

SIU, NMU Seek US Scale On Runaways

Story On Page 2

Vol. XXI
No. 6

SEAFARERS LOG

March 13,
1959

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

SIU FAMILIES GET BENEFITS INCREASE

Payments Up For Hospital Care

Story On Page 3



Test Run. SIU steward department crewmen from American Banner liner SS Atlantic man lifeboat (above) on practice run for Coast Guard lifeboat tickets. Test was held during the ship's layover in New York for annual inspection, after the men attended SIU - sponsored school. The Atlantic sailed again March 7.

Safety Pays. New 16mm sound movie projector awarded to SIU-manned Alcoa Partner for outstanding safety performance is examined by skipper, Capt. T. Hargensen, and SIU ship's delegate William Simmons (right). The award by the company spotlighted the ship's 500-day accident-free record. The string was still on at the time of the presentation 53 days later. (Story on Page 3.)



Unions To Seek Standard US Pay On Runaways

A March 11 meeting of the joint action committee of the SIU and the National Maritime Union on the runaway issue has agreed on a course of action designed to bring American-owned runaway ships under standard US deep sea union contracts. This decision was announced following the meeting in a joint statement by SIU of NA President Paul Hall and NMU President Joseph Curran.

The statement dashed any hopes held in some sections of the industry that the runaways might get any kind of a break contract-wise. Some of the runaway operators had undoubtedly entertained the hope that they might escape with an edge over American-flag shipping.

"We have agreed," the joint statement declared, "upon a course of action, the object of which is to bring all American-owned and controlled vessels under union contracts which will provide American wages, working conditions and security for the seamen aboard these vessels." They added that, "the joint action committee of the American maritime unions was directed to implement this program."

The statement recalled the maritime unions long concern "with the adverse effect upon wages, working conditions, security and job opportunities of American seamen by the runaway-flag device." It noted that, "As trade unions, with the responsibility of protecting the economic security of merchant seamen, we are determined to correct this abuse."

The full text of the declaration is as follows:

American maritime unions have long been concerned with the adverse effect upon wages, working conditions, security and job opportunities of American seamen by the runaway flag device which American shipping companies have been and are utilizing.

With the substandard wages and conditions prevailing on

runaway vessels, American shipowners, unless checked, have the means of threatening the hard-won standards and economic security of American seamen. By the simple maneuver of hauling down the American flag and registering under one of the runaway flags, American shipowners have been able to wipe out thousands of jobs on which American seamen and their families are dependent. In addition, thousands of other workers dependent on the maritime industry for their livelihood are also adversely affected.

As trade unions, with the responsibility of protecting the economic security of merchant seamen, we are determined to correct this abuse. We have agreed upon a course of action the objective of which is to bring all American-owned and controlled vessels under union contracts which will provide American wages, working conditions and security for the seamen aboard these vessels.

At the conference of the Sea-

(Continued on page 15)



BME President Ray McKay is shown addressing convention of Local 101, Marine Engineers Beneficial Association, in Chicago. BME and MEBA memberships are now balloting on proposal to merge BME with the MEBA Lakes local union.

Engineers Vote On Final Merger

Approval of final merger between the SIU-affiliated Brotherhood of Marine Engineers and the Marine Engineers Beneficial Association has been unanimously voted by the executive boards of the two unions.

It has been submitted to the two unions' memberships in a mail ballot referendum. The voting will continue until May 25.

If the proposed merger is voted, the BME will amalgamate with

Local 101 of the MEBA, which has jurisdiction in the Great Lakes region. The merged organization will become bargaining agent for the 16 deep-sea steamship companies presently under BME contract as well as for companies MEBA presently represents on the Great Lakes.

Chartered in 1949, the BME was an AFL affiliate through its membership in the Seafarers International Union of North America. After the merger of the AFL-CIO and subsequent close cooperation between BME and MEBA on waterfront beefs, a pre-merger agreement was signed by officials of the two unions in October, 1957. Negotiations to complete the merger process have proceeded intermittently since that date.

Strike Support

The amicable relationships between the two organizations were highlighted last June when the BME gave full support and assistance to the MEBA during its Atlantic and Gulf coast strike against major shipping companies, leading to a highly-successful contract settlement.

The merged union expects to wage an effective organizing campaign in two major non-union areas. One is on the Great Lakes where a considerable group of non-union shipping companies operate and the other is in the offshore tanker field in which company unions play a predominant role.

In anticipation of the Lakes' organizing drive and of the opening of the St. Lawrence Seaway this spring, three new offices are scheduled to be opened on the Lakes, assuming the memberships approve the merger.

SEAFARERS LOG

Mar. 13, 1959 Vol. XXI, No. 6

PAUL HALL, Secretary-Treasurer
HERBERT BRAUN, Editor. BERNARD SEAMAN, Art Editor. HERMAN ARTHUR, IRWIN SPYACK, AL MASSEN, JOHN BRASS, ANATOLE LITVICH, IRIS Writers. BILL MOODY, Gulf Area Representative.

Published biweekly by the Headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL-CIO, 675 Fourth Avenue, Brooklyn 33, N.Y. Tel. NYAcidiv 2-4500. Second class postage paid at the Post Office in Brooklyn, N.Y. under the Act of Aug. 24, 1912.

Add New Hearing Plan To SIU Shipping Rules

In effect since 1955, the shipping rules under the agreement between the SIU and its contracted operators will be four years old tomorrow. The rules became effective March 14, 1955, following ratification by the membership.

At the same time, the Seafarers Appeals Board has just announced the latest of a series of actions relating to the shipping rules, which was adopted March 3. The action, number 37, deals with establishment of a new hearing and appeal procedure under the section of the shipping rules covering disciplinary matters.

The appeals board was set up in 1955 when the Union and the operators jointly agreed to institute a seniority shipping system governing hiring operations under the contract. Its actions and decisions from time to time deal with interpretations of the rules and whatever problems may arise.

A full report on the 32 actions of the board up to that time was published in the SEAFARERS LOG on August 1, 1958. In addition, action number 33, which modified certain seniority requirements, was reported in the LOG on September 12.

The board has taken four actions since then, three of them on the routine matter of adding new companies as parties to the contract. In this manner, action number 34 added four companies to "Appendix A" of the collective bargaining agreement, action number 35 added two more and action number 36 added six others.

Two additional companies are added by action number 37, which also amends rule 10 (B) of the shipping rules. The following is the text of action number 37:

ACTION #37

The Seafarers Appeal Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following actions:

(a) The following companies are hereby added to Exhibit A annexed to the collective bargaining agreement, effective as of the dates indicated:
Ocean Tramp Corp., 26 Broadway, New York, NY, as of January 27, 1959; Hope Steamship Corp., 26 Broadway, New York, NY, as of January 27, 1959.

(b) Rule 10 (B) is amended to read as follows:

"Where a seaman deliberately fails or refuses to join his ship, or is guilty of misconduct or neglect of duty aboard ship, he may lose his shipping card for up to thirty (30) days. For a second offense, he may lose his card up to sixty (60) days. In especially severe cases, or in case of a third offense, he may lose his shipping card permanently. Before a seaman may lose his shipping card under this sub-paragraph B, a complaint shall be filed, by either the Union or an Employer, with the Chairman of the Board, who shall thereupon name a Hearing Committee, which Committee shall arrange for a prompt and fair hearing thereon, with proper notice. The manner of appointment of the Hearing Committee, and the procedures to be followed by it, shall be those specified in the last paragraph of section 9 (D) and section

10 of these rules and, without limiting the effect of any other provision in these rules, hearings may be conducted, and decisions reached, whether or not the seaman is present. Pending the hearing and decision, the seaman may register and ship in accordance with his appropriate seniority and registration status. Appeals from decisions of the Hearing Committee may be taken to the Board, and shall be mailed by the seaman to the Board within fifteen (15) days after written notification of the Committee's decision. The Board shall have the power to extend this time for good cause. Such appeals shall be heard by the Board at the next regular monthly meeting after receipt thereof, provided the appeal has been received in sufficient time for the Board to give five (5) days notice of the meeting to the seaman of the time and place of the meeting. Pending any appeal or decision thereon by the Board, the decision of the Hearing Committee shall be effective."

Dated: March 3, 1959

The amended shipping rules taking into account all SAB actions to date will be published in the next issue of the SEAFARERS LOG. Copies of the board's actions and the shipping rules are also posted in all SIU halls.

Wave Study Cutting Ship Travel Time

WASHINGTON—A call for research in oceanography as an aid to the safe routing of ships was made by the National Academy of Sciences before a special subcommittee of the House Merchant Marine Committee. Spokesmen for the National Academy of Sciences and for the Coast and Geodetic Survey declared that accurate forecasting of ocean surface wave conditions could make for extensive savings for ships. (See editorial, page 11.)

Already, they said, the Military Sea Transportation Service has succeeded in cutting one day off its transatlantic crossings via rerouting of ships according to forecasts of ocean wave patterns.

The witnesses pointed out that up until now, there was very little information available on ocean waves but, even on the basis of that information, MSTs has saved over \$1,500,000 in operating costs. The National Academy of Sciences is accordingly recommending a full-scale study of the oceans at a cost of \$651 million over a ten-year period. The study would be conducted with the cooperation of other major powers.

An end-product of such a study, it is claimed, would be highly increased efficiency in moving commerce across the seas, and add to safety on shipboard as well. The savings from the study would "pay back all the money that is being asked for in this report," a spokesman concluded.

Two Crews Get \$1,700 Disputed OT

Enforcement of the overtime provisions of the SIU contract meant almost \$1,700 to crewmembers of the Alcoa Pilgrim and the Penn Trader. Seafarers on the Pilgrim picked up 13 hours overtime each when they were restricted to their ship in New Jersey because the captain refused to provide for launch service. The vessel had run aground when shifting to the Todd Shipyard in Hoboken. It was taken off on 10 PM Saturday and brought to safe anchorage.

Although repeatedly asked by the crew to call for launch service, it was not until 1 PM Sunday that the captain provided launches. Because of this restriction, the crew received 416 hours overtime.

On the Penn Trader it was the presence of three Greek stowaways that meant 250 hours overtime for some members of the deck and steward departments. When the captain found he had stowaways aboard, he decided to make them pay their way and ordered them to turn to doing unlicensed work.

The three stowaways put in 250 hours doing the work of some of the deck and steward department members, which, when the vessel paid off, meant almost \$550 in overtime.

FOR ALL YOUR GEAR

the **SEA CHEST**

Active Ship List Keeps Falling Off

WASHINGTON — The active ocean-going US merchant fleet, which dwindled by 23 vessels during 1958, decreased another six ships during the first month of 1959 alone, the Maritime Administration has reported.

During the past month one dry cargo vessel, the Valiant Effort, was wrecked on a reef and lost, one tanker was scrapped and two other cargo ships were traded in to the Government as part of replacement programs. This leaves the United States with only 954 active vessels of 1,000 tons and over.

The 954 total does not include privately-owned ships temporarily inactive, or any of the Government tonnage in mothballs or being used to store grain. Of the total, 27 ships are Government-owned, and the remaining 927 are privately-owned.

On the credit side, the MA noted, two other dry cargo vessels returned to American registry from foreign flags. This now leaves the total privately-owned fleet at 1,003 ships.

Boost SIU Family Benefits

Who Saved The Nation?—The Runaways, Of Course!

WASHINGTON—Most of us may not have heard of it, but the runaways "came to our rescue during the Korean conflict." What's more, they can be trusted, while operation of ships by our NATO allies would be "disastrous to our national security." These views were inserted in the "Congressional Record" by Rep. John Taber, (Rep.-NY) an outspoken advocate of budget-balancing.

Rep. Taber also bemoaned the possible cost to the taxpayer of additional subsidies if these ships were to operate under the American flag (they are not eligible for subsidies at present) but failed to note the cost to the taxpayer of the runaways' tax-dodging.

Taber's claim about the runaways' "rescue" operation apparently is part of the runaways' pose as the patriotic defenders of the "American Way," to which the only alternative is European registration. Of course, the runaways' contribution to the Korean War consisted of sharing in lucrative wartime freight rates while not paying taxes in support of that same war effort.

US maritime unions believe the large oil and metals companies would never surrender control of their transportation arms; hence the frantic warnings about European control of the ships are considered a smoke screen. Actually the only real alternative to the runaway registration is returning the ships to the American flag.

The Congressman inadvertently pointed up the seriousness of the problem when he declared that the American-owned runaway fleet consisted of 1,500 ships, some 500 ships more than those under the American flag. He claimed further, that "Congress gave Mr. Morse" (the Maritime Administrator) "the authority to transfer these ships . . . and only Congress can take away that authority." Actually there is no law on the books granting the authority.

US maritime unions would welcome Congressional action in this area, since up until now, it has been claimed the runaway registrations are any shipowner's "right" under international law.

While conceding that the annual subsidy to US ships "is money well spent," Taber declared the Federal Government "would be saddled with an additional four or five hundred million dollars in annual subsidies," if the runaways came back to the US flag. However, the runaways are not eligible for subsidy. But in any case, the figure somewhat approximates the amount of tax that oil and metal interests are escaping via the depletion allowance loophole.

Ship's Safety Record Still Going Strong

With 553 accident-free days under their belt and still going strong, the crew of the Alcoa Partner is now enjoying movies on a new 16 millimeter projector and screen given them by the company for their outstanding safety record.

Actually, the award was presented to the ship for passing 500 days without an accident, but by the time the presentation ceremony was arranged at the Brooklyn Army Base, the ship had added another 53 days to its credit.

On hand to receive the gift from Captain W. R. Lindberg of the Alcoa shoreside staff was the

Partner's skipper, T. Hargensen, and SIU delegates William Simmons, AB, ship's delegate; Nathaniel Awler, steward utility and steward delegate; Michael Darowich, 2nd electrician and engine delegate, as well as D. D. Howard, chief mate.

Captain William Penney, safety director of the Seafarers Welfare Plan, also attended after his return from a safety tour of the Gulf.



Everybody lends a hand to hold up sign showing outstanding safety record aboard Alcoa Partner. Left to right, they are Capt. W. Penney, SIU Welfare Plan safety director; Michael Darowich, 2nd elect.; Nathaniel Awler, stwd. utility; William Simmons, AB and ship's delegate; Capt. W. R. Lindberg of Alcoa shoreside staff; Partner's skipper, Capt. T. Hargensen, and D. D. Howard, chief mate.

A 50 percent increase in daily hospital benefits for Seafarers' families and a doubling of the hospital extras benefit has been voted by the trustees of the Seafarers Welfare Plan. The new benefits are retroactive to March 1.

The trustees' action calls for the following:

- Payment of \$15 a day toward hospital room and board charges for wives, dependent children or dependent parents of Seafarers. The old benefit was \$10 per day.

- Provision of an additional \$100 in allowance for the hospital extras benefit during the first 31 days of hospitalization making this benefit a maximum of \$200 for the first 31 days.

- An equivalent \$100 increase for hospital extras for those patients in the hospital over one month, up to \$200; the total benefits in this area now being a maximum of \$400 as opposed to the old \$200 ceiling.

As voted by the trustees, any member of a Seafarer's family who is eligible for the hospital benefit will get the \$15 daily for time in the hospital on or after March 1. Hospital time before March 1 will be paid at the old \$10 daily rate.

The additional hospital extra benefits will apply to those who entered a hospital on March 1 or afterwards.

The hospital extra benefit covers extra charges such as X-rays, electrocardiographs, radiation treatments, anesthesia, use of operating rooms, blood tests and other laboratory procedures, extra nursing care, special medications and similar services. The decision to double the maximum allowable hospital extras came as a result of a study by the trustees which showed that, in almost all cases, the hospital extra charges were a major item in any hospital bill.

In modern hospital practice, there is a heavy reliance on laboratory tests and the services of assorted technicians, over and above the usual doctor, surgical and nursing services. The increase in this benefit will help cover the increased hospital costs resulting from such services.

The increase in room and board to \$15 a day is recognition of the fact that since the family hospital benefit was first adopted in 1955, hospital room and board costs have gone up sharply. The \$15 figure

was adopted after a survey showed that, in most port cities, charges for a semi-private room were between \$12 and \$14 daily. Four years ago, \$10 was the prevailing charge for this service.

Originally adopted by the trustees effective June 1, 1955, the family benefit totals paid out since then through the end of February, 1959, amount to more than \$600,000. A separate family benefit program, the SIU maternity benefit, has been in operation

since May 1, 1952, and over \$701,000 has been paid out under that program, so that total welfare benefits for families of Seafarers have amounted to about \$1,300,000 through February.

The maternity benefit calls for a flat \$200 payment to each Seafarer to cover the costs of baby deliveries. An additional \$200 is paid for each baby born in the case of twin or triplet births. The Union also presents a gift of \$25 US bond to each child.

Navy Balks At WC Missile Ship Change

SAN FRANCISCO—Efforts to justify the use of Military Sea Transportation ships on the Pacific Ocean missile range were being made by MSTs spokesmen in the face of protests by the SIU Pacific District.

An unidentified Navy spokesman declared that the use of MSTs ships on the missile range was more "flexible" because of the "intermittent" nature of the operation allowed for "greater efficiency . . . in the conduct of such operations using MSTs nucleus fleet ships . . ." He argued that MSTs could reassign personnel readily during periods of inactivity.

The MSTs position was challenged by the union, which pointed out that tracking work on the East Coast was also intermittent in nature, but because of the specialized gear carried by the tracking ships, they have to be kept on standby and could not be employed in other work.

MSTs ships on the Pacific range would also have to be held in standby status since they would, of necessity, carry the special tracking gear. Further, experimental missile shots cannot be fired on a rigid schedule, making the use of standby ships and crews an inescapable part of the operation.

Protest To Congress

The Pacific District and the Maritime Trades Department has written to key members of the Senate and the House protesting the MSTs invasion of the missile ship field. At least two major West Coast operators, American President Lines and Pacific Far East Lines, have indicated an interest in operating the missile ships, of which there will be eight, according to present plans.

At the same time, MSTs released a report last week asserting that private ship operators got 78 percent of the money spent by the agency for transporting cargo and passengers in 1958. As the union pointed out in its initial protest, "it has been the stated policy of the Administration to get Government out of private business." Consequently, the use of MSTs ships on the missile range runs counter to the stated policy and practice in 1958.

MSTs reported that of the \$245 million in operating expenses, commercial operators got 78 percent, compared to 75 percent the year before. During the year, the number of dry cargo ships under time charter and National Shipping Authority agreements varied between 12 and 34.

However, in the passenger area, MSTs utilized commercial passenger ships only where there was an

excess over the accommodations on MSTs transports. Nearly half of the 605,000 passengers carried were not military personnel, most of them being dependents of men in the Armed Forces.

Pacific SIU Co. Mapping Trailer Run

SAN FRANCISCO—American-Hawaiian Steamship Company has announced plans to reenter the Intercoastal service and, pending approval by the Federal Maritime Board for ship mortgage insurance, will have four trailerships in service by 1963.

In a letter to the company's stockholders, James H. Sharp, president, and Samuel H. Moerman, chairman of the board of the SIU Pacific District-contracted company, reported the company had revised its 1957 decision not to construct a fleet of intercoastal service. It had been dropped in 1957 because of the high cost of building the ships.

"Since that time," they said, "the matter has been undergoing a thorough study and a new basic ship design has been worked out in preliminary form . . ."

"If contracts are awarded, as indicated (on or about April, 1960), the company estimates that the first ship would be completed near the end of 1962, and the three remaining ships thereafter at intervals of 90 days. On this basis, all four ships would be in operation by autumn of 1963."

They reported that they would apply to the Maritime Administration for the mortgage insurance within the next 60 days, and would investigate the possibility of obtaining the needed financing and equipment, terminal facilities and other requisites for the project.

Tell it to the Log!



Thai Gov't 'Bans' Use Of Opium

BANGKOK, Thailand—For the third time in almost as many years, Thailand Government officials under the ironclad rule of Field Marshal Sarit, will try to enforce an opium-smoking ban and close the hundred or more opium dens which cater to the country's 30,000 registered addicts.

While evidently meaning business, Sarit's drive to push the ban against opium-smoking will probably run into the same difficulties the other two attempts made. For one thing, the Bangkok police for many years have been protecting the wide-open dens. Only recently, Sarit's soldiers captured a senior police officer as he piloted a raft carrying 10 tons of illicitly-imported opium down the Mekong River. Seafarers hitting Bangkok on Far East and round-the-world runs have long been familiar with the sight of opium addicts smoking in sidewalk shacks.

One of the dens destined to be closed by the troops on June 30 is the Heng Lak Hung, the world's largest opium den, which has 8,000 registered smokers. Five thousand coolies use the Heng Lak Hung as their home, sleeping, eating and bathing there. The lower part of the den is a restaurant while the upper floors are composed of specious rooms, partitioned off into a maze of cubicles.

Here the coolies, most of them Chinese, return from their work, eat a small meager meal, and then, under the influence of opium, fall asleep on the plain wooden floor of their cubicles. Most of the smokers average 10 pipes a night, which cost about 10 baht, or 50 cents.

Although there is no official figure as to the number of addicts in Thailand, more than 30,000 have registered as addicts with the government in order to receive curative treatment at a special sanatorium which can only accommodate 8,000 patients. Enforcement of the ban was put off until June 30th in order to give the smokers a chance to get ready.

Giving It Back To Dutch



SS Atlantic's skipper, Captain Aime Gerber, receives bottle of Hudson River water from Newbold Morris to be delivered to Amsterdam as part of Henry Hudson 350th anniversary celebration. The scenery is provided by Miss Judith Stollerman.

US Jobless Aid Extension Sought

WASHINGTON—With the one-year emergency Federal jobless aid program running out on April 1, efforts are underway to secure extension of the program for periods up to another year. Democrats in the House of Representatives are proposing quick action on a year's extension, while the Administration is reportedly considering asking for a six-month extension plus strengthening of the law to include workers not now covered.

The action to extend Federal assistance to the unemployed results from the continuation of a high level of unemployment and long term joblessness. It has been estimated that anywhere from 300,000 to 400,000 unemployed will be cut off from all benefits when the present emergency program expires April 1. The Federal assistance involved giving additional coverage to workers who had exhausted their state benefits. However, the Federal extension does not provide for the large number of unemployed workers who are not covered.

The AFL-CIO legislative program calls for action to include uncovered workers, establish uniform and higher standards in all

the states, and expand the benefits period as well. Up until now, neither the Democratic program in the House or the Administration's proposals have come up to the AFL-CIO proposals.

Meanwhile in New York State, the state's Unemployment Insurance Advisory Council has unanimously recommended a bill providing 39 weeks of unemployment insurance coverage in periods of high unemployment. Only two states provide coverage for longer periods than that.

The Council's proposal suggests that the 26-week benefit period be extended to 39 weeks, following any three-month period in which the unemployment rates goes up six percent over the previous quarter.

Since the majority of SIU shipping companies have their home offices in New York State, any such change in benefits would affect Seafarers employed on ships owned by these companies.

On the basis of the Council's proposal, it would be rarely necessary to tack on the extra 13 weeks, but in those periods of emergency the additional benefits would be available. At present unemployment rates, they would go into effect any time unemployment in the state was over 300,000 out of a total work force of five million.

The additional 13 weeks then, would add as a permanent feature to New York law what the Federal government provided last year in its emergency program.

Bill Hits Free Travel By US Aides

WASHINGTON—Bills have been introduced in both the House and the Senate which would prohibit steamship companies from granting free or reduced travel rates to Federal employees or their immediate families. The bills are modeled after similar legislation, which was passed some time ago, barring free passage to Government employees on American airlines and railroads.

The bills, introduced by Representative Pelly (Rep.-Wash.) in the House and Senator Williams (Rep.-Delaware) in the Senate would subject the company to fines running from \$500 to \$10,000 for offering "any official or employee of the US Government or to any member of that employee's immediate family free or reduced transportation rates below those rates which are offered to the general public."

In presenting his bill, Represent-

tative Pelly criticized the practice of American steamship lines who extend special privileges and rate to Government employees on their vessels. Members of Congress, he claimed, or anyone on the Government payroll, should not receive favorable treatment as against the general public.

Strict Standards Asked
"It is inappropriate," Pelly charged "for persons, who adjudicate, regulate and negotiate as well as legislate on shipping matters to be recipients of special favors. The contracts and subsidies involved amount to hundreds of millions of dollars a year, and public confidence, it seems to me, requires a strict standard in this respect."

Both bills would continue to allow American shipping companies the right to offer free transportation to these officials and their families on excursion or trial-run voyages when the trip is for promotional purposes and when all of the passengers are guests and are on an invitation basis.

Also exempt from the provisions of the bills is the right of the Government to negotiate with the

shipping companies for reduced rates for military or civilian personnel when they are traveling on official business and the transportation costs are being paid by the Government.

LABOR ROUND-UP

The first contract in the campaign to unionize voluntary hospitals in the New York City area was signed last week providing for a \$30 a month increase for employees at Montefiore Hospital. The two-year contract covers 883 employees in the dietary, housekeeping and laundry departments, x-ray, and laboratory technicians, nurses' aides, office and maintenance employees and registered pharmacists. The increases are \$10 a month retroactive to Jan. 1; another \$10 on July 1; and the final \$10 on Jan. 1, 1960. Local 199, Drug Employees Union, signed the agreement.

Federal agencies have started investigations into two assault cases in two weeks in which representatives of AFL-CIO unions were viciously beaten in North Carolina. The first assault was on Hosiery Workers' organizer Robert D. Beame, in Franklin, NC. Beame was attacked in his motel room by a mob and then forced out of town and over the state line into Georgia. The second attack was on Boyd Payton, vice-president and regional director of the Textile Workers Union of America who was also assaulted in his motel room in Henderson, NC., by a gang who beat him on the head with a bottle. Shortly after the attack on Payton, violence flared at the Harriet-Henderson Cotton Mills, where 1,200 TWUA members have been on strike for 14 weeks. A troop of state highway policemen were on hand when strikebreakers started entering the plant. The two agencies investigating the assaults are

the Justice Department and members of the McClellan Senate Committee.

Some 275 members of Local 1, Chemical Workers Union, are locked in battle with Mastic Tile Corp., of Long Beach, Calif., to keep their local from being put out of existence by use of the union-busting provisions of the Taft-Hartley Act. The local charged that the company provoked the strike last September 1, by "unrealistic bargaining." Just 24 hours after the walkout began, it moved into court for an injunction against the union. This was followed by ads in local newspapers, calling for scabs to work the plant. The company subsequently hired some 350 strikebreakers, and using the same tactics employed by O'Sullivan Rubber Co. in its ouster of the Rubber Workers Union, has called for a representation election in which only the strikebreakers can vote. The union has appealed to fellow trade unionists in its fight to keep the company from breaking the local.

Impressive ceremonies marked the merging of 700,000 Los Angeles unionists into the Los Angeles County Federation of Labor, AFL-CIO. The new federation, one of the largest in the United States, is composed of six former AFL councils and the former Greater Los Angeles CIO Council. Albert T. Lunceford, secretary-treasurer of the former CIO council was named president of the new group and Thomas Ranford, president of the Los Angeles Labor Council was named president emeritus.

Houston Hard-Pressed To Fill Job Openings

HOUSTON—Shipping for the port during the past two weeks was red hot for all ratings and in all departments, exceeding the number of men registering during the same period, Port Agent Bob Matthews reports. In fact, the pickup in shipping left the port with less than 36 Class A men registered in both the engine and the steward departments.

Most of the increased shipping, Matthews noted, is the product of the greater number of in-transit vessels calling for grain and other food surplus cargoes. These cargoes will continue to be available for at least a couple of weeks more. Also, the prospect of two ships, the

Alcoa Patriot and the Steel Advocate, paying off within a few days, is expected to provide good shipping during the coming period.

There were 29 vessels calling here for payoff or sign on, or in-transit during the past period. Of that total only two, the Steel Seafarer, (Isthmian) and the Alcoa Patriot (Alcoa) paid off and one, the Texas Ranger (Penn Shipping) signed on. The remaining 26 vessels were in-transits.

They included the Carolyn, Mae (Bull); Steel Navigator, Steel King (Isthmian); Bents Fort, Fort Hoskins, Council Grove (Cities Service); Del Sol, Del Mundo (Mississippi); Atlas (Tankers and Tramps); Seatrain Savannah, New Jersey (Seatrain); The Cabins (Texas City); Michael (Carras); LaSalle, Yaka (Waterman); Atlantis (Petrol); Mermaid (Metro); Petro Chem (Valentine); Ideal X (Penn Shipping); Wang Juror (Denton); Beauregard (Pan-Atlantic) and the Val Chem (Heron).

SF Slows

SAN FRANCISCO—Shipping was on the slow side during the past period with three ships paying off, one signing on and two in transit.

The port had the following pay-offs: City of Alma (Waterman); Wang Governor (Denton); and Wang Forwarder (Clark). The City of Alma was the lone sign-on. In transit were the Ocean Joyce and Natalie (Maritime Overseas).



SIU SHIPS AT SEA

The first report from V. E. Monte, newly elected ship's reporter on the Barbara Fritchie, is that the present voyage has all of the makings of a "most enjoyable trip." A ship, Monte said, is as good as its crew, and the gang on Fritchie is "the cream of the crop." Monte also reported that the crew highly recommends Haifa



Monte

as one of the better ports to visit. "Haifa," he said, "is a progressive city and full of surprises." Thanks were in order for the galley gangs on the Wang Governor, Alcoa Corsair, Alcoa Pioneer, Steel Advocate, City of Alma, Kyska, Ideal X, Edith, Seatrain Texas and the Raphael Semmes. Special thanks to Charlie Achov, the baker on the Fairland for his "pizza pie" coffee breaks, and to the Fairland's messman and pantryman, M. Dolores and Wong Kong in that order, for the fine job they have been doing.

The latest ships' delegates to make the reports were C. Henning, retiring delegate on the Raphael Semmes, who rated a special hand for a job well done, and George Gibbons on the Ocean Dinny, who is serving another term in that post after the crew refused to accept his resignation and voted that he serve again.

Arabs Plan Building Of Oil Pipeline

The Arab League, composed of representatives of the leading Arab oil countries, is expected to make formal announcement of plans for the building of a half-billion dollar pipeline from the three major Arab oil states to some East Mediterranean port, probably in Lebanon or Syria.

Some of the Arab nations feel that the price of Arabian oil piped to the East Mediterranean, which is closer to the European refining area, should be higher, thus giving them and the other Arab states across which the pipeline would run, more in royalties. The pipeline also would be a way of sharing the oil wealth between "have" and "have-not" Arab nations.

Talk is also current of starting up a tanker fleet to transport some of the area's oil wealth.

Savannah Has Eight Vessels

SAVANNAH—Shipping was so-so during the past two weeks with all the activity coming in the in-transit department. Eight vessels were in transit, on which a total of 16 men were shipped as replacements, reports Port Agent William Morris.

The ships were the Seatrains Georgia and Louisiana (twice each) (Seatrain); Eagle Transporter (twice) (Terminal Transportation); Council Grove (Cities Service); and the Robin Hood (Robin).

Spying Is Big Business Art

Already versed in the intricacies of spying on labor unions, business firms are also employing professional business spies, according to the "Wall Street Journal," a leading business newspaper.

Once considered a last resort, the pressure of today's competition has almost made the use of a business spy a necessary expense. "Today," the "Journal" found, "though little is heard of their activities, the men who engage in this unusual vocation say more and more businessmen are using their services to ferret out competitors' secrets."

The role of business espionage, while not new, has been cloaked in a veil of secrecy and rarely comes to the attention of the general public. However it has blossomed into a profitable occupation for many private investigators whose big business clients are anxious to uncover the secret formulas, production processes, designs or other plans of their competitors.

Finds 'Open Door' Everywhere

The "Journal" story spotlighted one such successful business spy, Ulmont O. Cummings, whose disarming appearance and manner have enabled him to boast that there isn't a plant in the United States that he cannot get into.

As proof of his ability, Cummings told the "Journal" of an assignment to uncover a superior type of machinery used by his client's competitor.

Employing the aid of a friendly policeman, he drove up to the gates of the competitor's plant and went in to see the manager on the pretext of looking for a fugitive from the police. The two explored the plant after which Cummings took out a notebook and drew from memory a sketch of the machinery they had just passed.

Another time, assuming the role of a stockholder, Cummings was taken on a tour of a competitor's branch plant and learned the process used in applying a special coating to its paper product.

Being a professional business spy offers many challenges, the investigator noted. During the course of his career uncovering business secrets he has assumed such roles as parent of a teen-age hot-rod zealot to that of an executive recruiter or an assistant fire inspector. In a few cases, he said, he has had to use his wife, posing

as a magazine writer, to help him find out what his client sought.

In one case, Cummings was hired to discover how a rival mining operator handled fumes from his diesel trucks. Unable to come up with a reason for going down into the mines himself, Cummings sent his wife, who explained that she was preparing an article on

mining from a women's point of view.

Not only did they explain all of their secrets to her, he said, but they also gave her a sample of the rock material they used to absorb the fumes. "She ruined a beautiful Christian Dior suit and an expensive pair of shoes," he said, "but it was well worth it."

Reships Boost NY Job Figures; Outlook Fair

NEW YORK—Shipping during the past period dropped off a little, Bill Hall, assistant secretary-treasurer, reported even with 382 men being shipped to permanent berths. However, 133 of these crewmen were reshipped to the SS Atlantic which came out of the yards late in the period and this helped boost the total for the port.

While the Atlantic was in the Bethlehem Shipyards in Brooklyn undergoing the annual Coast Guard inspection and a general overhauling, a large number of her crew took time off from their short vacation to come in and volunteer to donate blood for the SIU's Blood Bank program. Their contribution, Hall said, will go a long way toward making the program a success.

A Few Payoffs Due

The shipping forecast for this port is fair to good, Hall noted, according to early schedules. There are only a few vessels due to pay off within the next few weeks. However, while shipping has slowed down, shipping for class C cards has increased over the past two weeks. Although most of these jobs were in the steward department, there were a large number of them in the deck and engine departments too, which means that many of the "A" and "B" men are holding back on the beach.

There was a total of 41 vessels calling during the past two weeks. Of this total, 27 were here for payoff, five signed on and nine were in transit.

The following were the vessels

paying off during the past period: Alcoa Pennant, Alcoa Runner, Alcoa Polaris (Alcoa); Seatrain New Jersey, Seatrain Georgia, Seatrain Savannah, Seatrain New York, Seatrain Texas, Seatrain Louisiana (Seatrain); Atlantic (America Banner); Edith, Elizabeth, Kathryn, Beatrice (Bull); Raphael Semmes, Fairland, Beaugard (Pan-Atlantic); Robin Gray, Robin Hood, Robin Sherwood (Robin); Chickasaw (Waterman); CS Norfolk (Cities Service); Steel Admiral, Steel Artisan (Isthmian); Mankato Victory (Victory Carriers); Almena (Clover Carriers) and the Ocean Evelyn (Ocean Trans.).

Signing on were the Steel Scientist, Steel Artisan, Steel Admiral (Isthmian); Robin Sherwood (Robin) and the Jefferson City Victory (Victory Carriers). The in-transit vessels were the Val Cham (Heron); Seatrain Savannah, (Seatrain); Alcoa Puritan; Alcoa Partner (Alcoa); Seamar (Calmar); Winter Hill (Cities Service); Gateway City and the Bienville (Pan-Atlantic).



Your Back Is Weaker Than Your Arms

A chain's only as strong as its weakest link, as the saying goes, something to remember when it comes to handling heavy gear. What the biceps are capable of lifting may be too much of a load for back muscles to take. The moral is: (a) only lift loads that are well within your capacity; (b) let the leg and arm muscles take all the strain by bending at the knees, not the waist.



An SIU Ship Is A Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Workers Should Invest - In Housing

Reader JWS recently was approached by a salesman who recommended mutual funds "as an investment for the working man as a hedge against inflation and a means of saving for retirement."

The salesman found himself up against a prospect who investigates before he invests. Mr. S didn't just buy what the first salesman recommended, but compared the prospectuses of 14 different investment companies suggested by various salesmen. He found trying to select a mutual fund tough sledding. For example: "There is a great variance in the amount of commission charged, the method of charging for reinvestment of capital gains and dividends, and the penalties for quitting the program. Some of the funds that show the best growth seem to have restrictions that are quite unacceptable. Several of my fellow employees are in the same boat; in fact, some have already purchased."

In the first place, many moderate-income families recently have found that an even more suitable investment against inflation and towards retirement, is housing and other co-ops. This has been shown most dramatically in the New York-New Jersey metropolitan area.

In a typical new non-profit housing co-op, families invest \$500 a room, with carrying charges of less than \$22 a month per room, or a total investment of \$2,500 for a five-room apartment, and carrying charges of \$110. The families own their apartments and the \$110 doesn't just go to a landlord. Part goes to pay off the mortgage, and the resident's equity in his apartment increases each month.

In some of the new housing co-ops, the member families then developed other types of associated co-ops, such as food co-ops and credit unions and arrangements for buying household equipment and cars.

The reason for stressing this type of investment for wage-earners, is that sometimes union members have passed up chances to invest in housing co-ops sponsored by their own unions, because the idea is new to them. Then when they saw the buildings actually completed, they applied but found there were no more vacancies.

Mutual funds are a form of stock-market investment designed especially for smaller investors. Such investment protects against inflation. Prices of stocks rise as prices in general rise. In fact, a major cooperative-oriented life-insurance company (Nationwide) now also has its own mutual fund (Mutual Income Foundation) to



provide a two-way hedge that will protect people against both inflation and deflation.

But also, there are periods of deflation or recession, when prices of stocks sink. In 1957, stocks lost 16 percent of their value. That might have been the year you needed your money for some urgent purpose. Thus it is unwise to invest in mutual funds or other stocks unless you have fairly good cash savings and equity in a home.

In mutual funds, a member of investors buy shares. The management takes this money and buys and sells stocks under professional supervision. This provides both diversification (all your money isn't invested in just one or two stocks), and also, experienced investment analysis. These are two advantages a small investor finds hard to secure on his own.

But the disadvantage is one that Reader JWS smelled out: some mutual funds have high selling costs of about eight percent. They have gotten into an expensive sales system.

The sales costs are added on to the price you pay for the shares. If a mutual fund returns dividends of three to five percent, it thus takes about two years of dividends before you recover the cost of the sales fee or "load," as it's called in the investment trade.

Thus, because of the sales load, the first point to realize is that mutual funds are not for short-range savings, but only for money you intend, and can afford, to leave alone a number of years.

The second big fact to know is that there are two ways to buy funds. One is the "contractual" plan. You agree to invest so much per month, and sign a contract to that effect. But this plan carries a severe penalty if you want to quit soon after starting the plan. If you dropped out at the end of the first year, you would lose 50 percent of your investment in some mutual funds.

Some salesmen may try to get you to take the contractual plan because it guarantees their commission even if you discontinue. But much safer is the "voluntary" system. You indicate you will invest so much a month, but do not sign a contract, and reserve the right to discontinue when you want. In this plan, you lose only the amount of the sales charge of eight percent or less if you drop out early.

Moreover, in the voluntary method, more of your investment immediately goes to work earning dividends, since less of the initial payments is diverted to the sales expense.

But while the amount of sales load, privilege of reinvestment without further charge and the penalties you may incur for discontinuance are important factors in selecting a fund, so is the performance of the individual fund itself.

It is desirable to compare the prospectuses of a number of companies, even though it may be tough sledding as reader JWS reports. You also can get help from the Investment Company's compilation of annual performance of mutual funds published by John Wiley & Sons, 605 Third Avenue, New York 15, N.Y. This costs \$2 to buy, but may be examined at public libraries or at offices of securities dealers.

Planning For The Spring



With 1959 organizing targets up on the board, SIU Great Lakes District agents confer on future plans. Around table, clockwise, are, Glen Beaucock, Frankfurt; Gerald Westphal, Milwaukee; Charles Jackson, Buffalo; Stan Thompson, ass't sec.-treas.; Fred Farnen, sec'y-treas.; Al Tanner, MTD coordinator; Stan Wares, Cleveland; Matt Antilla, Duluth; Ed Doherty, Detroit, and Ken Shorkey, Alpena.

SIU Hospital \$ Top 1.5 Million

Hospital benefits paid to Seafarers in the hospital under the SIU Welfare Plan topped the 1 1/2 million mark during the first week of March. Welfare Plan administrators have reported. Total payments paid since the Plan went into effect on July 1, 1950, are \$1,500,284.50.

One of the major points of the Plan's hospital benefit is that payments under the Plan are unlimited, and in some instances of long illness, payments have been made weekly for periods of five years or more.

The first hospital benefit paid when the Plan came into existence almost nine years ago was \$7 a week. As the plan grew, the payments were increased, first to \$10 a week, then to \$15, and a few years ago, they jumped to the present \$21 a week.

Niarchos Belts MA, 17 To 2

WASHINGTON—In what was described by Maritime Administrator Clarence Morse as a sensible settlement "adding new strength to the American merchant marine," the Niarchos shipping interests have won the right to operate 17 ships under the runaway flag in

return for building one more supertanker. The settlement calls for two tankers, one of them already built, and one, which is in the offing, of 106,500 dead-weight tons, both under the American flag. Of the seventeen ships under the foreign flag, four already built in US yards are included and the other thirteen are T-2s that were purchased by Niarchos under the ship sales act.

The 106,500-tonner will be constructed with Government mortgage insurance at the Quincy, Mass., yard of Bethlehem Steel. This same yard is supposed to build a similar, but slightly smaller, tanker for the Onassis interests under another deal with the Government.

Pledged Investigations

Announcement of the Niarchos settlement followed swiftly on the heels of a promise by Rep. Herbert Zelenko (Dem.-NY) to investigate the Niarchos-Maritime Administration dealings. Zelenko was a prime mover in the Onassis hearings following a similar generous settlement of Onassis' difficulties with the Government. The basic terms of the Niarchos settlement are as follows:

- Of five tankers already built, four are to operate under the runaway flag and one under the American flag. This arrangement has been "regularized" with the agreement that the sixth tanker of 106,500 tons is to be built for the American flag.

- The transfer of 13 T-2s bought from the Government under the Ship Sales Act of 1946 is acknowledged as part of a "trade out and build" agreement and the two American-flag tankers are deemed to compensate for the loss of the 13 ships plus the four new ones.

Originally Niarchos operated 19 ships under the American flag. Six of these 19 were seized by the Government back in 1955. In December, 1958, they were sold to American-flag companies for some \$12 million at the peak of the post-Suez War ship market. These six were the Jeanny, Memory, Mermala, Meximac, Monitor and Seven Seas.

In announcing the settlement, Morse described it as a step to "settle sensibly" the difficulties involved. "By a reasonable attitude on the part of the Government and of the Niarchos interests, we are adding new strength to the American Merchant Marine."

ships, four of them new ones, to the tax-dodging, wage-dodging runaway flags is considered a step towards weakening the US merchant marine rather than strengthening it. It was pointed out that a settlement which trades 17 ships foreign for two additions to the American-flag fleet only injures American-flag operators who have to compete against that many additional runaways for cargo at rates which American operators already have difficulty in matching.

The entire Niarchos transaction parallels that of the Onassis interests. In both cases, the two men, who are not US citizens, were accused of violating the Ship Sales Act by controlling more than half of the stock in the supposedly-American corporation which purchased the ships. The Onassis case involved twelve tankers, two Liberties and six Victories, all operated

by SIU-contracted companies. The Niarchos interests had purchased 19 such ships, all tankers.

The agreement with Onassis called for the construction of new tonnage in American yards, including one 100,000-ton tanker and two smaller ones under the American-flag in return for which he was permitted to transfer foreign the twelve tankers and two Liberties. The twelve ships were then promptly chartered to an American oil company at \$20 million a year after Seafarers were removed from the ships.

Even this juicy agreement was subsequently violated, since it called for Onassis to deposit the proceeds of the tanker earnings toward construction of the new American-flag ships. Onassis used the earnings to pay off fines and other obligations instead, and then begged off the new construction.

Delays, Diversions Slow New Orleans Activity

NEW ORLEANS—With several vessels running late and with one docking elsewhere, shipping suffered a reversal during the past two weeks. Twenty-two in-transit ships were the only action the port had, according to Port Agent Lindsey Williams.

Two of the delayed ships, the Del Alba and Del Viento (Mississippi), are scheduled to pay off along with five other ships during the coming period, which should improve shipping somewhat. Bloomfield's Neva West, running late because of her recent collision, will probably dock elsewhere. A fourth ship, the Steel Advocate (Isthmian), did not make its expected call here. It docked instead in Texas because its shipyard here is working without a contract, and "putting them in the docks high and dry would give them something to bargain with," reports Williams.

Paying off during the past two weeks were the Del Sud and Del Oro (Mississippi). Those signing on were the Del Santos, Del Sud and Del Sol (Mississippi); Alcoa Planter (Alcoa); Steel King (Isthmian); and the Yaka (Waterman).

The following were in transit: Alcoa Ranger, Alcoa Corvus, Alcoa Planter, Alcoa Roamer and Alcoa Cavalier (Alcoa); Seatrain Louis-

ana and Georgia (Seatrain); Del Santos, Del Sud and Del Sol (Mississippi); Margaret Brown (Bloomfield); Steel Navigator, Steel Seafarer and Steel King (Isthmian); La Salle, Yaka and Monarch of the Seas (Waterman); Raphael Semmes and Gateway City (Pan Atlantic); Suzanne and Frances (Bull) and Atlas (Tankers and Tramps).

Tampa Ships Class C Men

TAMPA—Class-C men continued to do well in what was otherwise a slow shipping period. Of 17 men shipped, six were "C" men. No ships signed on and only one, Waterman's DeSoto, paid off.

The following ships were in transit: Chlawa, Council Grove, Fort Hoskins and Bradford Island (Cities Service); Del Oro (Mississippi); Hastings and Yaka (Waterman); and the Gateway City (Pan Atlantic).

SIU WELFARE

EXPANDING BENEFITS

The SIU WELFARE PLAN

The two SIU family hospital benefits, which were just increased by the trustees of the Seafarers Welfare Plan effective March 1, are among a wide variety of protective benefits for Seafarers and members of their families. These particular benefits for hospital room and board and hospital extra charges, plus those providing for surgical care and doctors' visits to the hospital were first instituted on June 1, 1955. Since then, with the addition of a blood transfusion benefit later, \$600,000 in hospital and surgical bills has been paid by the SIU Welfare Plan. The latest benefit increases, of course, will mean a sizable upsurge in the amount of these benefit payments.

Another family benefit instituted earlier, the SIU maternity benefit, went into effect on April 1, 1952. Latest totals show \$703,200 paid out in this category, covering the births of 3,511 children in a little less than seven years. One of the largest benefits of this kind in existence, the SIU maternity benefit is unusual in that it makes multiple payments for multiple births, of which there have been a considerable number, including two sets of triplets to date.

Impressive as these figures are, they represent only a small portion of direct benefit payments. In-hospital payments to Seafarers of \$21 a week, death benefit payments at \$4,000, disability-pensions of \$35 a week to disabled Seafarers at any age, an optical benefit program, the operation of SIU health clinics, training and recreation facilities and a variety of other services account for a total benefits outlay of \$6 million, most of it in recent years as the benefits were increased in scope and amount.

If past practice is any guide, future years will see further additions to the list of benefits as well as liberalization of the existing ones. The trustees of the Plan constantly have under advisement proposals for improvements in the Plan's operations. As the latest benefit increases indicate, such improvements will be made whenever justified by need and the financial strength of the Plan.

SINCE it was first organized in 1950, the Seafarers Welfare Plan has emphasized flexibility to meet the changing needs of Seafarers down through the years. The flexibility was made possible by the organization of the Plan as a self-insured operation governed by Union and employer trustees. With no contracts with outside insurance firms holding benefits rigidly at a prescribed level for a specified number of years, the trustees are free to act to raise benefit levels or to add new benefits, when the need arises.

That is exactly what has happened in the latest benefit changes. In 1955, when the trustees established the hospital room and board benefit for members of Seafarers' families at \$10 a day, it was based on average hospital costs in port cities at that time. Subsequently, it was found that the one-month limit on such benefits did not cover a number of cases of severe illness, so the benefit was extended to cover hospitalization beyond 31 days. Seafarers' dependent parents were also brought under the coverage later on because in many instances they were completely dependent on Seafarers for all their expenses. Similarly, the hospital extras benefit was extended beyond the original 31-day limit.

The latest change, boosting the room and board benefit to \$15 daily and doubling the extra charges, was voted promptly when the trustees learned that average hospital board charges had risen to about \$13 daily in port cities. Extra charges had also gone up considerably because of the increased use of batteries of tests, special medication and other extra services in treating hospital patients.

Therefore, in less than four years, the trustees have modified the family benefits on several occasions when the situation called for changes without the trying and cumbersome procedure which would be involved in renegotiating an insurance contract each time.

In order to assure fastest possible payment of such family benefits, Seafarers and members of their families are advised to take the following steps:

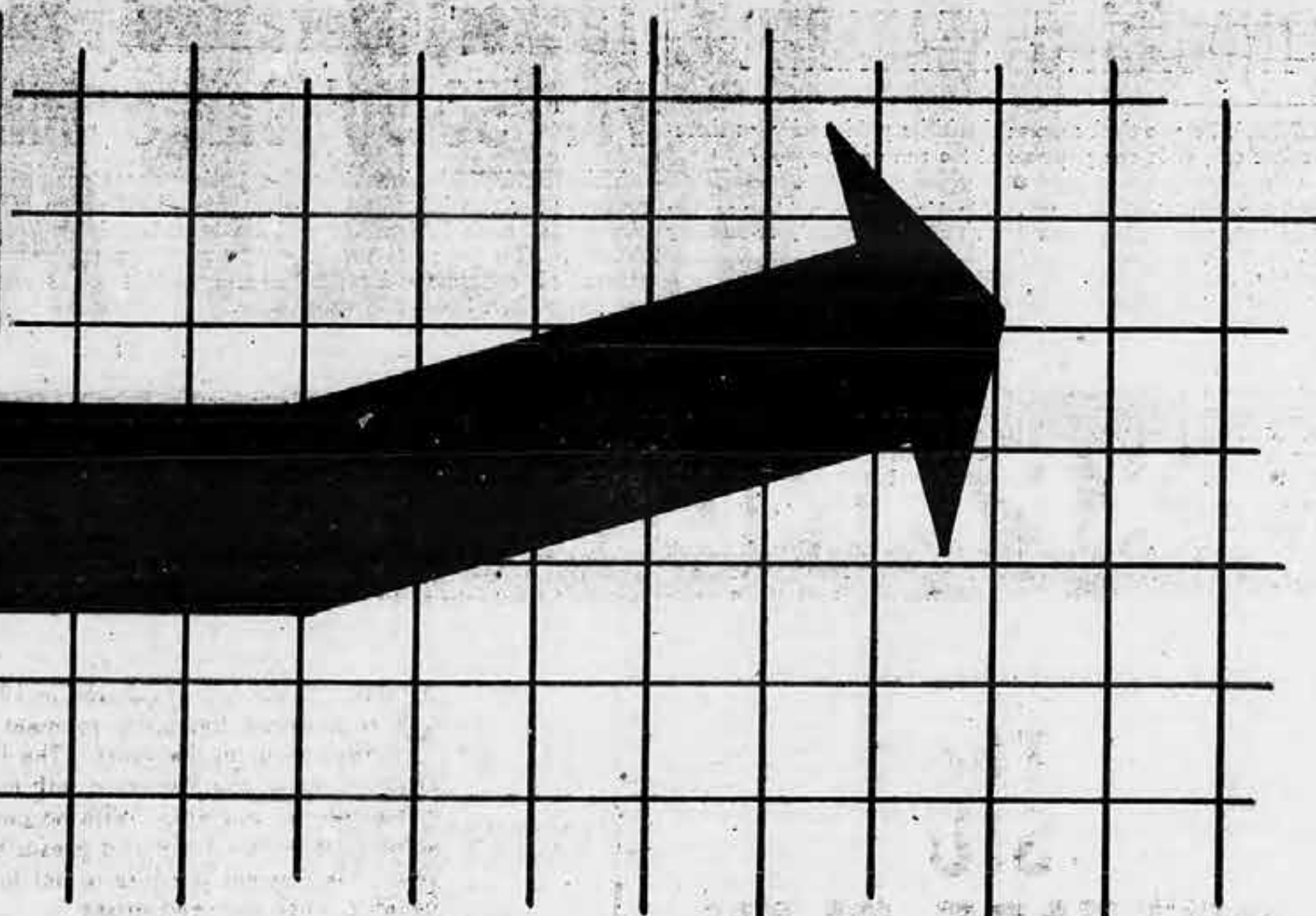
- Be sure that an enrollment card is on file at the Seafarers Welfare Plan, 11 Broadway, listing all dependents of the Seafarer; also forward photostats of marriage certificates and birth certificates for children.

- If a dependent parent is involved, fill out the form which establishes him or her as a dependent of a Seafarer. These forms are available through the Plan or in any SIU hall.

- When filing a claim, make sure that the claim statement (adjoining) is completely filled out and mail it directly to the Welfare Plan with attached bills. This procedure will speed up payment of the claim. The claim form is also available in SIU halls.

IMPORTANT	
THIS FORM MUST BE SENT TO THE ADMINISTRATOR NOT LATER THAN 15 DAYS FOLLOWING ADICTION OR SURGICAL TREATMENT.	
THE SEAFARERS' WELFARE PLAN 11 BROADWAY NEW YORK, N. Y.	
EMPLOYEE'S STATE STATEMENT	
Subject's Name	SS No. No.
1. All State of Residence	State of Birth
2. Date of Birth	Married or Single
3. Date of Arrival in U.S.	Are You Present in U.S.?
4. If Married, Are You and Your Spouse Registered?	
5. Are You and Your Spouse Registered in the State of Residence?	
6. Date of Hospitalization (or Date of Admittance)	
7. Name of Hospital (or Doctor)	
8. Member's Name	

PLAN



Hospital Room And Board

Effective March 1, 1959, payments by the Seafarers Welfare Plan for hospital room and board charges have been increased from \$10 a day to \$15 daily for as long as the patient is hospitalized. Patients who were in the hospital before March 1 will be compensated at the \$10 rate up until that date, at the \$15 rate thereafter.

This benefit applies to Seafarers' wives, dependent children and dependent parents of Seafarers. It is designed to cover the average cost of semi-private accommodations, based on a survey of hospitals in port cities along the Atlantic and Gulf Coast. It is payable in addition to benefits for surgery, doctors' visits to the hospitals, blood transfusions and hospital extra charges.



Hospital Extras Charges

Formerly \$100 for the first 31 days and \$100 after that, the hospital extras benefit is now doubled to \$200 for the first 31 days and an additional \$200 subsequently. It covers such extra charges as x-rays, electro-cardiograph exams, operating room charges, anesthesia, special nursing, blood tests and other lab procedures. These frequently amount to a major expense.

Benefits will be payable at the increased rate to all patients who enter the hospital on or after March 1 of this year. Like benefits for other hospital charges, payments are obtained by filling out the claims form, attaching bills and sending them in to the Seafarers Welfare Plan, 11 Broadway, New York 4, NY.



INQUIRING SEAFARER

QUESTION: Do you think seamen should be paid weekly, as shore-side workers are, or in one payment at the end of a voyage?

Joe Teicher, AB: I don't think we should be paid weekly, but rather keep it as it is. This way we can save money by banking it when we pay off a ship. Besides, what would we do with the money while at sea if they paid us every week? It would just increase the chances of spending or losing it.



Joe Air, AB: Keep things as they are. Under the weekly or monthly system a man will accumulate money while at sea, and he will have to watch out that he doesn't lose it. The present way, the money is safe, and a man has it when he needs it—when he gets home.



C. Mojica, 2nd cook: If they paid seamen off every week, I think many crewmembers would be pretty broke by the end of the trip. By paying off at the end of the voyage a guy has money in his pockets when he steps ashore at home.



Brice Slaybaugh, steward: I think the ship's draws are enough for any man while overseas. However if they paid us off every week, then the chances are that most men would spend it in some port and arrive back home broke. Collecting in one payment makes it easier to save later on.



A. Cruz, wiper: The present system of paying off at the end of the voyage is the best. What can we do with the money at sea? The draws we receive in port should be enough for a man to enjoy himself and buy some presents, and still leave him with enough to tide him over at the end of the trip.



Nick Chrisomalis, waiter: Personally, I think the present system of paying off at the end of a voyage is the best for all hands. For one thing it would only mean a lot more work for the pursers. Besides, if a man was paid weekly, he may be tempted to try his hands at cards a lot more than he normally would if he didn't have a roll on him.



Tanker Operators Press For '50-50' Cargo Split

WASHINGTON—American-flag tanker operators are again pressing for the introduction of a "50-50" oil cargo bill and claim that such legislation will be introduced by Congress shortly.

The proposal would compel all companies importing more than 300,000 barrels of crude, fuel or refined oil or oil products yearly to ship at least half their cargoes on American-flag tankers.

The sponsoring American Independent Tankers Owners' Association originally made its bid for "50-50" in September, 1957. The decline in American-flag tanker trade and the growing dependence on foreign oil supplies, which prompted the initial move, has continued during the past year. It is estimated that over 20 percent of US oil supplies come from abroad, with virtually all of these

cargoes carried on foreign-flag ships.

Transfers have taken a considerable toll of the US tanker fleet in recent years and observers doubt whether the entire US fleet could carry more than 40 percent of oil cargoes even if a "50-50" bill were passed. With such a bill, it is likely that new American-flag tonnage would be built. However, for the bill to take effect immediately, a number of runaways would have to return to the American flag.

Domestic oil producers and private tanker interests have suffered severely by the absence of regulatory curbs on offshore shipping, the association maintains. They noted that in the coastwise trade, the law stipulates that shipments of petroleum products must be made on US-flag vessels.

The group is also concerned about the disparity of rates between coastwise and offshore shipping. Runaway operators, who virtually dominate the foreign trade, take advantage of tax benefits, underpaid foreign crews and sub-standard working conditions to enable them to offer lower transportation rates. Thus domestic operators have been cut out of much of the trade. Under the AITOA proposal, whenever comparable rates differed by more than 20 percent, the matter would be brought to the Maritime Administration and in turn to the Secretary of Commerce.

Balt. Picks Winners In Primaries

BALTIMORE—Now that the city primaries are over, affairs of the port are getting back to normal, Port Agent Earl Sheppard reports. All of the winners in the primaries had the backing of the city's labor unions and councils, and it is hoped they will be voted into office in the general elections this coming May.

There has been no change in the shipping picture for this port and it has remained the same as it was for the last six months, slow. There are still rumors going around about three of the ore ships coming out of lay-up this month, but there has been no official word about them, Sheppard noted. However, the SS Ocean Star is expected to take on a full crew sometime in the near future and this will help ease the registration list which is still quite heavy for the port.

There were nine vessels paying off during the last two weeks, three signing on and 14 in transit. The vessels paying off were the Jean, Mae, Emilia, Evelyn (Bull); Marore (Marven); Flomar (Calmar); Royal Oak (Cities Service); Steel Traveler (Isthmian) and the Josefina (Liberty Nav.). Signing on were the Marore (Marven); Josefina (Liberty Nav.) and the Penn Voyager.

The in-transit ships were the Steel Scientist, Steel Artisan, Steel Admiral, Steel Seafarer (Isthmian); Massmar, Bethcoaster, (twice) Losmar (Calmar); Jefferson City Victory, Mankate Victory (Victory Carriers); CS Baltimore (Cities Service); Alcoa Polaris, Alcoa Pilgrim (Alcoa) and the Robin Hood (Robin).

Cargo Load: Dead Flies

Forty-two bags consisting of 2,000 pounds of dead flies make up part of the cargo aboard the Holland-America Line's freighter Kloosterdyk.

The flies are on their way over from Mexico, where they were obtained, to Germany, where they will undoubtedly make savory meals for hungry pet birds and fish.

They are estimated to have been from shallow Mexican lakes and then dried out in the sun.

Make Checks To 'SIU-A&G'

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

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

Court Shakes Up TMT Co.

JACKSONVILLE — Following Federal Court approval of a reorganization plan, C. Gordon Anderson, a director of the Florida National Bank, has been named president of the TMT Trailer Ferry Inc. Neither he nor the other new officers named were previously connected with the company.

Started in 1953, TMT was under an SIU deep-sea contract until 1957 when increasing financial strains forced it to halt operations. It was the first commercial operator in the country to operate a lift-on lift-off vessel, the Carib Queen. The vessel has since been taken over by the Government, after it proved a losing business proposition.

TMT now runs a roll-on, roll-off barge service between Jacksonville and San Juan, Puerto Rico, and between San Juan and the Virgin Islands. Last year, it transported more than \$25 million of cargo, netting over \$250,000 in earnings. The new company plans to issue 1 1/2 million shares of assorted stock from 10c-5c per share.

AMONG OUR AFFILIATES

In line with the SIU Great Lakes District's modernization program, the port of Cleveland has been added to the list of those slated for new union halls. The hall (1420 W. 25 St.), only five minutes from the heart of the city and from the docks, has already been leased and will be opened in early April. It marks the third step in the year-old plan designed to provide improved service and facilities for the membership.

Entering its ninth year of existence, the Brotherhood of Marine Engineers' Welfare Plan has paid out 781 in-hospital benefits totaling \$35 thousand in its first eight years. The plan, which originally paid engineers \$7 a week for as long as they were in the hospital, now offers \$50 weekly for up to 39 weeks plus \$20 a day for the first 20 days of hospitalization. Welfare benefits are financed by employers' contributions established through contract negotiation.

Crewmembers aboard the SIU Pacific District vessel Flying Dragon are now participating in regular atomic, biological and chemical drills. The ship has been completely fitted with atomic wash-down equipment and undergoes an "ABC" drill on each of its voyages. A simulated atomic fallout starts the crew into action and within 30-40 seconds fog spray nozzle-type hoses, which are installed in strategic points throughout the ship, completely wash the ship down, ridding it of whatever nuclear particles might have settled.

A new 62-page booklet has been published by the Brotherhood of Marine Engineers.

rise Engineers describing their Welfare and Pension Plans. The booklet lists the full requirements for welfare and retirement benefits. Illustrated with drawings and sprinkled with photographs of BME members and their families. It will be available to members later this month.

Anastacio Nunez, 65, and Pete Barnett, 66, are the latest pensioners in the Sailors Union of the Pacific. Nunez, an amateur painter, plans to resettle inland. Barnett, who sailed through two wars without an accident, plans to take advantage of the favorable fishing, hunting and prospecting around his Seattle home.

Over at the SIU Great Lakes District, one of the SIU-contracted companies, Huron Portland Cement, has purchased the steamer Collins. The vessel, which is undergoing repairs and conversion, has been renamed the John B. Ford and is expected to be ready for operation in mid-May. Huron, meanwhile, has reacted to the start of the spring thaw, evident in northern Michigan, by calling for the crews of three of its ships.

The SIU Pacific District freighter, Columbia Trader, has received the annual Ship Safety Achievement Award for the outstanding safety achievement of 1958. When en route to Japan last January, 1958, the vessel suffered a severe crack in her main deck plates during a heavy storm. Using insurance wires, turnbuckles and other devices, the crew welded across the crack and managed to open the strain on the rupture until the ship reached port.

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

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

- Sport Coats
- Slacks
- Dress Shoes
- Work Shoes
- Socks
- Dungarees
- Frisco Jeans
- CPO Shirts
- Dress Shirts
- Sport Shirts
- Belts
- Khakis
- Ties
- Sweat Shirts
- T-Shirts
- Shirts
- Briefs
- Swim Trunks
- Sweaters
- Sea Suits
- Raincoats
- Caps
- Writing Materials
- Toiletries
- Electric Shavers
- Binoculars
- Television
- Jewelry
- Cameras
- Luggage



SEA CHEST

'On The Way'



SEAFARERS LOG

State Dep't Plans June Meeting On Runaways

WASHINGTON—West European differences with United States policy towards runaway ships will be aired this June when maritime representatives from nine European nations meet with US shipping officials in Washington.

Slated for some lengthy discussion will be the US' strong support of Panama and Liberia in their unsuccessful bid to be placed on the Maritime Safety Committee of the United Nations' Inter-Governmental Maritime Consultative Organization, which met in London last December.

The same nations, including the leaders in the drive against the runaways—Great Britain and Norway—will be represented. They are France, Italy, West Germany, Belgium, the Netherlands, Sweden, and Denmark. All have been adversely affected by runaway competition.

US contentions that the practice of American-owned ships registered under runaway flags is proper have long been under at-

tack by the West European maritime nations.

Other European complaints on the "50-50" law are expected to be included on the agenda. This law assures US-flag ships of a minimum of 50 percent of all Government-financed exports. US unions have been staunch defenders of the "50-50" law.

GE Sees Atom Ship Feasible

WASHINGTON—Another major company engaged in research and production in the nuclear-power field has indicated that nuclear plants for ocean ships can be developed in the very near future. General Electric Vice-President Francis McCune told the Joint Committee on Atomic Energy that his company believed a nuclear-power plant was feasible for large tankers and could become commercially competitive in a few years.

GE's viewpoint substantiated previous testimony by Standard Oil of New Jersey, Sperry Rand and the Isbrandtsen Company as to the desirability of constructing a nuclear-powered plant for commercial tanker purposes.

The position of the Administration has been to "wait and see" what the experience of the first nuclear ship, the NS Savannah, is, after a period of actual operation. Government witnesses conceded that this outlook was dictated by budget considerations and admitted as well that the Savannah's reactor will be obsolete for practical purposes as soon as it starts functioning.

McCune, like other witnesses before him, testified to the superiority of the boiling water reactor over the Savannah type and predicted further reduction in cost and improvement in performance in the boiling water reactor.

Red Trade A Menace? Chop Taxes

WASHINGTON — A nine-man Presidential study group has recommended that the United States make an immediate move to block the growing threat of Communist trading activities, and called for "incentive" programs such as tax reduction to induce greater participation by private American companies in the development of Western nations.

The group, composed of officials and members of the board of General Electric, Standard Oil of California and New Jersey and J. P. Morgan and Co., and other leading US manufacturing and stock associations, although vague on the actual means of combating the Communist trade offensive, was very positive in their recommendation for the expansion of private capital in foreign development.

One immediate means, they found, would be for an amendment to the present tax laws to permit corporations to defer tax on foreign income until it is brought into the US, and then to tax it at the 7.8 percent rate presently enforced on intercorporate dividends.

Other recommendations included the writing off of foreign losses on ordinary corporate income and the waiver of anti-trust laws in the case of corporations to enable them to participate in the foreign aid program.

La. Candidates Curry Unions

LAKE CHARLES—The political scene livened up a bit here as several would-be candidates began putting out bids for labor support. Port Agent Leroy Clarke reports that the backgrounds of these men are being investigated and that decisions will be reached according to their previous stands on labor.

Meanwhile, shipping was fair, with 10 ships in transit and one paying off. In transit were the Royal Oak, CS Miami, Chitawa, Bradford Island, CS Norfolk, Winter Hill, CS Baltimore and the Cantigny, all of Cities Service, and the Del Mundo (Mississippi). The Chitawa also paid off.

Soviet Boat Suspect In Cable Break

A US Naval party boarded a Soviet fishing trawler off Newfoundland last week after discovering breaks in five American-owned transatlantic cables. It was found the trawler Novorossiysk gave "no indication of intentions other than fishing," but may have caused the damage by getting her dragging gear entangled with the cables.

The boarding of the ship, the first incident of its kind in maritime history, was justified by American authorities by the international agreement of 1884 providing for the protection of undersea cables. It is one of the few pre-revolution agreements that the Soviets still are a party to.

The boarding party of five found the ship's papers in order and her gear fitted for a deep-sea fishing.

Three cable ships, among them the John McKay, manned by members of the SIU Canadian District, were quickly summoned to repair the cables. Although rough weather hampered the operations, the faults were located and the cables patched once the storm diminished.

Twenty-one cables, 18 of them American-owned, cross the Atlantic. Most breaks in the lines are due to corrosion, chafing, and imperfect manufacture and marine termites.

Ever since the Phoenicians sailed their tiny ships out into the Mediterranean some 3,300 years ago, seafaring men have been, pretty much at the mercy of the weather. Bigger and stronger ships have been built since that time, safety measures of various kinds have been adopted and weather forecasting has developed to help ships avoid severe storms. With all that, each year there are ships lost, some of them of the most modern construction. Countless others receive severe damage, to say nothing of the battering crewmembers are subject to, because of heavy seas and storms.

In recent years, for example, under the American flag alone such ships as the Pennsylvania, the Pelagia, Mormackite, and the two LSTs, Southern Isles and Southern Districts, foundered in storms, carrying hundreds of American seamen to their deaths.

The annual list of marine casualties is replete with the melancholy details of ships foundering at sea, ships driven aground, crewmembers swept overboard or injured.

'Weather Satellite'

That's why, from the seafaring man's point of view, the giant strides forward now being made in long-range weather forecasting are a most heartening development. The recent launching of a Vanguard rocket as a "weather satellite" for the study of cloud formations and storm centers highlights a major breakthrough in the offing in predicting the course of storms, days and weeks ahead of time.

It is now held possible that within a relatively short time, satellites will be sent aloft which will be able to photograph cloud formations and track the paths of hurricanes and other storms with great accuracy. This would enable the forecasting of storm conditions well in advance, giving ample notice to ships which could then alter routes to avoid the storms.

In addition, oceanographic surveys now being conducted are establishing the location and causes of surface wave turbulence in the oceans. This information can then be used in routing ships. In the Atlantic, for example, MSTs ships are now making use of this service and have reportedly cut a day's sailing time off crossings, to say nothing of the smoother sailing and reduced danger involved.

It's true that man is a long way off from being able to control weather to any great degree, but it certainly looks like he's going to be able to predict what it will be like, perhaps months in advance, which will be one of the shining achievements of the science of rocketry.



SEAFARERS IN DRYDOCK



The number of SIU men laid up at various hospitals around the country continues to be fairly constant, even with a spurt of new admissions from time to time. One conclusion from this is that early warnings about potential disabling ailments and injuries are being taken much more seriously today. The result is that exams at such facilities as the various SIU clinics are paying off—not only by speeding up necessary treatment but also by cutting recovery time.

Boston reports four recent arrivals at the marine hospital there, most of them in better than fair shape. Among them are: William Phillips, ex-Robin Hood, who was found to have some ear trouble after a check-up and is now making good progress; Edward Broussard, ex-Armonk, who's suffering from hemorrhaging but is improving, and William Ward, ex-Mankato Victory, drydocked for an infected stomach. With his pains gone now, Ward faces a few more tests and then possible discharge.



Brewer



Ward

All's going well with Howard Watts, also in Boston, following his repatriation on the Steel Rover. Watts had some trouble after an ulcer operation in India, was operated on again back in the States and is expected to be out for good soon. He was originally on the Steel Flyer. Savannah has only two men on the hospital roster: Richard W. Cetchovich, ex-Seatrain Savannah, and Mohammed Said, ex-Eagle Transporter. Cetchovich had some surgery done on his arm and hand and is doing okay. Ditto's the word on Said, who's being treated for arthritis.

In Baltimore, William Brewer, Clyde Carlson and Edward McGowan recently checked in at the marine hospital. Brewer, off the Robin Trent, came in for a check-up and is doing fine. A knee condition has sidelined Carlson, who was on the Michael last trip out. McGowan is in for treatment of a back condition. He was on the Ocean Eva.

These and all the brothers in the hospitals appreciate visits and mail from their shipmates. Drop in or write them when you can.

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

- USPHS HOSPITAL NORFOLK, VA.
 - Albert W. Canter
 - R. W. Castellow Jr.
 - John J. Harrison
- USPHS HOSPITAL SAN FRANCISCO, CALIF.
 - Joseph S. Barron
 - Joseph H. Berger
 - Michael J. Coffey
 - Leo Cronsohn
 - Joseph R. Ebbole
 - Myron E. Follis
 - Eric W. Johnson
 - F. Melgulades
- USPHS HOSPITAL SAVANNAH, GA.
 - R. W. Cetchovich
- USPHS HOSPITAL SEATTLE, WASHINGTON
 - D. L. Warrington
- VA HOSPITAL HOUSTON, TEXAS
 - H. J. Arsenault
- VA HOSPITAL RUTLAND HEIGHTS, MASS.
 - Charles Bartlett
- USPHS HOSPITAL FT. WORTH, TEXAS
 - Lawrence Anderson
 - B. F. Deibler
 - Horace Ledwell Jr.
- VA HOSPITAL DENVER, COLO.
 - Clifford C. Womack
- VA HOSPITAL BUTLER, PA.
 - James F. Markel
- VA HOSPITAL BOSTON, MASS.
 - Thomas W. Killion

- SAILORS SNUG HARBOR STATEN ISLAND, NY
 - Victor B. Cooper
- PROVIDENCE HOSPITAL MOBILE, ALA.
 - Benjamin Hugulus
- VA HOSPITAL KECOUGHTAN, VA.
 - Joseph Gill
- VA HOSPITAL BROOKLYN, NY
 - E. T. Cunningham
- USPHS HOSPITAL BALTIMORE, MD.
 - John Asavious
 - Hennling Bjork
 - William Brewer
 - Lonnie Buford
 - Millard Byron
 - Clyde Carlson
 - Patrick J. Durkin
 - Clarence Gardner
 - Gorman Glaze
 - Robert Heilig
 - Emanuel Jones
 - Edward McGowan
 - Domingo Orbigoso
 - Vincent Rizzuto
 - Henry J. Robin Jr.
 - Herbert Shartzer
 - Wm. F. Smart Jr.
 - G. Warrington
 - Bruce E. Webb
- USPHS HOSPITAL BOSTON, MASS.
 - E. Broussard
 - Dale F. Evans
 - C. A. McCarthy
 - Raymond L. Perry
 - Ray Peters
 - Wm. H. Phillips
 - William M. Ward
 - Howard J. Watts
- USPHS HOSPITAL GALVESTON, TEXAS
 - Carmelo Martinez
 - James Matthews
 - Harold Simmons
- USPHS HOSPITAL NEW ORLEANS, LA.
 - Herbert Allman
 - Robert G. Barrett
 - Carey J. Beck
 - Claude Blanks
 - Robert Brown
 - Isauro Cardenal
 - D. B. Carpenter
 - Cloise Coats
 - Fess T. Crawford
 - Eugene Crowell
 - Chas. R. Dalcourt
 - Adolph L. Danne
 - James Douglas
 - Oliver Flynn
 - James C. Glisson
 - Herbert E. Grant
 - James E. Guy
 - John Hrolenok
 - James Hinson
 - Sidney Irby
 - Nicholas Katsoul
 - John H. Kennedy
 - Woodridge King
 - Edward Knapp
 - Leo H. Lang
 - Terral McRaney
 - Alexander Martin
 - Michael Miller
 - John Mills
 - Jack Moore
 - Michael O. Muzio
 - Wm. E. Nelson
 - Dominic Newell
 - Edward Northrope
 - Winford Powell
 - William Rollins
 - James Rutherford
 - Ernest Sauls
 - James Shearer
 - J. H. Stevens
 - James Ward
 - Robert Wiseman
 - Clark C. Wood
 - Clifford Wuertz
- USPHS HOSPITAL BROOKLYN, NY
 - Lewis R. Akins
 - Manuel Antonana
 - Eladio Afis
 - Fortunato Bacomo
 - Joseph J. Bass
 - Matthew Bruno
 - Leo V. Carreon
 - James F. Clarke
 - Joseph D. Cox
 - Juan Denopra
 - John J. Driscoll
 - Otis L. Gibbs
 - Bart E. Guranchik
 - Taib Hassan
 - Frank Hernandez
 - Donald Hewson
 - Ludwig Kristiansen
 - Thomas R. Leahy
 - Kenneth Lewis
 - Leo Mannaugh
 - J. S. O'Byrne
 - C. Olsinski
 - George G. Phifer
 - Winston E. Renny
 - George Shumaker
 - Almer S. Vickers
 - Pen P. Wing
 - Royce Yarborough
- USPHS HOSPITAL STATEN ISLAND, NY
 - Andrew Brelih
 - Robert W. Bunner
 - T. C. Capriano
 - Dusah DeDuisin
 - Joseph J. Domino
 - G. B. Griswold
 - Victor Gustafson
 - John S. Hauser
 - Edward H. Heacock
 - Edward Hord
 - H. A. Jurgenson
 - Patrick T. Kelly
 - Rubino Lara
 - Jenn R. Longhurst
 - Nils H. Lundquist
 - S. L. McGilchey
 - Ludwig Manhart
 - Francisco Martinez
 - V. Mavromatis
 - Harold J. Moore
 - Harvey W. Morris
 - Paul Norton
 - Wm. C. Palmer
 - R. J. Peterson
 - David T. Raynes
 - Emeterio Rivera
 - Jose Rodriguez
 - Frank Soriano
 - Shek Sou
 - John Ullis
 - Jullo Valentin
 - Amiello Verdemare
 - John Westfall

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

CITY

STATE

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

ADDRESS

CITY

STATE

Chowtime



Bud Williams, night cook and baker on the Pacificus, shows off selection of pies prepared for dinner during trip to India from the West Coast.



Chief cook Darryl Chafin does the honors on roast beef, cutting off slices for dinner. All told, it looks like the ship is eating very well. She's carrying grain to India.

Bosun Better, Coming Home

Latest reports indicate that an operation which had been scheduled on Seafarer Jose Reyes in Singapore has been postponed, and that he'll be back Stateside this week.

Before the surgery was put off, three crewmen off the Steel Flyer each gave a pint of blood to the blood bank of Singapore's General Hospital in anticipation of Reyes' needs during the operation.

The donors from the Flyer, according to ship's reporter C. Matthews, were Aldo Perini, AB; Joe Faircloth, fireman, and Juan Feliciano, wiper. Reyes had been bosun on the Steel Admiral.

It is understood he reopened the incision of a previous operation while working on the Steel Admiral in January. He is also suffering from a stomach condition.

Reyes was known to the Flyer's crew, having come aboard while both ships were tied up in Singapore's west anchorage early in January. The Admiral later switched its itinerary and transferred cargo for Indonesia to the Flyer, which returned to Singapore after calling at Javanese ports. It sailed again when the blood donors returned to the ship.

Reyes is now being flown back for hospitalization in the New York area. Both crews expressed special thanks to Miss Ruth Rosen, a passenger who twice visited the Reyes at the hospital in Singapore, for her kindness to a fellow seaman.

LET 'EM KNOW!
Write TO THE LOG

Welfare Assist Draws Thanks

To the Editor:
We want you to make public how thankful we are to the wonderful Seafarers Welfare Plan for the great services it has given us in our difficult moments when we had all our children sick in the hospital. They received good treatment and several doctors' visits, all paid for by the Plan. We are very proud because my husband is a member of the

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.

best sailors organization in the world. We pray to God that He bless the organization, its officers and members and that they may continue giving their wonderful services for years to come.

Mr. and Mrs. Eduardo Bonafont

Year Aboard Ship Should Be Enough

To the Editor:
Brother Cameron (LOG, Jan. 30) thinks there should be no limit on the time a seaman can stay on a ship. He mentions performers and the fact that they just make a trip or two and that's why they are in favor of the one-year limit.

On all the ships I worked on I found the performers in the minority and the real hard working seamen in the majority. The "one-year rotation" would give the guy on the beach a break. It could be you!

Another feature I noticed among both seamen and landlubbers is that then when they stay on a job too long they get a sort of "bossy" complex and think they own the ship. If a guy can't make it in a year with the decent SIU salary and conditions, I would say "Jump off the Golden Gate Bridge."

Anthony V. Smolenski

To the Editor:

During the past several months I have had the pleasure of reading several letters in the LOG on the subject of forced vacations for our membership. I wish to state that I am in complete agreement that we should leave our berths after a 12-month period or 360 days.

As a married man and one with obligations on paying for a home and many other items, I feel I can speak pretty freely on this subject. I have a pretty large obligation, and I feel that if I can meet these things on one year's employment then the other members of this great Union of ours can too.

I understand that in some cases this might work a hardship on some important key jobs such as those on the passenger ships, etc. But I believe we could iron out this matter in some way by having special provisions for certain hard-to-replace jobs. In any case, a limit of a year on a ship should be our ultimate goal. Our brothers in the SUP set up the seven-month rule and I have spoken to many of them who feel that the set-up is just fine. It gives everyone a chance for a job. Now the question will arise

that the overall job picture according to the shipping round-up published in the LOG shows that a lot of jobs go to class C men for lack of takers with class A or class B seniority. But most of the time these jobs are only the entry ratings. You don't very often see class C men filling key jobs and such.

Brothers, it matters not what class or job we ship in providing there are jobs when we want and need them. I feel that we should bring this subject to a vote of the membership. I have heard this voiced in a lot of ports and on the ships very often. Most of the men I hear speak about it are all in favor of a one-year limit.

Now the fact remains that some men want to stay on a ship for years. That is all well and good if a man likes that. As for myself, I am married and I take off very often for home and the kids. I believe there are a lot of men who would do the same if they were sure they could get another ship when the vacation was over.

But if we had the 12-month rule, we could practically bet that we would get a job within a very reasonable period of time. In a case where there was no man available to relieve the man due to come off under the 12-month rule, the man on the ship would then have to stay on in order to prevent the ship from sailing short-handed.

I think it will work and we should give it a try. If it doesn't work, we haven't lost a thing, but we should vote on the subject and leave it up to majority to decide. I for one am strongly in favor of limiting the time on a ship.

Fred R. Hicks, Jr.
SS Seafair

Sitinas Rates Steward Tops

To the Editor:
I am writing this letter to let the Union know we have a very good chief steward here on the SS Captain Nicholas Sitinas. He is Brother Charles Stevens, a man who does everything for the crew.

The steward is on the spot every morning to check on everything and to make sure it comes out prepared well. Besides putting out good menus, he also goes to the galley sometimes to help turn out special items for the crew.

I am the ship's delegate and on behalf of all the crew recommend Stevens as one of the best stewards in the SIU.

Thomas G. Biterakos

More On Wives Having ID Card

To the Editor:
I agree with the many other people who have written to the LOG about giving identification cards. It would be a little easier I know, from experience, that cashing allotment checks can be a problem. If we had these cards it would be a little easier for the wives.

Identification cards can be very useful for such purposes as getting into the SIU hall to obtain information or to see someone, and also would avoid the trouble that SIU dependents have when they go to the SIU clinic for a check-up.

I believe that if all the Seafarers' wives who read the LOG would write the Union on this subject then something would be done. Believe me, I am sure I am speaking for other people when I say that an SIU identification card would be a great help for the wives and children.

Mrs. J. G. Napoleonis

Rebecca Has A Meeting



Union and ship's business get careful attention aboard the SS Rebecca at regular SIU ship's meeting. Part of the gang is pictured, including J. Henning, meeting secretary (seated, 3rd from left), and ship's delegate R. B. Barnes (seated, reading). Ship is reported running smooth so far.

SIU HALL DIRECTORY

SIU, A&G District

BALTIMORE 1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
BOSTON 276 State St. Al Tanner, Agent Richmond 2-0140
HOUSTON 4202 Canal St. R. Matthews, Agent Capital 3-4089; 3-4086
LAKE CHARLES, La. 1419 Ryan St. Leroy Clarke, Agent HEMlock 6-5744
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. Lindsey Williams, Agent Tulane 8628
NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600
NORFOLK 127-129 Bank St. J. Bullock, Agent MADison 7-1083
PHILADELPHIA 337 Market St. S. Cardullo, Agent Market 7-1635
SAN FRANCISCO 450 Harrison St. Marty Breithoff, Agent Douglas 2-5475
SANTURCE, PR 1313 Fernandez Juncos. Stop 20
SAVANNAH 2 Abercorn St. William Morris, Agent Adams 3-1728
SEATTLE 2605 1st Ave. Ted Babkowski, Agent Main 3-4334
TAMPA 808-1811 N. Franklin St. E. Gonzalez, Acting Agent Phone 2-1323
WILMINGTON, Calif. 505 Marine Ave. Reed Humphries, Agent Terminal 4-2574
HEADQUARTERS 675 4th Ave., Bklyn. SEATTLE
SECRETARY-TREASURER Paul Hall
ASST. SECRETARY-TREASURERS J. Alzina, Deck W. Hall, Joint
 C. Simmons, Eng. J. Volpian, Joint
 E. Mooney, Std.

SUP

HONOLULU 51 South Nimitz Highway Phone 502-777
NEW ORLEANS 523 Bienville St. Jackson 5-7428

Throw In For A Meeting Job

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

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

NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600
PORTLAND 211 SW Clay St. Capital 3-4338
SAN FRANCISCO 450 Harrison St. Douglas 2-5475
SEATTLE 2505 1st Ave. Main 2-0290
WILMINGTON 505 Marine Ave. Terminal 5-6617

MC&S

HONOLULU 51 South Nimitz Highway Phone 5-1714
NEW ORLEANS 523 Bienville St. Ramond 7439
NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600
PORTLAND 211 SW Clay St. Capitol 7-3222
SAN FRANCISCO 350 Fremont St. EXbrook 7-5800
SEATTLE 2505 1st Ave. Main 3-0088
WILMINGTON 505 Marine Ave. Terminal 4-6338

MFOW

BALTIMORE 1216 East Baltimore St. Eastern 7-3383
HONOLULU 56 North Nimitz Highway Phone 5-6077
NEW ORLEANS 523 Bienville St. Magnolia 0404
NEW YORK 130 Greenwich St. Cortland 7-7094
PORTLAND 522 NW Everett St. Capitol 3-7297-8
SAN FRANCISCO 240 Second St. Douglas 2-4592
SAN PEDRO 296 West 7th St. Terminal 3-4695
SEATTLE 2333 Western Ave. Main 2-6326

Great Lakes District

ALPENA 1215 N Second Ave. Elmwood 4-3616
BUFFALO, NY 914 Main St. Grant 2723
CLEVELAND 1410 W. 29 St. Main 1-0147
DULUTH 621 W. Superior St. Phone: Randt (ph 2-4116)
FRANKFORT, Mich. PO Box 287 Elgin 7-2441
MILWAUKEE 633 S. Second Ave. Broadway 2-3039
RIVER ROUGE, Mich. 10225 W. Jefferson Ave. Vinewood 3-4741

Canadian District

FORT WILLIAM, Ontario 408 Simpson St. Phone: 3-3231
HALIFAX, N.S. 120 1/2 Hollis St. Phone 3-8911
MONTREAL 634 St. James St. West Victor 2-5161
QUEBEC 44 Sault-au-Matelot Lafontaine 3-1589
THOROLD, Ontario 52 St. David St. CAstle 7-5212
TORONTO, Ontario 272 King St. E. Empire 4-5719
ST. JOHN, NB 177 Prince William St. OX 2-3431
VANCOUVER, BC 208 Main St. MU 1-3468

Poetry In LOG A Hobby Only

To the Editor:

The appearance of poems of mine in the SEAFARERS LOG has brought inquiries concerning my status as a seaman which I feel I should answer. I am not a seaman and have never been one.

However, it was inevitable that sooner or later we would come into contact with each other because we have had the

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.

same aims for years. I have always loved the sea and, like you, I have advocated for many years an adequate merchant marine for commerce and defense and fair wages for seamen. I am one hundred percent with you in your protests against flags of convenience but sometimes question your methods.

I have read the LOG regularly for a long time and consider it the best of all seamen's publications and have always been proud to have my poems and letters appear in it.

Poetry is a hobby. I do odd jobs for a living. I once belonged to an AFL union for elevator operators and there were other employees in the building who were former seamen. But they all had been NMU so I didn't even get close to you in my union affiliation. Nevertheless, SIU is my favorite union. I think it does most for seamen.

I trust this letter will answer the inquiries.

Roy Fleischer

Blood Bank: New Lease On Life

To the Editor:

Thanks to the SIU Blood Bank and the brothers who made it possible for me to have a new lease on life.

I was sent to the marine hospital on Staten Island for an emergency operation and needed 12 pints of rare type blood. The hospital only had two pints of this type on hand. My wife contacted the First National City Bank where she is employed and all they had was two pints in their blood set-up.

Next, my daughter's husband contacted the Nassau County Police Department where he is employed. They graciously gave all they had, and that was two pints, making a total of six altogether but a far cry from the 12 pints I needed.

Well, when our SIU Welfare Representative heard about my needing an additional six pints it was no time at all before he personally made the trip to the blood donor center and came up with the needed amount.

I am now at home recuperating, and hoping to be able to hit that shipping list in a few months. Meanwhile, many thanks also to the wonderful surgeons at the USPHS Hospital, Staten Island, and the Seafarers' successful battle to make this service available.

Henry L. Maginness

Del Mar Now On 80th Voyage

To the Editor:

Enclosed find a few photos which I hope can be printed in the LOG. The Del Mar is on its 80th voyage and now has a full compliment of passengers.

Everything is running along smoothly in all three departments. The chief steward is Bruce Bourgeois, 2nd steward is Whitey Lanier and Henry Maas is bosun. Best wishes from all hands.

George H. McFall
Printer-Porter



Pictured reading mail during voyage to South America, are McGoey, officers pantryman (left), and George McFall, printer-porter (right), on the cruise liner Del Mar. The man in the middle is not identified.

Vallant Skipper Is A Card, Too

To the Editor:

The deuces were wild and the aces were as hot as two-buck pistols. Three hands were left with plenty of action when I walked Captain DeBozy.

There will be no more card playing after 0100 hours, he says, because the men have to work in the daytime and if they sit up playing cards they will be too tired.

On this slow old Liberty on a long haul to India carrying grain, with no overtime except that which is essential, such as docking, undocking, lines, etc., the captain figures that 16 hours sleep a day is not enough. Maybe the crew ought to take up knitting.

Phil Roshke
SS Vallant Faith

Wants to Flush Out Runaways

To the Editor:

Instead of the unions fighting among themselves and sometimes poking jibes at Harry Bridges, why don't we do something constructive?

As far as name-calling is concerned, I think we all could think of relatives who deserve that more than other poor working stiffs.

Why don't we do something about these "100 percent American" businessmen shipping under the Panamanian flag? Why not get their names, their companies' names, etc., and flush them out in the open? Let's put some dough into the campaign to have these Congressmen and Senators who are supposed to be friendly to labor to do something in this matter. Publish the names of legislators who are friendly toward runaway ships.

Bob Lanette

To the Editor:

I get a copy of the SEAFARERS LOG from the union local I belong to, Boilermakers 112 here in Mobile. As a former sailor back in 1920 I enjoy reading your newspaper very much. I'd like to add my voice to say "Keep 'Em Flying" also. That is, of course, keep American flags on American ships.

S. J. Orrell

Seeks Directory For Every Hall

To the Editor:

In the "Letters to the Editor" column (LOG, Feb. 13), the editor of the LOG said that a list of directions to the various docks in the New York area, together with a large map, will be posted in the New York hall.

Why not extend this idea to all the SIU halls, so that each hall will have a map of the docks in its area and a list of directions on how to reach them by public transportation?

Edward C. Roop



SIU BABY ARRIVALS



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

- Daniel Bryan Carver, born June 16, 1958, to Seafarer and Mrs. Noah C. Carver, El Cerrito, Calif.
- Terry Paul Douzat, born December 30, 1958, to Seafarer and Mrs. Pavay Joseph Douzat, Thibodaux, La.
- Gary Dennis Glass, born December 24, 1958, to Seafarer and Mrs. John Glass, Glen Burnie, Md.
- Inez Hernandez, born February 3, 1959, to Seafarer and Mrs. Berardo Hernandez, San Juan, P.R.
- Barry Wayne Penton, born February 22, 1959, to Seafarer and Mrs. Leon Penton, New Orleans, La.
- Donna Marie Ramos, born February 8, 1959, to Seafarer and Mrs. Armond Ramos, East Boston, Mass.
- Evrn James Stokes, born January 27, 1959, to Seafarer and Mrs. Donnie Stokes, Coden, Ala.
- Madeline and Katherine Whited, born February 22, 1959, to Seafarer and Mrs. John L. Whited, New Orleans, La.
- Darryl Girard Williams, born January 13, 1959, to Seafarer and Mrs. Robert Williams, Mobile, Ala.
- Wanda Jean McGoldrick, born February 6, 1959, to Seafarer and Mrs. Eugene McGoldrick, Cameron, Texas.
- Yaorgia William Kouzounas, born January 29, 1959, to Seafarer and Mrs. William Kouzounas, Saco, Maine.
- George Christopher Miller, born February 7, 1959, to Seafarer and Mrs. Henry W. Miller, Mobile, Ala.
- Darlene Marie Fontenot, born January 22, 1959, to Seafarer and Mrs. John P. Fontenot, Lake Charles, La.
- Joyce Elaine Hudson, born January 25, 1959, to Seafarer and Mrs. Louis E. Hudson, Mobile, Ala.
- Debra Ann Hennies, born February 5, 1959, to Seafarer and Mrs. Ettes Hennies, Lowland, NC.
- Wanda Lee Fisher, born December 23, 1958, to Seafarer and Mrs. Duane Fisher, Pasadena, Md.
- Sarah Lynne Dew, born February 10, 1959, to Seafarer and Mrs. Paul Haywood Dew, Glen Burnie, Md.
- Mary Anne Doherty, born February 13, 1959, to Seafarer and Mrs. John J. Doherty, New York, NY.

Oil Import Limits Boost US Tankers

WASHINGTON—With imports of cheaper foreign oil causing howls from domestic producers, President Eisenhower has imposed compulsory controls on oil imports, cutting them back sharply from recent levels.

Among the events precipitating the President's decision was the shipment of oil from Communist Rumania to the Commerce Oil Corp. which arrived in New York last week. The shipment brought an immediate protest from the Independent Petroleum Association of America, which suggested extra duties on such sales, or on other sales where production was subsidized by the 4Ni. 78T9A30 also asked for outright prohibition of all products made by "convict, forced or indentured labor." Both these provisions could probably be applied to all Russian products.

Since present restrictions apply only to crude oil, many importers have been dodging the rule by par-

tially refining the oil in foreign countries and then bringing it into the States, free of controls.

Tankers transporting foreign oil are generally American-owned runaways, which stand to suffer if mandatory regulations are enforced. On the other hand, if the demands of domestic operators are met, it will mean an increase in US oil production here and a boost in coastwise tanker shipping, an area in which US-flag tankers operate exclusively under maritime law.

The new controls are expected to apply to most oil products, though not all. Long-established importers would figure to draw a major portion of the permitted imports while special provisions are expected to be made in reference to the importation of Canadian oil.

Jobless Cost 20 Times That Of Job Accidents

WASHINGTON—Almost 20 times as much productivity was lost because of unemployment as compared to lost-time accidents on the job in American industry in 1958. An AFL-CIO study based on Government statistical data indicated that 1,118,000,000 work days were lost beyond recovery as the result of unemployment which fluctuated around or above the four million mark all year.

By contrast, work accidents resulted in the loss of 55 million work days, throughout all of in-

dustry. The cost to the American economy, while considerable, nowhere approached that of unemployment.

The AFL-CIO figures support the Federation's program calling for various types of Government assistance to reduce unemployment which has persisted despite the business recovery.

Another figure, that for illness or injury off the job, was ten times that of work accidents, amounting to 544 million work days. Automobile accidents, of course, contributed heavily to the off-job injury totals.

Strikes resulted in the smallest loss of all the four categories listed, amounting to 23 million man days, most of which were piled up in a relatively few long-term walk-outs.

Mass. Tax Has Kicker For Seamen

BOSTON—A rough fight is expected on Beacon Hill over the proposed Massachusetts state income tax, Acting Agent Gene Dakin reports. This tax will even hit the earnings of seamen who are not Massachusetts residents but are employed on a ship in Massachusetts' waters. The law would hit non-residents on vessels of such SIU companies as Cities Service, Isthmian, Robin and others.

Opponents have pointed to the fact that the plan, in the majority of cases, will result in a seaman paying income taxes to two states while his ship is in Massachusetts waters. In addition, a tax of this type would have more of a nuisance value than a revenue value when everything is taken into consideration.

On the shipping side, registration for the port increased slightly over the past period while shipping declined. A total of 16 men was shipped to permanent berths on the six vessels calling into the area during the last two weeks, Dakin said.

Paying off were the Helen (Olympic Trans.) and the Bradford Island (Cities Service). The Helen later signed on. In-transits were the Wang Juror (Denton), Steel Admiral (Isthmian), Markato Victory (Victory Carriers) and the Canigny (Cities Service).

Personals And Notices

James McLaughlin
Anyone having any information on the above, please contact his sister, M. McLaughlin, 27 Norfolk St., Roxbury, Mass. Last known job was as cook on New York tug.

Raymond Queen
Your car is being held in Wayne, West Virginia. Contact Jay Watts at once.

Robert Statham
You are urged to get in touch with your brother Arthur at 803 N. Cedar Dr., Cavina, Calif.

L. J. Goodwin
Anyone having any knowledge as to the whereabouts of the above's seamen's papers please contact Joe Volpian in headquarters.

Oskar Kaelep
Walter Nelson requests that you get in touch with him the next time you are in town. His phone number is TA 3-9517.

Eugene Hazen
Urgent you get in touch with Jim McKinney. Phone University 3-2606 Gulfport, Mississippi, collect.

Joseph Revill
Your clothing left aboard the SS Yaka is in the baggage room in the New Orleans hall.

Ex-Crewmembers Morning Light
Those who sailed on the ship between February 14, 1957 and March 12, 1957, and were traveling on a Greyhound Bus from New Orleans to San Francisco which collided with a car en route, are urged to contact Fred Lowler at 1040 Euclid St., Beaumont, Texas. He was injured in the accident and needs witnesses for his court case.

"Ski," AB
Glen Schrolucke wants to get in touch with an AB nicknamed "Ski" who has a withered left arm, light hair and used to work for the old US Army Transport Service at 58th St., Brooklyn.

'Stilt-Ship' Booklet Out, MA Reports

WASHINGTON—The Maritime Administration has copies of a study of hydrofoil ships available for interested parties. The study, based on preliminary investigation by the Grumman Aircraft Corporation, covers proposals for ships with speeds of 50 to 200 knots, displacements from 10 to 3,000 tons and ranges from 40 to 3,600 nautical miles.

The conclusions of the study were that hydrofoil ships could operate at three times the speed of conventional vessels, and run more smoothly than conventional ships in rough waters.

It was this study which led the Maritime Administration to award a contract to Grumman for the construction of a test hydrofoil ship.

The hydrofoil ship runs on two stilt-like pontoons. As the speed increases, the ship runs higher out of the water. The use of the stilts means that the impact of heavy seas is largely neutralized since they pass underneath the ship and around the stilts.

To date, the use of hydrofoil ships has been limited to small craft, largely as experiments.

Standard US Pacts For All

(Continued from page 2)
farers and Dockers Sections of the International Transport-workers Federation in London last January, representatives of maritime workers of all major nations of the free world agreed with the American unions' position to:

"... continue the fight against any shipowner using a flag for the purpose of avoiding the proper wages and working conditions . . ."

"To seek to have established the appropriate collective agreements covering wages and working conditions and, where lacking, social security; such agreements to be concluded through affiliated unions of the country in which actual control of the shipping operation is vested . . ."

At a meeting today the joint action committee of the American maritime unions was directed to implement this program.

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, 13850 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-12020 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 25-15007 KCs
Australia

WMM 81-11037.5
Northwest Pacific

MARITIME TRADES DEPARTMENT

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

Harbor Boom, Ship Race Herald Seaway's Opening

Plans for nearly \$500 million worth of dock facilities and a race to bring the first deep-sea US-flag ship into the Lakes point up the imminent opening of the St. Lawrence Seaway. When the ice goes out on the Lakes and on the St. Lawrence within the next few weeks, the Seaway will be ready for business.

Major US-flag shipping operators are jockeying to see who will be the first to inaugurate service into the Lakes. Grace Line apparently has the edge on who will be the first subsidized opera-

tor on the Lakes, since other applicants, including T. J. McCarthy, under contract to the SIU Great Lakes District, are not so far along in the processing of their subsidy bids. However, the first deep-sea ship to enter the Lakes will probably be American Export's Extavia, a C-2, which is scheduled to go into the Lakes on April 23 with cargo from the Mediterranean.

McCarthy, of course, has been a long-time Lakes operator but does not have plans ready yet for operating offshore on a saltwater run.

Aside from expenditures on the Seaway project itself, local, state and Federal agencies have booked nearly a half-billion dollars on construction of docks, storage elevators, channel widening projects and other improvements. This in turn opens the way for the use of more and bigger ships on the Lakes, and signals a boom in Lakes shipbuilding activities.

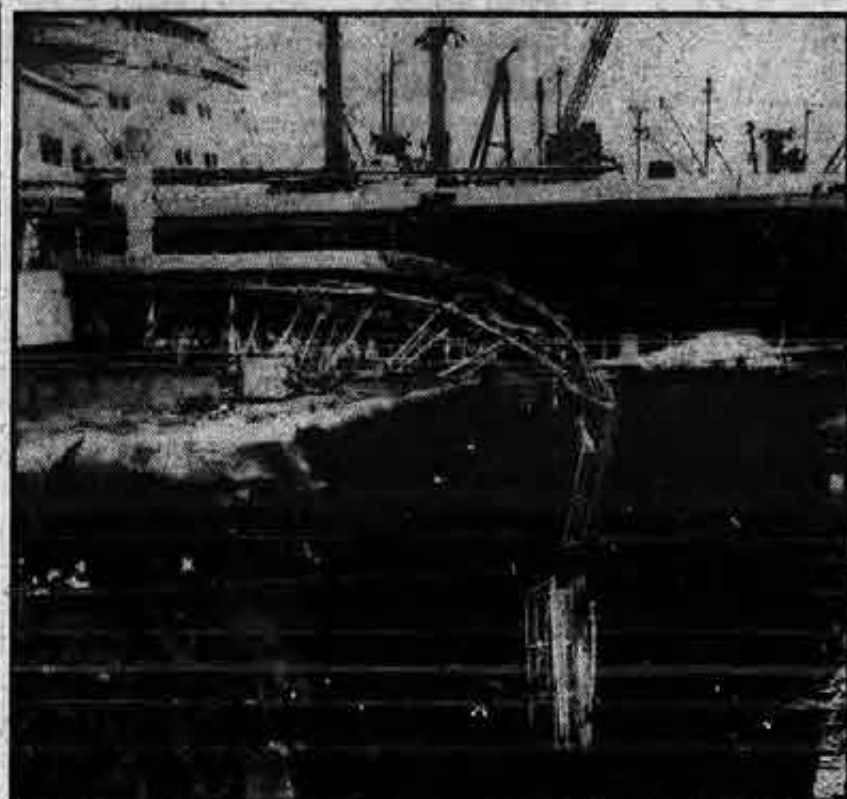
Most of the channel projects call for a uniform 27-foot depth, enabling ocean-going vessels to come in at will. Chicago, for example, has a \$40 million project going to expand and modernize its harbor facilities, making that city a front-runner as an outlet to the sea.

The opening of the new international waterway is expected to produce sharp shifts in traditional export and traffic patterns. It will create a fourth US seacoast as far inland as Duluth on Lake Superior, and a bonanza for grain, ore, automobile and coffee shippers.

Railroads are apprehensive about taking a beating in the process and this week moved to cut rates on grain to meet the competition.

One grain company official cited the advantages of shipping "grain from Duluth by direct water route to Antwerp and other continental ports for less money than you can ship it by rail to the East Coast." Seaway ships are already booking traffic for this Spring which otherwise would go overseas through East and Gulf coast ports after movement by rail.

Similar interest is reported in moving green coffee directly into the Lakes via the Seaway from South America and in upping import and export of automobile shipments on specialized carriers.



Like two spent fighters in the dressing room after a bout, the battered Norwegian tanker Jalanta and the US passenger liner Constitution lie side by side in Bethlehem Shipyard, Brooklyn, after collision. That's the Jalanta's catwalk hanging free.

Gov't Office Hits '50-50' Law Change

WASHINGTON — Chances of passing a "50-50" bill which would exclude runaways from carrying Government cargoes are considered dim in light of strong opposition coming from various Government sources. The proposals called for either US ships or ships of the nation receiving Government aid to carry all the cargoes involved.

The Comptroller-General of the US has criticized the proposal as possibly leading to restrictions on foreign trade. The argument is that ships of the legitimate maritime nations would also be excluded and that this might lead to retaliatory measures against American-flag ships by foreign countries.

The matter may be thrashed out further at hearings before the House Merchant Marine Committee.

Tanker, Cruise Ship Collide

Cruising in a dense fog at a reported 16 knots, the American Export passenger liner Constitution collided with the Norwegian tanker Jalanta off Ambrose Light on March 1, shearing a 135-foot section from the tanker's bow. No one was injured.

Both vessels had just completed overhauls and were fortunately riding light. Had the tanker been carrying oil, a fiery disaster might have resulted.

The Constitution captain's admission of the vessel's speed would appear to involve a violation of the rules of the road which call for vessels to proceed at reduced speeds in areas of limited visibility. Prior to the crash, visibility ranged from several hundred yards to no more than a mile.

Similar To 1956 Crash

The accident was similar to the one between an SIU-contracted ship, Fairisle, and a Panamanian tanker in 1956. The Fairisle skipper was sailing his vessel at 15 knots, and was found guilty of negligent conduct by a Coast Guard Board of Inquiry. Two crewmen were injured.

The Constitution had spotted the tanker on its radar screen at a distance of 7½ miles, but at two miles, the captain said, the target

became obscure. When the Jalanta was spotted again, this time by a lookout, it was only ¼ of a mile away and was moving towards the liner at right angles.

In the impending collision, the detached bow section of the tanker remained afloat and though listing badly, was towed into shore by

harbor tugboats. The two vessels made it into the Bethlehem Shipyard in Brooklyn under their own power but with tug escorts. The Constitution's damage was slight, consisting of a 15-foot wide gash in its port bow. The Coast Guard has called a hearing on revoking her skipper's license.

Liberian Ore Ship Finds Mobile Channel Snug Fit

MOBILE—For the first time in nine months, the Alabama state docks here are operating in the black, Cal Tanner, port agent, reports. The management of the docks has been the subject of considerable investigation by the governor's office and the local press because of its inability to run the docks at a profit.

However an investigation by state auditors and a new administration for the docks appointed by the incoming governor pulled them out of debt during the past month. As was reported earlier, one of the first moves by the new managers was to sell the dock's two yachts, one airplane and one fire engine. The docks, and the port, have picked up a lot of revenue from the large grain shipments which have been passing through the area.

The 60,000-ton Liberian-flag ore carrier which ran aground here in Mobile Bay ten days ago is still stuck fast and presents a slight for the town's tourists. Unable to free the ship themselves, the vessel's foreign-flag owners have put in a call for the large rescue tug, Cable, to try and work the vessel out of the mud. Estimates on how long it will take the tug to free her run from two days to a week, and in all events, will probably mean unloading the ship's cargo of ore into barges.

Shipping for the port for the past couple of weeks was fair because of the large number of vessels hitting the port for payoff or

as in-transits. However prospects for the coming period are dim as there are not many ships scheduled for payoff in the area. One bright spot will be the crewing up of the Claiborne, when the ship comes out of the yards after completing her annual inspection.

The vessels calling into this port during the past two week period included the Suzanne, Frances (Bull); Alcoa Cavalier, Alcoa Planter, Alcoa Roamer, Alcoa Clipper, Alcoa Ranger (Alcoa); Yaka, LaSalle, Claiborne, Morning Light, Hastings (Waterman) and the Steel Navigator (Isthmian).

Negotiations are continuing between the local drydock and shipbuilding concerns and the shipyard unions, Tanner reported. In addition, a couple of SIU Marine Allied Workers Division contracts are also being negotiated and something concrete is expected within a week or so.

The membership and officials of the Mobile branch wish to extend their deepest sympathy to the family of Jimmie Gray, an oldtimer on the disability list, who died two days ago. Brother Gray has been a familiar figure to the men on the beach here since he went on disability a few years ago. He is survived by a wife and other relatives. The burial was held here in Mobile.

PENSIONERS' CORNER



(The brothers described below are receiving \$150 monthly SIU disability benefits.)

Lloyd McGee . . . 53 . . . sailed aboard SIU ships for 14 years after joining Union in 1943 . . . worked on Libertys, Victories, Mariners, and tankers . . . "tankers are best for a man who wants to get ahead and doesn't care too much about getting ashore in every port" . . . preferred runs to Germany and Northern Italy because of the many interesting sights . . . vividly recalls salvage job in the Aleutians where his ship rescued 23 survivors of Russian tanker . . . crew included five women, one who gave birth on ship . . . McGee was chief cook on the ship at the time . . . in 1950 he ran into a typhoon off Okinawa which lasted three days and was "a little too scary to be interesting" . . . Retired in December, 1957, because of a heart ailment which made him unfit for duty . . . lives a stone's throw away from SIU headquarters in Brooklyn and drops over to the hall just about every day, often running into old shipmates.



McGee

Sam Gordon . . . 75 . . . began sailing from Boston in 1906 . . . old ISU member who was with SIU from the opening gun when the Union was chartered back in 1938 . . . sailed to all parts of world, liking one as much as the next . . . "under an SIU contract, every run was a good one, so I wasn't fussy" . . . born in West Indies, his work occasionally took him back there . . . worked in steward department mostly on freighters and passenger ships . . . lives with wife in New York City . . . can't get around much but still reads the newspapers daily as well as keeping up on Union news in the LOG . . . keeps in touch with former shipmates Claude Fisher and William Towbin . . . retired in 1954 and finds the \$150 monthly disability-pension check a godsend . . . "I don't know how I would get along without it" . . . summarizing the SIU's effect on the role of seamen, he says: "In the old days a seaman worked from sun-up to sun-down; today he is a gentleman" . . . and, he added, has security besides.



Gordon

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:

March 18

April 1

April 15