



SIU GAINS DRY CARGO PAY BOOST

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MTD Blasts US Ship Blacklist

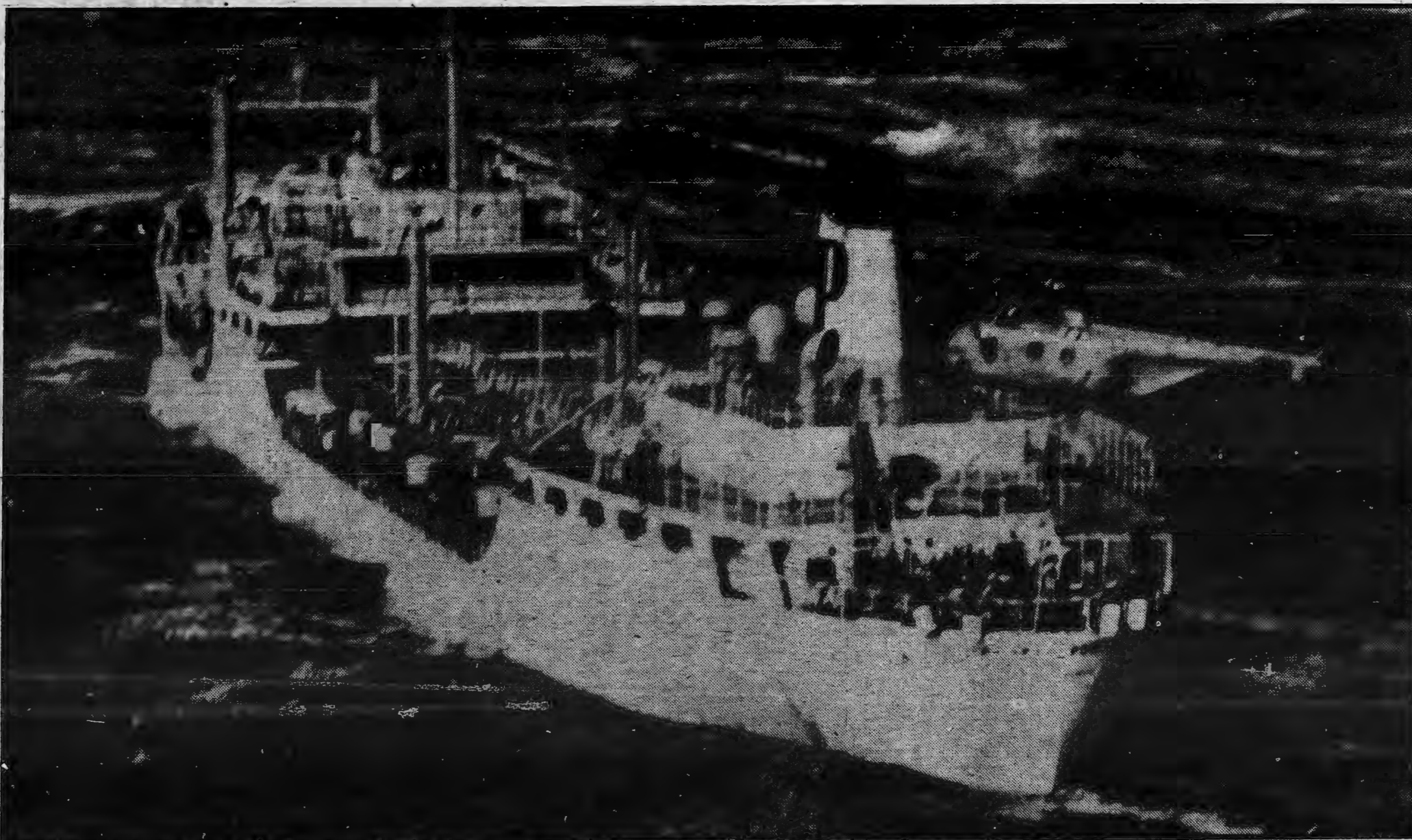
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Tips For Seafarers On Federal Income Taxes

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Adrift, West Coast SIU Tanker Crew Safe

The SIU Pacific District-contracted wine tanker Angelo Petri lies powerless in a heavy sea near San Francisco while rescue copters shuttle most of her crew ashore. Reportedly disabled by a mountainous wave that ran down her stack, the Petri was being towed to port yesterday with her entire wine cargo and all hands safe. ↓



Membership Group Working On New SIU Constitution

A membership-elected rank-and-file committee has begun studying ways and means of updating the SIU constitution in line with the Union's general growth and expanded activities since 1952 when the last general constitutional revision took effect. A number of minor changes are also required as a consequence of Federal labor law enacted last year.

The six-man panel was elected at the New York membership meeting on February 3 under the terms of a headquarters resolution adopted at similar meetings in all ports. The committee must now report back to the membership with draft proposals for amending the Union's constitution.

Ratification Procedure

Once these proposals are ratified at meetings in all ports, a coast-wide secret referendum ballot will be set up for final membership action.

In adopting the resolution, members in all ports authorized the first general revision of the constitution in eight years. Long recognized as a model democratic document, the SIU constitution has been amended only once since that time.

Union Reorganization

Aside from the clarifying clauses required by the Griffin-Landrum Labor Act of 1959, matters to be covered by the proposed amendments include the reorganized ad-

ministrative set-up of the Union which has been operating successfully for several months. As previously authorized by the membership and reported in the SEAFARERS LOG last November 20, this led to the creation of a district-wide committee to undertake overall supervision of such matters as organizing, inter-union relationships and all of the Union's far-flung activities up and down the coasts and on fresh water.

These modifications plus other changes necessary for proper servicing of an expanded SIU membership must be set forth in the constitution by the amendments now being drafted.



Rank-and-file committee drafting proposed amendments to Union constitution checks a point on procedure with SIU Port Agent Bob Matthews (center) at headquarters. Pictured (l-r) are committeemen Frederick P. Hartshorn, Philip Jordan, chairman John Giordano, Matthews, Harry Benner and Clem Hospedales. Committeeman Richard May was out of camera view. His hand can be spotted in lower right corner.

MTD Raps US Blacklist

MIAMI—Meeting in executive board session here, the AFL-CIO Maritime Trades Department has condemned action by the Navy and other Federal agencies to blacklist American ships from carrying Government cargoes. The MTD blasted "this Hitlerite use of the boycott" in US dealings to appease foreign nations.

Leaders of the Federation's maritime department called for a "thorough" investigation by Congress of "such disgraceful and un-American compacts with Arab states" which have grievances with Israel.

A resolution adopted by the MTD board during a two-day session here followed a direct appeal to President Eisenhower by SIUNA

President Paul Hall against the boycott imposed on American shipping and seamen by Federal agencies. Copies of Hall's letter also went out to members of Congress and the heads of three Government agencies involved.

In addition to the Navy which, through its Military Sea Transport Service, policed an Arab League boycott against American ships trading with Israel, it was revealed that similar blacklisting had been ordered by the Agriculture Department and the Commodity Credit Corporation as well. The MSTs policy had been in effect for two years before it was disclosed. It is not known how long the other agencies have been doing the same thing.

Both the tanker and dry cargo segment of the American-flag fleet had been affected by the boycotting practice, adding to the mounting burdens on the already hard-pressed US merchant fleet.

The maritime union protests cited the three agencies on several counts:

- (1) US Government action permitting foreign nations to bar American ships from carrying their own Government's cargoes;
- (2) The creation of a Government blacklist against American-flag vessels;
- (3) US endorsement of the Arab League boycott against Israel;
- (4) American backing for restrictions on free navigation through the Suez Canal for vessels of all nations, and,
- (5) Working extra hardship on a dwindling American-flag merchant fleet.

Specifically, the protests cited the Government agencies for denying cargoes to American-flag vessels that have traded with Israel. This, in effect, forecloses any future trading with that nation by

American ships. The MSTs ban operated through a cancellation clause in contracts for moving Government oil cargoes from the Middle East back to the US. Tankers that had hauled Israeli cargo or had called at ports in Israel were completely barred from the MSTs trade.

The Agriculture and Commodity Credit operation, in handling the movement of farm surplus cargoes, imposed an identical ban affecting both dry cargo vessels and tankships hauling bulk dry cargo.

Hall's letter to the President asserted that "the immediate victims of these Government policies are American shipowners and American seamen, a number of whom have already suffered severe economic hardship because of their Government's failure to protect its citizens and uphold international law." He cited the case of the tanker Kern Hills, at the time an SIU-contracted vessel that was the first American ship to enter the port of Elath, Israel, following the Suez truce in 1957. Blacklisting by Arab nations forced the company out of business, with a consequent loss of jobs for American seamen. Many such cases have occurred since then.

Hospital Protests Mounting

Sharp Congressional reaction is building up on protests by tubercular patients, seamen, maritime unions and others over the scheduled shutdown of the US Public Health Service's specialized Manhattan Beach (Brooklyn) TB treatment center. The closing has been set for June 15, 1960.

Some 130 stricken Seafarers and other TB patients are faced with forced moves to non-specialized PHS hospitals in San Francisco, Seattle, or New Orleans, or the choice of treatment in inferior local New York institutions.

Under informal pressure to move out well before the June deadline, the TB patients have still not been advised to which New York institutions they may be contracted out if they reject transfers to PHS facilities cross-country. Meanwhile, reports from patients already flown out by the Military Air Transport Service to the other locations describe extreme discomfort over the conditions provided en route.

Seafarers and SIU ships' crews are urged to continue writing their Representatives and Senators protesting this further cutback in PHS recognized services. Long a goal of the Budget Bureau, the drive for reductions in the number of PHS facilities was begun in 1953 by the then Secretary of Health, Education and Welfare, Mrs. Oveta Culp Hobby.

The latest closing was announced at the same time the present Secretary, Arthur Flemming, declared: "The Public Health Hospitals are an integral and important part of our program. I don't see how the Service could operate successfully without this system of hospitals."

Tug Oldtimer, 3 Others OK'd For SIU Benefits

Four more veteran seamen, two with seetime as far back as 1923-24, have won approval of SIU Welfare Plan trustees for the SIU disability benefits. The \$150 monthly benefit for each man was okayed at the trustees' meeting last week.

The quartet of oldtimers includes Bernard Fletcher Freburger, 59, an SIU-HIWD member in Baltimore, and Seafarers James H. Hayes, 64; Maurice Kopenhagen, 56, and Carl Kumrow, 70. No longer able to work at their profession, they now have the security of the SIU disability benefit plus full medical-hospital coverage under the SIU Welfare Plan.

Last employed as a shopman for Curtis Bay Towing, a Baltimore company under contract with the

trip on the Vallant Hope (Ocean Carriers) that ended just before Christmas, 1959. He qualified for



Hayes



Kumrow

Kopenhagen benefits with seetime since 1944, when he shipped on the Charles M. Conrad, then operated by Seas Shipping (ex-Robin Line). His home is in North Wilkesboro, NC.

Brother Kopenhagen, whose application listed seetime back to early World War II, began shipping SIU on the old Raphael Semmes for Waterman, in May, 1941. Ill and unable to work for some time, he last shipped on the Seatrain New York (Seatrain). He lives in New York City.

A sea veteran since he first began shipping in 1923 on the steamer Edgefield, Brother Kumrow's last ship was the Choctaw. He paid off the Waterman vessel a year ago. He's a resident of San Francisco.



Freburger

SIU Harbor & Inland Waterways Division, Freburger first shipped as a deckhand and fireman on the tug Hamilton in 1923. He makes his home at Glen Burnie, Md.

Unable to sail any longer, Hayes called it quits after a five-month

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Mark 3rd Anniversary Of Lundeberg Death

SAN FRANCISCO—Seamen and maritime unionists here marked the third anniversary of the death of Harry Lundeberg in ceremonies at the Lundeberg monument outside Sailors Union headquarters.

Floral tributes from the SIUNA, various district unions and others commemorated the loss of the founder and first president of the SIUNA on January 23, 1958. Lundeberg had died of a heart attack at the age of 56.

Secretary-Treasurer of the Sailors Union from 1936 until he died, Lundeberg established the present Seafarers International Union of North America in 1938 after receiving an international charter from the AFL convention in Houston earlier that year.

The SUP became the West Coast district of the new international and the present SIU Atlantic and Gulf District was founded as two separate districts with headquarters in New York and New Orleans. The two units eventually merged in 1941. Lundeberg served as president of the International in pioneering for the rights of merchant seamen until the time of his death.



New Dry Cargo Wage Scale*

DECK DEPARTMENT

Rating	Old Scale	Increase	New Scale	New Over-Time
Bosun (Mariner)	\$517.04	\$31.29	\$548.33	\$2.33
Bosun	463.46	30.49	493.95	2.33
*Carpenter (Mariner)	448.48	18.49	464.97	2.33
*Carpenter	433.85	18.29	452.14	2.33
AB Maintenance	397.87	17.76	415.63	2.28
Quartermaster	363.67	5.50	369.17	2.28
Able Seaman	363.67	5.50	369.17	2.28
Ordinary Seaman	282.45	4.27	286.72	1.78

ENGINE DEPARTMENT

Chief Electrician (Mariner)	599.26	9.07	608.33	2.33
Chief Electrician	577.48	8.72	586.20	2.33
2nd Electrician	537.96	8.14	546.10	2.33
Unlicensed Jr. Eng. (Day)	467.10	7.06	474.16	2.33
Unlicensed Jr. Eng. (Watch)	417.77	6.31	424.08	2.33
Plumber - Machinist	479.35	18.99	498.34	2.33
Deck Engineer	440.55	18.40	458.95	2.33
Engine Utility	424.18	6.40	430.58	2.33
Evaporator Maintenance	386.70	5.84	392.54	2.28
Oiler	363.67	5.50	369.17	2.28
Oiler - Diesel	393.53	5.94	399.47	2.28
Watertender	363.67	5.50	369.17	2.28
Fireman Watertender	363.67	5.50	369.17	2.28
Fireman	363.67	5.50	369.17	2.28
Wiper	340.42	5.14	345.56	1.78
Reefer Engineer (When 1 carried)	537.96	8.14	546.10	2.33
Reefer Engineer (When 3 carried)				
Chief	496.18	52.77	548.95	2.33
1st Assistant	441.32	48.47	489.79	2.33
2nd Assistant	401.03	79.63	480.66	2.33

STEWARD DEPARTMENT

Chief Steward	463.46	30.49	493.95	2.33
Chief Cook	423.55	12.28	435.83	2.33
Night Cook & Baker	417.77	6.30	424.07	2.33
Second Cook	376.23	5.70	381.93	2.28
Third Cook	359.07	5.43	364.50	2.28
Messman	280.28	4.24	284.52	1.78
Utilityman	280.28	4.24	284.52	1.78

* Receives \$20 additional a month if required to provide own tools.

Standby rates have been increased to \$2.24, \$2.28 and \$2.33 for the respective overtime groups.

SIU Wins Increase In Wages, Overtime

CO'S UP VACATION CONTRIBUTIONS

A wage review establishing increased monthly base pay plus higher hourly overtime and penalty rates for the SIU-contracted dry cargo fleet was completed by the Union last week.

The memorandum of understanding signed by the SIU with the operators provides pay boosts rang-

ing generally from \$4.24 monthly for steward department entry ratings to \$30.49 for most bosuns and

stewards. A few specialized ratings drew higher amounts.

Overtime scales were boosted to \$2.33 hourly for the top ratings, \$2.28 for the middle bracket and to \$1.78 for entry ratings. The increases go into effect as of Monday, February 15, 1960.

In addition to upping base wages, the Union negotiators won a 28-cent daily hike in shipowner contributions to the SIU Vacation Plan. The boost in vacation contributions also becomes effective on February 15.

With the maximum annual vacation payment by the Plan now pegged at \$360, it is expected that a vacation benefit increase will be authorized by Union and management trustees as soon as necessary actuarial studies are completed. The Vacation Plan (see separate story on Page 16) began its ninth year of operation this month and has paid out over \$13 million in no-cost vacation benefits to Seafarers so far.

For most Seafarers sailing on deck as able bodied seamen or as oilers or fireman-watertenders in the black gang, the base pay increase amounts to \$5.50 monthly. The new overtime rate for these ratings is \$2.28 per hour. The old overtime rates were pegged at \$1.70, \$2.18 and \$2.23 in the three earning brackets.

Under the terms of the memorandum, penalty rates have also been increased up to \$2.24, \$2.28 and \$2.33. Union negotiations are still pending with the tanker companies and other specialized operators.

Bloomfield SIU Vessels Get Highest PHS Award

HOUSTON—For the first time in the history of US shipping, a steamship fleet has received a 100 rating on sanitation from the US Public Health Service. PHS awarded a commendation to the SIU-contracted Bloomfield Steamship Company for the calendar year 1959 in ceremonies here.

Just a year ago, Bloomfield received a similar award for a record 99 rating. The inspection rate of 95 is considered excellent. The current award is the third annual commendation for the company.

In presenting the award to Ben Bloomfield, head of the steamship company, US Assistant Surgeon

General M. D. Hollis asserted: "The achievement of an overall inspection rating of 99 for calendar year 1959 has been surpassed with a rating of 100 for 1959. This is a clear indication of the high standard of sanitation maintained by your company."

The PHS commendation for outstanding sanitation practices is based on inspection of 168 items. This includes food-handling and dishwashing practices, potable water systems, food storage, rodent and insect control and general all-around cleanliness. Bloomfield has inaugurated a self-inspection program to cover all phases of Government sanitation standards.

This program has met with such widespread response that the company's ships radio their ratings to each other around the world. The commendation from the Department of Health, Education and Welfare, of which the USPHS is a part, is the highest award possible for a company the size of Bloomfield. It maintains a fleet of four vessels.

MA Boosts Greek Fleet

WASHINGTON—With the International Maritime Workers Union continuing to hammer away at unfair treatment of foreign seamen aboard runaway ships, several owners of these vessels have found what they think is an escape hatch under an amended ruling by the Maritime Administration.

The new ruling would allow them to transfer their ships to Greek registry without necessitating a change in ownership. It provides an avenue of escape for runaway operators and, as a result, more Panamanian and Liberian vessels will probably hastily apply for Greek registry in the hope of forestalling any possible action on behalf of their crews by the IMWU.

Even before the IMWU action, a number of runaway ship operators had seen the handwriting on the wall following the December, 1958, worldwide union demonstration against runaway shipping. As a consequence, the Greek merchant marine has been growing in size since then.

However, the new ruling represents the first time the MA has been involved in sanctioning transfers of American-controlled Libertys from the runaway flag to Greek registry.

The first Liberian-flag runaway to meet up with the recently-organized IMWU was the Madison Bell, which was tied up at a dock in Philadelphia by its Greek crew. The Greek seamen acted over general dissatisfaction with the miserable conditions which existed aboard the undermanned scow.

IMWU assisted in keeping pickets posted around the ship for ten days, until attorneys for the American owners were able to get a court order against picketing.

While this injunction move was finally successful, arguments are still to be made by both sides before a Federal judge regarding the IMWU's right to act against American-owned Liberian-flag ships

The outcome may decide the extent to which picketing and organizing efforts can be carried out by IMWU against these vessels.

Three of the first few ships to take advantage of the protection of the new Maritime ruling are Liberian-flag vessels and four operate

under Panamanian registry. All are Liberty cargo ships, according to the Government. The new ruling allows virtually unrestricted transfers of Libertys from American registry or from runaway operation on behalf of American interests.

SIU Lifeboat Class #22 Makes Ready



Seafarer Bill Doaks, bosun (at tiller), gives final instructions to the latest lifeboat class in New York. Students taking part in the two-week course include (l-r) Ed Mastriannie, Frank Snowden, George Scultanakis, F. Wrafter, T. Snowden, Virgil Brunelli, W. Cole, J. Schneider and (standing, aft) Nicholas Mousouris. Lifeboat training has been made available for all seafarers regardless of department. This was class No. 22.

Coast SIU Wins Key Layoff Beef

SAN FRANCISCO—Two years of effort by the SIU Pacific District has won a ruling upholding the memberships' right to collect state unemployment benefits at the same time they receive supplemental pay benefits under the collective bargaining agreement.

The decision by the Board of Appeals of the California Department of Employment should assure immediate state benefits for unemployed members of the Sailors Union, Marine Firemen's Union and Marine Cooks and Stewards. The three Pacific District unions had jointly fought an earlier adverse ruling.

Negotiated in 1958, the supplemental pay program has up until now been treated by the state as a vacation pay plan. Accordingly, unemployed members had been denied state benefits if they received supplemental pay under the terms of the working agreement with the operators.

The new ruling interprets the supplemental program to mean that supplemental pay amounts to deferred wages earned while employed.



SEAFARERS ROTARY SHIPPING BOARD



January 20 Through February 2, 1960

Ship Activity

SIU shipping continued to rise this period, with a total of 1,236 men dispatched to jobs in all departments for a gain of almost 190 over the previous report. Registration this period dropped to 1,031; a switch on the prior two weeks. The shipping and registration picture was almost exactly reversed last time out.

Vessel activity slumped a bit, however, as reported in the listing at right. The number of payoffs, sign-ons and in-transit ships this period dipped to 207 compared to the prior figure of 221. The breakdown shows 68 payoffs, 28 sign-ons and the balance of visits in transit. Like the previous period, Jacksonville, Miami and Wilmington had no payoffs or sign-ons, but San Francisco had one payoff this time. Overwhelmed with in-transit vessels, Houston had no sign-ons at all during the past two weeks.

On the shipping side, New York, Philadelphia, Baltimore, Jacksonville, Mobile, New Orleans and Seattle all shared in the general prosperity and showed job increases. Of these, Philadelphia, Baltimore, New Orleans and Seattle were especially busy.

Declines were listed for Boston, Norfolk, Miami, Houston, Wilmington and San Francisco. Norfolk fell way off from last period, but San Francisco and Seattle were still on the good side even with the drop-off. Miami activity was nil.

The registration totals this period showed the least drop in the deck department. Engine and steward registration fell off in almost equal amounts. The engine department is still short on class A group 3 ratings.

Figures for the registration on the beach at the end of the period show Boston, Philadelphia, Norfolk, Jacksonville, Miami and Wilmington all with under 100 men on hand in all departments. The same ports, except for Philadelphia, also had fewer than 50 top seniority class A men on tap. Miami has only 13 men on the beach in all classes, and none at all in the engine department. Due to the overall shipping rise, the beach totals reflected a welcome decline since the last period. The following is the outlook port by port:

Boston: Quiet ... **New York:** Moving up again ... **Philadelphia:** Held-ing steady ... **Baltimore:** Good ... **Norfolk:** Slow ... **Jacksonville:** Fair ... **Miami:** Still quiet ... **Mobile:** Good ... **New Orleans:** Busy ... **Houston:** Good ... **Wilmington:** Fair ... **San Francisco:** Steady ... **Seattle:** Good.

	Pay	Sign	In	
	Offs	Ons	Trans.	TOTAL
Boston	2	1	1	4
New York	25	2	13	40
Philadelphia	7	4	7	18
Baltimore	10	7	11	28
Norfolk	2	2	2	7
Jacksonville	—	—	11	11
Miami	—	—	3	3
Mobile	8	4	4	16
New Orleans	9	6	16	31
Houston	1	—	26	27
Wilmington	—	—	6	6
San Francisco	1	1	5	7
Seattle	3	1	3	7
Totals	68	28	111	207

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								
	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	7	3	11	—	3	1	4	—	—	1	1	—	—	—	—	—	—	—	1	—	—	1	3	18	3	24	—	2	2	4		
New York	12	39	9	60	1	1	10	12	14	30	10	54	2	3	11	16	—	—	5	5	54	16	5	75	92	184	51	327	2	33	39	74	
Philadelphia	1	4	3	8	—	—	1	1	4	7	8	19	—	1	1	2	—	—	2	2	19	2	5	26	11	11	3	25	—	1	2	3	
Baltimore	5	31	9	45	1	11	11	23	13	31	10	54	5	8	13	26	4	1	1	6	54	26	6	86	23	59	21	103	2	8	28	38	
Norfolk	2	4	3	9	1	2	5	8	—	4	2	6	—	—	1	1	—	—	1	1	6	1	1	8	7	15	1	23	—	4	5	10	
Jacksonville	8	6	1	15	—	—	1	1	3	4	—	7	—	1	2	3	—	—	1	1	7	3	1	11	8	10	1	19	—	—	1	1	
Miami	—	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8	6	—	14	—	3	4	7	6	19	7	32	—	5	10	15	—	—	1	1	32	15	1	48	34	31	3	68	—	8	3	11	
New Orleans	13	22	9	44	—	2	5	7	29	35	11	75	2	—	7	9	—	—	1	1	75	9	1	85	64	100	25	189	2	12	20	34	
Houston	20	23	15	58	1	4	10	15	13	10	12	35	—	—	1	1	—	—	—	35	1	—	36	34	61	14	109	1	16	19	36		
Wilmington	3	5	2	10	1	1	1	3	2	1	—	3	1	—	—	—	—	—	—	3	1	—	4	10	10	3	23	1	5	2	8		
San Francisco	4	5	1	10	2	2	2	6	2	8	4	14	—	—	4	4	1	—	1	14	4	2	20	18	20	1	39	1	4	5	10		
Seattle	13	16	4	33	—	13	6	19	5	16	7	28	1	8	3	12	—	—	4	4	28	12	4	44	13	16	1	30	—	7	7	14	
TOTALS	85	169	59	313	7	42	57	106	91	165	72	328	11	26	53	90	7	4	15	26	328	90	26	444	317	535	128	980	10	106	133	249	

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								
	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	—	1	1	2	—	1	—	1	—	—	—	—	—	—	—	1	—	—	1	—	9	—	9	1	3	4	8		
New York	7	31	6	44	8	11	13	32	6	29	5	40	—	12	7	19	—	—	6	6	40	19	6	65	38	164	34	236	5	29	39	73	
Philadelphia	1	3	2	6	—	—	1	2	2	12	2	16	—	—	2	2	—	—	4	4	16	3	4	28	—	16	1	17	—	1	2	3	
Baltimore	2	26	2	30	—	8	11	19	3	31	3	37	2	6	13	21	—	—	6	9	37	21	9	67	6	49	6	61	1	8	17	26	
Norfolk	1	4	1	6	1	2	6	9	—	1	—	1	—	—	2	2	—	—	2	2	1	2	2	5	2	6	1	9	2	1	4	7	
Jacksonville	—	7	—	7	—	—	—	—	—	3	—	3	—	—	—	—	—	—	—	3	2	—	5	2	11	—	13	—	2	—	—	—	
Miami	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	—	13	1	14	—	1	3	4	3	24	5	32	—	4	2	6	—	—	2	3	32	6	3	41	11	36	—	47	—	6	6	12	
New Orleans	9	14	5	28	1	5	7	13	10	28	4	42	—	4	14	18	1	—	5	6	42	18	6	66	34	88	9	131	3	34	14	51	
Houston	10	22	3	35	3	9	10	22	3	18	5	24	1	3	4	8	—	—	1	1	24	8	1	33	15	52	6	73	1	9	8	18	
Wilmington	2	7	1	10	—	1	1	2	1	—	1	2	—	—	—	—	—	—	1	1	2	1	1	4	3	10	1	14	—	4	1	5	
San Francisco	—	8	3	11	2	2	1	5	1	9	4	14	1	4	2	7	—	—	3	3	14	7	3	24	4	16	2	22	—	3	—	3	
Seattle	5	21	1	27	1	4	1	6	5	12	2	19	1	3	4	8	—	—	3	4	19	8	4	31	4	20	2	26	—	3	3	6	
TOTALS	37	157	25	219	11	45	56	112	34	166	31	231	5	43	53	101	1	12	26	39	231	101	39	371	119	477	62	658	13	103	98	214	

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									
	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	1	—	3	1	1	3	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7	2	4	13	2	1	4	7
New York	12	7	23	42	—	—	7	7	10	7	28	45	—	—	13	13	—	—	5	5	45	13	5	63	108	49	111	268	—	8	68	76		
Philadelphia	6	2	1	9	—	—	3	3	3	3	6	12	—	—	3	3	—	—	1	1	12	3	1	16	18	2	7	27	—	5	5	5		
Baltimore	13	8	7	28	—	4	11	15	22	8	25	55	—	—	9	10	—	—	5	5	55	10	8	70	33	9	21	63	2	7	21	30		
Norfolk	2	1	3	6	—	—	1	1	—	—	—	—	—	—	1	1	—	—	3	3	—	1	3	4	5	2	2	9	3	4	2	9		
Jacksonville	4	—	3	7	1	1	1	3	2	—	3	5	—	—	—	—	—	—	4	4	5	—	4	9	4	—	3	7	1	2	2	4		
Miami	1	—	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Mobile	2	—	14	16	—	—	8	8	14	3	20	37	—	—	11	11	—	—	4	4	37	11	4	52	23	3	37	68	—	—	10	10		
New Orleans	10	5	21	36	—	—	6	6	20	5	65	90	—	—	19	19	—	—	7	7	90	19	7	116	41	19	91	151	1	—	42	45		
Houston	13	4	11	28	—	2	10	12	3	6	14	23	—	—	13	13	—	—	—	—	23	13	—	36	26	8	10	44	—	—	11	11		
Wilmington	1	1	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	1	6	2	2	10	—	—	—	—		
San Francisco	1	1	9	11	—	—	—	—	—	1	6	7	—	—	5	6	—	—	—	—	7	6	—	13	21	3	16	40	1	2	5	8		
Seattle	19	8	2	29	2	2	3	7	8	4	12	24	—	—	11	13	—	—	4	4	24	13	4	41	15	4	12	31	2	3	4	9		
TOTALS	86	33	95	214	6	10																												

Warrior Pays Off Clean After Far East Voyage



Paying off in New York after a three-month Far East voyage, the Warrior (Waterman) chalked-up a 100 percent no-beefs record. Her crew went about their usual in-port duties. At top, bosun Red Braunstein and AB John Paerels add a coat to wheelhouse overhead. Above, left, Jake Woods, AB, pays union dues to Assistant Secretary-Treasurer Ed Mooney. Unidentified crewman looks on. Above, right, is homeward-bound Jack Trosclair, AB.

San Fran In Slow Gear

SAN FRANCISCO—Job activity has been slow here and there's no sign of any major improvement during the upcoming period, says Port Agent Leon Johnson.

There was only one ship, Maiden Creek (Waterman), paying off and the Fairport (Waterman) was the lone sign-on.

Vessels in transit were: Iberville (Waterman); Northwestern Victory (Victory); Erna Elizabeth (Albatross); Flomar (Calmar) and Alcoa Pegasus (Alcoa). All of the ships were clean, with no major beefs reported.

LET 'EM KNOW!
Write TO THE LOG

SIU Wins New Contract For Gulf Sulphur Tanker

HOUSTON—The recent completion of contract negotiations between the SIU and the Debaradeladen Marine Corp. of this city brings another converted Liberty-tanker into service.

Sailing as the Debaradeladen Marine I, the specialized vessel will carry liquid sulphur in two stainless steel tanks with a capacity of 7,500 tons each. The ship signed on an SIU crew in Baltimore last period. Her listed ports of call are Houston, as home port, plus Beaumont, Tex., and Burnside, La.

Meanwhile, a quiet spell has hit shipping here, and the future doesn't look too bright either, reports Bob Matthews, port agent. Only one payoff was scheduled for the current period.

In the last two weeks the only ship paying off was the Steel Recorder (Isthmian), and there were no sign-ons. However, the in-transits helped out when 26 of them turned up in the two-week span. They called for 100 jobs. Houston serviced more in-transits than any other port.

These were: Miami, Royal Oak, Baltimore, Fort Hoskins, Cantigny, Council Grove, Bradford Island, Bents Fort (Citiles Service); Bienville, Azalea City (Pan-Atlantic); Wild Ranger, La Salle, De Soto,

Congress Studies Domestic Shipping:

Hearing Airs RR-ICC Link

WASHINGTON—House Merchant Marine Committee hearings to air problems of domestic ship operators got underway this week. Maritime unions and shipowners serving the domestic trades have charged that favoritism for the railroads by the Interstate Commerce Commission has led to the present depressed state of coastwise and intercoastal shipping.

The domestic shipping situation is also being explored by the Senate Commerce Committee, and SIUNA President Paul Hall is scheduled to present the maritime union position before the Senate unit next week, on February 17. He will also testify at a later House committee session.

Meanwhile, the House this week quickly approved the appropriation measure for maritime subsidy funds. The only apparent change from the original Budget Bureau recommendation was an amendment authorizing a ceiling of 2,400 subsidized voyages, instead of the 2,190 limit set by the budget. However, there was no increase voted in \$150 million allocated for operating assistance.

The railroad effort to drive what's left of domestic shipping

operations out of business is also taking a new tack.

Not content with under-handed rate practices, the nation's railroads are putting on a powerful effort to push legislation allowing them to acquire competitive transportation facilities, whether air, water or truck. The bills under consideration in Congress would remove restrictions on granting a certificate to a common carrier in one mode of transportation to en-

gage in another type of transportation.

The proposed legislation would lift practically all of the existing restrictions against common ownership. The idea behind the legislation is to allow "one-package" transportation, and the only mode of transportation urging the idea is the railroad.

Enactment of the legislation would destroy or remove longstanding provisions of law designed to prevent the stifling of competition among common carriers. Congress in the past has recognized that permitting railroads to own water carriers might well endanger or destroy competition. Present law has had the effect of keeping the rails out of the intercoastal water trade and bars ownership or control of coastwise, Great Lakes and inland waterway transportation.

Canada SIU Ups Aid To Greek Crew

HALIFAX, NS—The SIU Canadian District continues to wage an all-out battle to provide union representation and assistance for the stranded Greek crew of the Liberian-flag runaway Georgios A.

Applications for the sale of the ship have been filed in admiralty court by SIU attorneys on behalf of the crew. Indications are the vessel will be auctioned off February 17. The sale is expected to satisfy crew wage and repatriation claims dollar for dollar, but it cannot be held until all cargo is discharged.

The ship's cargo, which included \$500,000 worth of steel materials manifested by the Ford Motor Company, is still being discharged by the Dominion Potash Company. Crew feeding was to be maintained by the cargo owners under SIU supervision until the end of this week, after which the SIU will advance funds to the captain for food. Dominion has also been rumored as a potential purchaser of the abandoned vessel.

The SIU here is representing the crew with agents of the cargo owners and is also supplying cigarettes and legal aid as needed.

According to a check made by the LOG when the ship was stranded several weeks ago, the Georgios A. is apparently owned by the same firm that controlled the Panamanian-flag Theodoros A. The latter ship was similarly abandoned in Detroit last November.

The owners of the ships disappeared leaving a mountain of debts and stranding the crews with little or no supplies and no pay. Claims against the Georgios A. total more than \$800,000.

Seafarer In Mystery Air Crash

Seafarer David W. Lietz was aboard the Miami-bound National Airlines plane which plunged into the Gulf of Mexico last November 16, killing all 42 persons aboard. His body was never recovered.

Lietz, 33, had been a member of the SIU since December 18, 1951, sailing in the deck department. Surviving is his wife, Dora Ruth Lietz.

The flight on which the seaman perished was the subject of nationwide publicity in the light of the disclosure that of the passengers listed on the plane's manifest, Robert V. Spears was in fact another man named William A. Taylor of Tampa, Fla.

Taylor's wife expressed the belief to investigators that her husband may have been hypnotized

by Spears to take his seat aboard the plane. The question of bomb sabotage has been raised in connection with the crash, and authorities have not ruled out the possibility.



Lietz But until

wreckage is raised from the Gulf, no definite proof can be established. Spears, who had disappeared, was later found hiding out in the Arizona desert. He is being questioned by the FBI in connection with the plane crash.

The flight took off from New Orleans and was due to stop at Tampa before it ended its run at Miami. Brother Lietz was believed to be going to his home in Tampa when the crash occurred.

Don't Send Your Baggage COD

Seafarers are again warned not to send their baggage COD to any Union hall. The Union cannot accept delivery of any baggage where, express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co.

SEAFARERS

PORT O' CALL

New York and Baltimore

675-4TH AVENUE • 1216 E. BALTIMORE

BROOKLYN BALTIMORE

Court Nixes FMB 'Monopoly' Policy

WASHINGTON—A US Court of Appeals ruling that may have far-reaching effects on Federal Maritime Board decisions has been won by Pacific Far East Line in its six-year battle to enter the Hawaiian trade.

The appellate court called on the FMB to "reconsider" an earlier rule barring PFEL from competing with Matson Navigation in the California-Hawaii trade. Seeking since 1954 to operate an unsubsidized service to Hawaii, PFEL had been turned down on the ground that its entry would be "prejudicial" to Matson, which now carries most of the trade.

The Appeals' order directed the FMB to take a new look at its decision and stated: "What is bad for Matson is not necessarily bad for the country." The Matson service is unsubsidized, but Matson has a subsidized subsidiary operating runs to Australia.

Fears Unfair Competition

Matson had sought to exclude PFEL from the Hawaiian trade on the ground that PFEL, which has subsidized service from California to the Far East, might divert funds from its foreign operation to unfairly compete in the domestic operation to Hawaii.

However, the court pointed out that the Maritime Board did not "show that PFEL would have any competitive advantages over Matson . . . because it (PFEL) has a subsidy in the Far East trade." It claimed that the FMB "practically equated unfair competition with effective competition."

In other action, the court conceded that the 1936 Merchant

Marine Act forbids a subsidized operator such as Pacific Far East from operating in non-subsidized domestic trade without the board's permission. But, it said, ". . . preservation of Matson's monopoly is not an object or policy of the act."

Overall, the court ruling for PFEL is expected to establish the long-sought right of judicial review of FMB decisions under the 1936 act. Until now, the board has successfully maintained that its decisions are not subject to court review. Since it is likely an appeal of the appellate ruling will be carried to the US Supreme Court, the principle for judicial review would be firmly established.

Barley On Maiden Run For Tanker

The SIU-contracted Penn Challenger, a 32,650-ton tanker on her maiden voyage, recently passed through the Panama Canal headed for a strange port with an unusual cargo.

Constructed to carry fuel oil and other petroleum products, she is sailing from Seattle to Gdynia, Poland, with a load of barley.

Another unique problem lies ahead. The Challenger's draft is too deep to let her enter Gdynia harbor fully loaded. Off-loading into barges will be done with shipboard gear installed just before she left the States.

The forepeak houses a tractor plus seven powerful suction pumps mounted on rubber-wheeled trailers and capable of maneuvering easily from hatch to hatch. Each pump can suck 40 tons per hour out of the tanks. They will enable the vessel to unload enough barley so it can then move right into a dock.

INQUIRING SEAFARER

Question: How did you come to choose sailing as your life's work?

E. D. Sims, deck: Well, it's pretty routine. I heard it was a good life—travel and money and the like—and decided to give it a try. I can't say as I disagree with what I heard, as I have been with it ever since and intend to continue.



Sain Jonas, FWT: Back in 1942, word was being passed through the newspapers that the merchant fleet needed men to work on ships. I had always wanted to see the world, and I was told the pay was very good. So I shipped out and have been at it ever since. I enjoy this kind of work very much.



Edward Sliatak, AB: When I was in my 'teens, a friend and I stowed ourselves aboard a Jamaica-bound fruit ship—and got caught. Luckily, however, the skipper let us work off round-trip passage, and he didn't press charges. About four years later, I joined the SIU.



Donald Howser, engine dept.: Guess it's a family tradition. My father is a captain in the merchant marine—and his father was a sailor, too. The love of the sea goes quite a way back in my family. And after making my first cruise recently, I can see why.



Ralph Whitely, engine dept.: I took shipboard training on a vocational school ship in the East River. After completing it, I felt it was time I used this valuable experience. I got my seaman's papers from the Coast Guard and am now waiting for my second ship.



Thomas Curry, AB: I sort of got into the sailing business after a friend of mine in the SIU recommended it to me. When I got out of high school in 1952, I signed up with the SIU. What appeals to me most is the opportunity to see the universe—and get paid too.



Prove Eligibility For Hospital \$

Seafarers being admitted to a Public Health hospital are urged to carry with them their Union book plus proof of eligibility for SIU benefits; namely, a record that they have at least 90 days seetime during the previous year and at least one day during the previous six months. Failure to have the proper credentials will cause a delay in payments to the Seafarer.

If the Seafarer is admitted to a hospital which is not a PHS institution, he should contact the Union immediately. The Union will arrange with the USPHS for a transfer to a Public Health hospital in his vicinity. The PHS will not pick up the hospital tab for private hospital care, unless it is notified in advance.

Average On Weight? Cut Down More

Recent figures released by the Metropolitan Life Insurance Company lend further support to the belief that it is better to be 15 to 25 pounds under the average weight to enjoy a longer and more healthy life span.

The insurance company's figures indicate that the so-called "average" weight tables reflect an undesirable weight level and that it is better to be well below average. For example, an individual 5 feet and 10 inches tall should weigh between 140 to 150 pounds for a small-framed person, 146 to 160 pounds for a medium frame and 155 to 174 pounds for a large frame.

In only one instance is a weight over 200 pounds reported safe. That instance is a man standing 6 feet 4 inches in height and carrying a large frame.

Health authorities have linked overweight to heart ailments, high blood pressure, urinary illnesses, diabetes and a variety of other illnesses contributing to shorter life spans.

The Medical Department of the Seafarers Welfare Plan has found that a reduction in weight among overweight seamen usually results in blood pressure reduction, disappearance of diabetes symptoms and other physical improvement. The Department has been campaigning against overweight in seamen, noting that through habits developed down through the years seamen tend to concentrate on cheaper foods such as bread, potatoes, doughnuts, grits, beans, sausage and the like, which are heavy in calories.

It tries to get overweight Seafarers to concentrate on foods of lower-calorie value such as lean meat, fish, eggs, fresh and frozen vegetables, dairy products and fruits which are now available aboard ship.

Proper foods for Seafarers' consumption has long been a target in negotiations between the SIU and ship operators. Today the fresh and frozen perishable items are stocked with the interest of the healthy seaman at heart.

PHOTOS CARTOONS
LETTERS STORIES

Send 'em to the LOG

Is The Line Frozen?



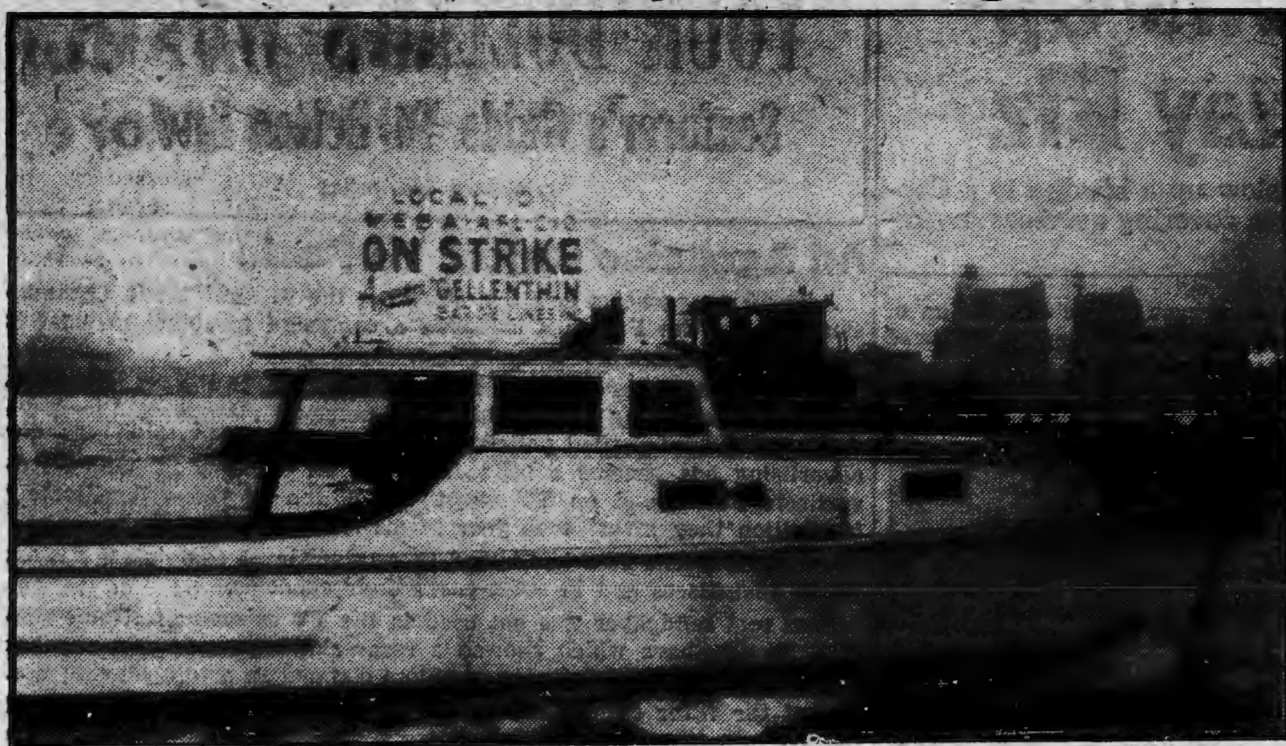
The rated strength of manila line is usually a pretty good figure to go by, since it allows a healthy margin of safety in most instances. In other words, a manila line can actually take more strain than its rated strength calls for.

However, all bets are off when manila is wet or frozen. Freezing greatly reduces the strength of the line and makes it vulnerable to parting when least expected. The inflexibility of a frozen line is also a serious drawback.

So watch out for those lines in cold weather. If they are frozen, thaw them out and let them dry before using.

An SIU Ship Is A Safe Ship

MEBA Picket Boat Keeps Watch In Tug Strike



MEBA Local 101 boat pickets tug and tow in Delaware River after union struck Gellenthin Barge Lines. Marine Engineers struck the company when a member was fired for participating in union activity. Local 101 also set up picket lines at the company's home office and pier in Paulsboro, NJ, as well as at piers in Trenton, Bridgeton, Camden, Marcus Hook, Philadelphia and Wilmington. Ten tugs and barges are operated by the company. Picketing by boat and ashore is being conducted around the clock.

80% Rise In Two Years?

Blue Cross \$ Bid Spurs Union Plans

Skyrocketing costs for medical-hospital care and health insurance in the New York area are pressuring local unions into establishing their own medical care systems and hospitals for the benefit of wage earners and their families.

A proposal this week by Blue Cross for a 30-35 percent rate increase is intensifying union efforts to blueprint a labor-sponsored health insurance system with its own chain of hospitals. The proposed increase would be the third for Blue Cross in less than two years. The authorization has not yet been formally requested from the New York State Department of Insurance.

If the request for the raise is allowed, it will make the cost of Blue Cross insurance 79 to 84 percent higher than it was two summers ago. The increase would probably take effect between July and September.

The Associated Hospital Service of New York, which operates Blue Cross, has announced it will ask for the raise so that it can broaden benefits to the 7,200,000 persons it serves in the NY metropolitan area. It would increase services, the Blue Cross claims, by covering infants from birth, adding to payments for mental disorders, giving a bigger maternity allowance, and possibly raising the 10-dollar-a-day hospital allowance for members who stay in private rooms.

The basic rate for a family plan under group coverage, according to the announcement, would jump a third from \$6.60 a month to \$8.58. For those who pay under individual contracts the new rates would be \$10.10 for family plans.

The proposed increase would follow after two increases of 26.5 and 22.3 percent granted in the past two years. The larger of the

two rate boosts went into effect last September and the other twelve months before. Blue Cross often has been criticized as pricing itself out of reach for the lower income groups who need its services the most.

An earlier announcement of its intention to seek a higher premium sparked labor union plans to study ways of setting up a similar lower-cost program. SIU Secretary-Treasurer Paul Hall is secretary of the labor committee.

Rising Job Total Aids New York

NEW YORK—Shipping at headquarters has been improving recently and should remain steady during the next two-week period, reports Port Agent Bill Hall.

He advised Seafarers asking about settlement of the overdue World Tramping ship payoffs that the courts are still trying to decide upon, a fair and equitable distribution of the money received from the sales of the vessels.

The matter is complicated by the fact that the courts in the various ports where the sales were held must obtain detailed information on who received how much in draws, allotments and other monies. Due to an involved investigating procedure to fill gaps in the records and find out exactly how much each Seafarer involved has coming, the delay has been extended.

Although this is a hardship for some men waiting to get paid, it should ultimately be a good thing. It will assure each man he is getting an accurate accounting of what's owed to him.

Hall also reported that the Bull Line expects to crew up the Evelyn about February 15, and this should boost shipping activity here some more. The new system of calling jobs by department rather than by ship still appears to be working out well, he said, and is making the dispatching run more smoothly. However, members of the departments not being called are asked to remain away from the counter during the dispatching to avoid overcrowding and confusion.

Seafarers are reminded to make sure that they receive official Union receipts covering payments of dues or other monies in the event an error slips in and they are not credited for the payment. Each receipt is numbered for this purpose.

AMMI Makes A Discovery: US Tankships In Bad Shape

The American Merchant Marine Institute, brilliant at diagnosing illnesses but seldom able to come up with remedies, has just published a report informing the world that the US-flag tanker fleet is in a bad way.

The report asserted that inactive US tankers now total 744,000 deadweight tons, the highest level for January in six years, and that this is a 58 percent increase over last year. It also noted that many large supertankers are being laid up immediately after delivery. Others are carrying surplus wheat or other bulk cargoes. These disclosures amount to an

unusual switch for the AMMI, handmaiden in turn of the big subsidized freight operators and of the major oil companies that operate huge foreign and runaway-flag tanker fleets. The only oil company haulage under the US flag is in the protested domestic trade.

Despite its protestations of concern for the US tanker operators, AMMI is opposing a proposal to set a 50 percent quota rule on American oil imports, which would guarantee some employment in this trade for American-flag tankers. With the major oil concerns now handling these cargoes on their non-US vessels, AMMI has taken the position that the quota would be an unnecessary step.

Demands for the 50-50 quota rule on oil imports have been forwarded to the Office of Civil and Defense Mobilization for an airing of the tanker cargo issue. Prompted by the Joint Committee For American-Flag Tankers, representing maritime unions and independent

tanker owners, the OCDM has promised an early hearing on the matter. The Joint Committee recently submitted a 90-page memorandum to OCDM to back up its position on behalf of US-flag tanker operators seeking a share of the import trade.

In its own report confirming the conditions cited by the Joint Committee as justification for an import rule, the AMMI listed the present US tanker fleet at 343 vessels.

Among Our Affiliates

Laurels of commendation were received by the Sailor Union of the Pacific from Dr. David J. Zaugg, Medical Director, USPHS Hospital, San Francisco, for the transfer of 38 units of blood from the SUP reserve fund. Dr. Zaugg wrote, in part: "I wish to thank you for this excellent support you have given the hospital, as it is always a source of great relief to the staff to know that blood is available to our seamen when the need arises."

The "Stewards News," publication of the Marine Cooks & Stewards, reports that the crew of the President Wilson made Christmas a little merrier for residents of two welfare institutions in the Kobe, Japan, area. The donations were given at presentation ceremonies aboard the APL liner. A total of 126,240 yen, approximately \$175, was turned over to two Japanese welfare agencies on behalf of the crew.

Work on new amended shipping rules is almost completed, according to the Marine Firemen's Union. The new job rules have cleared a membership committee as well as legal counsel and were approved unanimously by union members at a regular headquarters meeting. Pending final ratification by the outport membership and agreement with the shipowners, the rules will go into effect shortly.

Furuseth Fund Gains

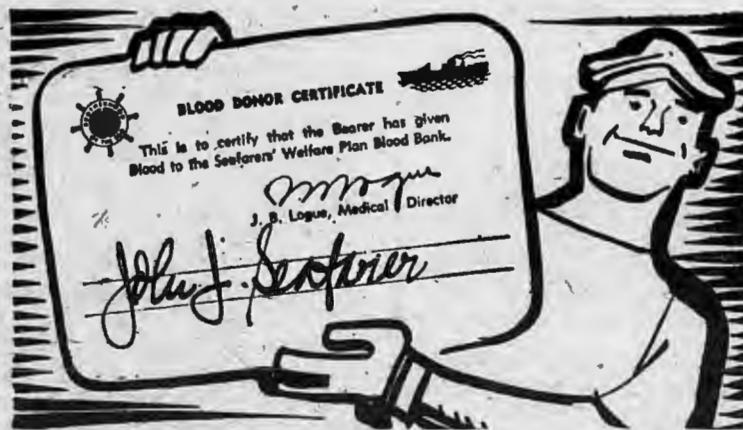
A monument commemorating the life of Andrew Furuseth is soon to be erected near his birthplace in Romedal, Norway. The LOG received word this week from the "Friends of Andrew Furuseth Legislative Association" that contributions for the memorial have reached \$360.

A balance of \$160 still has to be raised for the statue.

Founder of maritime unions and prime mover in the enactment of the Seamen's Act of 1915, known as the "Seamen's Bill of Rights," Furuseth died in 1938 at the age of 84. After a lifetime ashore in the service of seamen, he was buried at sea from aboard the SS Schoharie.

With the celebration date still uncheduled, donations may be sent to: Committee On Monument Erection, Stange Street, Romedal Sparebank, Norway.

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.

- Roggio, John W.
- Masse, Daniel
- Gottschlich, Hans J.
- Jones, Albert
- McCall, Arthur J.
- Dwyer, Marie
- Moody, Joseph E.
- Finnerty, Edward
- Mulholland, Joseph F.
- Childs, Paul
- Lane, Edward L.
- Stratford, Thomas
- Deagro, Alfred S.
- Adkinson, Ollie
- Gustavson, Walter
- McGrath, David S.
- Borube, Maurice R.
- Monahan, Harry
- Ellsberg, Frederick S.
- Oliver, George

- McCarney, George P.
- Duncan, Thomas B.
- Josephs, Vincent
- Fay, Paul R.
- Chae, Wu Yung
- Wachowiak, Josef
- Dick, Irving
- Ramos, Alejandro H.
- Kugler, Henry R.
- Williams, Arthur H.
- Zumkley, Robert J.
- Bonfont, Genaro
- Pages, Federico
- Navarro, Abelardo
- Steen, Harold J.
- Berger, Arthur
- Whittaker, Clyde T.
- Gaghan, William J.
- Lee, Kenneth E.
- Rushing, Alvie

Be Sure To Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized A&G representatives and that an official Union receipt be gotten at that time. If no receipt is offered be sure to protect yourself by immediately bringing the matter to the attention of the secretary-treasurer's office.

US Insurance Ban Slows Up New Starts In Runaway Biz

New runaway US business operations in foreign lands may slow up a bit due to a Congressional regulation limiting the scope of the insurance program covering overseas investments by American companies.

Launched in 1948 to encourage private US investment as a form of aid and rehabilitation for underdeveloped countries, the insurance program promoted windfalls for many companies. Not unexpectedly, they bypassed many countries where help was needed most.

The results turned out a little different than expected when, in an effort to gain cheap labor, American business poured billions into overseas countries to develop products now swamping the American market. The low-paid foreign workers are today somewhat better off than before, but their low-cost output is driving thousands of American workers and their employers to the wall.

So much of this surplus capital was poured into Western Europe and Japan that today these are the chief competitors of American industry at home. At the same time, overseas investment is still booming.

Acting on the problem, Congress amended the Mutual Security Act last year to prohibit the International Cooperation Administration from issuing any more policies on investments in Japan and most of Western Europe. The only European countries where investments are still eligible for insurance are Spain, Portugal, Greece, Yugoslavia and Turkey.

In the Western hemisphere, the new Mecca for American investment is likely to be Brazil. ICA is still negotiating with officials of that country, after signing an agreement with Argentina. Still to be ratified by the Argentine congress, the accord has already produced applications covering about \$300 million that American companies want to put into that country.

If Brazil reaches agreement with ICA, then the insurance totals for 1960 should reach the .97 million mark of 1959. The rates charged by the ICA are one half of one percent for each of three categories of risk insured.

The growth of runaway investment abroad can be judged from the fact that in 1948 there was one contract for \$2 million of insurance,

and in 1958 there was \$212 million worth of insurance and 60 contracts. The peak year so far was 1958 because of the completion of several major US business-financed overseas projects.

Seafarer Becomes Priest



The Reverend Charles McTavish, a former Seafarer, is pictured visiting SIU New York hall with some of his students. Father McTavish is the assistant pastor of St. John's Church, Fairview, New Jersey, and also teaches at Seton Hall Univ., where he's working on a Masters degree in Economics.

Balt. Acts To Nip Split Ship Payoff

BALTIMORE—The SS Westport (Trans. Util.) found herself in legal entanglements following a payoff here. Wages, overtime and transportation were paid for the last half of the voyage, but the crew reported all monies withheld for the earlier portion of the same trip.

As a result, a lien has been slapped against the ship on behalf of the crew, Port Agent Earl Sheppard announced.

On the whole, shipping in this port has been very good, with more

men shipped than registered. Seven vessels signed on to boost shipping to 225 men, nine more than registered at this port. The sign-on list was made up of the following vessels; Bethcoaster (Calmar); Venore (Ore); Alcoa Pennant (Alcoa); Angelina (Bull); Marore and Oremar (Ore); Debaradeladen No. 1 (Debaradeladen).

Ten ships paid off. They were: Emilia, Jean and Edith (Bull); Venore, Marore and Oremar (Ore); Westport (Trans. Util.); Baltimore (Cities Service), plus two payoffs for the Bethcoaster.

The in-transit vessels were: Portmar, Bethcoaster, and Alamar (Calmar); Feltore, and Venore (Ore); Oceanstar (Dolphin); Kathryn (Bull); Alcoa Patrol (Alcoa); Steel Rover (Isthmia); Bulk Leader (American Bulk) and Robin Locksley (Moore Mac).

Gratitude was expressed at last week's membership meeting for the outstanding job done by the ship's delegates. This followed the report of clean ship entries with no pending or outstanding beefs.

Union Has Cable Address

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

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

PENSIONERS' CORNER



Berline B. Saunders, 64; Brother Saunders went to sea for the first time in 1918 at Key West, Fla., shipping mainly on passenger and cruise ships as waiter. Saunders became an SIU member in the year of its founding, 1938. Sailing in the steward department, he often preferred South American runs because he felt that people there were interesting and friendly, and because of the healthy climate which prevails in that country—reasons given by most Seafarers who desire similar runs. A resident of Miami, he has plenty of company in his retirement—a wife, two sons, a daughter and 14 grandchildren. He enjoys spending time with his family, which was difficult when he sailed.



Julius Styles . . . 63 . . . boarded a ship for the first time in 1916 at Savannah, Ga. He became affiliated with the Seafarers International Union in 1938, the first year of its operation. Brother Styles, who sailed on freighters and passenger ships as messman had no special preference as to runs, taking them as they came . . . Is married and has a step daughter and a grand stepdaughter. He resides in New York City, now that he isn't traveling around the world on freighters anymore. After 44 years of sailing, he takes it easy watching ball games and the fights, and keeps up with former shipmates.



YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Ad Agencies Object To Facts

Advertising agencies now are attacking the Federal Trade Commission because the FTC has launched a campaign to clean up what it considers deceptive TV commercials.

This challenge is something for you to watch. If the agencies succeed in discouraging FTC officials by personal attacks on them, we won't get the intensified policing of TV the FTC recently started. TV advertising has become a huge influence on our buying habits. Advertisers now spend on TV about 1½ billion of the approximately ten billion they invest each year in all types of advertising.

In recent weeks FTC has issued these significant complaints against major advertisers and in some cases their agencies.

That real sandpaper was not used in the TV commercials for Palmolive Rapid Shave which showed a razor shaving sandpaper, nor has "Rapid Shave" the moistening qualities claimed in actual shaving use.

That the filter demonstration for Life cigarettes, showing a liquid poured into two tubes, doesn't prove that Life's filter absorbs more tars and nicotine than other cigarette filters, nor has the US Government found the smoke from Life lower in tar and nicotine as the ads seemed to claim.

That Pepsodent's TV toothpaste demonstration did not prove it would remove all tobacco stains.

That the purportedly inferior foil wrap used in a TV demonstration for comparison with Alcoa Wrap aluminum foil was deliberately torn.

That the "flavor buds" shown in a TV ad for Blue Bonnet margarine were artificial.

Other revealing FTC complaints against big TV advertisers previously reported here include Libby-Owens-Ford and General Motors for their demonstration of the view through their car windows (FTC said they rolled down the windows), and Colgate's "invisible shield" commercials (FTC said "Gardol" won't put an invisible shield on your teeth).

First challenge to FTC came from a top official of the big Donahue & Coe ad agency. He charged that FTC's practice of announcing its complaints without first consulting "privately" with the advertisers may be the "most unfair diversion of trade," reports business-writer Robert Alden.

Next, Ted Bates & Co., nation's fifth largest ad agency, took full page ads in leading newspapers to publicly ask FTC Chairman Earl W. Kintner: "Is imaginative selling against the law?" The agency warned that the FTC complaint "will be fought out in the courts".

Bates not only prepared the "sandpaper" commercial but also the Life cigarette and Colgate "Gardol" commercials cited by the FTC. The New York Times recently reported that the Bates agency is known for its "hard sell" and is considered one of the most successful agencies with one of the highest profit margins.

"It is true that if you apply Palmolive Rapid Shave—and let it soak, as you would shave with a tough beard—you can shave sandpaper," Bates agency's ads declared. It explained that it didn't use real sandpaper on TV but plexiglass prepared to look like sandpaper, because "variations between the shaved and unshaved sandpaper do not register properly through a TV lens".

Such devices are necessary, the agency says. For example, detergent advertisers may use "gray fabric" to show clothes laundered to be "dazzling white" because of TV's limitations.

Now the Colgate-Palmolive Company has ended its sandpaper commercials because, Bates charged, "this campaign has now been discredited, and needlessly, in the eyes of the American people".

The big ad agency also suggests that such FTC actions even may weaken "free enterprise . . . a precludes thing to all of us". The reputation of companies like the Colgate-Palmolive Company—a reputation they began to build and guard when Thomas Jefferson was President—is a large part of free enterprise," Bates declares.

Well, nobody wants to attack Tom Jefferson. All the FTC griped about was the claims made for the shaving cream.

It's perfectly true that Palmolive Rapid-Shave can shave sandpaper. We did it although we had to let the cream soak in three minutes. Then we tried sandpaper with brush-type cream and with lather from a 15-cent cake of shaving soap and from ordinary bath soap. We were able to shave the sandpaper as well with all these. Finally we tried shaving sandpaper with plain water. That worked as well as the Palmolive Rapid-Shave.



Here's our advice:

For the man who wants to shave sandpaper, plain water works as well as Palmolive Rapid-Shave.

The man who wants to shave his face can save money by using cake shaving soap. The main working ingredients of shaving cream are merely soap and water. With cake soap, you add the water yourself with your shaving brush. A 15-cent cake lasts almost a year, or about as long as a half-dozen cans of a 79-cent shaving foam like "Rapid-Shave" or a half-dozen tubes of 53-cent shaving cream. We even used Palmolive cake shaving soap in our experiment so this company that started under Jefferson and lived through Roosevelt need not fear it will be terminated under Eisenhower.

INCOME TAX TIPS FOR SEAFARERS

Forand Bill: Health Aid For Aged Faces Battle

WASHINGTON—Opposed by many of the same medical, insurance and business groups which fought the original Social Security Act, the Forand bill to provide long-sought medical protection for the aged faces a tough uphill struggle in Congress.

Efforts to establish prepaid medical insurance as a specific benefit available upon retirement on Social Security are being strongly supported by the AFL-CIO. In endorsing the Forand measure (HR 4700), introduced by Rep. Aime J. Forand (D-RI), the labor movement welcomed the recognition that "pauperism" or dependence upon others in the event of illness was not the goal of the Social Security system.

Labor spokesmen point out that existing Social Security benefits cannot keep pace with medical costs and that a system of prepayment when earning power is high would be a partial solution to the problem. It would also tend to meet the immediate needs of millions now on Social Security and unable to meet these costs.

The Forand bill would assure prepayment for 60 days of hospital care for all persons receiving Social Security benefits plus 120 days of nursing home care (less any period of hospitalization). Some surgical services would also be covered. Patients would choose their own hospitals and nursing homes. The cost would be financed by a one-quarter percent increase in present Social Security taxes, amounting to a maximum of \$12 more per year.

Meanwhile, with action on the bill by the House Ways and Means Committee expected in March, a Senate Labor Subcommittee report noted: "Some Federal approach via the principle of prepaid health insurance—and not 'socialized medicine' which means a system of Government-owned medical facilities and Government-employed medical personnel—is the only sensible practical answer to the problem."

AFL-CIO President George

Meany has urged all union members to write their Congressmen to support the Forand bill and to urge immediate cash increases in present benefit rates. An AFL-CIO estimate indicates the basic benefit today averages about \$75 monthly. The minimum is \$33 per month.

'Rustbucket' May Yield To Plastics

CHICAGO — Shipbuilding was pictured as a potentially large market for reinforced plastics as the marine construction division of the Society of the Plastics Industry wound up its recent convention here.

John A. MacInnes of the Maritime Administration told the conferees that continued improvement of reinforced plastics could give domestic shipbuilders a new edge with foreign competitors in the years ahead.

One of the most attractive features of the new reinforced plastic is its low corrosion properties. The annual loss for the American steamship industry due to corrosion is termed "staggering" and more use of reinforced fiberglass plastic could save money without sacrificing performance or reliability.

The Maritime Administration spokesman also pointed up the potentialities for reinforced plastics in terms of pending shipbuilding projects. He said a total of more than 5,500,000 deadweight tons of shipping lies ahead over the next ten years, at a cost of more than \$6 billions.

The following is an up-to-date revision of an article by the SIU's tax expert on questions involving Seafarers' Federal income taxes.

Generally, with very few exceptions, seamen are treated no differently under the income tax laws than any other citizen or resident of the US.

(The non-resident alien seaman must also file a return, but the rules are not the same for him.)

WHO MUST FILE. Those under 65 years of age earning over \$600 and those over 65 earning over \$1,200 must file a Federal tax return.

If earnings were less than the minimum stated, and withholding tax was deducted, a return should be filed for a refund.

WHEN TO FILE. Tax returns have to be filed by April 15, 1960. However, the April 15 deadline is waived in cases where a seaman is at sea. In such instances, the seaman must file his return at the first opportunity, along with an affidavit stating the reason.

Another tax rule specifically affecting seamen governs situations where a seaman signs on in one year, signs off the next and gets a statement of his wages and the tax withheld (W2 form) from the shipping company when he signs off. Under such an arrangement, it is possible for a seaman to have no income in one year and the equivalent of two years' income in another.

In order to alleviate this situation, the seaman can report the total of his allotments, slops, draws and other cash items as income and then deduct this amount from the total income reported on the W-2 form he gets in the second year. If he elects to file this way, a seaman should attach an itemized statement explaining the amounts he received and their purpose.

He cannot claim any tax withheld in the first year either, but can claim all of it for the second year when he files his return along with the W-2 form.

HOW TO FILE. The Seafarer who has deductible expenses (amounting to ten percent or less of income) and an income of under \$10,000, consisting of wages on which tax was withheld and not more than \$200 of other income (for example, untaxed wages, dividends or interest earnings), is advised to use the short form, 1040A.

There is a new form this year, 1040W, for those who cannot use 1040A because they wish to itemize deductions, claim sick pay exclusion or estimated tax paid, or who have \$10,000 or over in income. You can use this form if your income consists of salary and wages, regardless of the amount, and not more than \$200 in dividends or interest and no other items of income.

Those Seafarers whose incomes are \$10,000 or more must now use the long form 1040.

A husband and wife should file a joint return on either the long or short form to take advantage of the split income provisions, even if the wife has no income.

EXEMPTIONS. Each taxpayer is entitled to a personal exemption of \$600 for himself, \$600 for his wife, an additional \$600 if he is over 65 and another \$600 if he is blind. The exemptions for age and blindness apply also to a taxpayer's wife, and can also be claimed by both of them.

In cases where a man's wife lives in a foreign country, he can still claim the \$600 exemption for her as his wife. If she has income in the foreign country, it cannot be taxed by the US.

In addition, a taxpayer can claim \$600 for each child, parent, grandparent, brother, brother-in-law, sister, sister-in-law, and each uncle, aunt, nephew or niece dependent on him, provided he pro-

vides more than one-half of their support during the calendar year. The dependent must have less than \$600 income and live in the US, Canada, Panama or the Canal Zone.

A child under 19, or a student over 19 can earn over \$600 and still count as a dependent if the tax-payer provides more than one-half of his support.

The law also enables a seaman who is contributing (with other relatives) more than ten percent of the support of a dependent to claim an exemption for that individual, provided the other contributors file a declaration that they will not claim the dependent for that year.

CREDIT FOR EXCESS SOCIAL SECURITY (FICA) TAX PAID. If more than \$120 was withheld from wages during 1959 for Social Security purposes (if you worked for more than one employer), the excess you paid over \$120 can be credited as income tax paid.

DIVIDEND INCOME. If a seaman has income from stock dividends, he can exclude the first \$50



he receives as dividend income from his gross income. He may be eligible to an additional credit against his total tax liability up to a maximum of four percent of the balance of the dividends received in 1959.

WELFARE BENEFITS. Benefits received from the SIU Welfare Plan do not have to be reported as income with one exception. That is for a Seafarer over 65 who is getting disability benefits. The law considers such payments to men over 65 as pensions and taxes them as income.

GAMBLING GAINS. All net gains from gambling (the excess of gains if any, over losses) must be reported as income. However, if more was lost than gained during the year, the losses are not deductible, but simply cancel out the gains.

TAX CREDIT FOR RETIREMENT INCOME. A tax credit of up to \$240 is allowed for individuals against retirement income such as rents, dividends and earnings at odd jobs. However, an adjustment must be made in this credit for Social Security benefits.

EXCLUSION FOR SICK PAY. If a person receives pay while absent from work due to sickness and it is included in his W-2 statement, he can exclude such amounts up to a maximum of \$100 per week after a 7-day waiting period. However, if hospitalized at least one day, then the exclusion applies from the first day of absence. (This will not affect seamen who are receiving unearned wages or maintenance and cure. These payments, which are not taxable, are usually excluded from his W-2.)

The following items can be used as deductions against income (IF YOU DO NOT TAKE THE STANDARD DEDUCTION):

CONTRIBUTIONS. A taxpayer can deduct up to 20 percent of gross income for contributions to charitable institutions, and an ad-

ditional ten percent in contributions to churches, hospitals and educational institutions.

INTEREST. Interest paid to banks and individuals on loans, mortgages, etc., is deductible.

TAXES. State and city retail sales taxes, property and school taxes, state stamp taxes on securities, state gas taxes, auto license and drivers' license fees and state income taxes actually paid within the year are deductible.

MEDICAL AND DENTAL EXPENSES. All expenses over three percent of adjusted gross income for doctor and dental bills, hospital bills, medical and hospital insurance, nurse care and similar costs can be deducted. Other such costs include such items as eyeglasses, ambulance service, transportation to doctors' offices, rental of wheelchairs and similar equipment, hearing aids, artificial limbs and corrective devices.

However, if the Seafarer is reimbursed by the Seafarers Welfare Plan for any of these costs, such as family hospital and surgical expense, he cannot deduct the whole bill, only that part which is in excess of the benefits paid by the Plan.

All expenses over one percent of adjusted gross income for drugs and medicine can be deducted. The deductible portion is then combined with other medical and dental expenses which are subject to the normal three percent rule. The three percent rule on medical services does not apply in cases where a taxpayer is over 65, but the one percent rule on medicines and drugs does.

CHILD CARE. This allows a deduction of up to \$600 to a widower, divorced or legally separated taxpayer toward the cost of providing care of a child under 12 or a person physically or mentally incapable of support, regardless of age. This expense is deductible only if its purpose is to allow the taxpayer to remain gainfully employed. It cannot be claimed if the payment for child care went to a person who is already claimed as a dependent. In the case of a woman who is married, the deduction is allowed only if she files a joint return and the deduction is reduced by the amount by which the combined gross income exceeds \$4,500.

ALIMONY. Periodic payments of alimony to a wife in accord with a written agreement between them can be deducted.

CASUALTY LOSSES. The reasonable value of all clothing and gear lost at sea due to storm, vessel damage, etc., for which the taxpayer is not otherwise compensated, can be deducted as an expense. The same applies to fire loss or losses in auto accidents which are not compensated by insurance.

LOSSES DUE TO THEFT. Personal items the loss of which can be proven are deductible.

WORK CLOTHES, TOOLS. The cost and cleaning of uniforms and work clothes which ordinarily cannot be used as dress wear can be deducted. This includes protective work shoes, gloves, caps, foul weather gear, clothing ruined by grease or paint, plus tools bought for use on the job, or books and periodicals used in direct connection with work.

UNION DUES. Dues and initiation fees paid to labor organizations and most union assessments can be deducted.

Model Mariner



Seafarer C. Izquierdo puts a finishing touch on the model of a four-masted bark he sailed on from 1918 to 1921. The vessel, the Elizabeth, was built by the Germans but taken over by Peru during World War I. The model, made mostly of pine wood, took five weeks to construct.

UAR Suez Boycott Nets 'Prize' Cargo

Ending an eight-month stalemate, operators of the Danish ship Inge Toft have capitulated to the demands of the United Arab Republic and have allowed the unloading of an Israeli cargo seized by the UAR last year as a "war prize."

Egypt claims that she and Israel are still technically at war and thus she had the right to seize the goods. The decision means a victory for the UAR in its policy of boycotting Israeli goods and shipping and keeping them out of the UAR-controlled Suez Canal.

Interested in getting the issue settled, Egypt agreed to pay all unloading costs. Funds received from auctioning of the ship's cargo of potash, cement and copper will be turned over to Palestine refugee relief. The cargo was destined for Japan, Hong Kong and the Philippines.

Agents for the Inge Toft notified officials in Port Said of the decision by the vessel's charterer not to exercise its right to a temporary prolongation of the charter. This would have continued the stalemate and kept the ship inactive still longer. A part interest in the chartering concern is supposedly

owned by Israeli or Israeli nationals.

Besides the Inge Toft, another vessel, the Greek freighter Astypaiea, is also held in Port Said under similar "war prize" charges. The disposition of this vessel's cargo has not yet been determined.

Mutilated CG Papers Called Back

WASHINGTON — A directive barring the use of mutilated seamen's documents after January 1, 1961 has been issued by the Marine Safety Office, US Coast Guard. No mutilated papers will be accepted for employment by Shipping Commissioners after that date.

Noting that many papers are damaged due to age, normal use or faulty lamination, the CG said they could be replaced free of charge with a minimum of delay or inconvenience. Upon presentation of the necessary photographs, a replacement document can be obtained on an exchange basis at any CG Marine Inspection Office.

The CG also cited a "disturbing" number of cases where papers have been tampered with for fraudulent use. It said it believed that "continued use of even slightly mutilated documents invites such fraudulent use when they are lost or otherwise fall into the hands of unscrupulous persons."

Holders of damaged papers are urged to apply for replacements as soon as possible.

Speak Out At SIU Meetings

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

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

Italian Orphans Feted By Tallulah Crew



Making Christmas a bit happier for 45 Italian orphans in Naples, two Seafarers who shipped from the West Coast on the Pacific District-contracted tanker Tallulah joined Santa in a holiday celebration at the Naples USS Club. Zeke Adamski is pictured next to Santa and Joe Weber (with glasses) is far right. Adamski went the route for the kids, contributing four new 50 lire pieces and a pair of socks for each youngster at the party.

Mobile Crews Up 3 More Ships

MOBILE—Three more ships have finished work in shipyards here following repairs. The Alcoa Pioneer (Alcoa), Montego Sea and Barbara Frietchie (Liberty Nav) have all recrewed, bringing the period's total of seamen shipped to 141 in all classes.

Presently in drydock, the supertanker Atlas (Tankers & Tramps) is reportedly due to take a crew any day. Present indications are that this tanker will be offered for grain charter. There's little doubt she'll have trouble getting a charter, as she is capable of hauling about 34,000 tons at a time.

Most of the big tankers are carrying everything but oil these days due to the general slump in oil cargoes for US-flag tankships.

The Alcoa Pioneer, a C-1, is going back to the bauxite run, with her ports of call listed as Trinidad and Gulfport, Miss. Both the Montego Seas and the Barbara Frietchie will take grain from Texas ports to the Far East.

Twelve Payoffs

A total of 12 ships paid off and signed on during the period with the Alcoa Partner and Alcoa Pillgrim (Alcoa) holding a pay-off

and sign-on. Other ships paid off were the Alcoa Cavalier, Clipper and Roamer (Alcoa), the Claiborne and Monarch of the Seas (Waterman) and the Atlas.

Signed on were the Alcoa Pioneer (Alcoa) and the Hastings (Waterman). Six ships were listed in transit: Afoundria, Young American and Desoto (Waterman), Steel Maker (Isthmian), Alcoa Ranger (Alcoa) and Barbara Frietchie.

FAIRLAND (Pan Atlantic, Dec. 27)—Chairman, Rusty Beyer; Secretary, Orville Wahlin. Repairs being made. \$49.63 in ship's fund. Lodging disputed. No beefs. Vote of thanks to the steward dept. for fine Xmas dinner. Discussions pro and con on new foreign seamen's union, also discussion on hospital benefits. Ship's delegate to see captain for better representation at ship safety meetings.

SENVILLE (Pan Atlantic, Dec. 27)—Chairman, Richard L. Ferron; Secretary, Edward J. Wright. Everything going smooth and we have no beefs. Ship's fund \$50.05. One man missed the ship from Newark last trip, V. Williamson. Ship's delegate elected again R. L. Ferron. Brother members ask to let their clothes stay in the fidley room a reasonable time. A vote of thanks to the steward dept. for the Christmas dinner and the service.

SEATRAN TEXAS (Seatrains, Dec. 27)—Chairman, Peter Serano; Secretary, Bill Wood. New ship's delegate elected Peter Serano by acclamation. No beefs. Ship's fund, \$24.50. Report accepted. New deck delegate voted in, P. Blanko. No beefs. Sailed one man short. Vote of thanks to the steward dept. for wonderful job they did on the holiday meals.

ERNA ELIZABETH (Albatross Tanker), Dec. 17—Chairman, Edwin L. Brown; Secretary, J. Michaux. One crew messman missing. Motion made by engine dept. want clarifications for OT on supertankers. One minute of silence observed. Motion made for contributions to ship's fund. Treasurer to collect from each member on payoff day, \$50. Lockers too small. Complaints about mattresses. Question on subsistence and lodging for those who presented themselves on Monday morning 12/14/59 and one day's subsistence on the 12/18/59. It was agreed previously between Union and company to convert the amounts of money due in OT.

BEATRICE (Bull), Jan. 10—Chairman, A. Campbell; Secretary, M. Figueroa. The ship stores was checked by the Food Plan Representatives and found to be in order. A safety meeting was held and was attended by the captain, department heads and all delegates. The request was made that there be only one shipboard meeting a month, unless something special

arises. New mattresses were requested for messmen's fo'c'sle.

STEEL APPRENTICE (Isthmian) Sept. 15—Chairman J. May; Secretary, Red Simmons. Must contact Union representative on water situation. Water is rusty. Discussed deck dept. with captain. Compliments to a fine crew. Some disputed OT. No beefs. One brother missed ship in Italy, but thanks crew for everything done for him in returning him home. Vote of thanks to steward.

AFOUNDRIA (Waterman) Jan. 6—Chairman, D. P. Carroff; Secretary, W. C. Sink. \$5.96 in ship's fund. A motion was made to have a complete

Digest Of SIU Ship Meetings

stow chest put aboard. A motion was also made to elect Charles Oglesby as ship's delegate. Chief cook E. O. Johnson is ill in San Pedro. Steward asks that coffee mugs and glasses be returned to pantry. It is requested that crew cooperate on linen changes. Vote of thanks to steward dept.

WESTPORT (World Tramping) June 21—Chairman, Ernest Bell; Secretary, Andy Noah. \$9.10 in ship's fund. No beefs. It was asked that the proper attire be worn in recreation and messroom at all times.

STEEL ADVOCATE (Isthmian) Jan. 3—Chairman, E. Westlake; Secretary, Louis D. Guelinix. Steward dept. doing a good job. No major beefs. Ice box was repaired. Ship's fund is \$13.35. New treasurer elected. Vote of thanks to steward dept. for ex-

cellent job. Vote of thanks also to ship's delegate.

ALMENA (Clover-Marine Carriers) Nov. 11—Chairman A. P. Calderari; Secretary, D. O. Coker. Some disputed OT. Brother Webster hospitalized in Colombo, Ceylon. \$4 in ship's fund. The radio operator thanks everyone who contributed to the flowers sent to his mother's funeral.

SEATRAN NEW JERSEY (Seatrains), Dec. 20—Chairman, J. F. Dickson; Secretary, S. Kiederman. Ship's fund \$58.70. Two day's lodging will be paid to men involved.

ROBIN SHERWOOD (Robin), Dec. 19—Chairman, A. Beck; Secretary, V. Rutchin. \$36.45 in ship's fund. Requested that laundry not be used after 9 PM.

AZALEA CITY (Pan-Atlantic), Dec. 20—Chairman, M. Richelson; Secretary, C. A. Yow. \$10 in ship's fund. Discussion on the matter of time off in port. Suggestion made to write to the LOG giving membership's viewpoints on this subject and requested that this matter be presented at the next contract negotiations.

ANDREW JACKSON (Waterman), Dec. 20—Chairman, Jan Beye; Secretary, J. O'Neill. Disputed OT for confinement to ship in Bremerhaven to be referred to patrolman at payoff. Union wired of Brother Shirley Nicholson's hospitalization. Ship's fund, \$16.30 minus \$5.65 for ship's iron, \$3.85 for Nicholson's wire, \$1 for two telephone calls, Galveston and Houston re: payoff before last sign-on. Total expenditures \$19.30. Balance left \$6. Questioned rustiness of drinking water. Ship to be fumigated in Mobile.

COASTAL BENTRY (Suwannee), Dec. 19—Chairman, Al Berrier; Secretary, C. N. Bruce. \$27 in ship's fund. Report from Jacksonville states that OT concerning the handling of cargo will be paid. Also that ship would receive percolators which haven't arrived as yet. Request clarification pertaining to working in telemetry room, if OT or not. Captain wrote to company regarding complaints on quality of food. Ship in need of fumigation. Taking up a collection for the orphans.

THE CABINS (Texas City Ref.), Dec.

12—Chairman, Herman Whisman; Secretary, J. Craft. Permission given by headquarters to pay off at sea provided entire crew cooperates with shore-side apparatus. \$6.44 in ship's fund. Vote of thanks to baker for his good products.

STEEL VOYAGER (Isthmian), (no date)—Chairman, Wm. Moody; Secretary, Steward. Ship's fund \$12.18. New ship's delegate elected, David L. Dickinson; safety delegates, deck-J. Lewis; engine-chief electrician; steward-Joe Brown.

ZEPHYRHILLS (Peninsular (Nav.)), Dec. 12—Chairman, L. D. Pierson; Secretary, John W. Griffin. Transportation has been taken care of. Mail situation is being checked and suitable action will be taken if mail is late or not forwarded. \$10 in ship's fund. Fans need checking. Crew would like to have in writing that they get pay and OT in event corporation goes bankrupt.

FRANCES (Bull), Dec. 28—Chairman, Domergues; Secretary, Henke. Chair and door to messhall to be fixed.

FLORIDA STATE (Ponce Products), Dec. 29—Chairman, Jerome S. Kilgore; Secretary, W. H. Dunham. Balance in ship's fund \$12. Vote of thanks to the steward for good feeding, storing and cleaning ship. Suggestion that every member of crew should put into a collection whatever he can for the former steward's family for Christmas. Ship's treasurer will collect same with member's consent.

PACIFICUS (Orion), Dec. 14—Chairman, C. Volk; Secretary, Mene. Steward questioned about menu and the chief cook questioned about preparing meals a little better; to pick up milk at the next port.

WACOSTA (Waterman), Dec. 13—Chairman, Joe Blanchard; Secretary, James Pursell. No major beefs—a few hours disputed OT.

ALCOA PURITAN (Alcoa), Dec. 12—Chairman, C. Linden; Secretary, A. Ferrara. \$13 in ship's fund. Motion made to amend Section 17 of Article II which pertains to shifting and hauling vessel. Letter to be sent to negotiating committee. Consulting patrolman on fire and boat drill rulings.

Question arises regarding drills on Saturday and drill on Monday and Friday in same week. Stow chest prices seem high and chest badly stocked. Vote of thanks to steward department for job well done. Will consult patrolman about a doctor aboard on payoff day.

STEEL FABRICATOR (Isthmian), Dec. 20—Chairman, G. Finkles; Secretary, N. Plummer. Captain suggests draw on overtime at New Orleans and at the first foreign port. Vote of thanks to the steward department.

ALCOA CORSAIR (Alcoa), Dec. 27—Chairman, B. P. McNulty; Secretary, M. P. Cox. Ship's fund, \$43.60. G. Davis elected new ship's delegate. Vote of thanks to the steward department for fine Christmas dinner.

ALCOA POLARIS (Alcoa), Jan. 1—Chairman, B. S. Butler; Secretary, J. Bowdon. \$14.90 in ship's fund. Each man should donate \$1 to ship's treasurer for future use. Cooperation asked in keeping the pantry clean. Election held for ship's delegate and ship's treasurer. Some disputed OT.

BEATRICE (Bull), Jan. 16—Chairman, A. Campbell; Secretary, M. Figueroa. Stores checked by the Food Plan Representatives and found in order. Safety meeting held attended by the captain, department heads and all delegates. Request made that there be only one shipboard meeting a month, unless something special arises. New mattresses requested for messmen's fo'c'sle.

CITIES SERVICE MIAMI (Cities Service), Jan. 22—Chairman, D. Reed; Secretary, S. Fullora; Brother B. N. Nielsen is deceased. Motion was accepted to have 50 cents donation from each member for ship's fund.

JEFFERSON CITY (Victory Carriers), Jan. 17—Chairman, A. Runkle; Secretary, R. Heins. Water rusty. Few beefs on washing machine and ice box. \$22 in ship's fund. Vote of thanks to Steward department for wonderful holiday dinners. Vote of thanks to Brother K. Fackert for job well done as ship's delegate. Request was made to have ship fumigated, and to have steward department's room painted.

'Share 'n Share Alike!'



N'Orleans Busy Pace Constant

NEW ORLEANS—Shipping has been good during the past two weeks and should remain about the same, according to Lindsey Williams, port agent. Ten ships are due in for payoffs.

The Tampa hall has closed down as reported and men from that port are entitled to ship from New Orleans with the same shipping date they had in Tampa. Since the previous report, 253 shipped from this area while only 144 registered.

Paying off during the past period were: Del Viento, Del Campo (Miss.); Margaret Brown (Bloomfield); Steel Maker (Isthmian); Hastings, Young America, De Soto (Waterman); Penn Shipper (Penn. Trans.); Mermaid (Metro).

Signing on were: Del Norte (Miss.); Lucille Bloomfield, Margaret Brown (Bloomfield); Young America, De Soto (Waterman); Penn. Shipper (Penn. Trans.).

In transit were: Alcoa Roamer, Alcoa Corsair, Alcoa Ranger, Alcoa Cavalier (Alcoa); Seatrain Savannah, Seatrain Georgia (Seatrain); Lucille Bloomfield (Bloomfield); Steel Recorder (Isthmian); Gateway City, Raphael Semmes (Pan Atlantic); Afoundria, Monarch of the Seas, Hastings, Jean Lafitte, La Salle and Claiborne (Waterman).

Harassment of those least able to pay is taking shape on a new front, as legislators in various states and localities renew moves to institute burdensome sales tax proposals. Unlike a direct income tax, graduated according to actual earnings, sales taxes hit everyone the same way regardless of their income bracket.

For low-income groups and wage-earners on straight salary, this type of revenue-producing legislation always hits hardest. Businessmen and professionals with expense accounts and other "fringe" income devices don't even have to give it a second thought.

Percentage levies on purchases, especially today when many so-called "luxury" items are part of a normal American standard of living, has long been fought by the labor movement. Merchants also seldom favor such taxation because it necessarily cuts into business.

When a one, two or higher percentage tax is tacked onto purchase prices in one locality and doesn't have to be paid nearby in a similar store, there's no question who usually gets the sale. Stores in high-tax metropolitan areas are well aware of this problem, which has produced the growth of the suburban or "highway" super-sales markets that drain off larger volumes of business each year.

In sum, sales taxes may help balance the governmental budget, but none of the citizenry gets a square deal from them. Certainly this is no secret to those stumping for such proposals in a search for more tax revenue.

Vacation Milestone

The SIU Vacation Plan has just wound up its eighth year of operation, and Seafarers have good reason to think of it with pride and appreciation. First program of its kind in the maritime industry, the Plan has enabled Seafarers to collect more than \$13 million in vacation benefits during its existence.

Before the centralized vacation fund was set in 1952, most seamen had never enjoyed a paid vacation. Despite the nature of seafaring, with most men working for many employers during the course of the year, vacation pay is now assured at all times.

Another welcome development following the wind-up of an SIU wage review with the dry cargo operators last week was the provision for increased Vacation Plan contributions by the shipowners. Once the necessary actuarial studies are completed, this added contribution is expected to bring a further boost in annual vacation benefits so that Seafarers can enjoy more leisure time with their families free of financial worry.

US Shipping Boom Seen Via Surplus Loan Deals

WASHINGTON—Increased American-flag shipping is seen on the horizon if proposed Government grain surplus loans to India and Poland become a reality.

Now receiving three million tons of grain per year via US farm surplus and economic aid, India is asking the United States for an additional loan of five million tons to build up a reserve for her hunger-ridden people. Communist-controlled Poland is also asking for an extra \$40 million in American aid.

The additional aid would also go for surplus grain that is urgently needed by the Poles. The \$40 million agreement is expected to be completed shortly.

In the event Indian Food Minister S. K. Patil gains approval of his country's loan proposal, the present total of approximately 150 Indian voyages by American ships could be increased almost twofold by another 250 sailings. The voyage estimates are based on 10,000-ton Liberty shiploads, with US ships getting half the cargoes under the 50-50 law.

Patil hopes to complete his reserve within the next two years by hiring private warehouses and other available spaces to handle grain storage. The US has already indicated that it is willing to help India build the much-needed buffer stock. Details still to be worked out are to what extent this can be done under existing law and what new legislation may be needed.

One drawback may slow the program. Hard-pressed tramp operators are asking for payment in advance but are balking at posting performance bonds to guarantee delivery. India wants the tramps to post bonds or wait for payment until the cargo is delivered.

India has been allowed to spend rupees instead of foreign currency in payment for present farm sur-

plus shipments. If Patil had to go to Canada or Australia for additional aid, this would mean the expenditure of foreign currency, also in short supply in India.

The newest \$40 million package to relieve the food shortage in Communist Poland will raise the total assistance to that country to more than \$300 million since 1957 under the farm surplus program.

Further American aid to Poland rests upon settlement of claims by Americans for property seized by the Communist government after 1945. Agreement on compensation of these private claims would clear the way for Poland to qualify for other foreign aid and to get credits from the Export-Import Bank.

As far as Seafarers are concerned, completion of another \$40 million loan agreement will mean an increased flow of US-flag shipping to Polish ports, which have become familiar ports of call to a number of SIU men after a long lapse.

Weisberger Reelected By Sailors

SAN FRANCISCO—All incumbents on the ballot led by Secretary-Treasurer Morris Weisberger have been returned to office in the union's annual elections. Almost 3,500 ballots were cast.

The only change in the 18 elective offices was registered in Portland with the naming of Ragnvald Johansen as the Portland agent. Incumbent William "Whitey" Benz did not run for reelection.

In addition to Weisberger and SUP Assistant Secretary-Treasurer Harry Johnson, others reelected here were: Joe Pohorence, dispatcher; Jack Dwyer, C. P. Shanahan and Jim Dimitratos, deck patrolmen, and Homer Davis, engine-steward patrolman.

Balloting that placed Johansen in office at Portland also returned Frank Fellows, patrolman, to his post. In the Wilmington returns, Gordon Ellis and Ray Murphy were victorious in reelection as agent and patrolman respectively. Tony Finale carried the engine-steward patrolman's balloting in Wilmington.

Seattle agent Ed Coester and patrolman George L. Lewis were re-named to office and, in New York, William Armstrong and Geert Pott continue as agent and patrolman also. Honolulu agent James M. Dooley returned to office there.

Reelected as SUP Building Corporation trustees are Jack Dwyer, Thomas Hookey, Harry Johnson, Morris Weisberger and Alex Whar-ton. Balloting was conducted during December and January.

NJ Resort Suit Seeks Crash Pay

ASBURY PARK, NJ—Apparently claiming a bad beach season, four nearby seashore communities have filed damage suits totaling \$1 million against the owners of two tankers which collided off the Jersey coast last July. The collision caused heavy black oil to spread along some 30 miles of coastline.

The suits claimed that the accident and the oil slick ruined the start of the swimming season. The suits were filed against Texaco, Inc., owner of the tanker North Dakota, and A. B. Sven Salem Company, owner of the Swedish tanker Seven Skies. The latter had been anchored in a fog four miles south of Ambrose before the collision.

As a result, heavy industrial oil leaked from the Swedish vessel for about seven hours before she was cleared to enter New York Harbor.

The four resorts, Asbury Park, Long Branch, Monmouth Beach and the Loch Arbor Bathing Club, sued for \$250,000 each.

Stay Put For Jobless Pay

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

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

Tell it to the LOG



SEAFARERS IN DRYDOCK



Currently in the Brighton USPHS hospital near Boston, Mass., are Seafarers Raymond L. Perry, Michael J. Shaughnessy, William McKenna, Elmer Grose and Bertolo Cruz, reports Port Agent Eugene Dakin. Perry was formerly the chief steward on the SS Maxton and was laid up with a heart condition. He is improving and expects to be released in the near future. Shaughnessy, who last sailed as an oiler on the SS Council Grove, caught pneumonia and was hospitalized early in January. He expects to be discharged soon.

McKenna sailed last as AB and deck maintenance on the Bents



Cruz Perry Shaughnessy Grose

Fort. A calcium deposit around a valve in the heart hospitalized him, and he is to be operated upon at the Massachusetts General Hospital. The operation is a delicate one which involves opening the heart and clearing away the calcium.

Grose, former bedroom utility on the Waldo, also caught pneumonia and is now taking tests and undergoing treatment. Cruz last sailed as a utility messman on the Steel Voyager and was hospitalized by a fractured jaw. After a few more weeks of hospitalization he should be released.

Seafarers are reminded to visit their buddies in the hospitals and write letters to them when they are on shore leave or have a few spare hours.

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| <p>USPHS HOSPITAL
BALTIMORE, MD.</p> <p>Ramon Aqueda
Ben L. Bone
Charles Cawley
Robert Davis
Eusebie Gherman
Gorman Glaze
Robert Godwin
Cecil Hughes
James King
Frederick Leeds
Luciano Lorenzi</p> <p>USPHS HOSPITAL
BRIGHTON, MASS.</p> <p>Elmer Grose
Herbert McIssac</p> <p>USPHS HOSPITAL
GALVESTON, TEXAS</p> <p>Earl Alverson
Lawrence Floyd
Robert Nielsen
William Pittman</p> <p>USPHS HOSPITAL
SAVANNAH, GA.</p> <p>Clarence Dees
David McCollum
Edward Polakoff</p> <p>USPHS HOSPITAL
NEW ORLEANS, LA.</p> <p>Thomas Allen
Thomas Andrews
Orville Arndt
Edward Avrad
William Bargone
Nicholas Bastes
John Bigwood
Accurso Bonti
John Brooks
Roderick Brooks
Edmond Burch
Vincent Cali
William Counts
Thomas Dailey
George Dobronich
Benjamin Foster
Harry Hebert
Manuel Joao
Foster Juneau
George Kasprzyk
Edward Knapp
Leo Lang
Rene LeBlanc</p> <p>USPHS HOSPITAL
BROOKLYN, NY</p> <p>Joseph Bass
Matthew Bruno
Gregorio Caraballo
Leo Carreon
Wade Chandler
Mallory Coffey
Joseph Cox
John Driscoll</p> | <p>George Lucas
Allen Nauman
Francisco Nicholas
John Nordstrom
Dennis Pierce
William Rollins
Shelby Sizemore
Edgar Smith
Jose Soares
William Swilley
Edward Trainer</p> <p>USPHS HOSPITAL
SAN FRANCISCO, CALIF.</p> <p>William Adams
Louis Firlie
George Hill</p> <p>USPHS HOSPITAL
STATEN ISLAND, NY</p> <p>Oscar Adams
Charles Bergagna
John Cormier
Joaquin Cortez
Victor Doza
George Doherty
William Drew
Artemio Fernandez
Augustus Francis
M. Gottschalk
Juan Hernandez
August Jensen
Leonard Jones</p> <p>USPHS HOSPITAL
SEATTLE, WASH.</p> <p>Arthur Brown
Arthur Furst
Jonas Heldt</p> <p>HARBOR GENERAL HOSPITAL
TORRANCE, CALIF.</p> <p>Edward Johnson</p> <p>VA HOSPITAL
CENTER HOT SPRINGS, SD</p> <p>Clifford Womack</p> <p>USPHS HOSPITAL
FT. WORTH, TEXAS</p> <p>Richard Appleby
Benjamin Delbler
Woodrow Meyers
Albert Ogletree</p> <p>VA HOSPITAL
HOUSTON, TEXAS</p> <p>Raymond Arsenaull</p> <p>MT. WILSON STATE HOSPITAL
MT. WILSON, MD.</p> <p>George Davis</p> <p>VA HOSPITAL
KECOUGHTAN, VA.</p> <p>Joseph Gill</p> <p>SAILORS SNUG HARBOR
STATEN ISLAND, NY</p> <p>Thomas Isakson</p> <p>TRIBORO HOSPITAL
JAMAICA, NY</p> <p>James Russell</p> <p>US SOLDIERS HOME
WASHINGTON, DC</p> <p>William Thomson</p> | <p>Jeremiah O'Byrne
Almer Vickers
R. Waterfield</p> <p>Luther Wing
Pon Wing</p> <p>USPHS HOSPITAL
SAN FRANCISCO, CALIF.</p> <p>Edward Hulzenga
Orban Templeton</p> <p>USPHS HOSPITAL
STATEN ISLAND, NY</p> <p>Thomas Lauer
Thomas Leahy
Edgar Luke
Andres Maldonado
Joseph Morton
Philip Pron
Samuel Small
Henry Smith
Victor Solano
E. Spaulding
Fernando Tiaga
Claude Virgin</p> <p>USPHS HOSPITAL
SEATTLE, WASH.</p> <p>George Little
James Mitchell
S. C. Tuberville</p> |
|---|--|---|

FROM THE SHIPS AT SEA

Seafarers aboard the Steel Fabricator are determined to get necessary repairs done at the next payoff. A motion by Seafarer Vincent Tagallo, engine delegate, seconded by Roberto Bosco, steward delegate, was passed at the last shipboard meeting to notify headquarters concerning the postponement of these repairs from port to port.

SIU men on the Seamar (Calmar) have heard about the Atlantic and Gulf Companies Feeding Plan and are anxious to see it installed on their ship. The crew has asked to have someone from the Food Plan come aboard when the ship pulls in to check stores and food. Meats on the ship have been second grade, the crew notes.

More in sorrow than in anger, crewmembers of the Orion Clipper note that the ship's radio operator seems to have blown a transformer. Judging from his comments on the crew, he has been oscillating widely and broadcasting on all fre-

AB And Master



Seafarer Ronald Carraway and his wife, the former Georgia Switzer of Gulfport, Miss., smile after being married at the Government Street First Presbyterian Church in Mobile on January 11, 1960. Seafarer Carroll F. Quinnt (AB) was the best (second-best, really) man. Seafarer Carraway's last ship was the Alcoa Pioneer.

quencies at the same time. It should be explained that the Orion Clipper is on a tanker shuttle which is enough to make any man irascible at times.

On the Lucille Bloomfield, reports meeting chairman Steve Wagner and meeting secretary Lee de Parlier, there's a big controversy going on dealing with the subject of black-eyed peas and beans . . . is the black-eyed pea a pea or a bean? Dictionaries, cans and packages of the disputed article bear out arguments on both sides, and the men have written to the LOG requesting the poop on the black-eyed pea.

ANSWER: As can be expected, the so-called black-eyed pea is a bean. But this isn't anything so unusual . . . a whale isn't a fish, Swiss steak doesn't come from Switzerland and chow mein was invented in the good old USA. Yes, the black-eyed pea is a bean, has always been a bean, and peculiarly enough, will always be a bean.

Propose New Disability Plan

To the Editor:
A meeting was held on the Seamar recently about an item in the LOG and we would like to concur with that one and let you know how we feel about the proposals for a new retirement plan.

We all agreed with our brother that if you had six years of sea time and was unable to work, any Seafarer should be

Letters To The Editor

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covered, in case of a disability during service with an SIU-contracted company.

We would like to hear from other brothers on their feelings about the new plans we have brought to headquarters.

Crew member of Seamar

Praises LOG's Wide Coverage

To the Editor:
Sure appreciate reading the LOG. It's the next best thing to shipping. (I'm an SIU man who ran aground six years ago.)

With three brothers and two uncles in the SIU your "Seafarers in Drydock" sure comes in handy. For example in Vol. XXII, No. 2 of Jan. 15, 1960, issue of the LOG, my brother Sewando Jesse Canales was listed in "Drydock" at the USPHS hospital in New Orleans.

Mighty thoughtful of you and your staff. My compliments for such thorough and thoughtful coverage.

Modesto Canales

Agree On New OT Proposals

To the Editor:
We conclusively agree with the crew of the Alcoa Corsair in the statement expressed in their recent letter to the LOG printed in the Dec. 4 issue.

There should be a minimum four-hour OT period payable for all work performed between 5 PM and 8 AM. Many times a half-night's rest, and sometimes more, or shore time, is fouled up by one hour's OT aboard ship.

Also, before contract-renewal time rolls around next September, another item should be seriously considered for inclusion in our contract demands. The "call out" time to perform OT work should be increased from the present 15 minute period to 30 minutes. Fifteen minutes simply isn't enough time for a man to wake up, get out of his bunk, wash, put on heavy winter clothes, drink a cup of coffee and be ready to turn to. After all, we are called 30 minutes ahead of time to get ready to stand a regular sea or port watch.

Paul Arthofer
Pablo Barrial
William Ekins
G. W. Duncan
Harvey E. Sheno
M. H. Simoneaux, Jr.
T. H. Roslund
J. E. Slayton
Charles L. Long

Thanks SIU For Baby Benefits

To the Editor:
I would like to thank the Seafarers International Union for their prompt attention to the claim I filed for maternity benefits.

I would also like to say "thank you" for baby Van Dewey Riviere. Your bond was the first of what I hope will be a planned savings account for his future. Your warm letter was also deeply appreciated.

Mrs. Edward Riviere and Van

Want New Shipping Rules

To the Editor:
We, the following crew members of the SS Steel Maker, request that the following be inserted into the shipping rules at the earliest convenience possible.

"When two or more men in the same capacity are shipped on the same call, the man with the oldest shipping card shall have preference in choosing watches that are open, down the line. In any event, class A men shall have preference over B and C men shipping on the same call, at all times."

N. A. Huff
H. L. Bennet
J. F. Buckley
Alvin A. Selico
John G. Newman
Howard C. Hutcherson
Paul M. Hebert
J. I. Hicks
H. V. Fernandez
M. Rodriguez
E. Hayden
E. R. Pedersen
L. Reinchuck
H. L. Moore
Q. G. McLellan
J. Johnston

Rose Knot Gets Master's Cheers

To the Editor:
This notice was posted on the ship's bulletin board on Christmas Eve day by the master. We believe it was very well-

"To all personnel:
"Throughout the world at this time, the phrase "Peace on earth, good will toward men," is being echoed in song and verse.

"These words have a special meaning aboard the Rose Knot, for through your efforts, the information necessary to forging the instruments of peace is being obtained. Also, the good fellowship you have exhibited toward each other, despite the long periods at sea, is a credit to you, your ship and your organization.

"Therefore, I sincerely hope that the sacrifice each of you has made to be down here will hasten the day when you can enjoy many Merry Christmas' with your loved ones, blessed with the knowledge that you have contributed in some part to the achievement of a world at peace."

F. H. Dane, master

worded and would appreciate your putting it in the LOG so all Seafarers can see it.

We believe we have just set a record, having spent 52 days at sea without once going ashore. We were out on several shoots and now are returning to Recife.

D'Ornellas

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

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

(Print Information)

NAME _____

STREET ADDRESS _____

ZONE _____ STATE _____

YOUR DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

ZONE _____ STATE _____

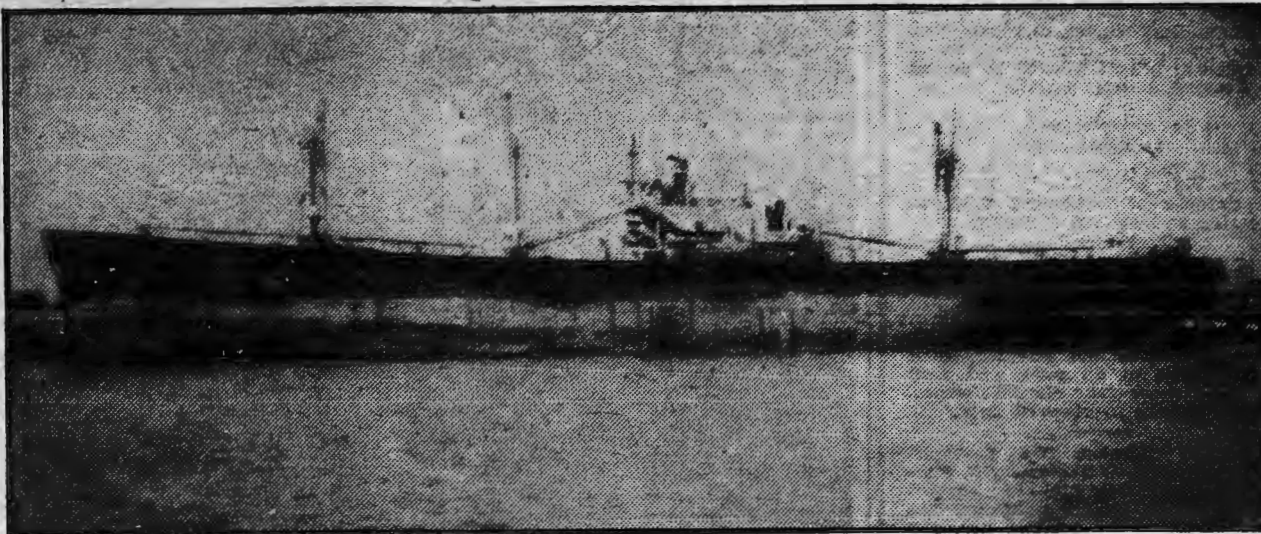
Valiant Enterprise: Long In Chittagong

(Editor's note: The following article was submitted by Seafarers J. B. Gardner, Jimmy Long, James Gard, and Ted Mathis.)

Just a few lines from another Valiant ship that hasn't gone aground yet, mainly out of sheer luck and the fact that maybe Davey Jones doesn't want this kind of rust pot in his big locker.

The crew has been a credit to the better traditions of going to sea. They've had to drink brackish water, have bathed in water loaded with fuel oil, had water leaking through their overhead, have been denied proper draws and mail service, and allotments have been sent to their dependents back home inconsistently.

Don't believe that we are a



SS Valiant Enterprise at Chittagong, East Pakistan

bunch of diaper damp kids, or that we have taken all this without a certain amount of mili-

tancy or beefing; but if these people are going to operate on the basis of a "long on cargo,

short on food and everything else, including safe conditions" then something has to be done.

Further more, as yet there have been no foul ups and this has been one of the most rational crews we've ever seen.

Currently we are in Chittagong, East Pakistan, where we've been for the past six weeks, discharging and waiting for money to pay off debts incurred during our stay.

Steel Age Helps

The Steel Age was here Jan. 28 and made a hundred and fifty dollar donation to us for emergency purposes. At this time we wish to extend our deepest thanks for the same, and their generosity.

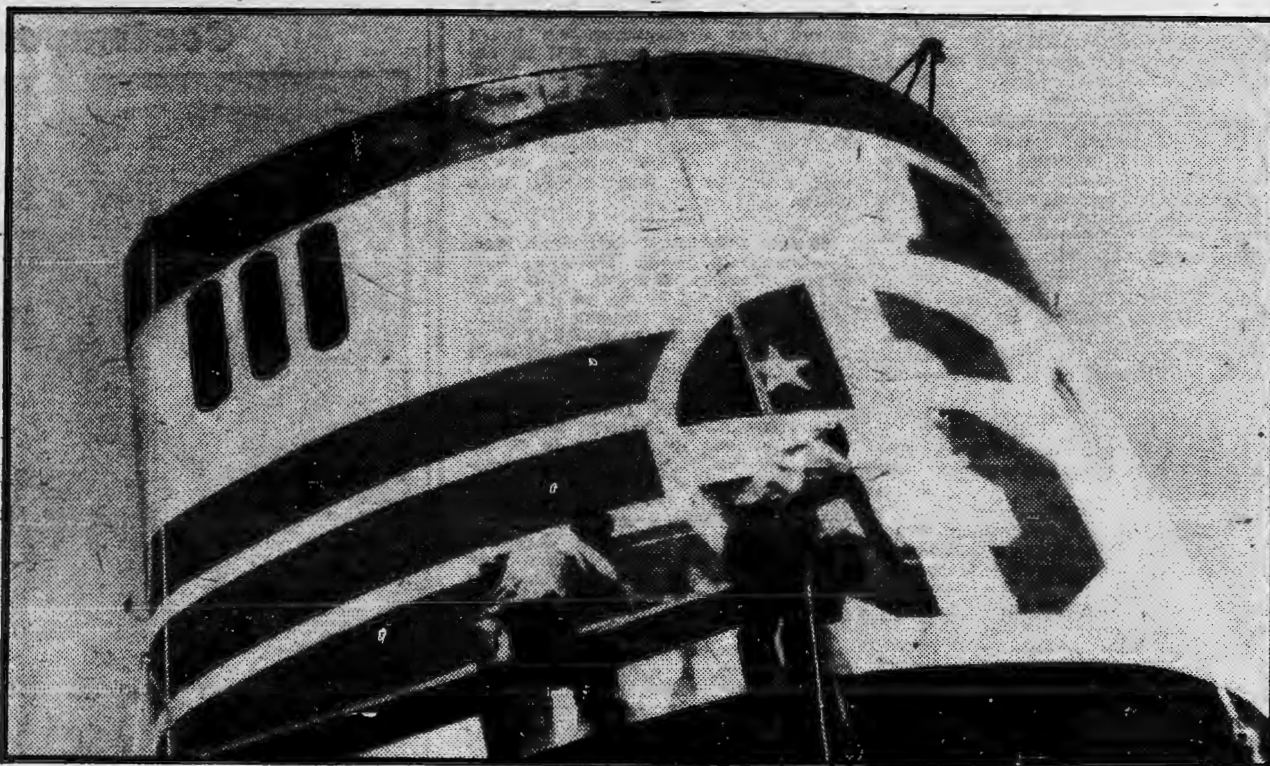
In closing, many members believe that these fly-by-night operators who are running ships to death and then abandoning them should be made to put up enough money (in escrow) to cover pay rolls and other costs.

SHIPBOARD SKETCHES by Ben Graham



"I make a motion we adjourn, pronto!"

Alcoa Artists



C. J. Kumpczynski, AB, and J. Samborski, DM, paint the stack of the Alcoa Planter with the Alcoa four-star symbol. The Planter had been chartered out to another line for a while, and the Seafarers are shown covering the former company's emblem with the Alcoa symbol.

Asks New Lay-Up Rule

To the Editor:

Lately I have listened to many discussions aboard ships and in our union halls regarding the job security provision of our present shipping rules, and I agree with many who advocate a change, only I would like to publish my opinion and let the general membership know and see if this subject can be discussed more extensively in the LOG. I refer to the 10-day clause when the ship lays up for repairs or lack of cargo.

Now that shipping has somewhat slowed down and ships make one or two short trips and then lay up, I believe we should liberalize our present shipping rules to make it longer, say 30 days, to entitle the laid-up crew to their former jobs. I know of many cases recently where after bucking the shipping list, men took a job on a short run ship and after less than a month the ship laid-up again a few days over ten days and as a consequence these members had to buck the list again.

Why should we be deprived of our jobs, through no fault of our own after a short period and not be entitled to the same job when it comes up again? This is not consistent with the

fundamental principle of trade unionism. One of the things we fought hard to obtain is job security and I maintain we don't have such security if our rules bar us from our former jobs when something happens and we are laid off temporarily.

What would workers in other industries do if after being laid up, say in the automobile industry, during slack season, the plant rehires again and hires other personnel. Surely they would not stand for such a system. Likewise, we who are no different, and also belong to a protecting Union should not support such a system. Therefore I propose that we should change our shipping rules to liberalize its provision so we don't entirely lose our jobs after a temporary lay-up. What do you think of this idea, brothers? Write the LOG and express your views, one way or the other.

James C. Stewart

LOG Personal Gets Results

To the Editor:

I thank you so much for printing the notice concerning my son Thomas L. Willis. We have heard from him and our worries are over.

Mrs. John B. Willis

Seafarers Aid After-Fire Loss

To the Editor:

I'd like to report a "good will deed" made by the crew of the SS Del Rio, when they helped out the crew of the MV

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.

Jenny Naval in the Port of Rio Grande on December 23rd.

The Del Rio was unloading some cargo onto the Jenny Naval when suddenly the small vessel was enveloped by smoke and high flames. Immediately, the entire crew of the Del Rio came to the assistance of the Brazilian crew. It was not possible to stop the flames, so the Del Rio cut its ropes and shifted to safer quarters. The ropes were not cut, however, until the entire crew of the burning ship was put aboard the Del Rio. The Union brothers realized

that the fire must have caused a great deal of property loss to the Brazilians, so they got together and collected a large amount of clothing and some money, that their Brazilian brothers might have a happy Christmas.

This gesture of brotherhood and kindness will forever be remembered by the men who sail in the Patos Lagoon area, who will continually be grateful to the American seafarer and the SIU members.

Alfred Olivera

Appreciates SIU Welfare Help

To the Editor:

I received the wonderful gifts from the SIU trustees of the Seafarers Welfare Plan . . . a carton of cigarettes and a \$25 Christmas bonus . . . along with the regular weekly hospital benefit, and I'd like to send my thanks to the SIU trustees and membership for the splendid work done by the officials of the Union.

I expect to visit the Union hall soon and will let E. B. McAuley, the Welfare representative, know that I appreciate his work in helping me to get well, and getting me to Staten Island USPHS in time.

James Russell

Likes LOG's 'Buying' Guide

To the Editor:

I wish to commend the LOG in particular on one of the features it runs regularly, among its many excellent features, and that is Sidney Margolius' column; a very interesting and informative piece of reporting.

Could you print in a future issue of the LOG, in the "Labor Roundup" corner what happened in the bitter textile mill strike in Hendersonville, North Carolina last year?

Paul Arthofer

(Ed. note: The strike is still on and strikebreakers are still operating the plant.)

Benefit Aids Seafarers Widow

To the Editor:

I want to thank the SIU for the nice check I received a few days ago from the Seafarers Welfare Plan. It came just when me and my family needed it the most.

Words cannot say how much I appreciate the way you came through so quickly. I also want to thank you for your nice letter of sympathy regarding the death of my husband, the late William Havelin.

Mrs. Carrie Havelin

ALMENA (Clover Carriers), Dec. 25—Chairman, R. Bean; Secretary, Al Bilkyar. A. R. Bilkyar elected ship's delegate. Motion was made to have doors and portholes repaired in Honolulu. Vote of thanks to the steward dept. for a fine job under difficult conditions. There was no American money on ship when leaving the US.

SEAMAR (Calmar), Jan. 17—Chairman, John R. Marshall; Secretary, Edward Blevins. Some dispute OT. All repair lists turned in; most repairs corrected on board. Letter written to headquarters regarding food aboard ship. Motion made to concur with retirement plan as published in LOG. Clothes are to be hung away from storeroom door entrances.

PENN VOYAGER (Penn Shipping), Jan. 10—Chairman, W. J. Meehan;

T. D. York. Recommend that everyone help keep the mess hall and pantry clean at night. All beefs to be handled through the delegates and union officials. No beefs.

ALCOA PENNANT (Alcoa), Dec. 9—Chairman, O. C. Bailey, Jr.; Secretary, F. A. Fehler. Few minor beefs to be discussed at payoff. List to be posted for cleaning laundry room.

ORION CLIPPER (Colonial) Dec. 6—Chairman, H. Shellenberger; Secretary, R. Barker. Request donation for library. Vote of thanks to the steward department for good work in preparing and serving of meals.

LOSMAR (Calmar), Dec. 9—Chairman, S. Drury; Secretary, M. Culp. Dispute on fans. Carpenter to clean and paint fans. Shore gains to clean holds where such gangs are available. If practice not adopted, then crewmembers to do work and paid at regular shore gang cleaning wages. Vote of thanks to steward dept.

SEAMAR (Calmar), Dec. 7—Chairman, Tony Hanna; Secretary, J. Marshall. Ship's delegate to contact Union hall on arrival regarding hot water on board for sanitary use, etc.

SEATRIN LOUISIANA (Seatrains), Dec. 27—Chairman, Pete Sarnyk; Secretary, Blanchard. No beefs aboard ship. \$120.19 in ship's fund. Vote to buy more playing cards, cribbage boards and free cokes until arrival in New York.

FORT HOSKINS (Cities Service), Dec. 25—Chairman, Paul Gatz; Secretary, W. G. Williams. Everything has been okay. Watertight door repaired. Any crewmember on board for six months or more will be entitled to transportation. Ship's fund, \$28.02. New ship's delegate elected. Pantryman should be more careful with coffee cups and in general cleaning of pantry. Donations asked for repairing of TV antenna. Chief cook asked to be more careful with meats.

STEEL DIRECTOR (Isthmian), Dec. 27—Chairman, Frank Timmons; Secretary, Charles Stambul. Two men hospitalized. \$31.48 in ship's fund minus cost of last telegram to Union. Motion made to widen messhall after steamtables are removed. Messhall is not large enough.

STEEL WORKER (Isthmian), Dec. 17—Chairman, J. Kramer; Secretary, W. M. Hand. Repair list is to be made out by each department delegate. Ship's fund \$28.63. \$5 was donated to ship's book and magazine fund. J. Kramer was elected ship's delegate. It is requested that the washing machine be kept clean, and that clothes be removed after they are dry because of the danger of them falling into the engine.

ALCOA PARTNER (Alcoa), Dec. 5—Chairman, Nolan L. Flowers; Secretary, William Scott. No beefs. The crew is cautioned to keep stevedores out of crew quarters while in Alexandria. The steward dept. thanks the crew for their cooperation in the feeding system. It is requested to keep dirty linen out of passageway near the locker. A suggestion was made that the Central Safety Committee investigate the possibility of changing the position of the bell on bow as its present position and height is hazardous to men working on anchor windlass.

DEL ORO (Mississippi), Dec. 12—Chairman, M. T. Morris; Secretary, Henry C. Gardes. One man hospitalized in Buenos Aires. One man missed ship in Rio. No beefs. Ship's fund \$15.

Jan. 3—Chairman, George Duncan; Secretary, Frank S. Paylor, Jr. Balance of ship's fund is \$22.25. Frank S. Paylor elected as ship's delegate. New cleaning schedule for laundry to be posted.

LUCILE BLOOMFIELD (Bloomfield), Dec. 26—Chairman, Nils Beck; Secretary, Lee de Parlier. No beefs. Baker hospitalized in Bremerhaven. Notify wiper if washing machine or laundry sink drains slowly and he will clear same. Crew is asked not to put soap in sink between meals as it coats the cups and causes illness.

Nov. 30—Chairman, Steve Wagner; Secretary, Lee de Parlier. Sailing board time to go according to agreement, not by company clarification. Mate so notified by patrolman at payoff. For benefit of members, agreement pertaining to this matter read and explained. No beefs. Harry Huston elected new ship's delegate.

Digest Of SIU Ship Meetings

Secretary, R. K. Holt. Due to short run, captain will permit the crew to draw on their OT. E. H. Bayre elected ship's treasurer. Traveler's checks may be given company agent in Gijon for exchange.

MOUNT RAINIER (American Tramp), Jag. 3—Chairman, James Sheehan; Secretary, J. L. Hodges. All repairs to be taken care of. Subsistence will be entered on payroll of Dec. 26. All hands requested to keep pantry clean. Crew asked not to put cigarettes in toilet bowls. No beefs.

MAIDEN CREEK (Waterman), Jan. 10—Chairman, William Holland; Secretary, John Balliday. Francis L. Wurm taken off the ship in Japan. Doing fairly well according to doctor's report. Will return to US soon. Minor repairs are being done on ship. Ship's fund \$17.47. Thirty hours of disputed OT. Special meeting to be held in presence of port agent before payoff.

YOUNG AMERICA (Waterman), Nov. 8—Chairman, M. D. Green; Secretary, J. J. Cabral. One man hospitalized in Piraeus. Request that sailing time be posted on Friday night by 4 PM when ship is in port with no definite time for sailing. Vote of thanks to steward department.

Dec. 6—Chairman, J. C. Lewallen; Secretary, J. J. Cabral. Elected ship's delegate. Ship sailed short a 2nd electrician. All repairs to be taken care of in New Orleans. Request that ship be fumigated for rats.

STEEL MAKER (Isthmian), Jan. 17—Chairman, C. G. McLellan; Secretary, H. L. Bennett. The voyage as a whole has been good. Vote of thanks to the steward department and to Brother Bennett for taking care of mail. Ship's fund stands at \$50.53. Man left in hospital in Port Said. No beefs.

COE VICTORY (Victory), Jan. 14—Chairman, J. Fuller; Secretary, J. Coyle. Discussion took place concerning members who are always beefing about attending the meetings. One man missed ship in Spain. Ship's fund is \$9.19. Discussion held on need for new mattresses, refrigerator and a hot water urn to replace coffee urn. Some disputed OT.

OCEAN DEBORAH (Ocean Transportation), No date—Chairman, A. Yarborough; Secretary, C. Nickerson. One man missed ship in Galveston. Elected ship's delegate. Suggestion made to have ship fumigated. Everything running smoothly.

LONGVIEW VICTORY (Victory Carriers), Jan. 20—Chairman, G. Stanley; Secretary, R. McCutcheon. \$6.18 in ship's fund. Ship delayed in sailing two hours in New Orleans. Vote of thanks to C. W. White for refreshments at Christmas.

BEAUREGARD (Pan-Atlantic), Jan. 10—Chairman, B. Brown; Secretary,

Flower Grower



Joseph Anuszewski, better known as Joe Anderson, who has spent some 32 years working around the waterfront, putters in his garden all summer long to grow beautiful flowers. He is shown here with some of them.

Contemporary Cupid?



No cupid, it's just John J. Merkel, the bosun of the Sword Knot, preparing to spear a fish with his aquabow. Although there is only a slight resemblance, we want to take this occasion to wish everyone a...

Happy Valentines Day

SIU HALL DIRECTORY

- SIU, A&G District**
SECRETARY-TREASURER
Paul Hall
ASST. SECRETARY-TREASURERS
W. Hall, Deck C. Simmons, Eng.
E. Mooney, Skg. J. Volplan, Joint
BALTIMORE 1216 E. Baltimore St.
Earl Sheppard, Agent Eastern 7-4900
BOSTON 276 State St.
G. Dakin, Acting Agent Richmond 2-0140
HOUSTON 4202 Canal St.
R. Matthews, Agent Capital 3-4089; 3-4086
MIAMI 744 W. Flagler St.
Louis Neira, Agent Franklin 7-3564
MOBILE 1 South Lawrence St.
Cal Tanner, Agent Hemlock 2-1754
NEW ORLEANS 523 Bienville St.
Lindsay Williams, Agent Tulane 8826
NEW YORK 675 4th Ave., Brooklyn
HYacinth 9-6600
NORFOLK 416 Colley Ave.
J. Bullock, Agent Madison 7-1083
PHILADELPHIA 337 Market St.
S. Cardullo, Agent Market 7-1635
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Marty Erelhoff, Agent Douglas 2-5475
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Stop 20
Keith Terpe, Hq. Rep. Phone 2-5996
JACKSONVILLE 620 Main St., Room 300
William Morris, Agent Elgin 3-0867
SEATTLE 2505 1st Ave.
Ted Babkowiak, Agent Main 3-4334
WILMINGTON, Calif. 505 Marine Ave.
Reed Humphries, Agent Terminal 4-3539
HEADQUARTERS 675 4th Ave., Bklyn.

SUP

- HONOLULU 51 South Nimitz Highway
Phone 502-777
NEW ORLEANS 523 Bienville St.
Jackson 5-7228
NEW YORK 675 4th Ave., Brooklyn
HYacinth 9-6600
PORTLAND 211 SW Clay St.
Capitol 3-4336
SAN FRANCISCO 450 Harrison St.
Douglas 2-5475
SEATTLE 2505 1st Ave.
Main 3-0290
WILMINGTON 505 Marine Ave.
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R.Amond 7-423
NEW YORK 675 4th Ave., Brooklyn
HYacinth 9-6600
PORTLAND 211 SW Clay St.
Capitol 7-3222
SAN FRANCISCO 350 Fremont St.
EXbrook 7-5600
SEATTLE 2505 1st Ave.
Main 3-0088
WILMINGTON 505 Marine Ave.
Terminal 4-8538

Great Lakes District

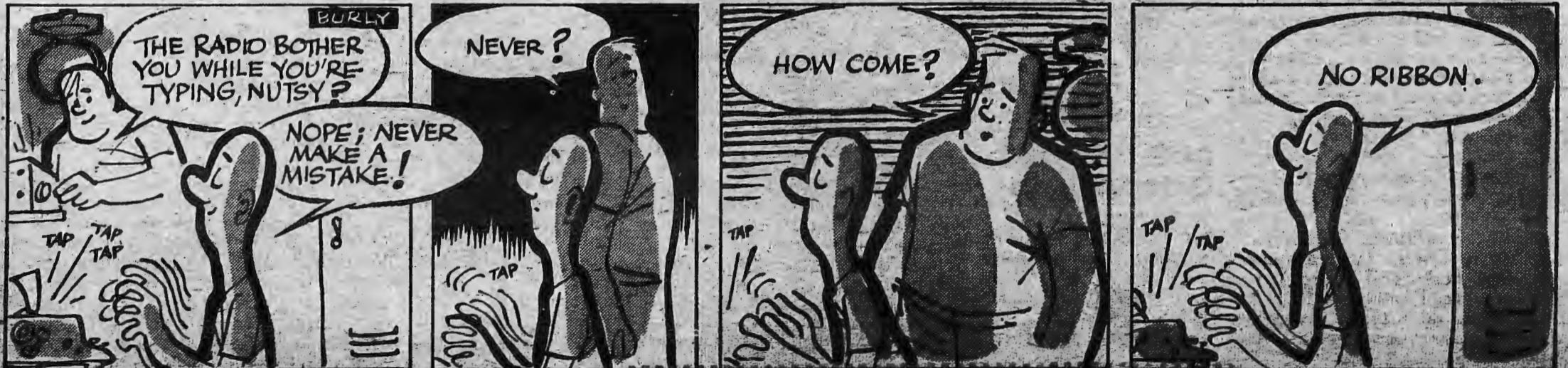
- ALPENA 127 River St.
ELMwood 4-3616
BUFFALO, NY 914 Main St.,
Grant 2728
CLEVELAND 1420 W. 25 St.
Main 1-0147
DULUTH 621 W. Superior St.
Phone: Randolph 2-4110
FRANKFORT, Mich. PO Box 287
Elgin 7-2441
MILWAUKEE 633 S. Second Ave.
Broadway 2-3039
RIVER ROUGE 10225 W. Jefferson, Ave.
Mich. Winwood 3-4741
SOUTH CHICAGO 9383 Ewing Ave.
Saginaw 1-0733
TOLEDO 120 Summit St.
Cherry 8-2431

Canadian District

- FORT WILLIAM 408 Simpson St.
Ontario Phone: 3-3221
HALIFAX N.S. 128 1/2 Hollis St.
Phone 3-8911
MONTREAL 634 St. James St. West
Victor 2-9161
QUEBEC 44 Saulx-au-Matlot
Quebec LAfontaine 3-1569
THOROLD, Ontario 52 St. David St.
Canal 7-5212
TORONTO, Ontario 272 King St. E.
Empire 4-5719
ST. JOHN, NB 177 Prince William St.
OX 2-5431
VANCOUVER, BC 298 Main St.

MFOW

- BALTIMORE 1216 East Baltimore St.
Eastern 7-3383
HONOLULU 56 North Nimitz Highway
Phone 3-6777
NEW ORLEANS 523 Bienville St.
Magnolia 0404
NEW YORK 130 Greenwich St.
Cortland 7-7094
PORTLAND 523 NW Everett St.
Capitol 3-7287-3
SAN FRANCISCO 240 Second St.
Douglas 2-4599
SAN PEDRO 398 West 7th St.
Terminal 3-4483
SEATTLE 2333 Western Ave.
Main 2-6326



FINAL DISPATCH

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

Lloyd W. MacDonnell, 53. Brother MacDonnell passed away at sea aboard ship last November 23, of coronary thrombosis. Brother MacDonnell joined the SIU in 1954, shipping in the engine department. Place of burial was not indicated. His home town was Houston, Texas, according to records.



Melbourn Clark, 40: Died of pneumonia on January 16 at General Hospital in Washington, DC. Brother Clark had been a member of the SIU since 1946, and had sailed various ratings in the Engine Department. His place of burial was not indicated and no beneficiary was named. It is not known if he had any survivors.



Joseph Di Orto, 43. Brother Di Orto died of a heart ailment last November 8 at his hometown of Kelsner, Pa. A member of the engine department, Di Orto first started shipping with the SIU in 1945. Place of burial was not indicated.



Atom Ship Tender Due Next Month

WASHINGTON—A shallow-draft support vessel for the NS Savannah, the world's first nuclear merchant ship, will be launched sometime in March, the Maritime Administration has announced.

Named the NSV (Nuclear Servicing Vessel) Atomic Servant, the vessel is currently being built at the Todd Shipyard Corporation's Houston yard. It is expected to be delivered in time to assist with the start-up of the Savannah and the beginning of an extensive series of sea trials and harbor tests designed for the prototype atomic merchant vessel.

The Atomic Servant will be 129 feet long, 36 feet wide and will have a displacement of 650 tons. Plans for the vessel were made by the Electric Boat division of General Dynamics Corporation, under a contract to the Atomic Energy Commission.

First of its kind anywhere, the Atomic Servant will feature high compartmentation of the hull to attain maximum buoyancy and stability in case of damage. Some of these spaces will be fitted out for safe handling of radioactive liquid and solid waste material, for transfer at dockside for burial at inland sites. Radiological monitoring and safety equipment will be installed for servicing the Savannah and subsequent nuclear ships. The Savannah is due to be completed later this year.

Dog Days



The canines had their day at the New York hall recently when two Seafarers brought in their pets for general admiration. At left, basun John Swiderski shows off two toy silver poodles which he raises as a hobby. George Farago displays "Killer," a terrier.

LABOR ROUND-UP

AFL-CIO President George Meany urged "the entire trade union movement to insure that 5,000 Packinghouse Workers who have been on strike against Wilson & Co. since November 3 "are not starved into submission." He called for "generous and prompt" financial help for the Wilson workers who have proven their trade unionism on the picket line.

The National Labor Relations Board is looking into Bethlehem Steel Company's labor practices in its dealings with the Industrial Union of Marine and Shipbuilding Workers of America. The big steel firm's yards are now being struck by 16,000 IUMSWA members. Beth Steel has been accused by an NLRB attorney of "surface bargaining—if bargaining at all; bargaining on a take-it-or-leave-it basis and putting into effect drastic changes in seniority, grievance procedures and work assignments."

One hundred members of two locals of the Hotel and Restaurant Employees in New York City may have to cease picketing the swank Stork Club or be in violation of the Landrum-Griffin Act. The two locals have been on the bricks since January of 1957, in protest against owner Sherman Billingsley's repeated refusals to sign a contract covering culinary employees. The NLRB has charged that the two locals—Dining Room Employees Local 1 and Chefs, Cooks, Pastry Cooks and Assistants Local 89—are in violation of the provision of the Act which bans recognition or organizational picketing at the end of a 30-day period unless the union involved has sought an NLRB election. The Board in New York, meanwhile, has asked a Federal District Court here to enjoin the locals from further picketing, pending court arguments.

Employees of Consolidated Cigar Corp., Philadelphia, blew smoke in management's eyes by voting 503-306 in an NLRB election for affiliation with the Brewery Workers Union. The brewers' entire campaign was conducted in two languages native to most of the employes: Ukrainian and Polish.

SIU BABY ARRIVALS



Melton Paul Howell, born December 4, 1959, to Seafarer and Mrs. Earl M. Howell, Houston, Texas.

Lorraine Denise Hummel, born January 21, 1960, to Seafarer and Mrs. Merrill F. Hummel, Reading, Pa.

Anna Louise Laureano, born January 16, 1960, to Seafarer and Mrs. Manuel Laureano, Brooklyn, NY.

Reynaldo Anibal Lopez, born January 14, 1960, to Seafarer and Mrs. Genaro A. Lopez, Bayamon, PR.

Debra Sue Mass, born March 24, 1959, to Seafarer and Mrs. Leon J. Mass, New Orleans, La.

Julie Irene Pusloskie, born December 3, 1959, to Seafarer and Mrs. Paul Pusloskie, Baltimore, Md.

Abraham Vegas Jr., born January 26, 1960, to Seafarer and Mrs. Abraham Vegas, Brooklyn, NY.

Barbara Jean Needham, born December 19, 1959, to Seafarer and Mrs. Gideon L. Needham, Coinjock, N.C.

Michael Tomas Gutierrez, born January 7, 1960, to Seafarer and Mrs. Tomas Gutierrez, Galveston, Tex.

Personals And Notices

Frederick Lillard Contact the vault record clerk at SIU headquarters. Important.

George F. Martin Get in touch with your mother at 232 NW Woodland, Boulevard Ave., Deland, Florida (c/o Frierson).

Edward Kratochvil Get in touch with Carmen Lane, RD 2, Stepney, Conn.

Stephen A. Mangold Your sister in Framingham, Mass., is anxious to hear from you.

Charlie Johnson Contact Joe Clem at 70 West 115 St., New York City (Apt. 7).

John S. Stanley Anyone knowing the whereabouts of the above man is asked to have him contact his wife at 192 23rd Street, Brooklyn, NY.

Ex-Pacific Venture Arrangements have been made for all crewmembers from the SS Pacific Venture to receive a discharge covering their service aboard the vessel. Seafarers can get this discharge by writing to the United States Shipping Commissioner, Custom House, Baltimore 2, Md. It will be forwarded to the commissioner nearest you.

A pensioner willing to do light superintendent's work in two small houses in Queens is offered a room. Anyone interested, contact Georges L. Pitour, 31-49 36th Street, Long Island City 6, NY. Tel: RA 8-0129.

Thomas S. Kline Contact Florence McKinley. Important mail waiting.

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

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:

February 17
March 2
March 16

on
the
ball

NEWS HEADLINES IN REVIEW



INSURRECTION IN ALGERIA BLOWS OVER... DEGAULLE TAKES CONTROL AS ARMY BOWS TO HIS WISHES.



LIKE WANTS TO MAKE ATOMIC WEAPONS AVAILABLE TO "RESPONSIBLE ALLIES"... ATTACKS GENERALS FOR NARROW AND SPECIAL APPROACH TO PROBLEM.



RUSSIAN DEPUTY PREMIER MIKOYAN VISITS CUBA... TELLS OF RUSSIA'S ROCKET STRENGTH; DIPLOMATIC RELATIONS BETWEEN THE TWO COUNTRIES EXPECTED TO BE REESTABLISHED.



MASS ARRESTS, REPORTEDLY IN THE THOUSANDS, AS TRUJILLO, DICTATOR OF THE DOMINICAN REPUBLIC, DESTROYS PLOT TO OVERTHROW HIS REGIME.



RED SATELLITE NATIONS SAY UNLESS A PEACE TREATY IS SIGNED WITH BOTH GERMAN NATIONS, THEY WILL SIGN WITH EAST GERMANY... WHICH COULD PRECIPITATE ANOTHER BERLIN CRISIS.



ISRAEL AND SYRIA CLASH SOUTH OF THE SEA OF GALILEE... BUT LITTLE CHANCE OF MAJOR OUTBREAK OF HOSTILITIES.



U.S. TO HIRE AID TO INDIA AND PAKISTAN... INDIAN COMMUNISTS LOSE TO A COALITION IN KERALA VOTE, BUT GAIN IN VOTE PERCENTAGE.

Imported Section For Jumbo Tanker OK'd On US Runs

WASHINGTON—The Customs Bureau has given clearance to an unnamed US operator to import foreign-made midbody sections for installation here in "jumbo-ized" tankers for the domestic trade.

A Customs release did not mention the company involved. However, the disclosure follows a report that the SIU-contracted Pan-Atlantic Steamship Corp. had purchased six mid-sections in West Germany for enlarging six tankers for domestic container service.

Pan-Atlantic is reported planning to use the converted container vessels in the intercoastal trade. The company previously successfully tried out special platform decks for carrying trailerized cargo on otherwise conventional tankers. Shoreside cranes were used for the "lift-on-lift-off" operation.

It subsequently disposed of these vessels in favor of converted C-2s that carry some 225 trailers on deck and in the holds. The trailer boxes are loaded and discharged via special shipboard gantry cranes.

Action by Customs in approving the plan to import mid-body sections represents a shift in the definition of a domestic vessel, which has to be American-built throughout.

In the "jumbo-izing" process, an existing vessel is cut apart, the old mid-section is cut away and a new, enlarged section is inserted in its

place to boost the cargo capacity. Under the plan disclosed by Customs, the operator proposes to have the new mid-sections towed to the US with a false bow temporarily attached for navigational purposes. The bow then will be detached and all the construction, repair and conversion work will be done in American yards.

According to the Customs' explanation, the new mid-section "is not considered a vessel since it could not be used nor was it intended to be used" as a ship. The false bow, it was stated, was being used only to "facilitate" the towing job.

Accordingly, said the Bureau, such converted vessels will not be considered to have been "rebuilt" outside the US and will retain whatever coastwise privileges they may have had prior to rebuilding.

Welcome Redskin!



Making his periodic visitation with the LOG, Wallace "Madd Bear" Anderson, DM, (right), receives an official welcome aboard the SIU-manned Rose Knot from "Tex" Angelo, the wiper. The Rose Knot is an Air Force missile vessel out of Patrick AF Base, Fla.

Phila. Jobs Hold Steady

PHILADELPHIA—Shipping has been holding its own during the past two weeks, reports Agent Steve Cardullo, and it looks as if things will continue to remain fair for the next period. The Seamar is scheduled in for a payoff and other Calmar ships have been coming in regularly.

The new building here will not be open for another month or so due to building delays. However, it is open for "inspection" now and all members are invited to take a look.

Paying off during the past period were: Bents Fort, Miami (Cities Service); Jefferson City Victory (Victory); Chilore (Marven); Atlas (Cargo Tankship) and Alamar and Marymar (Calmar).

The following ships signed on: Jefferson City Victory (Victory); Chilore (Marven); Alamar and Marymar (Calmar).

In transit were: Kathryn, Angelina, Jean, Emilia (Bull); Steel Chemist, Steel Rover (Isthmian) and Warrior (Waterman).

SIU Vacation Plan 8 Years Old

BENEFITS TOP 13 MILLION

The SIU Vacation Plan marked its eighth anniversary this week as total vacation benefit payments leaped well over the \$13-million-hurdle. Seafarers are now collecting vacation pay at the rate of \$200,000 per month.

Benefits have been increased four times since vacation payments began on February 11, 1952. The current annual rate of vacation pay is \$360, payable as an earned right whether an SIU man takes time off or not. The current annual rate is more than 2½ times larger than the original top vacation benefit of \$140 payable in 1952.

First of its kind in the Maritime industry, the SIU Plan pioneered in setting up a centralized fund, administered by a joint board of Union and company trustees, to assure every SIU man a paid vacation no matter how many companies he works for in a year. Previously few Seafarers collected paid vacation except those employed by one company for a year or more.

Base For Benefits

Benefits are based on the number of days worked, regardless of the number of vessels or companies involved, pro-rated at the annual \$360 rate. Once a man has worked 90 days or more, he is entitled to claim vacation pay. Payments are usually made within hours after a claim is filed. There is no requirement that a Seafarer must quit his job in order to collect the benefit.

Survivors of deceased Seafarers can also claim this benefit, in addition to the regular SIU Welfare Plan \$4,000 death benefit, if the deceased had unpaid vacation money coming.

The current \$200,000 monthly average in benefits paid has remained steady for the past 15

months since November 1, 1958. That occasion was the 20th anniversary of the SIU and also the date when total Vacation Plan payments topped the \$10-million-figure. It thus took the Plan approximately six years and eight months (80 months) to pay out the first \$10 million in benefits, a rate of \$125,000 per month.

Since the level of benefits paid monthly has practically doubled, it can be expected the Plan will top \$20 million in payments shortly after its tenth anniversary in 1962. This may be reached even

sooner in the event vacation benefits are increased before then. Established originally at the \$140 monthly figure, the benefit rate was increased to \$178 yearly in 1954, to \$244 in 1955 and \$280 in 1956. The largest increase followed the 1958 negotiations and took effect September 1, 1958.

The companies are the sole contributors to the fund on the basis of the number of men they actually employ each day. This guarantees a build-up of the reserve for each man no matter who he works for during the year.

Japanese Visitors Tour SIU



Touring SIU headquarters with labor group from home, Y. Sekishi official of All-Japan Seamen's Union (center), listens intently as interpreter (right) explains Union operations to other members of delegation (not shown). Looking on is SIU Assistant Secretary-Treasurer Claude Simmons, who also addressed the group.

Plant Down - Oremar In For Repair

NORFOLK — The Oremar (Calmar) developed turbine trouble shortly after sailing from a Baltimore payoff and sign-on and was brought under tow to Newport News. Jeff Gillette, SIU port agent here reports that the Oremar will keep its crew during the repair period.

Among the ships paid off here, the Penn Mariner (Penntans) had to have her galley shut down for long-overdue stove repairs. Everything was in good shape by the time vessel sailed.

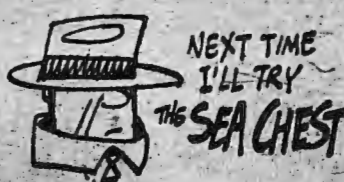
With shipping presently rated as good, there is little brightness on the horizon. Besides the Penn Mariner, the only other ship in for payoff and sign-on was the Chiyawa (Cities Service).

The Wild Ranger (Waterman), Alcoa Polaris (Alcoa) and Steel Rover (Isthmian) were on the in-transit list.

Get That SS Number Right

Seafarers filing vacation money claims should make sure that they use their correct Social Security number. Use of the wrong number means a clerical headache for the Vacation Plan office and slows up the handling of payments.

Also, a Seafarer who uses the incorrect Social Security number is creditin' his tax deductions to some other US worker.



NEXT TIME I'LL TRY THE SEA CHEST