—	—	4	4	—	—	—	—	—	4	—	—	4	5	1	3	9	3	—	3	6	
New York	21	9	32	62	—	1	12	13	8	2	20	30	—	—	8	8	1	—	2	—	3	3	4	1	3	41	92	43	119	254	1	5	84	90
Philadelphia	4	1	6	11	1	—	1	2	1	—	3	4	—	—	1	1	—	—	3	—	3	4	1	3	8	10	3	7	20	—	—	2	2	
Baltimore	15	5	16	36	1	1	7	9	6	3	10	19	1	2	4	7	—	—	3	—	3	19	7	3	29	47	10	25	82	3	3	19	24	
Norfolk	8	3	3	14	1	1	2	4	2	—	2	4	—	1	4	5	—	—	3	—	3	4	5	3	12	7	2	3	12	1	2	1	4	
Jacksonville	5	3	1	9	1	—	2	3	3	3	3	9	1	1	5	7	—	1	4	—	5	9	7	5	21	5	5	1	11	1	—	—	1	
Miami	—	—	1	1	—	—	—	—	—	—	—	—	—	2	—	2	—	—	—	—	—	2	—	—	2	2	—	4	6	—	—	1	1	
Mobile	6	—	10	16	—	—	2	2	—	1	7	8	—	—	3	3	—	—	5	—	5	8	3	5	16	21	4	27	52	—	—	12	12	
New Orleans	3	2	30	35	—	1	10	11	10	4	20	34	—	1	5	6	—	—	3	—	3	34	6	3	43	42	10	81	133	1	—	48	49	
Houston	15	3	17	35	—	—	11	11	14	4	17	35	—	2	10	12	—	—	5	—	5	35	12	5	52	31	7	14	52	3	—	10	13	
Wilmington	1	1	3	5	1	—	1	2	3	1	2	6	6	—	—	—	—	—	1	—	1	6	—	1	7	6	1	4	11	1	—	2	3	
San Francisco	2	4	6	12	—	1	5	6	1	1	4	6	—	—	—	—	—	—	3	—	3	6	—	3	9	12	9	12	33	—	1	10	11	
Seattle	4	—	3	7	—	—	3	3	—	—	—	—	—	1	—	1	—	—	—	—	—	1	—	—	1	1	12	2	9	23	2	2	8	12
TOTALS	84	32	128	244	5	5	59	69	48	19	88	155	2	7	47	56	1	1	32	—	34	155	56	34	245	292	97	309	698	16	12	200	228	



## SIU Hospital Benefit Put On Daily Basis

Trustees of the SIU Welfare Plan this week authorized payment of all cash hospital benefits to hospitalized Seafarers on a daily instead of weekly basis. With the standard hospital benefit pegged at \$21 weekly, the daily payment will be \$3 daily for all men who have 90 days' seetime in the previous calendar year and one day's time in the 180 days prior to hospitalization.

The change will cover various situations where SIU men are in the hospital for less than seven days or who, after being hospitalized for longer periods, are discharged before the current week is up.

Previously, benefits could be paid only if they covered successive periods of seven days. Thus, the man hospitalized for 13 days received benefits for one week and nothing if his stay was less than a full week. The same problem existed when a Seafarer was laid up in a hospital for a long stay covering many weeks plus an odd number of days.

Seafarers who do not have the 90 days in the previous year but who have one day in the past 12 months and now receive a \$7 weekly benefit, will get this benefit on the basis of \$1 per day.

Acting on a motion by the SIU trustees on the joint Union-shipowner panel, the board approved the necessary change immediately. It will be effective as of the date of the meeting, April 5, 1960, subject to the completion of necessary legal documents.

The revision means no change in the actual method of paying benefits, which is handled on the spot by representatives who visit the various hospitals weekly. The amendment is in line with the basic purpose of the Welfare Plan's hospital benefit, which is to provide drydocked seamen with some income to cover their personal expenses, while they are laid up.

In other action, the trustees also authorized extending the Optical Benefit Program to the Port of Boston as soon as appropriate arrangements can be completed with an optical concern in the area. This benefit provides free eyeglasses for Seafarers and is available in most SIU ports today.

## LABOR ROUND-UP

The Plumbers and Pipefitters have entered into a new, two-year contract with the National Contractors' Association which brings their minimum wage to \$3.05 an hour plus a formula to stabilize their joint training fund. The NCA, an employer group representing the nation's 26 largest specialty and engineering construction firms, also agreed to make higher contributions to the International Training Fund on an as-needed basis. Presently, 2.5 cents an hour for each employee hour worked is placed in the fund. Under the new pact, that rate will go to three cents an hour when the ITF fund falls below \$1 million for four months. The higher rate is to continue until the Fund goes over \$2 million for four months, thereby stabilizing the ITF at between \$1 and \$2 million.

✶ ✶ ✶

A Federal District Court has temporarily enjoined certain officers of the unaffiliated Bakery & Confectionery Workers Union from destroying the union's financial records in an attempt to cover up alleged "plundering" of the treasury by President James G. Cross. The intent of the injunction is to prevent B & C officers or employees from "destroying, defacing, obliterating or altering" union records, books or files pending a hearing. A court-appointed "custodian" may be appointed to safeguard the documents until the hearing comes up.

✶ ✶ ✶

Federal employee unions, in testimony before the House Post Office and Civil Service Committee have charged the Eisenhower administration with "economic discrimination" for seeking to impose a wage freeze on Government workers while employees in private industry continue to gain higher wages. William Doherty, head of the Letter Carriers, told the Committee that the Post Office Department gave great attention to its budget without regard to its employees. E. C. Hallbeck of the Post Office Clerks said that postal wages have lagged more than 25 percent behind those granted in private industry in the last decade.

Next to testify before the committee will be Government white collar workers, who are paid on an annual basis.

## Blacklist In Action Many Years

(Continued from page 2)

In January, 1958, it was refused loading. The oil, which was the property of the United States Government, was denied to a United States vessel because the ship had once gone into an Israeli port.

Similar treatment was accorded to a long list of US-flag ships, many of them SIU-manned. In addition to denying such ships the right to pick up cargoes, they were blocked from bidding on US-owned farm surplus cargoes which are gifts of the US taxpayer to the receiving nation. The Department of Agriculture and the Navy Department both cooperated with the blacklist by inserting blacklist clauses in charter contracts. No ship could bid for a charter unless it had never before sailed into an Israeli port.

Earlier this year, after an American-flag operator sued the Navy, a public uproar forced the cancellation of the blacklist clause in the Navy charters. The cancellation followed a statement by President Eisenhower that it was "certainly not our policy" to encourage or endorse blacklists.

Nevertheless, the Department of Agriculture refused to withdraw the offending clause. Nor did the Navy's action have any practical impact on the blacklisting of US tankers, since the Arab ports would still refuse to handle them.

The SIU protested the existence of the blacklist charters to President Eisenhower, and was assured by the State Department that the United States is opposed to the boycott and disapproves the boycott regulations. However, the Government has thus far refused to take what the Union considers would be logical steps to end the blacklist; namely, refusal to purchase oil at any port where blacklists are in effect, and refusal to ship farm surplus to any nation blacklisting American shipping.

Actually, the protest demonstra-

(Continued from page 2)  
tion is participating in this protest to help restore full freedom of the seas for the benefit of our brother maritime workers all over the world. As longshoremen, we are vitally concerned with the preservation of freedom of the seas as essential to the flow of cargoes and the livelihood of our members. We are also vitally concerned with the preservation of the liberties of maritime workers wherever they may go."

### Previous Protests

Gleason then declared that:

"This is not the first time longshoremen have protested on the piers against actions depriving people of their basic liberties. On many occasions, longshoremen have demonstrated against religious and political discrimination behind the Iron Curtain. This is another sample of the kind of discrimination that longshoremen are opposed to. The American flag should be free to travel anywhere, at any time, in the same manner that other flags are permitted the freedoms of our shores and the services of our ports."

For the past several years this has not been the situation as far as American-flag ships are concerned.

The blacklist protest was undertaken when it became apparent that the State Department and the administration were unwilling to

go beyond passage of UN resolutions and statements of disapproval in dealing with the problem. Meanwhile, both the US Navy and the US Department of Agriculture were permitting the Egyptians to dictate which ships could carry US-owned or US-financed cargoes in the Middle East. Ships which had ever gone into an Israeli port were denied the opportunity to bid on such cargoes, or else, were

refused loading and unloading services.

In a typical instance, an SIU tanker got a contract to load oil at Bahrain Island, but was refused loading rights when it arrived in the Persian Gulf. The operator was forced to surrender his charter at a loss of some \$160,000. The Navy did nothing for him although the oil was paid for by the US taxpayer.

## Probe Blue Cross Hike, NY Union Men Demand

Spokesmen for some 1,000,000 trade union members in the New York area urged an investigation into Blue Cross' announced proposal to boost hospital care rates by 37.3 percent, effective next October 1st.

They called for the establishment of a special committee, composed of labor, industry and public members to look into the situation.

The proposed increase was announced by the State Superintendent of Insurance after the Associated Hospital Service of New York, which administers the Blue Cross plan, filed a rate boost petition with the agency. The increase is slightly higher than the "30-35 percent" planned increase announced last February. (See

SEAFARERS LOG, February 12, 1960). If the increase goes through it will mean that Blue Cross rates have more than doubled in the last three years.

### Cites Extra Benefits

Blue Cross said that about seven percent of the 37.3 percent is required to pay for additional benefits proposed for the twenty-one-day contract and the 120-day contract. The remainder, it added, was needed to meet "the basic trend in increased hospital utilization and costs," and for other purposes.

If granted, the rate for a family plan under group coverage would jump to \$9 a month from \$6.60, an increase of 36.36 percent. An individual would pay \$3.64, instead of \$2.61 a month for himself under the new rates—an increase of 39.46 percent.

### Direct Payments Higher

Those paying directly to Blue Cross instead of through the group plans, would put out \$10.60 a month instead of \$7.77, a 36.42 percent increase; individuals would be charged \$4.80 per month rather than \$3.38, or an increase of 42.01 percent.

Union spokesmen expressed fear that the mounting cost of hospital insurance would overtax industrial health and hospitalization funds and force low-paid workers to rely on clinical and welfare care.

## Slack Grips New Orleans

NEW ORLEANS—Shipping during the last period was fair. A total of 146 seamen shipped in all classes. The outlook for the next two weeks is rated as none too good.

During the period the port paid off five ships, signed on two and serviced 17 in transit vessels. The Alcoa Pointer (Alcoa), Del Oro and Del Mundo (Mississippi), Alice Brown (Bloomfield) and Coe Victory (Victory Carriers) were the ships that paid off.

The Alcoa Pointer and the Del Santos (Mississippi) were the vessels that signed on.

Alcoa Roamer, Alcoa Cavalier, Alcoa Ranger and Alcoa Clipper (Alcoa), Seatrain Savannah, Seatrain Georgia, Seatrain New York and Seatrain Louisiana (Seatrain), Del Santos (Mississippi), Evelyn (Bull), La Salle, Monarch of the Seas, Antinous, Morning Light, Yaka and Claiborne (Waterman) and the Thetis (Rye Marine) were the seventeen ships serviced in transit.



Seafarer and longshore pickets at Cleopatra dock get refreshments from Maritime Trades Department coffee wagon.

tion against the Cleopatra is the first positive step that has been taken against the blacklist in four years. State Department failure to act is attributed by some critics to the influence of major US oil companies.

The companies involved, principally Standard Oil of New Jersey, Socony and Gulf, have huge investments in Arabian oil. Should the Navy purchase its oil elsewhere, such as in Iran, Indonesia, Venezuela or Texas, these companies would lose considerable revenue. They have constantly urged a "kid glove" treatment of the Arab League on issues such as this one.

Jersey Standard, of course, aside from being the biggest single factor in Aramco, the Saudi Arabian oil subsidiary, is the leader of the runaway-flag group of tanker operator and, at the same time, is the

spearhead of the anti-union activity in the US tanker industry.

Aside from the economic impact of the blacklist on the jobs of Seafarers and other US seamen, there have been several cases of mistreatment and abuse of American seamen on blacklisted ships. For example, as reported in the March 11 SEAFARERS LOG, the crew of the Westport, a ship on the blacklist, was restricted to ship at Suez for 22 days, had their papers seized, were forbidden to communicate via radio and in general treated like prisoners. The same treatment was meted out to the crews of the Rockland and the Valiant Faith.

All three ships were hung up in the canal because their owners were going bankrupt and were unable to pay canal tolls and other bills.



# Critics Still Firing At ICC

WASHINGTON—Spokesmen for the trucking industry and the inland waterways continued to unload their heavy artillery on the railroads last week. Their testimony before a House transportation subcommittee echoed weeks of denunciation of railroad Interstate Commerce Commission practices designed to destroy competing modes of transportation.

If the weight of the evidence counted, the ICC and the railroads would both be buried by now, as for weeks on end a parade of witnesses from all segments of the transportation industry, including coastwise and intercoastal ship operators, have repeated the same story of the railroads' drive for a transportation monopoly.

The particular target of the current hearings is a bill which would give the railroads the right to purchase competing water carriers. Spokesmen at last week's hearings opposing the bill included representatives of the Inland Waterways Common Carriers Association, which is a group of barge line operators, and the American Trucking Corporation.

The barge line spokesman testi-

fied that for 50 years the railroads have been trying to control the water carrier industry. He called on the railroads to give up their drive and join with the barge lines in establishing joint rates and services. The barge lines have long sought to coordinate rates and services, but the railroads have always refused.

He charged that the pending legislation "would ultimately lead to the destruction of our industry" and called on the railroads to obey the law and court orders.

Once a railroad got hold of a barge line, he warned, it would use it to destroy barge line com-

petition from independent operators and then be free to control the transportation business.

A similar position has been taken by the remaining coastwise and intercoastal water carriers in previous testimony on the subject of railroad rate-making. They too called for the railroads to cooperate in setting up joint services with shipping rather than attempt to destroy ship operations.

The head of the American Trucking Association, as well as witnesses representing individual trucking companies also stated objections to railroads owning competing forms of transportation.

## SIU Scholarship Student Wins Academic Honors

En-route to a degree in Business Administration, Robert G. Hauser, son of Seafarer Edgar Hauser, has scored an enviable record at the University of Connecticut on his \$6,000 four-year SIU scholarship award.

Hauser expects to graduate in June with a Bachelor of Science degree in Business Administration. He intends to go into the insurance field, and on April 6, was



Robert (left) and Edgar Hauser

awarded the Howard V. Krick scholarship by the Connecticut State Life Underwriters Association. The award goes to "an out-

standing life insurance student who plans a career in insurance."

Hauser has also been elected to the national honor society, Beta Gamma Sigma, which is roughly equivalent to a Phi Beta Kappa honor in the arts and sciences field.

He plans to go to work for the Connecticut General Life Insurance Company in June as a life insurance agent.

"These things have been made possible," he wrote, "by the tremendous assistance I received from the SIU scholarship. To the men of your Union I owe my undying vote of gratitude."

Hauser's father, Seafarer Edgar Hauser, sails as electrician on SIU ships.

## INQUIRING SEAFARER

QUESTION: When you're overseas, do you eat ashore? If so, what type of food do you prefer?

James B. Elliott, cook: Yes—I have tried many Japanese dishes, and found that I prefer sukiyaki. Another gastronomic adventure for me is partaking of sweet and sour spareribs, Japanese style. They dice the meat after removing it from

the bone and simmer it in a delicious, pungent sauce. Of course, the way those folks prepare their vegetables is superb.

Francis McGarry, bosun: I have a craving for spicy foods and therefore regularly dine on curry and rice when I hit ports in India. Another dish I go for is see-moos. This is a mixture of meats and herbs, shaped like tarts deep fried. Also, I go for Suki-yaki dishes when I'm in Japan, and Portuguese shrimp when in East Africa.

R. H. Simpson, cook: I go for seafood dishes—such as fish and lobster when I hit the beach overseas. Guess that's because we get so much of the so-called "solid" meats—like beef, liver, etc. Also, if I think it's safe enough, I like to order fresh tossed salads. Some countries' fresh produce just isn't fit for human consumption, however. I also like the way the Germans cook their sauerbraten and the Japanese their sukiyaki dishes.

William Bates, electrician: In South America I discovered that their steaks leave little to be desired. Pan-fried and surrounded with mushroom caps they're unbeatable. I have never tasted similar meat that compared with this I sampled in Brazil. And as far as price is concerned, it's highly inexpensive. Another favorite of mine is South American shrimp in rice—which is similar to shrimp creole.

Joe Brasch, messman: Yes, and one of my favorite culinary haunts is Fraccaro's in Capetown, where one is treated to a delicacy known as Lobster Cardinal. The chef takes the choice tidbits of meat from the lobster, dunks them in butter, repacks them in the hull and bakes. It's delicious! In Portuguese East Africa, I look forward to prawns—or shrimp—which are cooked slowly in olive oil.

James Bencie, AB: Most of the time. I have found French food much to my liking. For example, I find that chicken, cooked in wine and other ingredients—cognac over there—suits my tastes to a "T." Then there's crepes suzette, a mixture of lemon, butter, sugar and plenty of wines and brandies, among other things.

## Office Union Pickets In NY Harbor

Demanding a contract for the office employees of the New York Shipping Association, members of Office Employees Union Local 153 picketed the piers in New York harbor yesterday, effectively halting work on all ships. The International Longshoremen's Association membership refused to cross the picket lines which were set up just before the morning job call.

The New York Shipping Association employs 90 office workers at its headquarters whom the office union is seeking to represent. The Association represents stevedoring firms in New York harbor.

The picketing took place both in New York proper and on the Jersey side of the river.

## Is The Extension Cord Good?

Sometimes, while attending to major safety problems such as the conditions of gangways, ladders and similar items, it's easy to overlook the little things that can also lead to grief. Extension cords for portable electric tools often become frayed from repeated use, yet are seldom renewed. A few cents worth of wiring and a few minutes time are all that is needed to prevent a possibly fatal accident.



An SIU Ship Is A Safe Ship



## Don't Buy The Sizzle, Buy The Steak

By Sidney Margolius

One of the big slogans in the advertising trade is: "Don't sell the steak, sell the sizzle". By this, the ad experts mean they can sell us more goods at higher prices by playing up emotional and psychological aspects of the merchandise rather than telling us plain facts about the merchandise itself. The many psychologists employed by ad agencies nowadays say that "sizzle selling" really works. It's being used to sell everything from peanut butter to political candidates.

The business psychologists regard us consumers as not very bright. A leading psychologist recently wrote in the *Harvard Business Review* that today's buyer "is often vague about the actual price he pays for something; he has few standards for judging the quality of what he buys, and at times winds up not using it anyway."

Even a Federal judge recently pointed out how successful emotional appeals are in persuading us to buy. "The men of Madison Avenue sold shirts by depicting a man with an eye patch; they have sold soap by advertising it to be '99 and 44/100ths percent pure' without bothering to add the noun; they have sold brassieres by displaying a sleepwalker," wrote Judge Luther W. Youngdahl.

### Milady's A Smoothie

For example, you know why food processors now offer two types of peanut butter? Their psychologists discovered that while boys

liked the traditional grainy or chunky peanut butter, the manufacturers could sell more peanut butter to girls if it were made smooth, because smoothness in foods is generally understood to be more feminine.

In fact, the processors made some peanut butter so smooth, by adding vegetable oils and fats that the Food & Drug Administration no longer permits the blended product even to be called "peanut butter". This doesn't bother the "sizzle sellers". They made a virtue of necessity. Now Procter & Gamble advertises: "Have you discovered the delicious difference between 'Jif' and peanut butter? ... 'Jif Peanut Spread' is ... extra creamy ... smoother, easier spreading ... To pure peanuts, 'Jif' adds an exclusive blend of smoothing ingredients."

But when you separate the sizzle from the steak, you find you're getting only 75 percent peanuts. The "exclusive blend of smoothing ingredients" consists mainly of vegetable shortening. This, of course, is a cooking fat which you can buy for as little as 28 cents a pound, depending on the brand.

### You Pay For The 'Sizzle'

You not only lose out financially when you buy this blend of peanuts and cooking fat; your children lose out nutritionally. Peanut butter has 118 grams of valuable protein to the pound; cooking fat, practically none.

The spread of 41 to 80 cents a pound in the prices of different brands of peanut butter is a good example of how much you can overpay when you buy the sizzle instead of checking the ingredients on the label to see how much real steak you get. Significantly, the "smooth" peanut butters all generally cost more than the regular grind. Highest price this department found is for "Big Top Smooth", 87 cents for 7 ounces packed in a sherbert glass. In comparison, supermarkets' own brands in ordinary glass containers cost as little as 41 cents for 16 ounces. So you pay 40 cents for a sherbert glass.

"Sizzle" long has sold us products supposed to have "prestige", like bigger cars than necessary just for transportation, and bottled tonics for bearded Englishmen. Now the big use of "sizzle" is to sell us "convenience" foods and household products.

### Convenience Is Still Costly

There now are hundreds of such items in the supermarkets. Some do provide genuine labor-saving at little or no extra cost, like frozen and canned juices and some of the cake mixes. But for many others, the extra charge is far out of proportion to the convenience. A survey by a trade magazine, *Food Field Reporter*, found that on the average you pay 51 percent more for "convenience" products. Highest extra charge found was for the new Lestare Bleach, pre-measured to provide the correct amount for one washer load. Lestare currently is being heavily promoted on TV. *Food Field Reporter* found it actually costs 942 percent more than bleach you measure out yourself.

Another new product for which you pay a high extra premium for the sizzle of convenience is foil-bag foods. These suddenly have become big sellers. Each foil or plastic bag contains an individual serving of an already-cooked food like ham with raisin sauce, baked had-dock with wine sauce, roast turkey, meat loaf with tomato puree, and so on. You need only put the bag in boiling water for eight to fourteen minutes. Thus you neither have any preparation work nor pots to wash.

But so far you must pay a high price for this convenience. For example, cooked ham with raisin sauce costs 39 cents for a plastic-bagged four-ounce portion. In comparison, ordinary boneless ready-to-eat ham costs 99 cents a pound, or 25 cents for four ounces, and also eliminates cooking. And if you're one of these do-it-yourself fiends, you can save even more by buying uncooked ham and cooking it.

Buying the sizzle of convenience without evaluating the cost can lead you to pay as much as ten times more for some foods.



# Congress Showdown Due In State Dep't Attack On '50-50'

WASHINGTON—Another of a series of conflicts between the maritime industry and the State Department is sure to erupt in Congress over the "50-50" law. This time, the marine unions and the industry are running head on into a Department proposal to waive the requirements of "50-50" on

cargo which will be carried to India and Pakistan for development of the Indus River as an irrigation and hydroelectric power source.

The excuse the Department is using to scuttle "50-50" is that the Indus Basin project would be a joint effort of several western nations, and consequently, the United States might find it difficult to apply "50-50" requirements to cargo shipments.

For practical purposes though, the United States would finance the greatest part of the project, about 80 percent. The total cost of the project, still to be acted upon, is estimated at \$645 million of which the US would contribute \$515 million and Great Britain, \$58 million, the balance to be handled by other western European nations.

### Waive '50-50'

The State Department is asking for the right to waive "50-50" at any time in connection with this project and is seeking an amendment to legislation giving the President "permissive authority" to dump "50-50" "if he found that the provisions of the cargo preference act could not be fully-satisfied without seriously impeding or preventing accomplishment of the Indus Basin project."

Undersecretary of State Douglas Dillon, in a letter to Ralph Casey, president of the American Merchant Marine Institute, declared that the State Department does not "foresee need to exercise this authority in the near future ..." but that "preferential conditions" applied to US cargoes might "complicate the administration of the Indus project ... we would not wish to attach any condition of preference to our Indus contribution ..."

### Backdoor Move

Commenting on the State Department's move, SIUNA President Paul Hall charged: "This is typical of the kind of shabby treatment the State Department has been handling American seamen and American ships at every turn. From past experience, we know the Department can't be trusted to defend the interest of American-flag shipping—whether the issue is '50-50,' runaway shipping or foreign blacklists of

American ships. Should the maritime industry agree to give the Department authority to waive the '50-50' requirement, it would be wrapping a noose around its own neck. Maritime unions can be counted upon to fight this backdoor move on the '50-50' rule."

### Union's Distrust

The Union's distrust of State Department intentions is based upon the Department's consistent opposition to any and all forms of assistance to US shipping. The Department has always echoed the viewpoint of European maritime nations, and has supported the

position of American owners of runaway-flag shipping.

The Department had previously called a conference of ship operators in an attempt to sell them on the waiver plan and soothe their concern about its impact on other Government-owned and Government-financed cargoes. However, the operators have indicated that they will fight any attempt to legislate waiver authority in Congress, on the grounds that such authority would undermine the whole principle of "50-50" and threaten the existence of American-flag shipping.

## Ready For The Recruiters



Little Kevin Cresci, three years old, stands "tall" in his KP outfit as grandfather, Seafarer Pete Gonzales, and Seafarer Angelo Seda (with hat) look on.

# Another Two Bankrupts Knocked Down At Auction

Two more deficit-ridden American-flag freighters have been sold at the auction block, following the bankruptcy of their owners. The two latest vessels are the John B. Kulukundis and the Rockland.

Both ships brought prices below the established market value. The Kulukundis brought \$200,000 while the Rockland sold for \$180,000.

The John B. Kulukundis, formerly owned and operated by the World Tramping Company, was one of the SIU-contracted vessels that was tied-up because of money owed by the company. The crew was returned to the US from Singapore through the joint efforts of the SIU and the US Department of State.

Rockland crewmembers returned to the US aboard the Rockland and landed her in Yonkers where the SIU immediately plastered the vessel for back wages owed. The Rockland was owned and operated by the North Atlantic Marine Corporation. There were 25 SIU crewmembers aboard.

### Bargain Boats

The modest prices derived from the sale of these ships is laid to the number of ships being placed on a forced sale basis to make up for back debts. SIU attorneys are continuing to negotiate arrange-

ments with the courts covering the settlement of crewmembers' claims.

The courts' dispersal of money realized from the sale of both ships should take place very shortly. This narrows the list of unsold ships being handled by the courts to three. They are the Valiant Force, now in Naples, the Valiant Enterprise in Colombo, Ceylon, and the Valiant Faith in Port Said, Egypt.

## 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.

## Jax Reports 'Fair' Action

JACKSONVILLE—Shipping was fair here during the last two weeks, even though activity was confined to the servicing of ships in transit. No payoffs or sign ons were registered, but a total of 17 ships called, reports Port Agent William Morris.

### Organizing News

Morris also reported that continued organizational efforts were being carried on among workers on tugboats, dredges and shore-side maintenance workers. The first meeting to negotiate a contract with the firm was scheduled for earlier this week.

Ships serviced in transit were: Rose Knot, Sampan Hitch (three times); Sword Knot (twice); Timber Hitch (Stwanee); Raphael Semmes, Azalea City (Pan Atlantic); Tug-Triumph (Blue Stack); Seatrain Savannah, Seatrain New York (Seatrain); Cantigny (Cities Service); Debaradeladen (Debaradeladen); Kyska (Waterman).



## Fishermen Assail 12-Mile 'Compromise' On Sea Limits

The 88-nation conference on the Law of the Sea is expected to pass a compromise proposal on territorial sea limits with US backing despite the strong opposition of US fishermen in the Pacific Northwest. The compromise, which would involve the slow strangulation of American fishing in Canadian waters, is strongly opposed by the Alaska Fishermen's Union, an affiliate of the SIU of North America. It was assailed on the floor of the House of

Representatives as well by Rep. Thomas M. Pelly (Rep.-Wash.)

The "compromise" would replace the present three-mile territorial limit with a 12-mile limit. The inner six miles would be auto-

matically reserved to fishermen of the nation involved, being the territorial waters of that nation. Fishing by foreign nationals would be permitted in the outer six-mile zone for a period of ten years, after which the entire 12-mile zone would be reserved territory.

### Monopoly For Canada

In the Canadian-US situation, this would mean that members of the Alaska Fishermen's Union, who now fish outside the three-mile limit, would be pushed three miles further out immediately, and pushed outside the twelve-mile limit after ten years. This would give Canadian fishermen a monopoly of the Fraser River salmon run and much of the ground fishing for halibut and other bottom fish as well.

In his remarks on the proposed "compromise," Rep. Pelly declared: "Canada gives up nothing and gains everything. The United States gains nothing and gives up everything."

"If this giveaway is adopted... I hope Congress will put a perpetual embargo on fish caught in this fishery where our rights are in process of being bargained away."

"What a sacrifice poor Canada is making! She would gain exclusive sovereignty to our fishing grounds and then sell us back our own fish!"

### Earlier Clashes Noted

Originally two countries, Canada and Iceland, had come out for an immediate 12-mile limit on territorial waters. The US-Canada agreement simply involves postponement of the exclusion of American fishermen from fishing areas in which they have traditionally operated.

Iceland has attempted in the past to impose a unilateral 12-mile rule around her coasts, with the result that there were clashes between Iceland patrol vessels and British gunboats seeking to keep the Icelanders from seizing British fishing vessels inside the 12-mile limit.

### Tell it to the LOG



### Under 'Good & Welfare'



Seafarer Robert Cowdrey hits deck at SIU headquarters meeting on a "good and welfare" item before the membership.

## MDs Blast Drug Firms; Back Price-Gouge Claim

WASHINGTON—Four doctors, one a former director of a major drug concern, assailed that industry for its profiteering and flagrant waste of funds in ballyhooing their products. The doctors made their statements to the Senate Antitrust and Monopoly Subcommittee which is investigating practices in the drug industry.

The subcommittee, headed by Sen. Estes Kefauver (Dem., Tenn.), heard members of the medical profession who firmly attested to questionable practices by the drug industry. Previously, spokesmen for the drug industry upheld these practices when they testified before the group.

The subcommittee heard from Dr. James E. Bowes, a medical school instructor, who said that the millions of dollars spent on useless promotion of drug products should have been spent for research and the building of hospitals. Getting down to specifics, the doctor estimated that physicians were bombarded with 24,247 tons of advertising material a year. The postage alone on this, he figured, comes to about \$12,000,000. This does not include about \$68,000,000 in free samples sent to medicos.

The total monies spent for both would pay for the construction of 53 hospitals, he estimated.

Doctor Bowes, on his own initiative, weighed the samples of drugs and advertising material he received in one year and found they tipped the scales at 365 pounds—or a pound a day. He called upon Congress to eliminate the bulk mailing rate for drug firms, and make them pay first class postage rates for such items.

Further damaging testimony came from Dr. A. Dale Console, former medical chief for Squibb Laboratories. Urging congress to adopt restrictive legislation against the industry, he cited the following:

- Doctors and the public are subjected to a barrage of new drugs, some of which are worthless and others which do more harm than good.

- Drug companies pursue some projects purely for the profit which may come of them, not for the good they may do for mankind.

- High pressure sales techniques used by drug firms are based on the pitch: "If you can't convince them, confuse them."

- Medical leaders and educators face the problem of such practices with an attitude of complacency, generally, because the drug industry exploits its products for what appears to be a noble purpose.

Another medical educator, Dr. Frederic H. Meyers, called drug advertisements "...incomplete and at worst dishonest." He also held that US drug companies exploited and marketed foreign discoveries and then attributed lofty drug prices to the cost of research.

## MA Okays Transfer To Peru Flag

WASHINGTON — With floodgates wide open for wholesale transfers of the dwindling US-flag trampship fleet, the Maritime Administration has announced the sale and transfer of a former SIU-contracted Liberty ship to Peruvian registry. The Pacific Ranger (World Tramping), a dry cargo ship, has been sold to Jose Poblete Vidal of Peru, for Peruvian registry.

In an additional move the MA has approved the sale of the Liberian Liberty vessels Gull and Osprey by Atlantic Bulk Trading Corporation, a Liberian corporation, to a Lichtenstein corporation.

The greenlight action came as a result of the MA's new policy that withdrew all restrictions as to the nationality of the foreign buyer or country of registry. The only exception to the policy is that the country or purchaser must be acceptable to the MA. So far MA has accepted all offers. Soviet satellites supposedly cannot purchase the vessels as the vessels are subject to recall by the US in an emergency.

The new policy also applies to those Libertys now under foreign or runaway flag which are covered by existing contracts with the MA, which in effect, releases the shipowner from providing a replacement US vessel.

## PENSIONERS' CORNER



Thomas F. Shea ... 70 ... The latest Seafarer to receive approval for



SIU disability-pension benefits, Brother Shea came into seafaring back in 1940 from a rival form of transportation. He had been a railroad signalman before deciding to ship out with the SIU, just in time for World War II. Shea sailed in the black gang on SIU ships and was last aboard the Pacificus (Colonial Shipping) during 1958 and 1959. Suffering from hardening of the arteries, Brother Shea had to retire from Seafaring. He was approved for the \$35 weekly SIU disability-pension at the April 5 meeting of the trustees of the Seafarers Welfare Plan, after it was determined he had the necessary seetime and other standard requirements. Brother Shea is now taking life easy at his home in Jackson Heights, Long Island, NY.

Luis Gutierrez ... 59 ... One of the many younger men retiring under the provisions of the SIU disability-pension, Seafarer Luis Gutierrez has been going to sea since way back in 1917. He sailed as AB and bosun down through the years, beginning on the Paul Truro, a four-masted schooner, and winding up his career on the Coastal Sentry, one of the ships of the Suwannee missile-tracking fleet. Brother Gutierrez had the experience of being on a torpedoed ship even before the US entered World War II. He was on a vessel in the Red Sea carrying lend-lease supplies to the British when his ship was torpedoed. All hands were saved. An aerial torpedo from a German plane did the damage. Brother Gutierrez makes his home in New York, but has a daughter in Manila.



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 have the 12-year seetime requirement plus the Plan's standard eligibility provision, can also obtain coverage under this benefit.

## Swiss Seamen Sign 1st Labor Contract

Organized seamen now have a unit in Swiss maritime service. The Switzerland seamen recently announced the signing of their first labor contract with the Federation of Swiss Shipowners.

The agreement between the unlicensed Swiss seamen and the shipowners, was signed December 15 and became effective January 1 of this year. The agreement brought membership for the seamen in the Transport and Commercial Workers Union, the affiliate of the International Transport-workers Federation (ITF).

### Hiring Agency Established

Basic wage rates were the major issue. Minimum wage rates established in the agreement for ocean-going vessels are in sharp contrast to US union standards giving a messboy \$46.60 and on up to \$151.45 for second officers and third engineers. The new wage scale will apply to all ocean-going shipowners who have signed contracts with the TCWU. Masters, first officers, chief engineers or second engineer officers are not covered by the pact.

The Swiss merchant fleet consists of 27 ships, which total about 200,000 deadweight tons and are manned by 479 Swiss nationals. The total number of nationals employed is low because of the relatively young Swiss merchant marine. Time has not allowed the training of more Swiss nationals.

### Main Issue: Basic Pay

Contract agreements require the shipowners to hire only seamen who agree to work under the provisions of the new contract. The union will set up an employment agency for the seamen that will be free of charge to both employed and management. Management

will be obliged to deduct \$1.16 dues a month from the salary of the non-union members employed.

## Shipping Lags In Baltimore

BALTIMORE—Crewmembers of the Pacific Venture, Pacific Carrier and the Westport can expect their back wages from these ships within two weeks, according to acting agent Rex Dickey, who reports that the courts in Baltimore have finally reached the "last plateau" in legal work before the checks are mailed.

Shippingwise, things were slow here during the period, he stated, adding that conditions would be just about "fair" for the two week period to come.

Eight ships paid off, five signed on crews and 10 were serviced in transit.

Those vessels paying off were: Emilia, Edith, Mae, Jean (Bull); Cities Service Norfolk (Cities Service); Bethtex (Ore. Nav.); Myriam III (International Nav.) and Feltore (Marven).

Signing on were: Josefina (Liberty Nav.); Dorothy (Bull); Bethtex (Ore. Nav.); Mount McKinley (Amer. Tramp.); and Feltore (Marven).

In transit: Robin Grey (twice); Robin Hood (Robin); Steel Age, Steel Artisan and Steel Architect (Isthmian); Portmar (Calmar); Bethcoaster (Ore. Nav.).





Stoking carbon in boiler aboard Robin-Hood is John Ballman, FWT.



Ammon Page, AB, brings fire axes to wheel house for Coast Guard inspection.



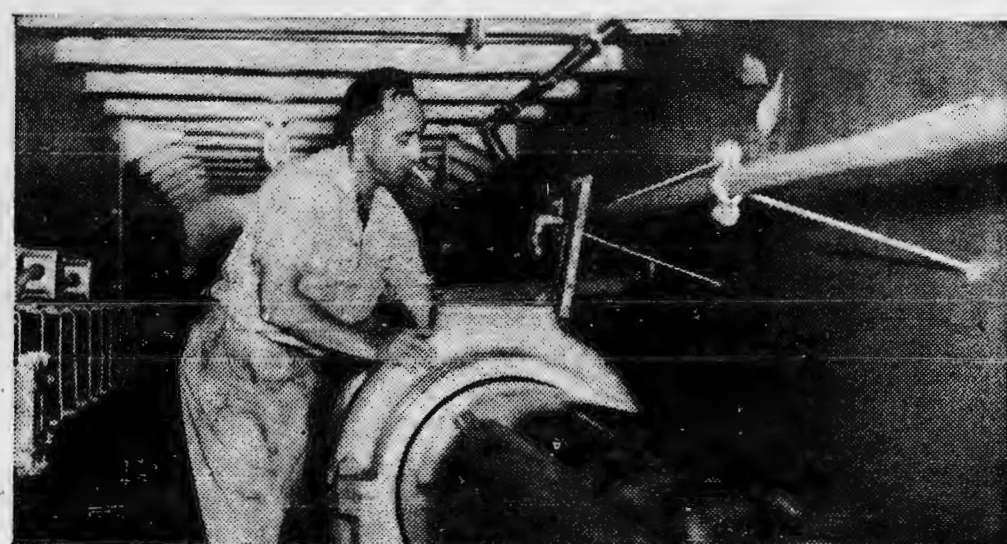
Baring the facts on food beef to Assistant Secretary-Treasurer Ed Mooney and patrolman Charles Scofield is ship's delegate R. C. Barnes (white shirt) and (seated at rt.) deck delegate Steve Bergeria.



Glenn Tenley, DM (left) and Eddie Becker, OS, stow life jackets on bridge.



Chief cook Bennie Crawford carves a ham aboard Robin Hood.



Ernest Mulieri, oiler on Robin Hood, checks oil spring bearings on propellor shaft. His working space, shaftalley, is over 200 feet long and about seven feet wide.

S S ROBIN HOOD

# SEAFARERS ON THE JOB

S S MOUNT WHITNEY



Waiting to catch a box of stores on Mt. Whitney is Gus Malensky, AB; the pitcher is Ralph Spideri, AB. Looking on is John Sutcliffe, AB.



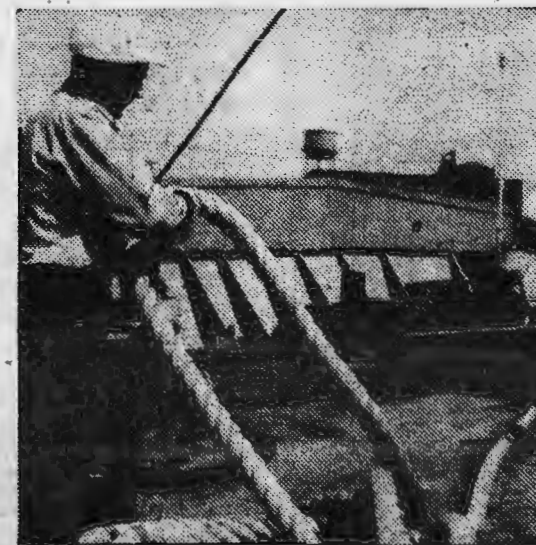
Pedro Artega, third cook aboard the Mt. Whitney tearfully peels an onion as he prepares noon meal.



Breaking out a big tom turkey from the ship's reefer is William Barth, chief cook.



Bringing stores aboard with steam winches are crewmen B. Larsen, AB (at left) and Al Van Dyke, DM. The Mt. Whitney was provisioning for a 52-day run to Syria and back.



Uncoiling a new mooring line which snakes its way into forepeak is George Tallbirj, AB.



Pastries, pies and cakes go over big at meals or coffee breaks. Baker Julian Dedicatori cuts pie.



## Egypt: 24 Days Without Leave

Nine SIU crewmembers of the bankrupt *Vallant Faith*, which has been tied up in Port Said since February 11, arrived in New York last week aboard the MSTs vessel *Geiger*.

The group reported they had been treated cordially aboard the *Geiger*, and another MSTs ship, the *Crain*, which took them from Port Said to Leghorn, Italy, but the same wasn't true for the 24 days they were hung up in Port Said. During that whole period they were restricted to their ship.

The Seafarers were met by headquarters representatives and transported back to the Union hall where they received assistance in reaching their respective homes. They reported they were restricted to the *Vallant Faith* for a total of 24 days in the Egyptian port. During that time, they went about their duties in a normal manner, they added, although fully aware their services were, under existing conditions, for free.

The American consul at Port Said had been in contact several times with the crew after they had originally requested repatriation, the men said. As the days dragged on, the their patience was wearing thin because they felt speedier action should have been forthcoming.

After 24 days of restriction, the men were informed by the consul that if they would unload the cargo, he would again try to get them shore leave. The skipper, Captain Arthur De Bozy, during the interim had become extremely



Ex-*Vallant Faith* crewmembers prepare to sign document which gives Union attorneys okay to attempt to recover their back wages. Standing are Robert Morrisette and Kwing Poo Gee.

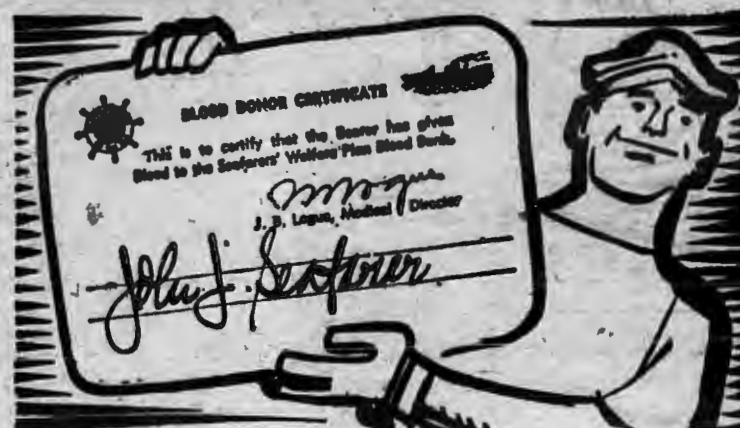
overbearing, the Seafarers said.

Shortly after turning to on the cargo, the crew was informed by the consul that they had finally been given permission by Egyptian authorities to go ashore.

The general anti-American attitude of the Egyptians was witnessed earlier by the crews of the *SS Westport*, which was virtually taken over by Egyptian police and forced to lay at anchor near the Suez Canal entrance for 22 days. Under guard constantly, the crew was not only restricted aboard, but was not allowed to communicate

with the outside world and have their plight made known to anyone. It was only through some quick-thinking crewmen that word was passed to another SIU ship which happened to be tied up nearby.

## SIU BLOOD BANK HONOR ROLL



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

Corradine, Daniel A.  
McLaughlin, Terry  
York, Terrill D.  
Loosar, Endel  
Scanlon, John T.  
Lewine, Arnold  
Hanback, Burt T.  
Fitzgerald, Jack  
Herman, Robert  
Piscopo, Joseph  
Brantlund, Frank W.  
Debaulte, Ernest  
Cwihum, Simeon  
Baas, Gerardus Jr.  
Evanchuck, Stanley  
Olejnik, Joseph  
Erek, Philip F.  
Roberts, Lewis  
Foy, Paul Robert  
Gregory, Richard

Kloiber, Joseph  
Palestine, Anthony N.  
Abundo, Giovanni  
Rosa, Evaristo  
Harper, Paul E.  
Finerty, Edward D.  
Fanoli, John  
Wentworth, Byron C.  
Kivikoski, Olavi Y.  
Taylor, Vernon  
Sirachan, James  
Lindberg, Charles  
McMahon, James  
O'Connor, Edmund  
Bartok, Albert  
Daurilla, Joseph P.  
Hansen, Aage  
Edwards, Sankey  
Grohskopf, William H.  
LaPlaca, Nuncio

### Shorthanded?

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

## Pension Questions Clarified In Exchange of Letters

(Ed note: The following letter was received by Secretary-Treasurer Paul Hall from Seafarer Frank Gardner. Because the answers to questions he raised probably will be of interest to other oldtimers, we are reprinting his message and the text of the secretary-treasurer's reply.)

Dear Sir and Brother:

Your letter of March 17 received about a week ago. Believe this, Brother Paul, words cannot express my gratitude for check for \$105 and, a few days later, for the check of \$35. The last time I worked was July 1, 1959. I did not receive any unemployment checks.

I want to thank you for all you have done for our Union from #2 Stone Street, New York, until now. . . . A word of thanks to my wife, Grayce, for her wonderful help and understanding.

There are some questions I would like clarified:

(1) Do I pay Federal and state income tax on this pension?

(2) Seeing that I will be released from treatment from the marine hospital here, am I qualified for further treatment from any doctor or hospital; also, is my wife covered by the plan?

(3) In case of death, is my wife covered on the death benefit? Does any part of the pension go to my wife upon my death?

(4) Enclosed are some discharges I have; I need twelve days more to make up 90 days for a vacation check. Am I entitled to part vacation pay as I am unfit for sea duty and have been since October 1, 1959? I will be pleased to receive the LOG at my home. Also am I entitled to vote on any subject that comes up in our Union?

Now something of myself—I do not get proper rest at night as the pain is pretty severe; most of the days are not too bad. I suffered a blackout two weeks ago and had severe heart pains. I have lost about ten pounds but need to lose more. Sorry I can't go to sea again, as I enjoy sailing under the SIU.

Before closing, may I say once again, thanks to all our officials who fought to get this Welfare Plan through; to the Trustees of the Plan and to Marty Breithoff, our former representative here on

the West Coast. I will go to our meetings when feeling a little better.

Sincerely and fraternally,  
Frank E. Gardner

✠ ✠ ✠

Dear Frank:

It was very good to hear from you and I am glad that things are settling down. I am quite certain now that you are on pension and can take it easy, your health will improve.

On the questions you asked:

(1) You do not have to pay any Federal or state income tax on the pension payments you receive.

(2) Under the terms of our Welfare Plan, both you and your wife are eligible for the hospital and surgical benefits. In the case of your wife, she is also eligible for the payment of doctor's fees incurred in a hospital. In your own case, you are eligible for payment of doctor's fees whether in or out of the hospital.

(3) Your wife is the beneficiary of the \$4,000.00 death benefit. The pension, of course, ceases at the death of the pensioner. That is why a death benefit is provided for the beneficiary.

(4) I have already issued instructions to the proper people to forward you a check for vacation pay on the basis of the days you worked in 1959. This check will be sent to you under separate cover very shortly.

As I told you in a previous letter, I am very sorry that you will not be able to sail aboard our ships. However, the Union has made provision for all oldtimers such as you to receive complimentary dues credit. I would suggest that you go over to the 'Frisco hall and have your membership book properly credited with the dues so that you will be in good standing. If this is inconvenient, you may forward the book to headquarters so that it can be credited here and returned to you. Thus, as a member in good standing, you are entitled to participate in all Union meetings, and vote in all Union elections and referendums.

I hope you will take advantage of this and participate whenever you can and that you will attend the meetings when your health permits.

Meanwhile, I extend to you and your wife my warmest greetings and remind you that you should feel absolutely free to call upon me or any other Union officer to assist you in any way we can.

Sincerely and fraternally,  
Paul Hall

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

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

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



the **SEA CHEST**



## 'The Shame Of It All'



Last month, Jimmy Hoffa flew down to Puerto Rico to take personal charge of an attempt to defeat the SIU Puerto Rican Division as representative of truck drivers at Valancia-Baxt trucking.

Initially, acting under Hoffa's orders, the Teamsters used the Taft-Hartley restrictions on union security clauses as a means of getting an election in the company. Then, after the SIU Puerto Rican Division had defeated him 106 to 64, Hoffa ran in to the National-Labor Relations Board with Taft - Hartley, Landrum - Griffin charges of "intimidation" and "terrorism" against the SIU.

At the same time, Hoffa has made a formal hook-up with Harry Bridges, the head of the West Coast International Longshoremen's and Warehousemen's Union on the West Coast. Seafarers know Bridges well as the number one enemy of the SIU of North America on two counts: One, his consistent support of Communist objectives on the waterfront and, two, his repeated raids against SIU of North America affiliates on the West Coast.

It was the SIU Pacific District which, despite Bridges' best efforts, finally-dislodged Communist-dominated unions from West Coast ships, and it is the SIU Pacific District which has always been the barrier to Bridges and the waterfront section of the Communist Party, keeping them from their long range objective of seizing control of West Coast maritime.

Consequently, when Hoffa forms an alliance with Bridges, as far as SIUNA is concerned it means he is teaming up with

pro-Communist groups in maritime to help them further that objective.

The reaction of the Pacific District is clear. It will fight this challenge right down to the wire. Ed Turner, secretary-treasurer of the Marine Cooks and Stewards Union, one of the three unions in the District, put it this way in his report to his last headquarters membership meeting:

"I recommend that we take the position tonight that we support the SIU Puerto Rican division 100 percent and let everybody know our feeling about the unholy pact between the Teamsters . . . and the ILWU and that we notify the legitimate labor movement that we do not condone the raiding tactics of this unholy group."

The MCS, of course, is the union which, with the invaluable assistance of the Sailors Union of the Pacific and the Marine Firemen's Union, defeated Bridges' last attempt to retain a foothold on West Coast ships. It is undoubtedly the number one target of Bridges' plans.

As far as the Puerto Rico situation is concerned, the SIU has been active in the trucking field there for many years by virtue of the fact that maritime workers were the first union groups on the island. Further, since the ouster of the Teamsters by the AFL-CIO, the SIU has been instructed by the Federation to retain its jurisdiction in the trucking field. The SIU fully-intends to continue to hold the Federation's position and to protect the best interests of the Puerto Rican workers who want the SIU as their collective bargaining representative.

## Congress Certain To Act On Medical Aid For Aged

WASHINGTON—Despite a "hands-off," non-committal policy by President Eisenhower, pressure is such that the issue of some kind of Federal legislation on health insurance for the aged has become the number one item facing Congress this year.

Because of medical science's progress, the number of the aged has increased from six million over 65 in 1930 to sixteen million today in the United States—and a survey taken by the Department of Health, Education and Welfare indicates that three out of four of older citizens cannot afford to pay for the care they would need if seriously ill. Medical costs have also soared by 45 percent in the past ten years, more than twice as much as the over all cost-of-living as noted by the Consumer Price Index.

The most important plan offered in the field of care for the aged is the Forand Bill, currently being pigeon-holed by the House Rules Committee. Introduced by Rep. Alme Forand (Dem.-Rhode Island) it would deal with the problem with compulsory Federal insurance, operated within the framework of the Social Security Act.

Rep. Forand is currently seeking to get a discharge petition which would enable him to pull the bill out of the committee's control and have the House vote upon it. The measure would provide insurance covering 60 days of hospital care, or 120 days of combined hospital and nursing home care, together with surgical benefits to those eligible for old age insurance benefits.

Several Republican bills have now been thrown into the hopper, as the Republicans, realizing the explosive nature of the issue, are trying to "get in on the act." The Republican measures are all based on voluntary programs and private insurance schemes. Their proposals have been attacked as being almost as expensive as the Forand Bill provision and seem rather impractical.

The mail has been just phenom-

enal as older citizens, realizing their political importance, have been deluging their Congressmen with requests for adoption of a program of old-age insurance.

Fighting the measure, with the cry "socialized medicine," are the organizations who have been turning illness into profits . . . namely the American Medical Association, the various insurance companies, and the NAM.

## Navy Plans Missile Ship Conversions

WASHINGTON — Underscoring its announced intention to take over all special-purpose operations, such as the missile ranges, the Military Sea Transportation Service has announced it is converting a reserve fleet Victory ship into a missile tracker. The freighter is the first of a "number" of ships it intends to put into service on the missile range, manned by Navy or MSTs crews.

MSTS has repeatedly refused to permit private ship operators to bid for the missile range assignments, despite the fact that the SIU-contracted Suwannee Steamship Company has been operating successfully on the Atlantic missile range for some time now.

The MSTS determination to take over special purpose service is believed to reflect the organization's concern over cutbacks in regular cargo and passenger ship operations—cutbacks coming in part from the complaints of private operators and marine unions about Government-operated ship competition.

At the same time, private ship operators are seeking a larger share of the carriage of military personnel and their dependents due to the fact that after next June they will have no contracts for this trade, and no assurance by the Defense Department that they will be able to further participate in this traffic.

The operators are watching a measure sponsored by Rep. Herbert C. Bonner (Dem., NC) which would set aside \$11,000,000 for the purpose of procuring commercial passenger sea transportation service on American flag vessels.

Last year congress earmarked \$85,000,000 for civil and commercial air reserve. This resulted in diverting traffic away from the ocean carriers.

## Put Postal Zone On LOG Address

The Post Office Department has requested that Seafarers and their families include postal zone numbers in sending changes of address into the LOG. The use of the zone number will greatly speed the flow of the mail and will facilitate delivery.

Failure to include the zone number can hold up delivery of the paper. The LOG is now in the process of zoning its entire mailing list.

## Mobile Has Rosy Future

MOBILE—Though the outlook for the last period in this port had been pegged as slim, several ships called here and almost every man who desired employment got it, reports Louis Neira, agent. The forecast for the upcoming two weeks is for more of the same, as 14 vessels have indicated they will call here, adds Neira.

And to keep the future outlook on the rosy side, the Keefer Ideal, which is in the process of being converted from a tanker to an ore carrier, is expected to take on a full crew around May 1, it was also announced.

Ships hitting here during the last two weeks for service, payoffs or sign ons were: Alcoa Clipper, Alcoa Roamer, Alcoa Ranger, Alcoa Pioneer (Alcoa); Monarch of the Seas, LaSalle (Waterman); Steel Architect (Isthmian); Claiborne (Waterman); Antinous (Waterman), and Del Mundo (Delta).





# SEAFARERS IN DRYDOCK



In the Norfolk area, among the Seafarers currently laid up are Seafarers Henry Bjork, Dennis Cahoon, Rufino G. Camantigue, Leroy J. Jones, James E. Rogers, and Henri J. Robin.

Bjork was hospitalized for observation and an operation on his head. His skin breaks out in lumps and the doctors are trying to find the cause of this. He last sailed as an AB on the Jean Lafitte.

Cahoon, who last sailed as an oiler on the Thetis, broke his left arm in an auto accident and is currently undergoing treatment, and making



Cahoon



Camantigue



Rogers



Robin

progress. Camantigue, a utility man whose last ship was the Penn Transporter, was hospitalized for observation.

Jones burned his left leg with a cigarette and the leg became infected. His condition is not serious however and he expects to be back with his buddies in the near future. Rogers, who sailed last as an OS on the Mount Whitney, has a heart ailment and is responding slowly to treatment.

Robin suffered severe injuries in an automobile accident, in which he received compound fractures on his leg and caved in some ribs. He will be able to get on crutches in a few weeks but will be hospitalized for some time. He was a cook and baker on the Cities Service Miami his last time out.

Seafarers on the beach or off their ships on shore leave should take time out to visit their buddies in the hospital. A visit or a letter from shipmates is always appreciated by Seafarers cooped up in a hospital.

**USPHS HOSPITAL**  
BALTIMORE, MARYLAND  
Theodore Aleck  
Berger Bergesen  
Ben. L. Bone  
Louis A. Brown  
Gaetano Buseglio  
Sidney Day  
John W. De Vaux  
Gerald L. Edwards  
Eddie S. Game  
Jesse V. Grimes  
Floyd J. Griffin

**VA HOSPITAL**  
BALTIMORE, MARYLAND  
Maurice Flynn

**USPHS HOSPITAL**  
SAN FRANCISCO, CALIFORNIA  
R. L. Harnden  
C. G. Haymond  
E. H. Huizenga  
Leo Rondario

**USPHS HOSPITAL**  
BRIGHTON, MASS.  
James B. King

**USPHS HOSPITAL**  
GALVESTON, TEXAS  
Pat H. Jones  
H. A. Laumann

**USPHS HOSPITAL**  
STATEN ISLAND, NY  
Oscar J. Adams  
Joseph Blake  
Robert W. Bunner  
Gregorio Caraballo  
Alfredo Cedeno  
John T. Cormier  
James R. Egan  
James N. Elliott  
Jose D. Escobar  
George Fiance  
Augustus Francis  
J. A. Grbac  
Eugene R. Hall  
John Hawkins

**USPHS HOSPITAL**  
NORFOLK, VIRGINIA  
Henning Bjork  
J. W. Blankenship  
H. H. Broughn  
Dennis Cahoon  
Rufino Camantigue  
John L. Griffin

**USPHS HOSPITAL**  
SAVANNAH, GEORGIA  
Louis Cevette  
Reamer C. Grimes  
SEATTLE, WASHINGTON  
Edward E. Edinger  
Cecil M. Gray  
George B. Little

**USPHS HOSPITAL**  
MANHATTAN BEACH  
BROOKLYN, NEW YORK  
Matthew Bruno  
John J. Driscoll  
Bart E. Guranick  
John J. Hazel  
William D. Kenny

**SEASIDE MEMORIAL HOSPITAL**  
LONG BEACH, CALIFORNIA  
Howard C. Oberg

**USPHS HOSPITAL**  
FORT WORTH, TEXAS  
Frank E. Anderson  
Richard B. Appleby  
B. F. Diebler  
George Doherty

**VA HOSPITAL**  
CENTER HOT SPRINGS  
SOUTH DAKOTA  
C. C. Womack

**US SOLDIERS HOME HOSPITAL**  
WASHINGTON 25, DC  
W. H. Thompson

**TRIBORO HOSPITAL**  
PARSONS BLVD. & 82 DRIVE  
JAMAICA 32, LONG ISLAND  
James Russell

**VA HOSPITAL**  
KECOUGHTAN, VIRGINIA  
Joseph Gill

**USPHS HOSPITAL**  
NEW ORLEANS, LA.  
James C. Allen  
T. E. Andrews  
William E. Applin  
James E. Belcher  
Accurso Bonti  
Richard Chazarra  
Virgil L. Coash  
Donald Dambrino  
Angelo D'Amico  
Jack H. Gleason  
Charles Habighorst  
Whitten Hammond  
Harry Hammond  
B. R. Huggins

**VA HOSPITAL**  
NEW ORLEANS, LA.  
Richard J. Sullivan  
SAILOR SNUG HARBOR HOSPITAL  
STATEN ISLAND, NEW YORK  
Thomas Isaksen  
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## Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letters or other communications sent in by Seafarers unless the author signs his name. Unsigned anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request.

## Seafarer Asks One-Year Rule

To the Editor:

About that article by Gottschalk a while back, in regards to homesteading on a ship... It sure hit the spot and the truth. You get aboard one or more years and they feel they own the ship or have a mortgage on number 6 hold. They get all the time off and they keep telling you it's this way and has been for the past year or so, or words to that effect.

## Letters To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

Of course we fellows who have been going to sea 30 years or more, as I have, don't know port from starboard as far as they are concerned. After all, some of them are the mate's boys and of course the first ones to get time off.

As Gottschalk mentions about some Unions with seven months and one year deals, if these fellows cannot take these vacations, they should forfeit it. In the MMP you have to take your vacation every year.

As long as I have been going to sea two months is the longest I have ever been on any ship and that is long enough.

In conclusion let me say it creates a shipping turnover. How many times have you heard the expression a "new crew brings better understanding" which means everyone starts from scratch. So let us have a one year ruling. I think there will be better harmony that way. These homesteaders never take a delegate's job, but when a meeting is over, they pipe up and say it should be this way and that way.

One year, get off and take your vacation. It is being done in other maritime unions. And do you know of any Unions where you can collect your vacation pay and stay on the job at the same time so as to collect your wages?

George Harding

## Seafarers Praise NMU Crew

To the Editor:

We would like very much to express our heartfelt thanks to the officers and crew of the National Maritime Union's contracted-ship Attleboro Victory (Prudential Steamship Co.) for the wonderful treatment they extended to us during our return trip from Alexandria, Egypt, to the United States.

The company that owned the ship we were sailing, the SS Vallant Faith, went bankrupt when the vessel was in Port Said, Egypt, and the crew was then being repatriated back to the States on any available American ship that touched in or near that port.

We were taken to Alexandria and put aboard the SS Attleboro Victory and from the very first day we were treated with kindness and respect by every member of the crew.

The members of the crew obtained cigarettes, etc. for us each time the slop chest opened and also, the officers and crew

gave us a donation of \$66 to be split between use so that we would have spending money for the ports that the vessels would call in before returning to the States.

We are very grateful for everything they did for us while we were aboard. It makes us proud to have known them and to realize also that there is still such things as "The Brotherhood of the Sea."

Howard H. Harvey  
Walter Stovall

## Welfare Plan Rates Thanks

To the Editor:

I would like to express my sincere appreciation to the Seafarers International Union for their cooperation and assistance when I became the beneficiary of Mr. Marcelino Soto's Insurance benefit.

I would also like to thank Mr. Joe Campo, here in Philadelphia for his efforts in helping me.

Mrs. Aida Duran

## Elect Garmatz, Seafarer Says

To the Editor:

For several years certain groups in Washington have been kept busy pulling the rug from under the seafaring population by permitting the steady transfer of US vessels to flags of convenience, or allowing our foreign aid to be dispatched in foreign bottoms.

Unfortunately some brothers pay little or no attention to this very serious matter until such times as they come face to face with a blank shipping board while in need of work.

Here in Baltimore we are very fortunate to be represented in Congress with the high intellect of Hon Edward A. Garmatz of Maryland 3rd Congressional District. Because this distinguished gentleman has an outstanding record of cooperation with unions in affairs of the maritime industry, I urge his constituents to reelect him to Congress in the May 17 primaries.

Those who are not registered Maryland voters but are on the beach in Baltimore can still be a valuable help in returning Rep. Garmatz to Congress. Volunteers who pass out his campaign literature or urge registered voters to use the polls can proudly feel they have contributed something to the better interest and well being of all who sail the high seas on American vessels.

James E. Chew

## Plan Aids Seafarer's Wife

To the Editor:

There are just no words to express to the SIU Welfare Plan our thanks for its assistance to us, especially when we were in need of it.

Recently my wife was rushed to the Hospital and if it had not been for the SIU Welfare Plan we would have been sunk... so we cannot thank you enough for the help we received from the Plan in paying our hospital and doctor bills.

It is a great thing to have a Union hospital welfare plan for the men and their families. We also wish to send our thanks to the Mobile staff for their work in helping us to obtain the assistance we needed when we needed it.

Hubert and Ora N. Wilson

Editor,

SEAFARERS LOG,

675 Fourth Ave.,

Brooklyn 10, NY

I would like to express the SEAFARERS LOG - please put my name on your mailing list.

(Print Information)

NAME

STREET ADDRESS

CITY

ZONE

STATE

TO AVOID PUBLICATION, please use the SEAFARERS LOG - please put my name on your mailing list.

NAME

STREET ADDRESS

CITY

ZONE

STATE



# FROM THE SHIPS AT SEA

## Tree At Sea

The men on the Jean Lafitte had a Christmas tree to cheer up their celebrations last year, which was bought with money "out of his own pocket" by chief steward Nicholas Hatgimision, known to the crew as Pete Hoggie for short. He wanted things to be "just like at home" and crew was sure grateful for the little extras he went out of his way to get them. The photos just recently arrived at LOG office.



Pete Hoggie, chief steward on the Jean Lafitte, flashes a broad smile beside the Christmas tree he bought for his crewmates on the Jean Lafitte.



Some members of the steward department on the Jean Lafitte take a moment from their Christmas dinner preparations to pose for a snapshot. They are (l. to r.) A. Fernandez, chief cook; Juan Colpe, 3d cook; and Pete Hoggie, chief steward.

## We Have Just Begun

After a two-year delay, the Seafarers aboard the Coe Victory finally managed to get the interiors of the vessel painted . . . At the head of this move-

ment was ship's delegate Luke Clamboli, who said, upon hearing of the victory over the Coe Victory: "We have just begun to paint . . ."

## Appeal To The Supreme Court

Seafarers have to put up with all kinds of things in the course of a voyage . . . It's all part of the business of sailing and being away from the conveniences of ordinary life . . . But according to a report from the Wacosta's recording secretary Vernon Hall, there was one straw that broke the proverbial camel's back that had the men up in arms, and toothpicks.

It seems that the bologna and salami was being served unpeeled, and that's too much, so the men appealed to the cooks to repeal whatever unwritten law of the sea they had passed and asked them to serve the salami and bologna peeled.

## No Rejoicing

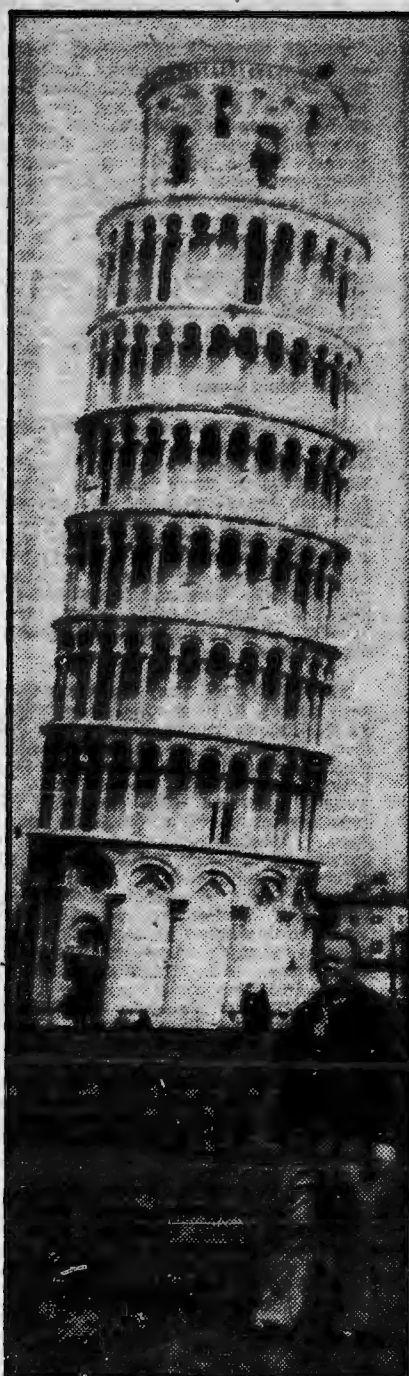
Fruit-juice lovers are not rejoicing on the Ocean Joyce because of a shortage of oranges, as well as milk and many other items . . . The vessel ran out of oranges seventeen days out at sea and the men were outraged, reports meeting secretary Kuberski . . . Also, there was a discussion on the price of playing cards, which for some reason are exorbitant.

## Texmar Tall Tales

Things are running smoothly aboard the Texmar reports meeting secretary E. J. Berg, who reports that there are no beefs but lots of fishes . . . "We have some champion fishermen aboard," he notes . . . including a bosun who whistles "a happy tuna," an AB who fishes "just for the halibut," an OS with "an ugly octopus," a member of the black gang who bears no "eel feelings" against any man, and many other virtuosos of the rod, reel, hook and worm.

## Hot Sauce On Alice Brown

Seafarers are breathing fire on the Alice Brown . . . or so reports J. C. Campbell, Jr. the meeting chairman aboard . . . The seafaring dragons belch smoke and such because every once-in-a-while someone puts hot seasoning in the food with a heavy hand . . . the men petitioned for a stay of spicing, which they were granted and now are free to spice for themselves.



Seafarer "Rusty" Thompson, Alcoa Pilgrim, in front of that tourist's mecca, the leaning tower of Pisa.

## LOG-A-RHYTHM:

# Far East Melting Pot

By FLOREN WEINTRAUB

Part Chinese lady from Macao quite near Communist hillsides  
Given to thought in her teacups how she has much to cry

From aloft, nestled amid varied foliage and birds-eye view  
To Tiger Baum 10-story obelisk seen from coolie shacks below

Or to frequent the docks in Kowloon in sprawling Yaumati  
Hop-heads, basket-weavers, beggars and hatchet murderer can buy  
Painted ladies from brothel dens. Others of ill fame  
Adorn corners as do pickpockets, chiselers stalking their game.

Mongrels from far off lands will be found in old Hongkong  
Of varied stores and rackets, weird deals, fake passports, a song  
For a price—yet the lady in question, buyer for a Shanghai firm,  
To flee when Communists took over, for flame of hatred burns.

From tyranny and devastation, confiscation of property, bank funds  
The war of nerves has a peaceful solitude for old Confucius' sons  
'Neath bamboo shacks duck ponds charcoal-burners and rice bread  
Lasting memory of this writer, who talked with those who fled.

## On The Feltore:

# BOOM

Nothing is so peaceful as a ship at sea—the soft murmur of waves slipping gently against the hull, the occasional mutterings of the card-players in the messroom, a romantic tune emerging from some Seafarer's radio . . .

That's the way it must have been recently on the Feltore (Marven) as it was plodding along its assigned route. Suddenly there was a loud boom which echoed and reechoed up and down the passageways, in and out of the foc'sles and every other corner of the mid-ship house.

This, it is believed, shook up

the crew considerably from top-side down to the watch in the engine room.

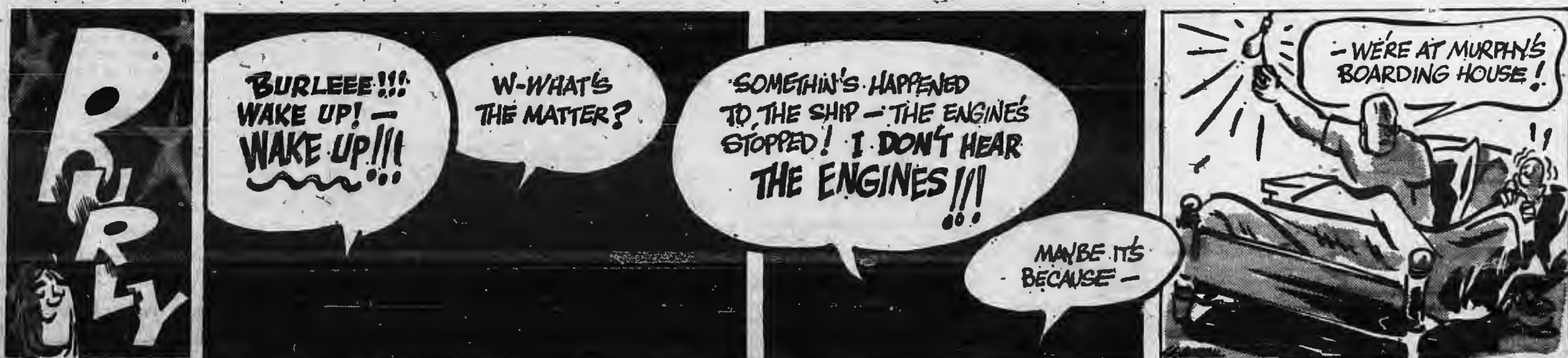
As it turned out, the evidence pointed to some unidentified prankster who had set off a firecracker just for kicks. However, the crew didn't think it was funny, and at the next ship-board meeting voted that anyone caught shooting off firecrackers should be brought up before the membership.

Since then, the firecracker-jokester has been discreetly silent. The irate men whose sleep was disturbed might have some rough and ready justice waiting for him.

## Si-mule-ated Moustache



Joe Bates, OS on the Maxton, uses a donkey's ear for a moustache while shipmate Malden (Tiny) Hibbs, AB, catches hold of an earful, but not of gossip. The shot was taken during a tour of Cadiz.





## Sea Rescue

# Quick Work Saves Swimming Seafarer

"Today at 0755, April 9, 1960, the cry that all seagoing men fear rank out... 'MAN OVERBOARD'."

The ship was the Margaret M. with an SIU crew aboard, and Seafarer Douglas Patterson, BR, had fallen overboard. All hands immediately rushed to their boat stations as the general alarm was sounded. At 0810 the man was spotted about 300 yards off to starboard. The emergency crew was in the No. 2 lifeboat and way away at 0833.

He was picked up at 0839 alive, but weak and suffering from shock. By 0915 the rescue boat was aboard the ship and the saved man was in the ship's hospital.

Many thanks go to Captain Stanley Funk, in charge of the operation on the bridge, who brought the ship around as close as possible to the man in the water.

Wiper Isaak Bouzin saw the man in the water and gave the alarm. He no doubt deserves a lot of credit for the successful rescue, for if he had not seen the Seafarer in the water, it would have been a few hours before the man was missed.

Others participating in the rescue were: C. B. Howard, chief mate; M. J. Carter, second mate;

William Omelancyck, AB; Oscar Raynor, AB; Alfred Gerber, AB; Thomas Harman, AB; and Ebor Duxbury, AB.



Isaak Bouzin, wiper aboard the Margaret M., happened to notice Douglas Patterson, BR, overboard and raised the "man overboard" alarm. Quick work by the captain and the lifeboat crew enabled a speedy rescue.

## 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.

## SHIPBOARD SKETCHES

by Ben Graham



"... And I said to mother, I'll go down and help John home..."  
Let me carry your wallet...

**STEEL VENDOR** (Isthmian), April 9—Chairman, B. Broderick; Secretary, Bill Stark. Ice water fountains have been fouled up for the last few trips. Motion made that this be put in running order once and for all. Crew expresses their regrets that Captain Mecklem had to leave the ship for an operation Stateside. Captain Spence said he would pay off only the workday and Brown, on arrival in the States. Cautioned crew to have a sober and smooth payoff. Some disputed OT. It is requested that the NY hall acknowledge ship's radio-grams. Ship is in need of a new washing machine or a complete set of spare parts. Cooperation is asked when using heads.

**MARYMAR** (Calmar), April 3—Chairman, G. Walter; Secretary, T. R. Price. Everything running smoothly. Repairs to be done on ship. Thanks to deck department for fine cooperation in making the voyage a smooth one. One man taken off ship while bunkering in Pedro. Man hospitalized and there was no time to obtain a replacement. One man hospitalized in Eureka. Replacement came from Frisco. Vote of thanks to steward department.

**ZEPHYRHILLS** (Pan American Overseas Corp.), April 5—Chairman, Thomas F. Hill; Secretary, Herbert C. Justice. Check to be made regarding payoff and overtime. Recent notices placed on bulletin boards will be strictly complied with regarding the bringing on board of alcoholic beverages. Replacement list should be turned to the ship's delegate by the afternoon of April 6. Ship's fund stands at \$10. No beefs and no disputed OT. Motion was made that New York be contacted to see that proper repairs be made to galley ranges and ice boxes. All members were requested to keep away from the patrolman until each delegate has finished with their respective business. A question of periodic payoff was brought up and a motion was made and seconded to retain the present three-trip payoff in effect. The master has maintained a policy of giving substantial draws at any time. A vote of thanks to the steward department.

**PENN TRADER** (Penn Shipping), March 12—Chairman, E. C. Barnhill; Secretary, Frank Kustura. Most repairs were taken care of. Ship's fund stands at \$8.01. E. C. Barnhill was elected ship's delegate by acclamation. Frank Kustura elected ship's treasurer. Crew was asked to hold on blankets because cold weather is coming.

**FELTONE** (Marven), April 10—Chairman, L. Richardson; Secretary, E. A. Boyd. All repairs have been completed. Disputed OT to be handled with patrolman. It is recommended that anyone found guilty of shoplifting firecrackers in the passageways be brought before the membership for handling. Steward department given a vote of thanks.

**ROSE KNOT** (Suwannee), April 2—Chairman, J. Steeber; Secretary, W. L. Bowles. Two men were hospitalized. One in Ascension Island and the other in Capetown. Four men getting off under mutual consent upon arrival in Recife. We are to receive six replacements. Captain has asked the cooperation of all in being here day after arrival for payoff. Balance in ship's fund is \$17.54. Some disputed OT. All communications from the Union were posted upon receipt. Anyone caring to refer to them can see the ship's delegate who has them on file. It is suggested that the steward department eat either before or after the crew, or at least give the crew the first half an hour and not crowd the messhall as soon as meals are served. Members asked to turn in excess linen for inventory.

**STEEL AGE** (Isthmian), March 6—Chairman, John A. Reed; Secretary, V. G. Orancio. Everything running smoothly so far. Nobody was logged. All minor repairs have been attended to. Second electrician and one wiper were hospitalized and left behind. Will be replaced at port at payoff. Crew of the Steel Age has donated \$150 to crewmembers of the Vallant Enterprise in Chittagong. Motion was made requiring Greek companies to put up some kind of cash bond to insure SIU crews aboard their vessels of wage security and other financial liabilities of the company. It is requested that duck not be served too often. Ship's fund amounts to \$4.42.

**CHILORE** (Marven), April 4—Chairman, Jack Wise; Secretary, James Schroeder. One man missed ship in Baltimore. Henry Shepeta elected ship's delegate. Vote of thanks to the steward department. Delegates to get a repair list together.

**GALLOWAY** (Overseas Nav.), March 27—Chairman, Herman Whisman; Secretary, Samuel Doyle. Crew hopes that there will be sufficient US currency on hand for draw on next foreign voyage. The third cook, Wayne Hartman, volunteered to leave the galley and forfeit his wages as cook to BR who has a cook's rating. No disputed OT. A vote of thanks was given to all crewmembers by chief steward for complete harmony. A vote of thanks was given to steward department in the preparing of the menu and food. Just like SIU style.

**PRODUCER** (Marine Carriers), April 3—Chairman, E. Golings; Secretary, H. Campbell. Ice box will be fixed in Japan, if possible. Repairs will be brought to the attention of proper department heads. Draw will be in yen unless otherwise indicated. Some disputed OT. Ship should be fumigated for cockroaches. Need fans for

messman's room. Awnings will be requested for crew, if ship returns to India. Sufficient paint for unlicensed personnel quarters to be placed on board. Screen doors are requested. Washing machine is not operating.

**PETROCHEM** (Valentine Chemical Carriers), April 5—Chairman, V. F. Nolde; Secretary, Harry W. Reiser. Some disputed OT in deck department. Ship's fund is \$13. Retroactive pay difference will be paid on next draw. Will report to the patrolman concerning the obtaining of milk in Gulf.

**OCEAN JOYCE** (Maritime Overseas), April 2—Chairman, Taylor; Secretary,

Morris made a report on the safety meeting. It is requested that room keys be left with the delegates. A vote of thanks to the ship's delegate.

**MAIDEN CREEK** (Waterman), Feb. 13—Chairman, R. D. Stough; Secretary, Benny M. Foster. Port agent spoke to captain concerning American money. Ship's fund is \$15.32. Expenditures are \$3.30. Ice will be made every day from now on. Ship's delegate to see chief mate about painting out cooks' room.

**THETIS** (Rye Marine), March 30—Chairman, J. Karl; Secretary, R. Le-Bombard. A copy of special orders by chief mate, concerning the deck department watches and day workers were sent to NY. Ashtrays needed in the mess hall. Discussions held on coffee versus coffee urns. Breakfast being served too slowly. It is suggested that messman and pantry work together to serve.

**WACOSTA** (Waterman), March 27—Chairman, John Thompson; Secretary, Vernon Hall. All repairs taken care of. Everything is running smoothly. Several men missed ship in Gulf. It was suggested that ship be fumigated for roaches and bugs. This beef will be sent to headquarters and company officials. It is suggested that the casing be removed from bologna and salami.

**STEEL WORKER** (Isthmian), March 20—Chairman, William Mand; Secretary, B. Carlos. Good trip so far. No major beefs and it looks as though payoff will be an easy one. Information needed on cargo. \$23.56 in the ship's fund. Yale locks needed for focal doors because too many keys fit too many doors. Ship needs fumigation. Rubber doorstops needed on the screen doors. Slamming of the metal screen doors is very annoying to those sleeping. Will check with patrolman about the chief mate's attitude toward crew requiring medical attention. Gangway needs a minor modification as it is very dangerous for boarding on to launch. One member almost had a fatal accident.

**ORION CLIPPER** (Orion), April 1—Chairman, M. Hitchcock; Secretary, P. Parker. Ship's delegate to be elected. Everything running smoothly. Motion made to have Section 12, Paragraph B changed on superintenders to read all hands breaking out and stowing mooring lines. All lines are 10 inch hawsers and all hands are required. Desk lights to be installed in each focal. Bosun gives vote of thanks to deck department for splendid cooperation. Vote of thanks to the steward department.

**PENN VOYAGER** (Penn Shipping), March 6—Chairman, Bob High; Secretary, Larry Kelly. All beefs were settled and repairs done. Ship's fund stands at \$6. One man short in steward department. Walked off the ship in Port Arthur. No replacement. Harold Werns re-elected ship's delegate. Members discussed cleanliness of washing machine and wash room after use of same.

**STEEL CHEMIST** (Isthmian), March 22—Chairman, Kenney Conn; Secretary, R. L. O'Brien. Everything running normal. Extra soap is asked for deck department. Old beefs taken care of in NY. Ship's fund is \$31.65. Motion made that ship's delegate contact chief engineer about scuppers. If no action is taken by him, then he is to see the captain. Discussed the matter of men coming aboard to do laundry and helping out in galley and pantry. Motion made not to let them. Will check on mail sent to home port and find out why it is not sent to ship. Motion made that headquarters check on this and have action taken.

**COE VICTORY** (Victory), March 19—Chairman, G. D. Brady; Secretary, H. Drohn. Crew opposes wage settlement and asks renegotiation. No major beefs in the departments. There is nothing in the ship's fund. Few hours of disputed OT. Linen is short and in very bad condition. Steward has ordered new items. General repair list to be brought up to date. Luke Ciamboli, ship's delegate, has served his capacity to the very fullest measure. Through his effort the ship's interior was finally painted after a two-year delay.

**ALCOA CLIPPER** (Alcoa), April 3—Chairman, Ed Kelly; Secretary, J. Roberts. Congratulations on the winning of safety award. All members to vote for union-backed candidates in Mobile primary May 3. To fill out census forms. Repairs turned in and not taken care of. Will see patrolman about repairs and the rooms being only spg-painted. The officers' rooms are painted completely. It is requested that members not congregate in passageway near galley.

**JOHN B. WATERMAN** (Waterman), April 3—Chairman, W. Hella; Secretary, C. V. Berg. Ship's delegate resigned. New delegate was elected. Reports are that rooms are to be painted and repairs made. Discussion held on stores and repairs that have not been taken care of. Steward asked to let the crew know if the ship is short of any stores for the voyage so that action can be taken to be sure that enough are aboard to make voyage.

**ALAMAR** (Calmar), April 3—Chairman, T. Frazier; Secretary, Gilbert Hogge. Most repairs were done. Ship's food was bad during trip. Will see patrolman about getting more on trip. Discussed keeping the pantry clean. Thanks to the patrolman in San Francisco for visiting ship while in the yard there.

## Digest Of SIU Ship Meetings

Kuberski. There are complaints on slopchest prices. There is also a complaint on the shortage of stores leaving the States. Minor beef between chief engineer and steward straightened out. Some disputed OT. Balance in ship's fund is \$7.33. Discussion was held on the fact that there are too many dirty cups and dishes. Ran out of oranges while out 17 days. There is a shortage of fresh milk.

**STEEL AGE** (Isthmian), Jan. 3—Chairman, Albert C. May; Secretary, Vincent G. Orancio. So far there is no major beef. If there is any repair to be done in your rooms, turn in list to your delegate. Minor repairs may be done on ship. Weekly schedule for cleaning laundry room for each department has been posted. Ship's fund is \$4.42. Communications received will be posted for everybody to read. Some messhall chairs need repair. Some beef regarding the quality of bacon. Request that more grits be served to the crew if possible. Most of the repairs requested on last trip have not been attended to.

**SEAMAR** (Calmar), April 3—Chairman, J. Marshall; Secretary, A. Szmir. Repair list has been turned in. Everything running smoothly. Few hours of disputed OT.

**KENMAR** (Calmar), March 7—Chairman, W. Smith; Secretary, M. Kleiber. Repair list was taken care of satisfactorily. Two men missed ships in port. Replacements on board. Motion carried that wage clause be renegotiated reaching at least an even increase with bosun and steward. Discussion was held on the deplorable condition of lockers. It is suggested that the captain be brought to look at them. Would like to submit letter to headquarters for adequate facilities for clothing. A vote of thanks to the steward department.

**TEXMAR** (Calmar), April 4—Chairman, Al Stone; Secretary, E. J. Berg. A new ship's delegate was elected. One man in the deck gang missed ship in Baltimore.

**ALICE BROWN** (Bloomfield), April 3—Chairman, Wm. Thompson; Secretary, J. D. Cantrell Jr. One man has been logged several times. Bosun, two daymen and wiper were excused from meeting because of work. No beefs reported. Most items on repair list taken care of. Remainder will be done. Ship's fund is \$7.20 of which \$1.20 is to be paid out for a lock. It is suggested that no hot seasoning be put in food. Vote of thanks for the steward department for a job well done. Linen should be changed one day ahead. Turn in dirty blankets.

**MYRIAM III** (International Nav.), March 27—Chairman, E. Fielding; Secretary, R. Broc. None of the last trip's repairs have been completed as yet. Patrolman to request a better supply of slops including more cigarettes. The steward and chief cook were taken off ship sick. All delegates to make up a complete list of repairs. Shortage of help in galley. It was requested that the captain place a cook who is being repatriated to the States from the Vallant Faith in the galley to assist. Motion was made to assist SIU Brothers from the Vallant Faith financially. They are on board. A vote of thanks to the 2nd mate for his treatment to sick crewmembers. A vote of thanks also to the steward department for a fine job accomplished under adverse conditions. Discussion held on making a stronger bid for patrolman representation at our ports on the West Coast before signing on.

**ALCOA PEGASUS** (Alcoa), April 2—Chairman, M. W. Houx; Secretary, T. Weber. Delayed sailing disputed. Fumigation beef arose. Captain refused to buy fresh milk on arrival in Hawaiian Islands. One man logged. Captain refused to replace man in Honolulu. A man was available. Repair lists turned in. Steward was hospitalized in Tripler Army Hospital in Honolulu. Balance in the ship's fund is \$5.75. Some disputed OT. Motion made to hold a special meeting at payoff to determine action against performing crew members. Edward



## Benefits Await Seafarers; Documents Necessary

Several thousand dollars in hospital-surgical benefits for SIU men is pending at the Seafarers Welfare Plan because of lack of necessary documentation from the Seafarers involved, the Welfare Plan office reports.

Among items holding up the benefits are such documents as copies of doctors' bills, birth certificates, and proof of employment.

The Welfare Plan emphasized that it was ready to make payment to the Seafarers involved as soon as it received the necessary documents.

The following are the Seafarers for whom the benefits are waiting:

R. P. Burton, O. Coleman, J. Collazo, T. J. Cox, K. Davis, L. Figuero, G. Garcia, R. Gatica, P. Gonzalez, J. Grimes, J. D. Halpin, R. Heffley, C. Howell, N. La Placa, F. La Rosa, T. Little, J. Long, E. Mastriannix, J. Matos, S. Nielsen, E. H. Northrop, R. Ortiz.  
Also, R. Otto, W. Outland, S.

## Personals And Notices

### Charles Lynsky

Our new address is 5545 West Park Drive, North Hollywood, Cal. Come home as soon as you can ... Harriet.

### Steel King Stewards

Please notify Neil V. Pardo, 2420 First Ave., Seattle 1, Wash., of the whereabouts of E. M. Croninformer's gear, so he can send for some valuable papers in the gear.

### Joseph Cole

Ex: SS Rockland ... Contact me c/o Peninsular Navigation, 17 Battery Place, New York, NY, about important papers. Herb.

### Francesco E. Gianico

Your book, receipts, and seaman's papers are on file in the headquarters vault.

### Aubrey H. Thurman

A check is being held for you in the headquarters vault from Penn. Trans.

### Benedict N. Broderick

Discharges are being held for you at headquarters vault.

Income Tax refund checks are being held for the following SIU men listed above by Jack Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco, California: Ernest C. Anderson, Claude D. Berry, Donald L. Christensen, Arthur L. Craig, Jr., Dominic Graziano, Raymond Miller, Pablo Ojeda, Sammy Rogamos, Joseph R. Touart, Charles W. White.

### Apartment Wanted

Any member who has a three or four room unfurnished apartment, steam heat and modern facilities for rent, please contact L. P. Hogan, 397 3rd Ave., NYC. Tel: MU 3-8069.

### Kirk L. Anderson

Please contact Ethelia Howard at 8632 Baring Cross Street, Los Angeles 44, Calif. as soon as possible.

### Thomas S. Kline

Contact your wife immediately.

### Robert H. Kline

Contact your mother at 28 Elizabeth Avenue, Newark NJ.

Patrow, S. Pedersen, N. F. Plummer, T. Ramirez, A. L. Rios, E. Rodriguez, J. Rivera, W. E. Swilley, R. M. Salter, R. Soto, M. D. Shepherd, D. Stokes, S. J. Thayer, R. Torina, R. Torres, U.S. Veach, J. Vega, J. R. Ward.

## SIU BABY ARRIVALS

All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name:

Patricia Anita Braggs, born February 1, 1960, to Seafarer and Mrs. Willie Braggs, Mobile, Ala.

Marian Jane Connor, born February 12, 1960, to Seafarer and Mrs. James L. Connor, Houston, Tex.

Patricia Joy, born March 17, 1960, to Seafarer and Mrs. Robert E. Joy, Brooklyn, NY.

Stephen Ralph Kendricks, born March 13, 1960, to Seafarer and Mrs. James W. Kendricks, Mobile, Ala.

Walter Charles Stevens Jr., born February 15, 1960, to Seafarer and Mrs. Walter C. Stevens, Baltimore, Md.

Kathleen Emily Toner, born February 29, 1960, to Seafarer and Mrs. Bernard M. Toner, San Francisco, Calif.

John Alfred Casey, born March 6, 1960, to Seafarer and Mrs. Alfred H. Casey, Brooklyn, NY.

Susanne Colas, born January 27, 1960, to Seafarer and Mrs. Ventura Gilbert Colas, Brooklyn, NY.

Valeda Laureen Crane, born March 28, 1960, to Seafarer and Mrs. Lawrence J. Crane, Seattle, Wash.

Matilde Jimenez, born April 7,

## High Court Backs Union

(Continued from page 3)

played on the Nikolos and the ship's owners. The court also held that it interfered with foreign commerce.

Justice Hugo L. Black, writing the Supreme Court majority opinion rejected the grounds of both lower courts, stating that this was plainly a "labor dispute," that there was nothing to make the picketing that would interfere with foreign commerce.

Seafaring unions have been campaigning against the practice of runaway flags on the grounds that it substitutes low-wage foreign crews for American seamen.

In other areas involving Union action against runaway shipping, the National Labor Relations Board has several cases pending involving direct Union representation of runaway-ship crews, plus unfair labor charges against the runaways. These cases include the SS Florida, where the SIU had previously won an NLRB election, the SS Yarmouth and the Sea Level, as well as petitions by the National Maritime Union covering runaway-flag operations of the United Fruit Company.

## Use Only One Mail Address

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



## FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan:

Jose Garcia, 60: Brother Garcia succumbed from a cardiac ailment

while aboard the Alcoa Ranger, February 20, this year. Garcia leaves a wife, Carmen Garcia, of Rio Piedras, Puerto Rico. Brother Garcia had sailed in the SIU engine department since December 1938. Burial arrangements are not listed.



Francisco Molina, 71: Brother Molina, an SIU engine department member since

December 1941, passed away of natural causes while a patient at the Municipal Hospital, San Juan, Puerto Rico, February 19. He is survived by his wife, Maria C. Molina, of Rio Piedras, Puerto Rico. Interment was in the



Metropolitan Cemetery, Rio Piedras.

Peter E. Walsh, 57: Brother Walsh, a member of the SIU since May, 1942, succumbed March 8, 1960, of a heart attack in his home city of Houston, Texas. Walsh had sailed in the deck department. He is survived by his wife, Cecelia Walsh, also of Houston, Texas. Burial ceremonies were at the Garden of Gethsemane Cemetery, Houston.



Salvatore Guiffre, 43: Brother Guiffre died of heart failure while at the USPHS Hospital, San Francisco, March 8, 1960. He had sailed in the deck department as an SIU crewmember, since March 1955. He is survived by a brother, Anthony Guiffre, of New York City.



Robert L. Butler, 65: Brother Butler succumbed of respiratory failure on March 12, while a patient of South Baldwin Hospital, Birmingham, Ala. Butler had sailed as an SIU engine department crewmember since December 1938. The only survivor was a niece, Mrs. Virginia Gollotte, Mobile, Ala. Burial was in Pearl, River, Miss.



## Golden Gate Activity Slow

SAN FRANCISCO—Port agent Walter Sibley reports that shipping in this West Coast port has been rather slow over the last period. The slack was due to the small number of ships that arrived at the port requiring seamen.

During the period only seven ships were serviced and twenty-four men were shipped. Of these two-dozen men, four of the seafarers were "C" book men.

The two ships that paid off were the Alcoa Pegasus (Alcoa) and the Maiden Creek (Waterman). Signed on were the Alcoa Pegasus and the Choctaw (Waterman). Three ships were in-transit. They were the Seafair (Orion), Calmar (Calmar) and Steel Traveler (Isthmian).

Voting of the newly proposed amendments to the constitution has been strong in this port. In the opening ten days of voting, 100 men cast ballots.

Shipping for the coming period is expected to improve although it may be only a slight improvement over the present. All members are advised to take jobs that come in rather than leave them for others to take.

## 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 81-11037.5  
Northwest Pacific

## MARITIME TRADES DEPARTMENT



## Ship Navigation Via Satellite Made Feasible By Rocket Shot

"Shooting the sun" with a sextant and navigating by the stars will become as old-fashioned as handling ships under sail in a couple of years. That became clear when the Navy successfully launched the first "navigation satellite," Transit 1-B, which will pave the way for ships of all nations to determine their positions at sea within a tenth of a mile, at any time of day or night.

The US hopes to have four such satellites in orbit by 1962 so that all areas of the oceans will be within receiving range of the signals and ships will be able to navigate with absolute precision, anywhere in the world even when sun or stars are invisible because of weather conditions.

The 265-pound, 36-inch spherical satellite was assisted aloft from Cape Canaveral by an Air Force Thor-Able Star rocket. It's now circumnavigating the earth every 90-odd minutes on a path between 51 degrees north and 51 degrees south latitude. It's expected to remain aloft for about 16 months.

The US Navy announced it plans to have four of the navigational satellites in orbit by 1962. Spaced evenly around the earth, their radio signals could be monitored by ships with special receivers, and a precise and accurate fix could be determined immediately. Signals could be checked at 90-minute intervals. When this new system is in full swing, its use will, of course, take precedence over all other navigational aids including the sextant, loran (long range navigation) system and others. At the same time, it will ease the tasks of navigators throughout the world.

The Transit 1-B will work this way: Four satellites, in orbits that will carry them to 67 degrees north and south latitude, will transmit radio signals with a high stable frequency. Six tracking stations in the US will make very precise calculations of the future orbits of the satellites.

The future orbital positions will be transmitted to the satellites and stored in a memory device. As the satellites transmit their radio signals, the memory device will also send out a code giving the satellites positions in space, as well as the time.

As the satellite approaches a ship, the frequency of its radio signals will appear to rise and then fall as the satellite passes into the distance. The ship will record this shift in the radio signals and the orbital position broadcast by the satellite.

By studying the shift and the orbital path of the satellite, a ship's navigator will be able to determine where he is in relation to the satellite and thus where he is at sea.

## Seattle Sees Good Future

SEATTLE—Although shipping was on the slow bell during the last two weeks, it's expected to move ahead in the period to come, says Port Agent Ted Babkowski. Of the nine ships which arrived here during the last period, two paid off, one signed on a crew and six called for servicing.

Those paying off were Alcoa Planter (Alcoa) and Helen (Cargo Tankship).

The Alcoa Planter signed on. Serviced in transit: Chocktaw, City of Alma (Waterman), Yorkmar, Losmar and Calmar (Calmar), and Seafair (Colonial).



A Navy admiral and an official of the Government's space agency examine earlier model of Transit satellite. The successor to this model is now in orbit.

## M'time At 'Slow Ahead' On Waterman Subsidy Bid

WASHINGTON—The mills of the Federal Maritime Board are continuing to grind slowly in consideration of the long-pending application of Waterman Steamship Company for subsidy on its various dry cargo operations.

At issue in the latest FMB hearings, as in previous hearings, is the status of Waterman's affiliate, Sea-Land Services (formerly Pan Atlantic).

Arguments presented by competitors of Sea-Land, among them Bull, Seatrain, Alcoa and TMT Trailer Ferry, expressed the concern that Waterman would use subsidy money to shore up Sea-Land and enable it to undercut its rivals in the coastwise and Puerto Rico trades.

The Seatrain spokesman argued that Sea-Land is engaged in rate wars against Seatrain and can do this only because it gets money from other sources.

Similar arguments were raised by Bull, Alcoa and TMT.

However, it was pointed out that under a subsidy contract, Waterman would not be permitted to meet various expenses of Sea-Land as it has done in the past. The Bull Line spokesman emphasized that the FMB should set up specific

safeguards to prevent diversion of funds from Waterman to Sea-Land, in the event a subsidy is granted.

Waterman has asked for subsidy on a wide variety of offshore runs both transatlantic and transpacific, as well as on the Great Lakes to Northern Europe trade route. The company is one of the few remaining unsubsidized operators under the American flag, along with Isbrandtsen, States Marine and Isthmian, all of whom have also asked for subsidies.

## Stockholder Tax Evasion: \$4 Billion Gyp Every Year

When it comes to slipping by Uncle Sam, there's nothing like a stock or bondholder. Coupon clippers who aren't reporting their dividends to Uncle Sam are gypping the US Treasury to the tune of some

\$4 billion dollars a year, estimates G. Keith Funston, president of the New York Stock Exchange.

Appearing on the ABC television show "College News Conference," he made the charge when questioned about proposed Congressional legislation to provide for withholding taxes on dividends.

It has been estimated that about \$1 billion a year in dividend pay-

## 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:

April 27  
May 11  
May 25

## Ships To Get Longer Life Via Subsidy

WASHINGTON—The way is being cleared for legislation which would extend the useful life of subsidized ships from 20 to 25 years for the purposes of operating and construction subsidies. The stretch-out of a vessel's useful life is designed to meet rising costs of building new ships.

Agreement has been reached on a measure which would set the 25-year replacement period for all ships built after January 1, 1950. These vessels would include all the Mariner-class ships now in service, plus the newer passenger ships. It would not apply to war-built or postwar vessels of the C-1, C-2 and C-3 category.

The one outstanding question is whether tankers are to be included in the legislation, with the ship operators claiming that a 20-year life is all that is feasible for tankers.

The purpose of the stretchout is to allow operators five more years to accumulate funds for the construction of replacement ships. However, it was felt that war-built ships could not go for 25 years because they would run into excessive maintenance and repair costs.

However, by stretching out the life of ships to 25 years, the operators run the risk of falling behind competitively, as foreign ship operators would put newer, more modern vessels into service.

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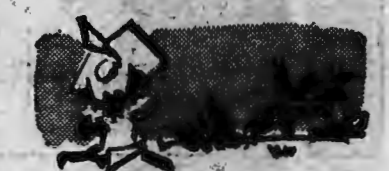
NEWS HEADLINES IN REVIEW



DISARMAMENT AND BERLIN TWO BIG ISSUES FACING STATESMEN AS SUMMIT APPROACHES MAY 16.



CRISIS IN SOUTH AFRICA GROWS AS AFRICAN NEGROES CONSOLIDATE OPPOSITION TO APARTHEID... PRIME MINISTER SHOT, BUT RECOVERS.



DISILLUSIONED FORMER CASTRO FOLLOWERS REBEL, START ANOTHER SMALL REVOLUTIONARY MOVEMENT IN CUBA.



BRITISH QUIT COSTLY MISSILE RACE... WILL USE AMERICAN MISSILES WITH THEIR OWN NUCLEAR WARHEADS AS BASIC DEFENSE.



CHINESE PREMIER CHOU EN-LAI ON "GOOD WILL" TRIP THROUGH ASIA... VISITS BURMA, INDIA AND NEPAL TRYING TO ALLAY FEAR OF RED CHINA.



MAI FER LEDI (MY FAIR LADY) BIG HIT IN RUSSIA AS CITIZENS AND COMMISSARS REVEL IN TRIUMPH OF PRO-LIBERIAN HEROINE.



U.S. ARMY SPOKESMAN SAYS NERVE GAS AND RISON GAS GREATER MENACE THAN HYDROGEN BOMBS; TWO-THIRDS OF POPULATION CAN BE DESTROYED AND NO ONE KNOWS WHO WAS RESPONSIBLE.

