

NLRB To Hear Union Charges:

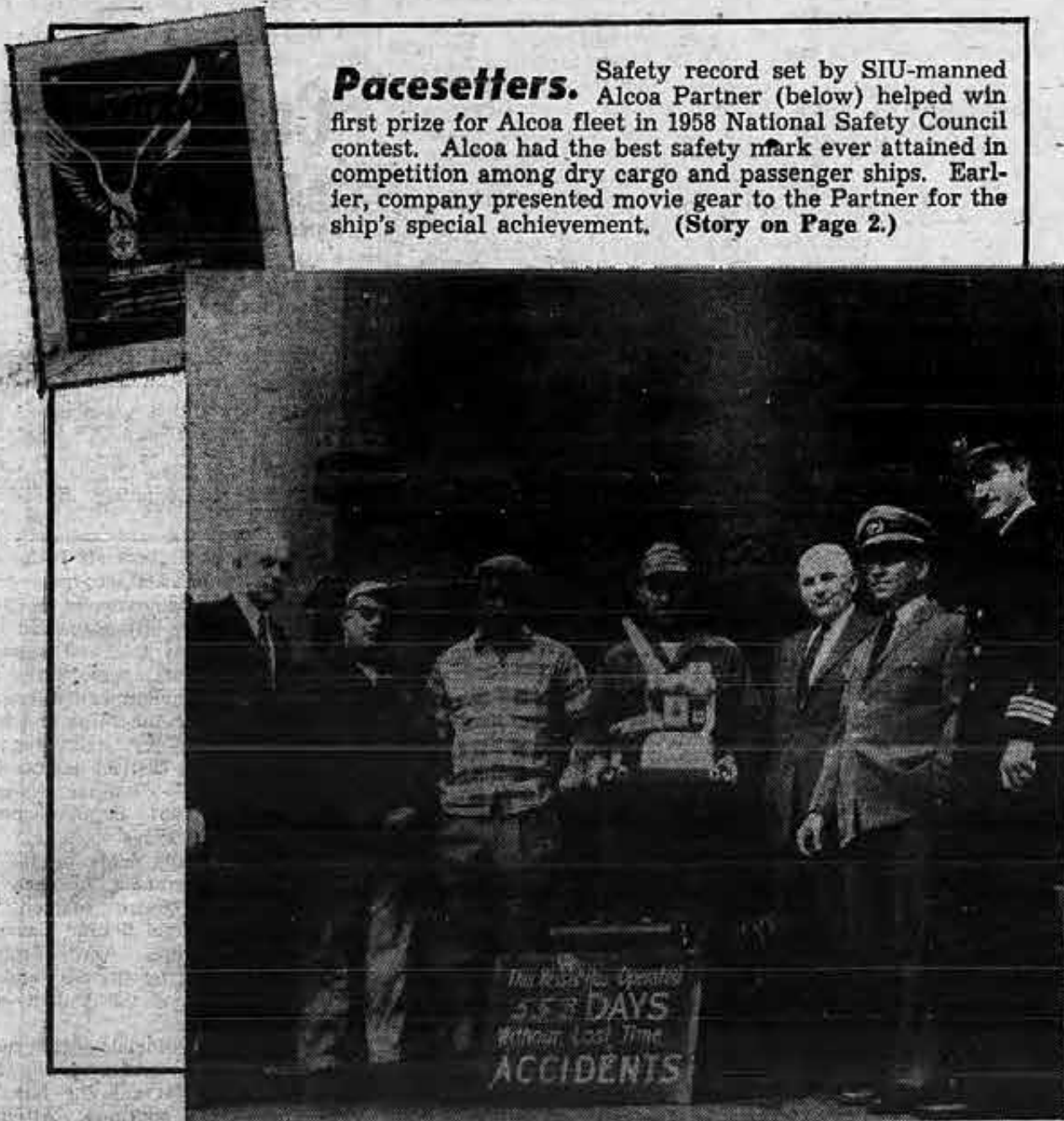
SIU GULF ACTION HITS US RUNAWAY

Story On Page 3

SIU Fleet Wins Top Safety Title

Story On Page 2

Pacesetters. Safety record set by SIU-manned Alcoa Partner (below) helped win first prize for Alcoa fleet in 1958 National Safety Council contest. Alcoa had the best safety mark ever attained in competition among dry cargo and passenger ships. Earlier, company presented movie gear to the Partner for the ship's special achievement. (Story on Page 2.)



Survivors. SIU victims of the collision between liner Santa Rosa talk over experiences at Staten Island PHS hospital. Discharged since photo was taken, Claude Blanchard, bosun (left), listens as messman Rafael Bertran and steward William Nesta discuss disaster in which four died. (Story on Page 5.)

Defense Report Raps Ship Lack

Story On Page 16

SIU-Manned Fleet '58 Safety Champ

SIU-manned Alcoa Steamship Company vessels have won the first prize award for 1958 in the annual safety competition among operators of US-flag seagoing dry cargo and passenger vessels sponsored by the National Safety Council's Marine Section. Alcoa won with the best safety record ever attained in the contest.

The SIU-contracted company won the second place award in the 1957 contest, narrowly missing the top spot by one-tenth of a point. The award is based on the rate of lost-time accidents aboard ship in a year's time.

Alcoa's 1958 score was an acci-

dent frequency rate of 2.94, computed on the basis of only 18 accidents serious enough to cause a man to miss his watch or work. Well over 1,000 crewmembers were employed on the 16 ships operated by the company during the year.

The fleet's outstanding safety record was typified by the per-

formance of two ships, the Alcoa Partner and the Alcoa Roamer, both of which received awards for going more than 500 days without a lost-time accident on board.

Acknowledging the significance of this safety record, William C. White, president of Alcoa, paid special tribute to the efforts contributed by the SIU and the SEAFARERS LOG. He said the com-

pany could not have achieved the award without the backing and cooperation of the shoreside staff and licensed and unlicensed personnel aboard the ships, and particularly the activities of the SIU on behalf of shipboard safety.

Second-place honors in the 1958 contest went to US Lines, with an accident frequency rate of 3.63, and third place to United Fruit Company, close behind with a rate of 3.65. States Marine Lines won the top spot in the previous year with a mark of 3.61 when Alcoa trailed with 3.71. One lost-time accident in December, 1957, closed out Alcoa's chances for the top spot that year.

CG Out To Tighten Rule Over Seamen

WASHINGTON—The Coast Guard's refusal to postpone a public hearing scheduled for April 27 on a complex series of proposed new regulations indicates a stormy session when the hearing convenes here Monday.

Objections by the SIU to the proposed procedures for broadening and tightening Coast Guard control over civilian merchant seamen are being prepared by the SIU's general counsel for formal submission at the hearing.

The April 27 session was called to deal with proposed new CG regulations covering disciplinary proceedings for suspending or revoking seamen's documents and licenses, as well as new rules on lifesaving appliances, fire-fighting equipment, dangerous cargoes and other shipboard safety matters.

Earlier, a bid by the AFL-CIO Maritime Trades Department and other organizations to gain more time to study the complex 195-page text was rejected. The regulations are dated Jan. 30 but copies of the text were not generally available until mid-March.

The principal objections by the

SIU deal with a 42-page section titled "Suspension Or Revocation Proceedings" and rules governing investigations, subpoenas, hearings, appeals, reviews of examiners' decisions and the disclosure of information such as transcripts. In addition, the text released by the Coast Guard failed to include a section by section comparison between the present disciplinary regulations and the proposed rules, although this was done in the case of the other items on the agenda.

US Drops Onassis Suit; 3 Supertankers On Tap

WASHINGTON—To the surprise of no one in the maritime industry, the US Government has agreed to drop its suit against Aristotle Onassis for his failure to construct three supertankers under the Amer-

ican flag in return for transferring 14 ships foreign. The suit would have subjected Onassis to fines of some \$8 million in performance bonds and return of the 14 ships, formerly manned by Seafarers, to the American flag.

The decision to drop the suit for breach of the transfer-and-build agreement followed Onassis' promise to start work on two of the three supertankers, three years after the initial agreement was reached. The Maritime Administration has also agreed to provide Onassis with a mortgage guarantee of up to 75 percent of the construction loan, and up to 87½ percent of the final cost of the vessels, when completed.

The mortgage guarantee will enable Onassis to borrow money here in the US at about five percent interest. Without the guarantee, it would be virtually impossible to get a standard bank loan, the alternatives being to go abroad for money at an interest rate of 12 percent and upwards, or sell a public bond issue after registering with the Securities and Exchange Commission. Such registration would require Onassis to disclose information as to the financial set-up of Victory Carriers.

The three ships to be built would be two of 46,000 deadweight tons and one of 106,000 tons at a total estimated cost of around \$53 million. The three vessels would be operated by the SIU-contracted Victory Carriers company. According to the announcement, the first ship will be delivered in February, 1960, with the other vessels to fol-

low subsequently. The 106,000-tonner will come out in 1962.

The announcement emphasized that no written agreement had yet been reached on the long-delayed transfer-and-build plan. Meanwhile, the 14 transferred ships, 12 T-2s and two Libertys formerly operated by SIU-contracted companies, have been reaping runaway profits. The 12 T-2s, upon being transferred in 1956, immediately went on long-term charter to a US oil company, at \$1,515,000 a month. The estimated profits from this operation were \$20 million in the first two years.

Part of the agreement with Maritime called for the profits of the runaway operation to be put aside for construction of the three new ships. Instead, as was brought out in a House Merchant Marine Committee hearing, \$19 million of the money was used to pay off income tax and mortgage obligations to the US Government.

Last June, Victory Carriers announced after long delays that it would postpone the ships because of the depressed condition of the tanker market. Obviously though, the funds to build the vessels were no longer available. It was then that the Government filed suit for recovery of the 14 transferred ships.

Now all is forgiven, and forgotten, with the Government waiving the \$8 million performance bond. The total down payment that Victory Carriers will make on the three ships will be in the vicinity of \$7 million.

SCHEDULE OF SIU MEETINGS

SIU membership meetings are held regularly every two weeks on Wednesday nights at 7 PM in all SIU ports. All Seafarers are expected to attend; those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

April 29

May 13

May 27

Sea Unions Assail State Dep't Stand

WASHINGTON—The SIU and the National Maritime Union have again assailed the US State Department's support of runaway shipping, this time in connection with the US position in support of Panama's and Liberia's status in a United Nations shipping agency.

The US delegation, at a meeting in January, 1959, in London, of the Inter-governmental Maritime Consultative Organization, supported the seating of Panama and Liberia on the Maritime Safety Committee. This move was defeated by the opposition of European maritime nations who challenged these countries' qualifications to speak as maritime nations.

At Meeting

Subsequently, SIU Secretary-Treasurer Paul Hall and NMU representatives participated in a meeting called by the State Department on March 31, 1959, to get the views of the industry on matters relating to the UN agency. At that meeting, the union representatives expressed outspoken criticism of the whole State Department attitude and followed it up with a written protest.

The protest made the following points:

- Legitimate international organizations should not give respectability to countries coming in under false pretenses.

- The State Department's position on runaway ships is "wrong, inconsistent, dangerous and shameful."

- Runaway fleets do not need relief from US wages because they are operated by such industrial giants as Socony, Sun Oil, Esso, Alcoa and others.

- The runaway policy is inconsistent in that it undermines the economies of our allies in Europe and weakens the west accordingly.

- Continuation of the present runaway policy will destroy the US merchant marine.

Previously, the two union heads had written to the Department criticizing reported moves to interfere in the National Labor Relations Board's processing of election petitions on runaway ships.

Thus far the State Department has not answered the unions' objections.

Delta Gets Go-Ahead On Ships

WASHINGTON — The Federal Maritime Board has given the go-ahead to the Avondale Marine Ways, Inc., of New Orleans, to build three cargo ships for the SIU-contracted Mississippi Shipping Company. Avondale was ruled the low-bidder on the three vessels, putting in a \$9,591,000 bid for each of the ships, exclusive of defense features for which the Government pays.

The three freighters are the first of 14 to be ordered by Mississippi in its long range replacement program. They will operate on the run to West Africa, replacing C-1s now used in that service. Once the contract is closed, Avondale promises to complete the three ships between 840 and 1,020 days, or by late 1962 for the last vessel.

The new ships will be bigger and faster than the present C-1s, having a deadweight tonnage of approximately 9,000 and a speed of 18 knots. Several novel design features will be incorporated including two houses, tanker style, one forward for deck and steward men, dining rooms and galley, and one aft for engine room men and the power plant. The ships will carry rotating cranes to work cargo and mechanical hatch covers, as well as being fully air-conditioned throughout.

Scholarship Winner Donates



SIU scholarship winner Seafarer George Butenkoff gets test in SIU health center lab before donating blood to Union blood bank. Butenkoff graduates this year with electrical engineering degree.

Tampa Has Ample List

TAMPA—Shipping ran ahead of registration during the past period, the first time in a long while for this port. However, while the registration list is very low the schedule for the coming period is not too good, and there will be more than enough men on hand to replace any men getting off their vessels here.

Calling into this area during the last two weeks were the John B. Waterman (Waterman) for payoff; and the Raphael Semmes, Gateway City (Pan-Atlantic); Del Rio (Mississippi) and Wild Ranger (Waterman) for servicing.

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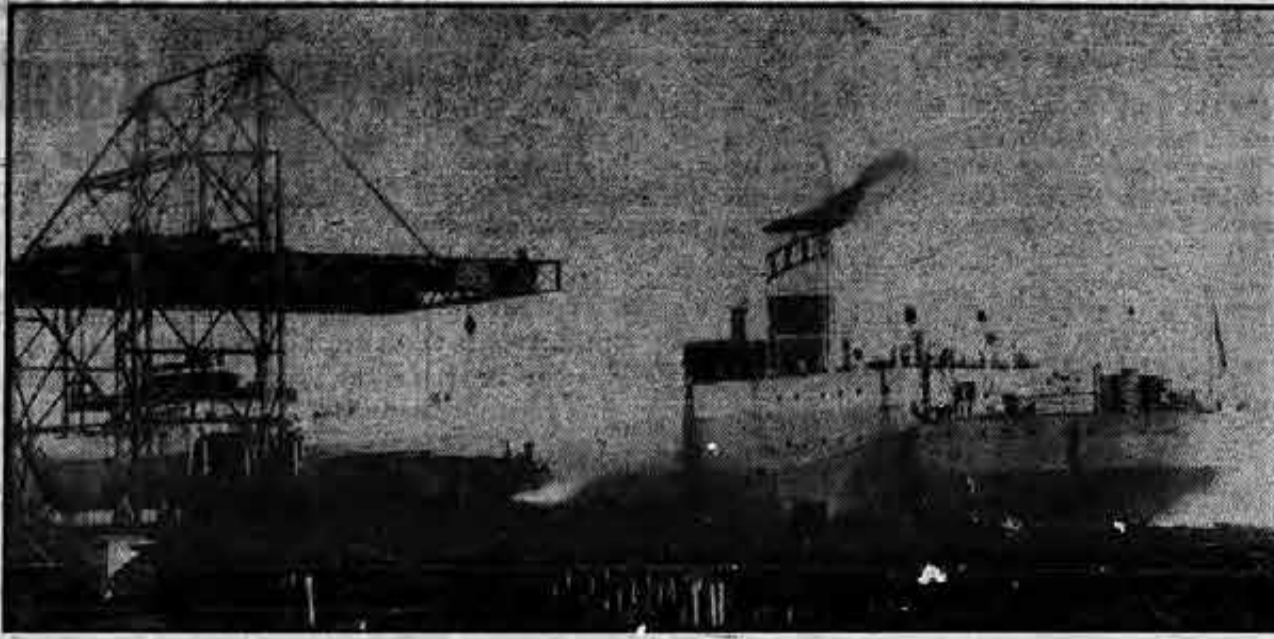
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SIU Hits Runaway In Gulf



Shown when she first went into service as the old SS Seatrain in 1929, the Liberian-flag Sea Level formerly operated for many years with an SIU crew aboard as the Seatrain New Orleans, operating between that city and Havana. Vessel was sold in 1954 and went under the runaway flag that year.

Labor Board Will Act On Charges

WASHINGTON—Another major gain in the SIU's drive to organize runaway-flag shipping was registered here when the general counsel of the National Labor Relations Board ordered a

complaint issued against the operators of the Liberian-flag Sea Level. The order means that the New Orleans office of the NLRB will process unfair labor charges filed by the SIU charging discrimination against crewmembers who signed SIU pledge cards.

The Sea Level was well known to Seafarers as the old Seatrain New Orleans, which was manned by the SIU when owned by Seatrain Lines. Now under Liberian registry with a Cuban crew, the Sea Level was the target of an SIU organizing drive which began in December.

When the SIU petitioned for a collective bargaining election, the company fired 26 Cuban crewmembers in Havana for union activity, subsequently reinstating them after exacting from them a promise that they would revoke their SIU pledge cards.

In addition, company representatives hired armed Pinkerton detectives to escort the crewmembers to the regional NLRB office where they testified on the SIU's election petition. These actions, the firing

and the intimidation, prompted the SIU's filing of unfair labor charges. (For full background on the beef, see story at left, below photo.)

The general counsel's action in ordering a complaint issued was based on the historic P&O case in which the SIU scored a major breakthrough against runaway-flag shipping. At that time, May 28, 1958, the National Labor Relations

The Sea Level case is the third proceeding now before the NLRB involving SIU charges against Liberian-flag ships. Charges are now pending against the P&O Steamship Company, operators of the SS Florida, for refusal to bargain following the failure of the company to negotiate a collective bargaining agreement with the SIU. Similarly, on November 10, 1958, the SIU filed charges at the Tampa regional office of the National Labor Relations Board against the operators of the runaway cruise ship SS Yarmouth.

In that instance, the company fired 136 West Indian crewmembers after they went ashore in Washington, DC, and picketed the ship in a demand for SIU union recognition and improvements in wages and working conditions. The ship then skipped port with the payroll and the men's personal gear. Subsequently, the operators hired a new crew in various West Indian countries and have put the Yarmouth back on its West Indian cruise run.

Board called for an election on the SS Florida, P&O's Liberian-flag passenger ship which operates between Miami and Havana with a largely Cuban crew. The SIU subsequently won this election by a vote of 87 to 21 and established its right to negotiate for the crew.

In the P&O case, the Labor Board ruled that the SIU had the right to organize the ship, even though it was under a foreign flag, because the ship was American-owned, operated in American trade from Miami and had never been in Liberian waters. The Board said (Continued on page 15)

Cruise Ship To Capsize For Movie

The renowned passenger liner Ile de France, which is headed for the scrap pile, will make one last voyage—one for MGM movie studios. She will appear in the forthcoming production, "The Last Voyage" in the role of an ill-fated vessel destined to sink at the movie's climax.

Since the 44,000-ton ship is going to be scrapped anyway, there will be no holds barred in filming the action on ship. The action will not be simulated. Instead, funnels will really collapse, boilers will really explode and the ship will actually sink.

After the shooting is done, the Ile's Japanese owners will prepare to scrap her in Japan.

ITF Beef Aided Sea Level Drive

The issuance of a National Labor Relations Board complaint against the runaway-flag operators of the SS Sea Level was the outgrowth of an SIU campaign which made rapid headway in December, during the December 1-4 worldwide demonstrations against runaway-

flag ships. SIU New Orleans officials had been surveying prospects for organizing the Sea Level for some time prior to the four-day demonstration and, in the course of the four-day protest, successfully tied up the ship in that port.

In fact, the Sea Level was one of two ships which company attorneys sought to release by petitioning the state courts for an injunction. The injunction was denied by Judge Rene A. Viosca of the civil district court in New Orleans.

Full-scale organizing of the crew began during the ITF beef and continued during the vessel's succeeding trips between New Orleans and Havana.

26 Men Fired

By December 23, 1958, the SIU had secured sufficient pledge cards

to petition the National Labor Relations Board for a representation election. Three days later, on December 26, the owners fired 26 Cuban crewmembers in Havana.

When the vessel returned to New Orleans on the 29th, it was met by an SIU picketline at the Seatrain Lines dock, Belle Chasse, Plaquemines Parish. The line tied up the ship and kept it that way until January 6, 1959, when the line was lifted by a temporary restraining order issued by Judge Bruce Nunez of Plaquemine Parish.

However, two weeks later, on January 20, Judge Nunez dissolved the temporary order and dismissed the company's petition for a permanent injunction. He ruled he did not have jurisdiction because NLRB proceedings had been instituted and the Federal agency had prior jurisdiction.

Cut Her Lines

When the Sea Level showed up at the Seatrain docks on January 25, the SIU picketline again tied her up completely. Four days later, she chopped her lines and sailed for Havana. She recently returned to New Orleans only to be tied up again. Members of the New Orleans local of the International Longshoremen's Association have refused to work the ship.

In between the start of picketing on December 29 and January 25 when the ship arrived in New Orleans, the company had restored all of the discharged crewmembers to their jobs. The circumstances under which they were restored were testified to in three sworn affidavits by members of the crew, which are now in the possession of the NLRB.

In these statements, the crewmembers said the company told them they were being fired for having asked the SIU to represent them. They also were told they could get their jobs back if they would sign statements revoking their SIU pledge cards and testify against the SIU before the NLRB so that the company could win dismissal of the SIU petition.

When the ship arrived in New Orleans on January 25 and in the four days following, all of the crewmembers were transported from the ship by armed Pinkerton detectives to the NLRB office, so that they could testify against the SIU in closed interviews with

NLRB investigators. The armed Pinkerton men were actually escorting the Cuban crewmembers into the NLRB's offices in groups of three or four until the SIU protested to regional director John Lebus, who ordered the guards removed.

This tactic was employed during the most critical period of the Cuban revolution when the Batista (Continued on page 15)

ITF Approves Details Of World Organizing Plan

LONDON—Further development of plans for international union action against runaway ships was reported from last week's International Transportworkers Federation meeting in London. Acting on the

basis of policy adopted at a previous meeting in January, representatives of the world's maritime unions discussed methods of organizing the runaways and assignment of the various runaway fleets to the national unions having appropriate jurisdiction.

At the January meeting, the ITF agreed that ownership of the vessel, rather than nationality of the crew, would determine which unions had the right to organize runaway ships. This was in accord with the position presented jointly by the SIU and the National Maritime Union.

Accordingly, last week's meeting revolved around discussion of actual tactics to be employed against selected organizational targets, and agreement on which targets would be appropriate for the various unions involved.

A recommendation by SIU of NA President Paul Hall called for the appointment of NMU President Joseph Curran to the existing vacancy on the ITF executive board. Hall is a member of the executive council of the Seafarers and Dockers Section of ITF, and adoption of his recommendation would give the two major US sea unions representation on the two top ITF councils.

In another development which followed the London meeting, the ITF announced it was accepting

the International Longshoremen's Association into membership with the sponsorship of the SIU and the NMU. The action followed the ILA membership's staunch support of the December 1 to 4 protest demonstrations against runaway shipping.

In addition, the meeting went on record that the prevailing wage scale of the union in the country of ownership would apply to the runaway ship involved. The only exception to this rule, as announced by Omer Becu, ITF general-secretary, was for American-owned ships, in which instance the unions were instructed to obtain the "best possible conditions" for the American-owned runaways.

The ITF meeting was also noteworthy in light of the fact that the Greek Seamen's Union participated. Last December, at the conclusion of the December 1 to 4 worldwide protest demonstrations which affected a large number of Greek-owned Liberian-flag ships, the Greek consul in New York announced that the Greek Seamen's Union was quitting the ITF. No prior announcement had come from the union which apparently had made no such decision.

At the time, the Greek consul attacked the demonstrations as a "plot" against Greek-owned shipping, most of which was not under the Greek flag and paid no taxes to the government of Greece.

Vote Approval Of Delegates To Convention

The nine nominees for the posts of SIU convention delegates have had their credentials approved by the headquarters credentials committee and consequently were declared elected following approval of the committee's report by SIU membership meetings in all ports.

Since there were nine nominees for nine open posts, the procedure was to declare them elected once the membership acted on the committee's report.

The nine will attend the ninth biennial convention of the SIU of North America, which will open May 25 in Montreal at the Sheraton-Mount Royal Hotel. The SIU Canadian District will be the host affiliate.

The convention comes at the time of the opening of the St. Lawrence Seaway, which offers new opportunities for maritime organizing, and delegates are expected to concentrate on the problems posed by the Seaway.

Named to the convention were the following: Joe Algina, Steve Cardullo, Paul Drozak, Paul Hall, Robert Matthews, Earl Sheppard, Al Tanner, Cal Tanner and Lindsey Williams.



SEAFARERS ROTARY SHIPPING BOARD

April 1 Through April 14, 1959

SIU shipping continued rising during the past two weeks, reaching the highest point since June, 1957, except for a brief period last December. The total number of jobs dispatched was 1,212, way in front of the registration figure of 1,106.

In addition, although the registration total this period represented an increase over the previous report, most of it in the deck department, the total number of men registered on the beach by the end of the period continued falling off.

Sixty payoffs, 37 sign-ons and 133 in-transit visits were listed by all ports, for a total of 230 calls. New York led the way with 39 ships, New Orleans had 37 and Baltimore, 32.

Eight SIU ports showed improved shipping last period, including Norfolk, Savannah, Tampa, Mobile, New Orleans, Houston, Wilming-

ton and Seattle. This represented a welcome change in most of them, particularly New Orleans, which was very slow previously.

Tampa was the only port that shipped no class C men, who accounted for 11 percent of the total shipping for the District.

The reports also show that Boston, Philadelphia, Norfolk, Savannah, Tampa, Lake Charles, Wilmington and Seattle all had 100 or less men registered on the beach in all departments at the end of the period.

The following is the forecast port by port:

Boston: Slow... New York: Good... Philadelphia: Good; sugar season is on; needs unrated men and oillers... Baltimore: Good... Norfolk: Fair... Savannah: Quiet again... Tampa: Fair... Mobile: Good... New Orleans: Good... Lake Charles: Quiet... Houston: Always busy... Wilmington: Fair... San Francisco: Fair... Seattle: Good.

Ship Activity

Table with columns: Pay Sign in (Offs, Onns, Trans, TOTAL) and rows for various ports including Boston, New York, Philadelphia, Baltimore, Norfolk, Savannah, Tampa, Mobile, New Orleans, Lake Charles, Houston, Wilmington, San Francisco, Seattle, and a TOTALS row.

DECK DEPARTMENT

Large table with multiple columns for Registered CLASS A, Registered CLASS B, Shipped CLASS A, Shipped CLASS B, Shipped CLASS C, TOTAL SHIPPED, and Registered On The Beach CLASS A and CLASS B. Rows include Boston, New York, Philadelphia, Baltimore, Norfolk, Savannah, Tampa, Mobile, New Orleans, Lake Charles, Houston, Wilmington, San Francisco, Seattle, and a TOTALS row.

ENGINE DEPARTMENT

Table similar to Deck Department, showing registration and shipping statistics for the Engine Department across various ports and classes.

STEWARD DEPARTMENT

Table similar to Deck and Engine departments, showing registration and shipping statistics for the Steward Department across various ports and classes.

SUMMARY

Summary table with columns for Registered CLASS A, Registered CLASS B, Shipped CLASS A, Shipped CLASS B, Shipped CLASS C, TOTAL SHIPPED, and Registered On The Beach CLASS A and CLASS B. Rows include DECK, ENGINE, STEWARD, and GRAND TOTALS.

PENSIONERS' CORNER



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

Rufus Stough, Sr. . . . 62 . . . steward department member since joining union in 1941 . . . Rufus Jr., following dad's footsteps, has chief cook rating in SIU . . . Stough, Sr. worked mostly on passenger and dry cargo ships . . . preferred West Africa and South American runs because the ships' home port was New Orleans, Stough's home town . . . saw plenty of action during World War II . . . ships he was on were torpedoed twice, rammed once and he also spent two years as a prisoner of war . . . still keeps in touch with former shipmate Frenchy Manceaux . . . lives with wife and son in New Orleans . . . enjoys tending family's garden and backyard.



Tully Robertson . . . 62 . . . joined SIU in 1939, putting in 18 years at sea before retiring on a \$150 monthly disability-pension check . . . sailing "had its ups and downs" but, Robertson confides, "I'd still like to go back to sea" . . . can't though, because of rheumatism, so "I guess I'll get my fishing pole and quit think-about it" . . . liked passenger ships above all others because of the bigger payoff, "but on the beach I would take anything" . . . vessel, Old Plow City, still remains with Robby as his fondest memory on the seas . . . put in five days "out in that cold water" after his ship went down . . . still corresponds with shipmates Tom McLees and Phil O'Carne . . . lives with wife in Dallas, Texas, fishing, hunting and just relaxing "on that old rocking chair on the front porch."



Jack Howard . . . 67 . . . Originally an SUP man. Brother Howard transferred over to the SIU Atlantic and Gulf District in 1948 . . . career dates back to 1923 when he sailed on a Lykes Brothers ship out of New Orleans . . . had chief steward's rating, working on passenger ships, tankers and cargo ships . . . liked seafaring because it "took me to places where I had never been before" . . . did some valuable organizing for the Union in the Isthmian fleet . . . it was one of his most memorable experiences and "what a thrill it was when they signed the contract" . . . heart condition forced him to retire two years ago . . . when he shows friends in his home town of Patoka, Ill., the \$150 monthly checks he gets, they can hardly believe it.



Cargo Ship Health Inspection May End

WASHINGTON—The Public Health Service may have to abandon its sanitary inspection program on cargo vessels unless Congress votes additional funds for PHS, a House Appropriations subcommittee was told.

A spokesman for the Pacific American Steamship Association, Vice-President J. Monroe Sullivan, declared that he learned from the PHS that the present budget would only allow for inspection of passenger vessels.

That means that cargo ships could not be inspected while in service or in the construction stage, with possible damaging effects on the health of seafarers.

Fewer Inspections Already

Sullivan cited statistics showing that because of lack of manpower, inspections had dropped off considerably from previous years. If the rate of decline continues, he warned, "it could pose a dangerous situation and would increase chances for contamination within merchant vessels and between merchant vessels. To date no serious contaminations have resulted on American-flag ships—in great degree a result of our crew personnel being properly trained by management together with the cooperation of seafaring unions and the advice and supervision of the Public Health Service itself.

'Not in Public Interest'

"If the proposed reduction . . . in the budget becomes effective, sanitary inspection of cargo vessels in foreign trade will be eliminated . . . Such a situation will not be in the public interest."

The Maritime Trades Department, AFL-CIO, and the SIU have protested to the House Appropriations Committee that any cut in the program would open the US to

the spread of communicable diseases and endanger the health of American seamen.

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:

Edmund C. Blosser Jr., born January 14, 1959, to Seafarer and Mrs. Edmund C. Blosser, Ridgewood, Queens, NY.

Jeff Wyne De Los Santos, born March 10, 1959, to Seafarer and Mrs. Raul De Los Santos, Galveston, Tex.

John Doran, born March 21, 1959, to Seafarer and Mrs. Richard Doran, St. George, SI, NY.

Michael Henry Jr., born February 13, 1959, to Seafarer and Mrs. Michael Henry, Lake Charles, La.

Robert Lynn Morgan, born March 4, 1959, to Seafarer and Mrs. Robert Earl Morgan, Ballinger, Tex.

Louis James Vincent, born March 29, 1959, to Seafarer and Mrs. Floyd John Vincent, Lake Arthur, La.

Stephen Alan Bowden, born March 30, 1959, to Seafarer and

Mrs. George W. Bowden, Jr., Norfolk, Va.

Kurt Sammy Walls, born March 13, 1959, to Seafarer and Mrs. Kirt Walls, New Orleans, La.

Joy Linda Worley, born March 16, 1959, to Seafarer and Mrs. John L. Worley, San Francisco, Calif.

Dwight Morris, born March 16, 1959, to Seafarer and Mrs. Richard Morris, Vinemont, Ala.

Sheila Lorraine Lewing, born April 7, 1959, to Seafarer and Mrs. Otis Lewing, Florien, La.

Judy Lucille Graham, born March 31, 1959, to Seafarer and Mrs. Robert H. Graham, Mobile, Ala.

Joseph Ferdinand Da Costa, born March 21, 1959, to Seafarer and Mrs. Jose Da Costa, Baltimore, Md.

Dawn Marie Sachs, born March 22, 1959, to Seafarer and Mrs. Bernard Sachs, Baltimore, Md.

Dry Cell Safety Lighting Urged For SIU Vessels

Following a central safety committee meeting of the joint SIU-industry safety plan, all SIU companies have been notified of the desirability of installing portable dry cell lights in passageways and in the engine room.

The recommendation grew out of discussion of the Santa Rosa-Valchem collision. It was pointed out at the meeting that when the Valchem's lighting circuits were thrown out of whack by the collision, the only lights available were a couple of flashlights belonging to members of the crew.

In another development growing out of the collision, the Maritime Administration has asked a private research organization to undertake a study of collisions at sea. The firm, Dunlap & Associates, of Stamford, Conn., will investigate all available records of collisions in the past five years. The investigation will center on the relationship between errors of navigation and accidents.

Study Ship Equipment

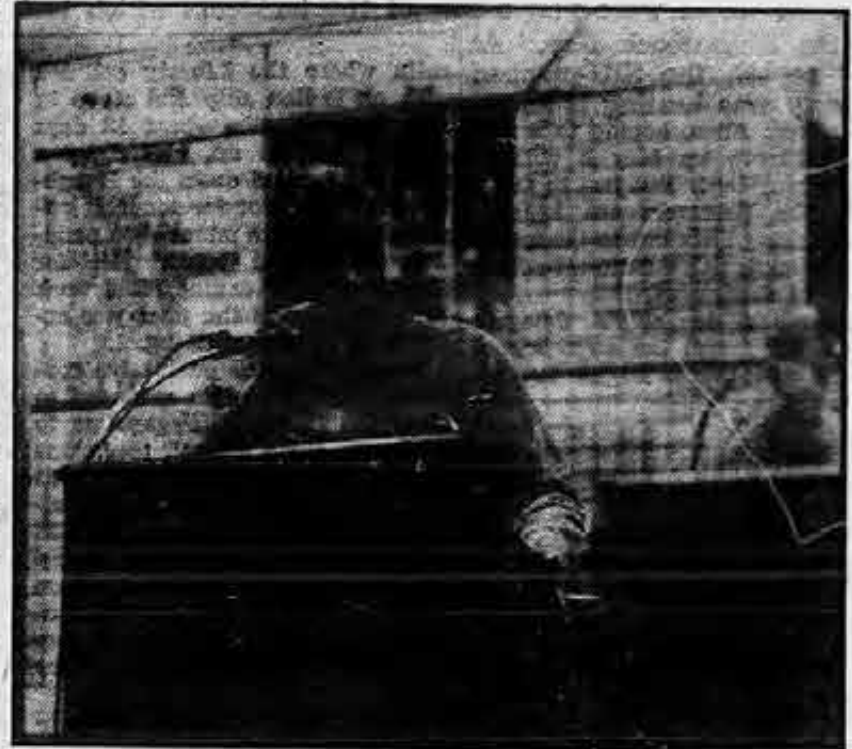
In addition, the Maritime Administration is undertaking a study on ship equipment with the hope of finding ways to improve ship controls and safety.

Four Seafarers are still hospitalized as a result of the Valchem collision, three in Staten Island and one in the Galveston PHS hospital, and a number of other crewmembers are still receiving medical care.

Bosun Claude Blanchard, who was burned in the accident, has been transferred to the Galveston hospital. Seafarers Rafael Bertran, MM; William Nesta, chief steward, and G. Malensky, OS, are still in Staten Island, with Bertran hobbling about on crutches as the result of leg and back injuries.

Check Hearing Record

The Coast Guard is in the process of reviewing the voluminous hearing record on the accident, involving seven days of testimony by crewmembers of both ships. The Santa Rosa, which sustained heavy damage to her bow, is now being fitted with a new bow in the Newport News Shipbuilding and Drydock yard. The Valchem is in Todd's Shipyard, Brooklyn, awaiting decision as to whether or not she will be repaired.



Seafarer B. B. Henderson, cook, tells headquarters membership of his experience aboard SS Valchem when he was awakened by collision.

Burns Healing, Valchem Bosun Hails PHS Care

Now well on the road to recovery despite first and second degree burns over large portions of his body, Seafarer Claude Blanchard, bosun of the Valchem, was lavish in his praise of the medical treatment he received at the Staten Island Public Health Service hospital.

"I never thought I would be out of there in three weeks," Blanchard said, "but thanks to the excellent care I received at the hospital, I'm now on out-patient status and will not need any skin graft operations."

Consequently, Blanchard, a resident of Port Arthur, Texas, is headed back home and will continue to get out-patient treatment at the Galveston PHS hospital.

Like other Seafarers on the Valchem Blanchard was asleep in his room when she was struck by the Santa Rosa somewhere around 3 AM, the morning of March 26. His room was on the starboard side, next to the saloon mess. Nevertheless, the Rosa, driving some two thirds through the Valchem's after house, wrecked his fore'sle.

All Blanchard knew was that he woke up in a room filled with hot steam which scalded his face, hands, back, legs and vocal cords. He was also trapped in his room, but the first assistant engineer somehow pried a bulkhead loose and got him out.

From there, Blanchard said, he was taken aboard the Santa Rosa and placed in the passenger ship's hospital. "After giving emergency treatment to Romo and Bertran who were the most seriously injured, the Santa Rosa medical staff gave me the best of attention. The ship's nurse was at my side constantly all day until the Santa Rosa got into port that evening and I was taken over to Staten Island."

At the hospital, Blanchard got regular treatments in a Hubbard tub, an agitated water bath through which jets of compressed air pass. "They told me that the air hitting the burns would make them heal fast, and they certainly knew the score. Now, except for my knuckles which are still tender, and my vocal

cords, everything is practically healed up."

The vocal cords will take an estimated four to six months to heal, but Blanchard is able to speak, although his voice is quite hoarse.

Still in the hospital are Seafarers William Nesta, chief steward, Rafael Bertran, MM, the most seriously injured, and G. Malensky.

NS Savannah Christening Set For July

WASHINGTON—The nuclear ship Savannah, the world's first atom-powered merchant vessel, will be launched by Mrs. Dwight D. Eisenhower, on July 21, 1959, at the New York Shipbuilding Corp. in Camden, NJ, the Maritime Administration has announced.

The vessel is a combination passenger-cargo vessel, 595 feet long, with a 78-foot beam capable of a 20-knot speed. The vessel is designed to operate for over three years on its initial fuel loading.

In light of the pending launching of the Savannah, Lloyd's Register of Shipping has called upon the government of Great Britain to invest government funds in the development of an experimental nuclear-powered carrier.

States Marine will operate the NS Savannah through its three-stage program, which consists of initial trials and tests for six months to a year, then in domestic and offshore operation in modified commercial service for operational evaluation purposes and finally through commercial operation in passenger-cargo services.

Want Adventure? Bid For Berth On Shinnecock Bay

A collision, a few vension dinners provided by the crew, two liens slapped on the ship, a shortage of bunkers, a boiler breakdown, and the rescue of a crewmember who went into the drink were just a few of the incidents which took place on the current voyage of the Shinnecock Bay. At last report, the SIU-manned Liberty was beating if homeward from Aden, hoping to arrive in Baltimore by May 8 without further incident. But just to make sure, the Seafarers are keeping their fishing lines out in the meantime to replenish a none-too-robust stock of foodstores.

According to ship's delegate Bjorn Granberg, the sequence of unexpected events began in Cal-

cutta where the Liberty collided with an Indian ship and stove in a few plates. She spent 12 days getting patched up, picked up a pilot and headed down the Hooghly River—but not for long. It appears there was a minor item pending, an unpaid repair bill for \$1,200 worth of engine room work to be exact, and the pilot was ordered to hold everything.

By dint of some persuasive conversation, the captain managed to clear the ship for Vizagapatam to load ore. Upon arrival, there was a court order from Calcutta to put the ship under arrest for the collision repair bill, a mere \$10,000 in all. This too was cleared up after some hasty communication between the ship and the local authorities, and the Shinnecock Bay beat it out of there, headed for Aden.

"Halfway to Aden we had trouble with one boiler, so it had to be shut down and fixed temporarily. After the boiler was fixed we were short of fuel, so in order to be on the safe side, we were going on one boiler."

Limping along slowly on one boiler meant further delay, and consequently the chief steward reported gloomily that stores were running low. Ever resourceful, the crew put out fishing lines over the stern to supplement the rations.

'Man Overboard!'

While Granberg, his watch partner and the second mate were diligently tending the lines one evening, dreaming of a fresh fish dinner, they spotted a crewmember thrashing in the water. The cry "man overboard" was followed by some fast action.

"The mate on watch rang the general alarm and started to bring the ship around. We got the boat cover off the motor lifeboat and swung it out. In it went the 2d mate, myself, two more ABs and three ordinaries.

"The boat was lowered and the



Shinnecock Bay lifeboat is picked up after rescuing crewmember from Indian Ocean.

2nd mate . . . started the motor. I took the tiller and we cast loose and headed for the man. He had missed all the liferings but was still swimming when we picked him up. From the time he went overboard to the time we picked him up was 16 minutes."

Made It To Aden

Finally, the ship made it to Aden, had its boilers repaired, restocked its bunkers and headed for home.

The venison? Granberg explains it this way. "A few of the boys were tiger-hunting in India, but by some mix-up bagged four deer, so we have had deer meat for supper." As for the fishing, "that's been pretty good, but all the big ones (over 20 pounds) have gotten away."

Boston Unions Get Classwork

BOSTON — Classes are being conducted in this port to deal with the problems faced by the average working man, Gene Dakin, acting agent, reports.

The classes are sponsored by the Greater Boston Labor Council, AFL-CIO, with the cooperation of the Metropolitan Boston United Fund. They are held one night a week for ten weeks and all officials and representatives of labor unions in the port have been invited to attend. They deal with the services provided by social agencies here.

Although there was a couple of ships paying off in the port during the past period, it did not help the shipping picture. Registration for the port increased during the last two weeks, especially in the Deck department where the port has more than enough men on hand to take any jobs that may come up in the near future.

Paying off in the area were the Penn Mariner (Penn Trans) and the Winter Hill (Cities Service). The Penn Mariner was the only ship signing on during the period. In transit were the Wild Ranger (Waterman); Bradford Island (Cities Service); and the Robin Kirk (Robin).

Pick Up 'Shot' Card At Payoff

Seafarers who have taken the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they pay off at the end of a voyage.

The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots.

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

Towing Beef Settled In N'Orleans

NEW ORLEANS—Shipping for this port picked up quite a bit since last meeting and, from the looks of the schedules, it should continue this way for at least another two weeks, Port Agent Lindsey Williams reports.

The strike at Crescent Towing has been settled with a new contract negotiated providing for improved conditions and other gains for HIWD members.

Seafarers in this port are enthusiastically backing the Union's fight to organize the Liberian-flag Sea Level. The men here realize that beefs like this one and the P&O beef are paving the way for large-scale organizing of hundreds of runaways.

Although shipping for the port ran slightly behind registration, with 165 men shipped to 169 men registered, there were an additional 14 relief and standby jobs and 33 harbor berths filled during the period.

There were 37 vessels calling at the port during the past two weeks. Five ships paid off, seven signed on and 25 were in transit.

The ships paying off were the Del Aires, Del Sud, Del Monte (Mississippi); Margaret Brown (Bloomfield) and the Royal Oak (Cities Service). The Del Norte, Del Rio, Del Sud (Mississippi); Steel Surveyor (Isthmian); Afoundria, J. B. Waterman and the Warrior (Waterman) signed on.

In transit were the Alcoa Ranger, Alcoa Corsair, Roamer, Cavalier (Alcoa); Seatrain's Georgia, Louisiana; Del Norte, Del Rio, Del Sud, Del Campo (Mississippi); Lucille Bloomfield, Neva West (Bloomfield); Steel Surveyor, Steel Designer (Isthmian); Tops Tops, Monarch of the Seas, Afoundria, John B. Waterman, Warrior, Claiborne (Waterman); Raphael Semmes, Gateway City (Pan-Atlantic) Ocean Denny (Ocean Clippers); Bents Fort (Cities Service) and the Coeur D'Alene Victory (Victory Carriers).

Study Crews' Meal Taxation

The New York State government has promised to review the question of withholding taxes on seamen covering the value of meals and lodging on board ship. Governor Nelson Rockefeller has written National Maritime Union President Joseph Curran informing him that the State Tax Department will review the situation.

Curran had written Rockefeller protesting the tax on seamen's meals and lodging, pointing out that the Federal Government does not impose such a tax.

SIU representatives have also protested the tax action and have been in conferences with state tax officials on the problem.

The state is taxing earnings of New York resident seamen and is applying the tax to meals and lodging by figuring \$1.20 daily for this purpose on seamen's gross wages, \$1.60 daily on a licensed officers' pay.

Curran had written Rockefeller that the "food and berth that seamen receive aboard ship in no way constitute earnings . . . The fact that they must live with their jobs does not reduce their costs of maintaining a home and family ashore."

LET 'EM KNOW!
Write TO THE LOG

Know Where



To Get Help?

While out at sea, a crew is on its own when emergencies occur. That's part of the game. But all too often, it's the same story in port because nobody bothers to find out how to reach the nearest hospital, local fire department or other source of aid in an emergency.

Such information should be posted on the bulkhead near the gangway so that the gangway watch can summon help promptly when needed. Prompt arrival of such emergency assistance can make the difference in saving lives.

An SIU Ship Is A Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Users Rate Wash-And-Wear Clothes

May is a good month for shopping, with important sales and clearances of sheets, cases, towels; soaps and toiletries; lingerie and housecoats; washing machines and ranges. Television sets also are available at additional reductions this month as manufacturers and dealers unload 1959 models preparatory to introducing new models in the fall.

Here are shopping suggestions for important spring family needs: **Children's Clothing:** Of the many different types of children's garments on the market, what's the best to buy for warm-weather wear? The problem is not only one of getting long-wearing, comfortable clothing, but of keeping down the family laundry.

- All-cotton wash-and-wear and drip-dry garments, which have been treated with special finishes both to help them resist soiling and wrinkling, and reduce ironing;

- Garments made of synthetic or man-made fibers as nylon, Dacron or Orlon;

- Blends of cotton and synthetic fibers.

A recent survey by the US Agricultural Marketing Service found that mothers who have bought such clothing, tended to consider the cotton wash-and-wear garments most durable, comfortable and best fitting. Blends of cotton and synthetics were next most satisfactory in this respect, with the all-synthetics in third place. Among the "comfort" characteristics which led the families to prefer the all-cottons and blends over the all-synthetics were coolness and absorbency.

But in the ease of laundering, including ironing, the mothers rated the synthetics as best, with the blends very close, and the all-cotton garments trailing.

The real lesson for shoppers from this survey is that the blends have the most all-around suitability. They're almost as good as cottons for durability and comfort, and much higher in ease of laundering.

Interestingly, the price tags on synthetic materials have come down so much that this spring you'll find children's garments of blends and synthetics cost little or no more than wash-and-wear cottons. For example, this department finds boys' shirts available at around the \$2 mark in either all-cotton or the desirable blend of 65 percent Dacron and 35 percent cotton.

Similarly, girls' dresses are available in drip-dry cotton or nylon at around the same \$4 price level. Cotton and nylon were the two most preferred types of dress-up dresses for girls.

But in girls' slips about twice as many mothers preferred cotton as nylon, chiefly because of ease of care, the fact they stay white or bright and durability. But nylon slips also rated high in durability, and were liked because they dry quickly and need little or no ironing.

The survey also revealed helpful information on socks. About half the mothers preferred nylon stretch socks and anklets for children because they fit smoothly, will fit any foot and have good durability. But almost as many preferred regular socks, generally cotton, chiefly because they are more absorbent, don't turn grey or dingy and have good durability of their own.

While nylon has advantages for some uses, it did come in for some criticism. They were especially concerned that in dresses and slips, nylon is not cool, that its seams fray and stitching breaks. It's important to scrutinize the seams on dresses, slips, blouses and skirts made of nylon and other synthetics. Such fibers are slippery, and seams tend to slip, ravel or burst. Look for generous seams with edges overcast and not merely pinked.

The tendency of white nylon slips to turn grey or dingy after a while is a recurring problem. White nylon should be washed separately from other garments, even from hose or other lingerie. The other garments may seem to be fast color but even if they yield a small amount of dye they will gradually darken a white slip after repeated joint washing. Another reason why white garments may darken is insufficient rinsing in fresh water. You can use an ordinary household bleach on most white nylon fabrics, just as with cottons.

Women's Blouses: Inexpensive rayon blouses nowadays are generally good buys, a valuable recent test by five state experiment stations and the US Agriculture Department found. The blouses were tested both in use and in the laboratory. They included cotton blouses which cost \$1.80 washed by hand. The blouses washed in the laboratory did not grey as much, probably because of more thorough rinsing. Often the spottings were concentrated at the shoulder top where the blouse was held while rinsed.

Stay Put For Jobless Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address. An average delay of a month is reported in most cases, causing considerable hardship to the men involved.



Capt. John W. Clark, new president of Mississippi Shipping Company.

Name Clark Mississippi President

NEW ORLEANS—Capt. John W. Clark has been named president of the SIU-contracted Mississippi Shipping Company, succeeding Harry X. Kelly, who was elected chairman of the executive committee. Capt. Clark has been a company vice-president since 1953.

He first joined the company as a cadet in 1936, graduated from Kings Point in 1940 and was assigned to his first command in 1943 on the Liberty ship Richard M. Johnson when he was only 23 years old. Following his wartime service, Capt. Clark served as Mississippi's port captain in Buenos Aires and thereafter supervised the expansion of the company's West African service.

Since that time he has served in various company posts here and is widely known in shipping, trade and civic circles. He is a past national vice-president of The Propeller Club of the United States and past president of the New Orleans Propeller Club.

Mississippi currently operates 14 ships on trade routes to West Africa and the east coast of South America. Bids were recently opened for the construction of the first three of the 13 or 14 ships in the company's 12-year fleet replacement program.

Wilmington Hotel To Be Union Home

WILMINGTON—With shipping from West Coast ports again on the increase, all wharfage fees in the state of California will be increased ten percent effective this month, Reed Humphries, port agent, said. The increase was announced by the general manager of the Port of Long Beach.

The Marine Cooks and Stewards Union here has purchased the Don Hotel. While the hotel will be used to house retired members, the union is also considering making a cafeteria out of the cafe in the building, with special rates for affiliated unions. A hotel and cafeteria such as this, Humphries said, will be of great benefit to the port.

Shipping during the past two-week period has been good, with 23 men shipped on five in-transit vessels. The port is continuing to experience difficulty in finding qualified men in the engine and steward departments.

The vessels in transit here during the period were the Yorkmar, Calmar, Pennmar (Calmar); Rebecca (Intercontinental) and the Steel Flyer (Isthmian).

NY Men 'Clean House'; Fire Cripples Dredge

NEW YORK—A crew of Seafarers manned the SS Jackie Hause last week, but only after the company agreed to allow a standby gang to work on the vessel, bringing the ship's foc'sles and messrooms up to SIU standards, Bill Hall, assistant secretary-treasurer, reported.

It took the standby gang of eight men three days to get the ship back into shape before the regular crew took over. The vessel had been in lay-up for nine months before it was taken over by Marinus SS Co., a new operator in the maritime field.

An overheated electric line over the ship's boilers was reported as the cause of a fire on the dredge Sandcaptain, in New York harbor last week. The engineroom fidley was burned out and the ship's office and a mate's foc'sle were damaged by the fire.

The fire broke out around 1:00 AM as the vessel, which was riding empty, passed the 69th street Brooklyn ferry. The vessel had just left the Todd Shipyard after repairs were made on one of its sand dredges and was headed out to pick up a load of sand.

In Engine Room

Seafarer Norm Lekness, who was at the wheel at the time, reported that the fire started in the engineroom fidley. The mate on the bridge called the crew and sounded the ship's horn. A Coast Guard cutter came to the aid of the vessel and, with the crew, brought the fire under control.

Crewmembers aboard the SS Atlantic got an unexpected vacation in Amsterdam when the ship put in for repairs after a slight damage to her prop.

The ship missed one scheduled outbound voyage as a result of the accident but will go back on her regular transatlantic run in May.

It has come to the attention of headquarters that some of the members have been quitting their vessels without giving the company sufficient notice and without notifying the Union so that a replacement can be dispatched to fill his berth.

In the past there have been incidents in which ships had to sail short or take a pier-head jump because of men quitting at the last minute. In the future, Hall said, if a man knows he is going to get off his vessel at some port, he should give the captain 24 hours' notice so he can call the nearest Union hall to have a replacement sent to meet the vessel.

Shipping for the past two-week period was somewhat slower than usual with a total of 261 men shipped in all departments. However even with this slow shipping picture, the dispatcher reported that he had a hard time finding enough men to take the standby jobs that were called early in the period.

There was a total of 39 vessels calling into the port during the past two weeks. Sixteen ships paid off, seven signed on and 16 were in-transit.

The vessels paying off were the Ines (twice), Beatrice, Edith, Elizabeth, Kathryn (Bull); Penn Explorer (Penn Trans); Alcoa Polaris, Alcoa Patriot (Alcoa); Ocean Eva (Ocean Clippers); Azalea City, Gateway City (Pan-Atlantic); Steel Age, Steel Architect (Isthmian); Robin Kirk (Robin); and the Elemir (Marine Carriers).

Signing on were the Pacific Tide (World Tramping); Penn Explorer (Penn Trans); Steel Architect, Steel Age (Isthmian); Jack's House (Marinus); Ocean Eva (Ocean Clippers) and the Seagarden (Peninsular).

In transit were the Portmar (Calmar); Jackie Hause (Marinus); Cantigny, CS Baltimore (Cities Service); Seatrain Savannah, New Jersey, Louisiana, New York, Georgia (Seatrain); Fairland, Beau regard, Raphael Semmes, Azalea City, Bienville (Pan-Atlantic) and the Natalie (Intercontinental).

LABOR ROUND-UP

The NLRB has ruled that a union may legally picket a company where it has lost a bargaining rights election if it is trying to preserve union standards at other firms. The decision involved unfair labor charges against Radio Broadcast Technicians Local 1264 of the International Brotherhood of Electrical Workers filed by station WKRQ-TV, Inc., of Mobile, Ala. After it lost the election, the local requested advertisers not to advertise on the station and to patronize union stations. The board ruled that this was not an effort to force the station to recognize the union, but rather "to preserve and maintain the level of wages and working conditions for the employees of the union stations in Mobile whom it represents" by diverting advertising.

Some 8,500 members of the Retail, Wholesale and Department Store Union employed by Macy's in New York overwhelmingly approved a new contract providing for a \$5 across the board general pay increase, coupled with a hike in the minimum wage to \$1.25 an hour. The agreement, retroactive to February 1, calls for a \$3 general increase in the first year and \$2 the second, plus a \$50,000 fund

to overcome wage inequities. Also provided for are severance pay available after 5 years instead of the 10 years as it was in the old contract. A grievance and arbitration machinery was also set up providing for the union to challenge and arbitrate changes in job specifications.

Charging that union demonstrations made it impossible to continue operations, General Electric closed down its air-conditioning plant in Bloomfield, NJ, two weeks ahead of schedule. In a telegram to President Eisenhower, officers of Local 422 of the International Union of Electrical Workers charged that the company was depriving the members of their "true right to work" and asked the President to grant the plant some defense contracts in order to save their jobs and community. Three officers of the local, the last of seven persons who had chained themselves together, refused to leave the plant. The company had laid off some 300 employees since last December, and with the closing of the plant, another 427 employees were put out of work. According to a company spokesman, service of all employees averaged 18 years.

See Costly Health Plans Booming Gov't Medicine

TRENTON, NJ—Increasing rates on group and individual health insurance plans may cause socialized medicine to become "an accomplished fact" in the United States, a three-member study committee reported to the New Jersey Banking and Insurance Commissioner.

The group, appointed last year to look into the Blue Cross health insurance program, found that "if Blue Cross and Blue Shield rates continue to rise, and ever reach the point where they get high enough to price themselves out of the market for the budget of the average citizen, then the Government will be encouraged to step in, and socialized medicine will become an accomplished fact."

Meanwhile in Washington, on the Federal level, Administration officials have placed a \$1-billion-a-year price tag on an AFL-CIO proposal which would provide free medical care to aged persons on Social Security.

The bill, which is meeting very strong opposition from the American Medical Association, would provide retired Americans with paid-up hospital, surgical and nursing care.

Blue Cross rates in New Jersey jumped 18.5 percent last year, and were jacked up more than 20 percent in New York. In addition, Blue Cross has applied to the NY State Insurance Department for permission to raise its rates 33 percent in that State.

In an effort to curb the increasing cost of hospital insurance, the committee has recommended that the medical profession try to dissuade patients from staying in the hospital longer than normally merely because "Blue Cross is paying for it," and also recommended that the state's hospitals use some centralized system for purchasing supplies.

In urging the passage of the medical care bill, AFL-CIO President George Meany pointed to the increasing cost of private health insurance and said that "a retired worker cannot afford the rising costs of medical care."

A study of the Federation's

La. Voters Have Plenty Of Choices

LAKE CHARLES—While it has been quiet on the shipping front in this port, it has been far from peaceful on the political side in the state, Port Agent Leroy Clark reports.

Although the elections are still about seven months off, candidates by the dozen are tossing their hats into the ring. For example it looks right now that there will be 10 possibilities for the governorship slot.

Several of the men on the beach in this port attended funeral services for Brother James P. Mapp who died in the Galveston PHS hospital early this month. Brother Mapp was buried in Moss Bluff, La., which is in this area. He is survived by his wife, Clara.

As was reported, shipping remained on the quiet side for the past two weeks. Although there were quite a few ships in the area, most of them were in-transits, with only a few replacements needed.

Calling into the area were the CS Baltimore, CS Norfolk, Cantigny, CS Miami, Winter Hill, Chivawa, Royal Oak, (Cities Service, Del Campo (Mississippi) and the Eagle Transporter (Terminal Trans.).

health insurance proposal, made by Secretary Arthur Flemming of the Health, Education and Welfare Department, confirmed the Federation's stand on the "tragic situation" of many old persons who have only meager resources and who are confronted with higher medical costs.

Dr. Flemming's report estimated that it would cost the Government about \$900,000,000 the first year to make the 16,200,000 Social Security beneficiaries eligible for up to sixty days' annual hospitalization. In addition to this, he found, limited nursing benefits and surgical benefits would add another \$94,000,000 to the total.

To finance the bill, its sponsor, Rep. Aime J. Forand, (D-RI) called for an increase in Social Security taxes by one-fourth of one percent each for employers and wage earners, and three-quarters of one-percent for self-employed.



SIU SHIPS AT SEA

A flu epidemic which was raging throughout Germany recently hit a number of the crew of the Lucile Bloomfield while their ship was in port discharging cargo, August Lazzaro, ship's delegate, reports.

The majority of the men aboard the vessel, Lazzaro said, came down with a fever at one time or another. However, there were no serious cases reported.

Other than that the trip to Europe was routine,

with only the usual OT beefs hanging.

If a sign of a good ship's delegate is the shape he leaves the vessel in when he resigns from that post, then Seafarer Vincent Genco, former delegate on the Steel Executive, would be up for an Oscar.

After being delegate on the Executive for a full year, Genco resigned last trip. His final report to the crew was "no beefs, no disputed overtime" for all three departments.

Votes of thanks were given to steward departments on the Gateway City, Del Viento, John B. Kulukundis, John B. Waterman, Evelyn, and to the cooks and bakers on the Steel Designer. Highest recommendations of the month were for the steward department on the Maiden Creek, for putting out the best chow "any seaman can ever hope to have," according to Terrance White, ship's delegate.



Lazzaro



Genco

FMB Blocks Attack On Waterman Aid

WASHINGTON—The Federal Maritime Board has brought the hearings on Waterman Steamship Company's subsidy to a close after a stormy session in which opposing companies tried in vain to question officers of the FMB as to Waterman's relationship with Pan-Atlantic Steamship Company.

Throughout the hearings, which dealt with Waterman's right to continue to operate Pan-Atlantic in the coastwise trade, several steamship companies, including Alcoa and Bull Line, have repeatedly charged that Waterman would use subsidy money to assist Pan-Atlantic's coastwise operation.

The attorney for Alcoa and Bull served a subpoena on the controller of the Federal Maritime Board in an attempt to question him on the existence of safeguards to prevent Waterman from passing on subsidy money to Pan-Atlantic in any form. However, the attorney's bid to question the controller was ruled out by the Board's general counsel.

The opposing companies argued

that Waterman has undertaken obligations for Pan-Atlantic, including payment of charter costs on some of the trallerships owned by Coastal Ship Corporation, another Waterman subsidiary. They intimated that there was a good possibility that Government subsidy money would, in one form or another, be used to Pan-Atlantic's advantage.

At present, US coastwise operators do not receive any Government subsidy since the trade is reserved to US-flag ships. Subsidies are granted to offset higher US operating costs in competition with foreign shipping.

The attitude of the FMB examiner and other FMB officials at the hearing indicates that they do not regard the Pan-Atlantic operation as an obstacle to Waterman's subsidy request.

'Twas A Fine Day For Painting



Spring was in the air and Harold Clark, DM, on the Topa Topa, was enjoying every minute of it as he painted winch control gear. Ship was in Brooklyn Army Base at the time.

MA Gets Its Money Voted

WASHINGTON—Having had its bid for a supplemental \$10 million appropriation cut in half by the House Appropriations Committee, the Maritime Administration has been successful in its bid before the Senate Appropriations Committee for restoration of the full amount.

The requested money would be used as payment towards the Government's operating differential subsidy obligations, which the MA handles. MA officials have pointed out that they need more than the \$5 million the House offered to pay bills which are still outstanding.

Against a background of severe government cutbacks in maritime spending, the Maritime Administration has also asked that the \$18 million limitation on the amount available for the construction of the nuclear merchant vessel NS Savannah be increased to \$18.7 million. The same \$700,000 request was pared down to \$550,000 by the House Committee.

Throw In For A Meeting Job

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

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

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

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

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



the SEA CHEST

SAFETY PAYS OFF!

A Review Of The First Two Years Of The SIU-Industry Safety Plan

The joint SIU-industry safety program in maritime received another boost last week when the National Safety Council announced that Alcoa Steamship Company had won its 1958 safety award. Furthermore, the Council said, the SIU-contracted fleet had achieved the best record ever made by any steamship company since the Marine Section started keeping statistics of this kind.

The outstanding safety achievement of Alcoa crewmembers represents one aspect of the steadily-improving safety record achieved on SIU ships under the joint program. The latest available figures in this area, based on the last quarter of 1958, show lost-time accidents down 24 percent and all accidents down six percent from the comparable 1957 figures.

There's no question that in the past a considerable amount of skepticism existed among Seafarers as to the usefulness of shipboard safety programs. The same outlook was shared by many on the management side. However, the experience of the program since it got underway in earnest in 1957, clearly demonstrates that it is possible to reduce shipboard injuries and fatalities through joint participation by the Union, the operators and members of the unlicensed crew on board.

Here, for example, are the latest figures on shipboard accidents, comparing the last three months of 1958 with the last quarter of 1957.

Figures Show Improvement

- Total accidents declined from 376 in 1957 to 355 in the comparable 1958 period.

- Lost time accidents, the crucial category involving accidents which caused a man to miss work time, were down from 137 to 104.

Further, the figure of 104 lost time accidents was the lowest for any of the five quarters for which figures are available. The other quarters show, October-December,

1957 — 137 accidents; January-March, 1958 — 111 accidents; April-June 1958—121 accidents; July-September, 1958—117 accidents; and finally, October-December, 1958 —104 accidents.

Throughout the year then, all four quarters were lower than the 1957 figure and the last three months reported were the lowest of all.

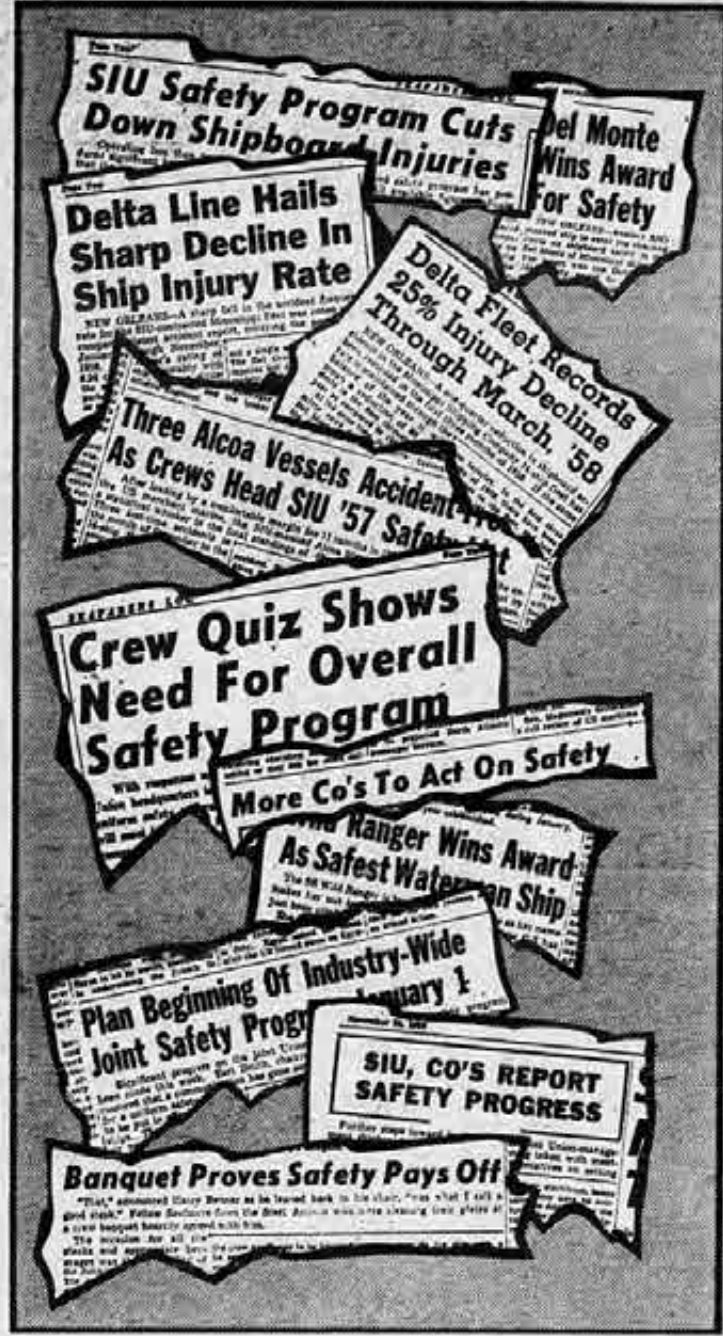
Substantiating evidence of a trend toward accident reduction is contained in the reports of individual fleets such as Mississippi and Isthmian, which in addition to Alcoa, reported improved safety records in 1958 as compared to 1957, and previous years. For example Mississippi reported a 25 percent accident decline. Isthmian shows figures of 306 accidents in 1956, 287 in 1957 and 266 in 1958. This, of course, includes all accident reports, lost time and otherwise.

The joint SIU-industry safety program was actually initiated late in 1955 in negotiations with the operators. Before that time, some individual companies had operated safety programs of their own, but the practice was far from uniform and, in most instances, Seafarers were passive participants in such a program.

With direct Union participation, both shoreside and on the shipboard level, it was believed that more successful efforts could be made to reduce the shipboard toll.

As a result, in November, 1955, the Union signed an agreement with the shipowners establishing the principle of a joint program dealing both with shipboard safety and prevention of illness. One part of that program was the establishment of medical clinics in major SIU ports to give annual physical examinations to Seafarers and serve as diagnostic centers for seamen and members of their families. The other section called for establishment of a central safety committee and setting up a central office for the collection of safety information and the drafting of safety programs to be followed on the ships.

With the agreement completed, the SIU then undertook a survey of ships' crews to see in what areas they



Selection of clippings shows progress of safety program since its inception.

felt improvements were needed. The responses to the Union questionnaire clearly indicated that Seafarers had specific, constructive ideas on making changes in shipboard gear and shipboard work practices to promote ship safety.

As a result of this survey and further discussions with the operators, the machinery for the program was set up, effective January 1, 1957. The core of the program was provision for regular safety programs on ships in which Seafarers would participate directly, with emphasis on prevention of accidents by preventive maintenance, structural alteration where necessary and improvement in individual work habits.

It was agreed that Seafarers would elect safety representatives from each shipboard department who would participate, along with the captain and other department heads and officers, as members of a senior safety committee.

On the shoreside end, the central safety committee meets regularly to discuss safety practices and safety gear, issues recommendations in light of shipboard experience (such as the recent recommendation for emergency portable dry-cell lights in the event a ship's plant is knocked out), and sees to the distribution of safety suggestions and safety material to the ships, working in collaboration with the safety director of the Seafarers Welfare Plan.

The objective of such a program is the creation of a climate of safety-consciousness and an awareness of shipboard hazards and safe working practices on the part of ships' crews.

Does it work? The safety statistics show that the implementation of the program has been accompanied by a decline in accidents and an improving safety record. The Union is convinced that continued effort will pay off in reducing the toll of crippling and disabling injuries to crewmembers.



Regularly featured in every issue of SEAFARERS LOG are tips on shipboard safety hazards and suggestions as to safe work practices.



Company awards such as to Del Monte (above) have also promoted interest in safety.

INQUIRING SEAFARER

QUESTION: Have you ever thought of settling down in one of the foreign countries you visited?

Fred Olson, OS: Yes, I've often thought about settling down in Japan. I've been there regularly three or four times a year for the past few years and I'm convinced it's a wonderful country. The people are friendly, the way of life appealing and the country is very clean.



Arturo Mariani, cook and baker: If I ever settled elsewhere, my choices would be Japan and Denmark, in that order. The Japanese people are very nice; they're not in the least bit prejudiced towards one race or another. Living is fairly inexpensive and anyone who's been there knows what I mean when I say their women are unsurpassed.



Irving DeNobriga, AB: No, I'm quite satisfied right here. I've never appreciated the attitude of foreigners, who once they find out you're American, try to skin you of whatever you're worth. There are plenty of good things in the States, more than enough to keep me happy and steadfast.



M. Olenchik, AB: How can you beat the life here? Other countries don't have anything the USA doesn't have. Some guys seem to believe you don't need money to get along in a foreign country. I admit I would enjoy visiting abroad for a couple of weeks, but as for settling down there, it's not for me.



Earl Cain, baker: Several years back, I was really stuck on Mexico. I liked the idea of cheap living, a relaxing way of life, a hospitable people and a favorable climate. Since then, then, however, I've discovered that Miami offers many of the things I was looking for. You couldn't get me to move now.



Henry Rowe, messman: I admit there are advantages to be found in other countries, but I doubt if I'll ever make any move abroad. For one thing, I wouldn't like living somewhere where I don't know the language and more important, I've got my family here. So that ends that.



Trailership Traffic High, ICC Reports

WASHINGTON—An Interstate Commerce Commission report on revenues of coastwise shipping companies in 1958 shows a sharp increase for the SIU-contracted Pan Atlantic Steamship Company that year as compared to 1957. The increase reflects the apparent success of the "lift-on, lift-off" trailership operation the company is conducting.

Pan-Atlantic took in \$15,718,401 in 1958 as compared to \$11,077,056 in the previous year. By contrast, the three other companies on the run—Marine Transport, Seatrain and C. G. Willis showed little or no improvement, with Seatrain down by more than \$2 million.

Interoceanic Trade Down

In the interoceanic end, Isbrandtsen and Terminal Steamship were the only companies to show revenue increases over 1957. Other major operators, including Calmar, Luckenbach and Weyerhaeuser, all did better the year before.

The general decline in revenue reflects the extent of the recession in the United States which reduced cargoes throughout 1958.

Italians OK No. Atlantic Ship Track

LONDON—Efforts to get passenger ships to follow specified tracks on the North Atlantic have made headway as the result of a meeting of the International Chamber of Shipping here. The Italian Line has pledged it will follow the established system of recommended tracks, but Norwegian and Swedish operators are still holding off.

The ocean tracks for North Atlantic ships are merely recommended tracks and not compulsory, under the 1948 International Convention for Safety of Life at Sea. Up until now, 12 steamship companies are parties to a North Atlantic trade route agreement, but many others ignore the tracking.

Doria-Stockholm Collision

The failure to keep recommended tracks was a major cause of the Andrea Doria-Stockholm collision in 1956. Since then, there have been proposals made that the international convention be amended to provide for compulsory use of the ocean tracks as a means of increasing safety. Specific tracks for eastbound and westbound crossings would be adopted.

Most of the major British, American, French and Dutch passenger lines are parties to the voluntary agreement to abide by ocean tracks.

Freighters Included

Under the tentative agreement made at the London meeting, cargo ships and tankers would also be required to follow the established tracks if they were in the same area. Otherwise they would be requested to steer clear of those sections of ocean through which the tracks pass.

An international conference to revise the present Safety at Sea Convention is currently scheduled for London in 1960. It is expected that proposals will be made by the United States to put some teeth into the tracking agreement so as to compel all operators to follow specified routes.

PENN MARINER (Pantrans), March 28—Chairman, R. Schwartz; Secretary, B. Wurster. New delegate elected. Check on repairs and make new repair list. Special dishes to be prepared upon request.

ALCOA PARTNER (Alcoa), April 4—Chairman, D. Parker; Secretary, L. D. Pierson. Turn in repair list. Request upholstery in crew mess be repaired. No beefs; everything running smoothly. Request ship's fund for movies only. Vote of thanks to steward dept. for well prepared food and service.

MARGARETT BROWN (Bloomfield), April 5—Chairman, W. Stone; Secretary, S. Pappas. New delegate elected. Minor beefs settled. No beefs. Find way to keep longshoremen out of in-

Yablensky. New washing machines ordered. Minor repairs made. One man missed ship leaving Baltimore. No beefs. Complaint re water being muddy. Suggest sea stores price list be posted. Discussion held re draw list at Santana, Brazil.

BALTORE (Marven), April 10—Chairman, C. Locke; Secretary, F. Gallani. Suggest more juice. Complaint re insufficient silverware in pantry. Refrain from throwing away fresh fruit. Keep laundry room clean.

JOHN B. WATERMAN (Waterman), April 6—Chairman, P. Spencer; Secretary, C. Elzey. One man hospitalized in San Juan. No beefs; everything running smoothly. Suggest new washing machine. Request sougeeing crew's rooms. Cots to be ordered for next voyage.

HURRICANE (Waterman), March 26—Chairman, J. Cabral; Secretary, R. Sessions. New washing machine installed for topside; telephone system to be installed from bridge to messroom. Ship's fund \$19.24. Request ladders for top bunks. New shower heads needed. Vote of thanks to steward dept. for job well done.

CLAIBORNE (Waterman), April 12—Chairman, F. Vereer; Secretary, R. Casanova. No beefs. Keep laundry room clean. Refrain from slamming doors.

SUZANNE (Bull), April 4—Chairman, A. Jones; Secretary, C. Rawlings. Foc'les painted. No beefs. Engineer to see about scuppers in meat box. New delegate to be elected.

VALIANT HOPE (Ocean Carriers), April 5—Chairman, K. Winters; Secretary, C. Bellamy. Request new mattress. Chief engineer refused to do repairs and paint head and shower and mate refused to accept repair list—report to be made on same. Cots to be ordered.

FRANCES (Bull), March 25—Chairman, L. Villa; Secretary, V. Wall. No beefs. Matter of fumigation taken up with master. Request cooperation to let exterminator men in foc'les to spray. Few hours OT disputed. Linen to be changed at 8-9 and 4-5. Request washing machine be shut off after use.

WINTER HILL (Cities Service), April 11—Chairman, C. Munsley; Secretary, E. Myantalkena. One man missed ship. New delegate elected. Mattress replaced.

SHINNECOCK BAY (Veritas), March 24—Chairman, P. Boyer; Secretary, B. Granberg. Made sick call to hospitalized man in Vizagapatam. Repair list made out and turned in. No beefs. 30 hours OT disputed; some is delayed sailing. Request steward dept. passageways sougeed. Discussion on backcrating of articles. Stores to be taken in Suz.

JOHN C (Atlantic Carriers), April 5—Chairman, E. Wiman; Secretary, W. Jenkins. No member to deliver messages or communication from captain; to be made through delegate. Ship's fund \$2. Three hours OT disputed. No beefs. Have soot blowers repaired before sailing. Request new steam line in sink in officer's pantry. Return cots to chief mate for next voyage. Vote of thanks to steward dept. for job well done.

STEEL WORKER (Isthmian), April 11—Chairman, J. Bremer; Secretary, W. Schultz. One man hospitalized in Djibouti. Chief cook cautioned on food. Ship's fund \$25.56. One man fined. Question re qualification of hospital. Request more heat nights.

E-42-1834 (Suwannee), April 5—Chairman, T. Cummings; Secretary, C. James. No major beefs. Two hours disputed OT. Motion on two men watch system. Request hc clarify. Refrain from slamming doors to avoid disturbing sleeping men. Keep pantry clean. Return cups after use.

STEEL CHEMIST (Isthmian), April 12—Chairman, J. Thompson; Secretary, P. Watson. Ship's fund \$28.14. No beefs. Dispute on making coffee weekends. Shortage of cigarettes. Slop chest to be checked. Request new fans; old ones are either too small or too old to work properly.

Digest Of SIU Ship Meetings

side passageways and messrooms. Slop chest to be checked re prices.

PACIFIC CARRIER (World Trampers), April 5—Chairman, R. Stahl; Secretary, F. Faylor. No launch service at Kandia. Repairs not being made. Illness aboard; drinking water has fuel oil in tanks. Few minor beefs to be taken care of at payoff. Five hours OT disputed.

INES (Bull), March 15—Chairman, H. Connelly; Secretary, J. Byrne. Refrain from slamming doors. Keys requested for foc'les and toilets in all depts. Lock recreation room when in port to avoid shore gang from taking books and magazines. Request washing machine to be taken from fantail to amidship due to dangerous conditions on deck at night. Vote of thanks to steward dept. for fine service and food.

ALMENA (Penn Shipping), April 6—Chairman, J. Ziorels; Secretary, G. Brady. No beefs. New delegate elected. Ship to be sougeed and foc'les to be painted. Repair toilet in deck dept. and cap steam line leaking over deck dept. head.

MORNING LIGHT (Waterman), April 8—Chairman, E. Odum; Secretary, J. Munnerlynn. New delegate elected. No beefs; everything running smoothly. Vote of thanks to steward dept. for fine food and service.

ALCOA RANGER (Alcoa), April 11—Chairman, J. Smith; Secretary, J. Faircloth. Cooperation requested at fire and boat drill. See patrolman re new sinks in laundry room. Suggest cold supper for change—put up list for meal suggestions.

SEAGARDEN (Penn), April 11—Chairman, R. Carey; Secretary, P. Jakubcsak. New delegate and secretary-reporter elected. Two hours OT disputed. No beefs. Request brand name soap powder and coffee be used. Insufficient linen. Supply canvas shield for bedsprings to protect mattress from getting snagged. Prepare draw list—supply sufficient screens for Indian run.

EVELYN (Bull), April 12—Chairman, F. Miller; Secretary, L. Gramala. No beefs. Having launch service provided by Kozy Kitchen. Meeting to be called on arrival.

CAROLYN (Bull), April 12—Chairman, J. Parker; Secretary, F. Naklicki. Several men hospitalized. Slop sink, laundry and wiper recreation room to be cleaned. Ship's fund \$8.50—\$1 spent for stamps and envelopes. Some OT disputed. Quiet requested in messhalls and passageways. Proper attire to be used in messhall.

FELTORE (Marven), April 13—Chairman, W. Murphy; Secretary, T.

Drop In Tanker Trade Causes MSTs Lay-Up

With tanker cargoes growing smaller and rates slipping below the break-even point, shipowners throughout the world have been rapidly laying up surplus tonnage to prevent further losses. In the

Grain Run Has Seattle Hunting Men

SEATTLE—Shipments of surplus US grain to the Far East are boosting shipping for ports on the coast here, Port Agent Ted Babkowski reports. In fact the dispatcher in this port reported difficulty getting men registered in group 2, engine and deck department, to take these jobs from the board.

The membership was reminded that when a job is put on the board, it is their duty to take them so that a vessel will not have to sail shorthanded.

This present upsurge in shipping, Babkowski noted, should continue for some time as many of these companies still have charters to carry grain to India.

Paying off here during the period were the Pacificus (Colonial); Waldo (Compass) and the Pacific Ocean (Trans). The Waldo, Pacificus, Pacific Ocean and the J. B. Kulukundis (Martis) signed on.

In transit were the Fairport, City of Alma, Jean-LaPitte (Waterman); Losmar, Seamar, Yorkmar and the Texmar (Calmar).

United States, the Military Sea Transportation Service has idled 11 T-2 tankers in an effort to provide more employment for privately-owned ships.

Thirty-three American flag tankers, totalling 544,355 deadweight tons were in lay-up during the month of March, compared to 21 tankers and 328,376 tons for February.

On the international level, the increase in laid-up tonnage is also marked. The number of vessels idled from February to March rose from 276 to 321; the rise in tonnage was from 4,111,189 to 4,997,864.

Shipping experts feel that the greatest cause for the decline in foreign-flag shipping is the US' recently imposed quota on oil imports. They contend that the annual decline in oil needs at this time of year in the Northern Hemisphere has been only slightly responsible for the slump.

The withdrawal of the MSTs vessels follows a protest from a group of 12 independent tanker operators that Government-chartered ships were in operation while many privately-owned tankers were inactive.

Seven of the 11 MSTs ships will be entirely activated while the remaining four will be placed in ready reserve in the event of any upsurge in shipping activity.

In the hospital?

Call SIU Hall immediately!

'Home From The Sea'



Safety First, Mobile Men Advise CG

MOBILE—Practically everything pertaining to the maritime industry here is on the slow bell, Port Agent Cal Tanner, announced.

All of the shipyards in the area are idle and the dredges and tugs in the harbor are not doing any great business either.

The harbor tugs are fairly busy but they are moving and berthing mostly foreign-flag ships and not American bottoms.

On the shipping side, things also are slack. Most of the vessels hitting the port are of the short-trip or continuous-article type.

The coming Coast Guard hearings on disciplinary measures are attracting quite a bit of attention among the membership in this port, Tanner said. Most of the men feel if that the Coast Guard really wanted to do something constructive it would endeavor to enforce laws of safety at sea pertaining to speed in bad weather and the rules of the road, and thus help prevent possible collisions.

Paying off in this port during the past period were the Council Grove (Cities Service); Alcoa Ranger, Alcoa Cavalier, Alcoa Roamer, Alcoa Clipper (Alcoa); Wild Ranger, Claiborne and the Monarch of the Seas (Waterman).

The Tops Tops, Wild Ranger (Waterman) and the Alcoa Cavalier (Alcoa) signed on. In transit was the Steel Surveyor (Isthmian).

On the bright side in the coming shipping picture is the crewing up of a new supertanker sometime in the latter part of the month.

Life under the Federal income tax may be painful, but it's simple enough. The Government takes a whack out of everybody's income in the US, and each April, the taxpayers try to get some of it back when they figure out their deductions. But the sudden multiplication of state and foreign taxes in recent weeks, has people in the shipping industry a little dizzy.

The most publicized of these is the New York state withholding tax, which is supposed to apply to residents of New York only. In the process, some shipping companies are withholding the tax, others are refusing, claiming that it violates Federal law to deduct such taxes from seamen. In any case, the peculiar situation which results finds seaman who work side by side being taxed differently.

If we take a mythical ship, the SS Rustbucket, with two AB watch partners on board, Seafarer Jones from New York and Seafarer Smith from New Jersey, the owners of the ship are supposed to take a New York tax cut out of Jones' wage, but not Smith's. What's more, they take it even though the Rustbucket is running between Houston and Vizagapatam carrying grain, never getting within 2,000 miles of New York.

That's complicated enough, but what happens when the SS Rustbucket anchors at Vizagapatam to discharge? Along comes the Government of India and says that Jones and Smith, along with everybody else on the ship, should pay income taxes to India at 40 percent of their earnings. (This tax has been "postponed" for 30 days as the result of State Department protests).

Having escaped from Vizagapatam, untaxed this time, the SS Rustbucket steams homeward with a cargo of chrome ore for discharge in Boston. Since they are suffering from a severe case of channel fever in anticipation of arriving in the States again, Seafarers Jones and Smith are the first ones down the gangway. Waiting on the dock are tax collectors from the State of Massachusetts.

Seafarer Jones and Smith protest indignantly that they are not Bostonians but that makes no difference. "Why, here in Massachusetts," they are told, "we even tax airline pilots' wages for the time they spend flying over the state." So far, fortunately, Massachusetts hasn't gotten any money out of transient seamen.

In light of this situation, the SIU and the various steamship companies are making efforts to straighten out the tangled mess involved, which if left to spread unchecked would saddle seamen with more tax obligations than they could count.

'Low Bid' On Superliner Wee Bit High For APL

SAN FRANCISCO—Officials of American President Lines are readjusting their sights after receiving the news that the lowest bid for their proposed transpacific superliner was \$97 million. The "low" bid came from the Camden Shipbuilding Corporation of Camden, N.J. Should the contract go through, it would make the proposed ship the most expensive passenger liner ever built in the United States.

George Killion, president of the SIU Pacific District-contracted company said that it may be necessary, in light of the bid, to go back to Congress for an amendment to legislation authorizing the construction of the vessel.

Original Estimate \$76 Million

Originally, when the supership was proposed last year, it was estimated that the vessel would cost in the vicinity of \$76 million.

The bill passed by Congress authorized the sale of the ship to APL at a fixed price of \$34 million, which was 45 percent of the estimated cost, the other 55 percent to be picked up by Uncle Sam.

However, the low bid, if accepted, would mean that the Government would be paying 65 percent of the total cost, if the ship was to go for the \$34 million price.

Similarly, as part of the same bill, United States Line was authorized to buy a new transatlantic superliner at a fixed price of \$37 million cash plus turning in the liner America. The US Lines superliner was tagged then at an estimated \$130 million, but in light of the APL experience, the figure will probably run much higher.

Complicating the prospects for the two new superliners is the fact that no funds have been voted or called for in the President's budget to pay for these ships. All that was done

was to vote an authorization on the assumption that the money would be appropriated at a later date.

The proposed new APL passenger liner, to be called the President Washington, would have a passenger capacity of 1,464 and carry a crew of 800 men. She would be 908 feet long and have a cruising speed of 26 knots. The new liner was intended to replace the existing passenger ship President Hoover on the San Francisco-Far East run.

Headache? Don't Blame The Alcohol

BOSTON—The prospect of a synthetic whiskey brewed almost as fast as instant coffee and free of those throbbing headaches the morning after was dangled before a meeting of the American Chemical Society here. Two chemists presented a paper declaring that they have isolated the substances responsible for that "why was I born?" feeling the day after a bit of elbow-bending. They also declared they are attempting to make a synthetic liquor which would not have to be aged but would taste like it was bottled in bond.

The two men, Dr. Robert E. Carroll and Lawrence C. O'Brien, declared that very minute quantities of compounds identified as fusel oil and acetaldehyde were present in whiskey and that they—not the alcohol—were responsible for the unhappy after-effects of drinking. They believe that the two compounds could be removed from whiskey as it is now distilled, without damaging the flavor.

What's more, they believe they could isolate compounds which are responsible for the flavor of whiskey, mix them with alcohol and water and produce "instant liquor" which would not have to be aged.

For those who can't wait for the hangover-free era to arrive, the two men suggested that vodka and gin have the least amounts of the hangover-producing compounds with bourbon and rye on the high end of the scale.

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.

Fit for a Seafarer!
THE FOOD AND PRICES AT OUR OWN
BALTIMORE AND NEW YORK SIU CAFETERIAS
ARE GEARED FOR SEAFARERS -
THE MEMBERS OF OUR UNION. DROP
IN THE NEXT TIME YOU'RE AT THE HALL.

The Seafarers Cafeteria

On The Steel Ships



On the Steel Seafarer, V. Douglas, 3rd cook, top left, and Steward H. Bennett, bottom, prepare meat for supper. Above, chief electrician E. Eiland takes a coffee break on deck of Steel Maker. Eiland is a familiar face to the old Evangeline gang who were on her in the Boston days.

SIU HALL DIRECTORY

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SEATTLE 2505 - 1st Ave. MAIN 3-0088
WILMINGTON 505 Marine Ave. Terminal 4-8538
MFWO
BALTIMORE 1216 East Baltimore St. Eastern 7-3223
HONOLULU 56 North Nimitz Highway Phone 5-0777
NEW ORLEANS 523 Bienville St. Magnolia 0404
NEW YORK 130 Greenwich St. Cortland 7-7094
PORTLAND 522 NW Everett St. Capitol 3-7297-3
SAN FRANCISCO 240 Second St. Douglas 2-4592
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ST. JOHN, NB 177 Prince William St. OX 2-5431
VANCOUVER, BC 296 Main St. MU 1-3468

Sends Thanks For Aid, Solace

To the Editor:

I wish to thank all of the fine members of the Seafarers Union for their donations of blood for my late husband, J. F. Mapp, while he was a patient in the Galveston Marine Hospital.

My special thanks to Bob Matthews for his quick and kind handling of this matter when it was asked of him, and to the boys from the Houston hall who responded so quickly when called upon for blood.

I wish again to thank the fine officials of the Union in the ports of Houston and Lake Charles for their aid in my loss. They are fine examples of good union officers. Also to the officers and crew of the Winter Hill for their beautiful flowers and expression of sorrow. May God bless all of them.

It makes me proud to know that my husband was a member of such a fine Union and may this Union continue to prosper and I hope that each and every member will enjoy a long and happy life.

Clara Mapp

LOG, ID Cards Rate With Her

To the Editor:

My husband has been a member of the SIU since 1957. We have received a couple of copies of the SEAFARERS LOG and like it very much. We would like to be put on the regular mailing list for the LOG.

I think it would be a wonderful idea in so many ways if the wives of Seafarers were issued SIU identification cards. I hope this can be accomplished.

We know there is no subscription charge for the LOG, but please accept the enclosed contribution. Thank you.

Mrs. Walter House

(Ed. note: Headquarters is presently looking into the ID card and is clearing up some of the problems that are involved.)

Mail Tips From Planter Crew

To the Editor:

Since our ships are really moving fast these days, when a person is writing to someone aboard ship, it is important that the mail not be delayed, especially if that seaman is on a long trip.

It's fairly simple for those on a coastwise run who haven't heard from their family or friends to get off in port and pick up a phone and call. However when a Seafarer is on a ship overseas, he can't do that, and one of the first things he does, after his vessel is docked, is look forward to some news from home.

The crew of the Alcoa Plan-

ter, while holding a shipboard meeting in Leghorn, Italy, early this month, came up with the following pointers to help speed up the mail service to foreign ports:

• As soon as you learn of the destination in the first foreign port, don't wait, write at once.

• Be sure the letter is addressed in clean handwriting, or

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.

better still, have the envelope typewritten.

• When you are mailing overseas, ask the post office to check the amount of postage needed for overseas mail. This will prevent its coming back for additional postage.

Zee Young Ching, ship's reporter John M. Kelly, ship's delegate Thomas Trainer, deck delegate Lee A. Smith, engine delegate Louis Cayton, steward delegate

Antwerp Has SIU Haven

To the Editor:

This vessel, the SS Warrior, has been operating on the northern Europe run for a number of years now and we never seem to be able to get any LOGS in Antwerp.

However, we met an old shipmate of ours this last trip, Brother Rens Geiszler, who married in Antwerp and has a home here. He recently opened a bar and would appreciate it if you could send him some LOGS which he could distribute to all of the SIU ships calling at this port.

Geiszler's bar, the Cafe Belmont, is a nice, clean establishment and if anyone is interested in meeting some of the local neighborhood people, drop around his place and enjoy yourselves. He will make you feel at home.

No doubt many of the members will recognize Brother Geiszler, for he had sailed with the SIU all through the war and still ships when he can. He generally sails in the black gang as a fireman or oiler, but as you know, there are not too many calls for replacements to be had in Antwerp.

Morris J. Danzey, Jr.

Trent Skipper And Chief Tops

To the Editor:

I was ship's delegate on the SS Robin Trent from December to March 28 of this year, and I wish to say that in all my years at sea, which are far over 20, I have never received as fine treatment from both the captain and the chief mate as I have on this ship.

Both of these men have a wonderful sense of fairness, and are perfect specimens of men who have the highest caliber of psychology and understanding, and have been very fair in all their dealings with the crew. It is a rarity when we in the unlicensed personnel meet a combination such as Captain Cummins and Chief Mate V. Decker.

In behalf of the sailors in the SIU, we present our best to you.

Thomas H. Fleming

Notifies SIU Of Seafarer's Death

To the Editor:

Would you please print the notice of the death of my husband, Seafarer Clarence LeRoy Graham, in the SEAFARERS LOG. He died at his home in New Brunswick, and burial was held at Moore's Mills, NB.

Brother Graham had been sick for over three years and had spent over a year in the hospital. He joined the SIU in April, 1946, and sailed in the steward department.

Viola M. Graham

Quits Sea, Sends Kudos To LOG

To the Editor:

I wish to thank the very fine Seafarers International Union for the LOG I have been receiving over the years. However I am presently associated with the CWA (Communications Workers of America) and have been for several years.

The quality and the editorial staff is undoubtedly unsurpassed among union newspapers and newsletters. I have thoroughly enjoyed reading the LOG.

Robert M. Scott, Jr.

SIU Welfare Plan Just The Ticket

To the Editor:

We just received the US Savings Bond which you sent to our daughter, Edith, and we wish to thank you and all of the staff of the Seafarers Welfare Plan for the assistance they have rendered us.

Again please extend our many thanks and gratitude to them all.

Mr. and Mrs. F. L. Ayson



The Watchstander's Coffee Lament

There is nothing more stimulating than a good cup of coffee, according to Seafarer Thurston Lewis. To a seaman in particular, that black liquid forms much of his diet, whether he works in the engine department, or as a cook, or if he stands a watch through the long, cold hours of the night at sea.

ula used by the 8-12 watch for making coffee for his relief. If anyone knows of a better method, he asks that they please pass it on.

At 11:15 dump the old coffee and grounds. Fill the pot with water right up to the top, up to the snout. It doesn't matter if it is hot or cold, it's water isn't it?



Lewis

Then plug the cord into the nearest electrical outlet and fill the sieve part with fresh coffee grounds. Fill it right up to the top so you can hardly get the lid on.

Of course when the water soaks the grounds, they swell up and fall into the coffee, but that too does not matter. "Cowboys and hobos know that coffee grounds in the coffee makes the best coffee in the world."

Then drop the inner workings of the pot into the water, clamp down the lid, get the latest magazine and sit down to read.

Soon you will hear the cheerful bubbling sound of coffee percolating, getting stronger and stronger, but don't let this interfere with your reading. Before you know it seven bells will ring and you can unplug the electric cord, go call the watch, and then rush up to the bow to relieve the lookout before

anyone has a chance to taste the coffee.

"Now if anyone knows of a truly better recipe for making coffee, please print it in the LOG," Lewis asks, "and we'll take copies, place them on the skulls of the gentlemen of the watch we relieve and pound them in with a tried and tested percolator."

Crew Corrals 'Rustlers' On SS Dorothy

In a daring early evening raid, vigilant members of the crew of the SS Dorothy captured over "one-quarter of a ton of night unch bandits," according to ships' reporter Ed Kresz.

The raid caught the bandits "empty-plated"

so to speak, when they were just leaving the range, the refrigerator in this case. Nicknamed the "Crisco Kids," the three brigands were identified as Harold Whitman, MM,



Kresz

the big man of the gang with some 230 pounds to his credit; Carroll Harper, wiper, 210 pounds, and lightweight Jack Smith, wiper with only 190 pounds on his side.

Escape was impossible, Kresz said, for the trio, measuring some 11 feet across, was unable to squeeze through the three-foot wide doorway at the same time.

The trial was swift, he wrote, and justice rendered accordingly. It was pointed out that hanging was out of the question for the "Crisco Kids" since the hawsers had to be used the next day to tie up.

"After listening to the defendants' pleas for mercy," Kresz said, "the court put the three of them on probation of only one sandwich a night."

"Thus ended another chapter in the story of the night lunch raiders on the SS Dorothy," Kresz concluded.

A Wiper's Job?



One-year old John Padavano seems ready to ship out with his uncle, Seafarer Tony Pisano.

Speak Out At SIU Meetings

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

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

'All Ashore'

—by Seafarer R. W. Perry



"Bob always studies on the weekends for his mate's ticket."

PHOTOS
LETTERS
DRAWINGS
ARTICLES
POETRY
are welcomed by
your
LOG

WELCOME

E-30-1816 (Suwannee), March 26—Chairman, D. Knight; Secretary, A. Phillips. New delegate elected. Three AB's leaving ship at Puerto Rico. Ship sailing short one older slave Feb. 18. Request fresh bread & produce. Ship short two messmen. Patrolman to meet ship at Port Canaveral. ETA to be mailed to Miami Hall, insufficient linen—10-day change requested.

ALCOA PATRIOT (Alcoa), March 29—Chairman, F. Rawell; Secretary, C. Parker. No beefs. Ship's fund \$13.80. New delegate elected. To buy television set on arrival in NY. Ask chief mate to secure chipping around mid-ship during lunch time (11:30-1:00 P.M.)

WARRIOR (Waterman), March 29—Chairman, A. Frisora; Secretary, M. Elliott. Draw put out in New Orleans.

Digest Of SIU Ship Meetings

Repair list turned in. Some OT disputed. Delayed sailing disputed. Suggest new washing machine. Turn in excess linen. More money for draws requested for return trip to States. Vote of thanks to steward dept. for job well done.

TOPA TOPA (Waterman), March 13—Chairman, H. Knowless; Secretary, J. Wood. Turn in repair list. Had general discussion on welfare of members. Ship's fund \$5. Few hours OT disputed. Vote of thanks to steward dept. for job well done.

ALCOA ROAMER (Alcoa), March 8—Chairman, J. Tilley; Secretary, H. Koppersmith. \$81 in ship's movie fund. No beefs. Request more ice cream. Suggest something be done re longshore men using messhall for recreation room & office space while in NO.

GATEWAY CITY (Pan-Atlantic), March 25—Chairman, M. Bruton; Secretary, L. Sheehan. One man missed ship at Newark, NJ and rejoined at Miami. One hour OT disputed. Ship's fund \$8.13. No beefs. Request four lockers on main deck, thwartship aft, for use of electricians and daymen to hand work clothes. Vote of thanks to steward dept. for fine food & service, plus appreciation for St. Patrick's Day meals, decorations and favors.

WARRIOR (Waterman), Jan. 25—Chairman, W. Christian; Secretary, M. Elliott. No beefs; everything running smoothly. Request new washing machine. To get library in port. Return short pillow cases. Suggest more sanitary equipment be ordered for deck dept. Donation of \$2 requested for ship's fund. Return cups to pantry. Vote of thanks to steward dept. for job well done.

ALCOA RANGER (Alcoa), March 29—Chairman, G. Scott; Secretary, W. Barnes. Request health card be kept up to date. No beefs. Suggest pantry be kept clean & few glasses left out at nite.

COASTAL CRUSADER (Suwannee), March 22—Chairman, C. Mosley; Secretary, D. Wagner. One man missed ship in Recife. Two men hospitalized. One man logged. Ship's fund 2,000 cruzeiros. Some OT disputed. Short three men. Turn in repair lists. To get new washing machine. Take advantage of inactive wash room and sougee down and paint. Request head OT sheets. Order avacados and more fresh food and ice cream. Turn in extra linen for inventory.

TEXAS RANGER (Marine Carriers), March 22—Chairman, M. Brightwell; Secretary, W. Thompson. One injured and one sick man to be put off in Port Said. Cooperation requested re conserving drinking water. Ship's fund \$1. Some disputed OT. Lockers requested in deck dept. rooms and wipers rooms. Request better care be taken of washing machine.

PACIFIC STAR (Compass), Jan. 31—Chairman, J. Sullivan; Secretary, Elliott. Lockers & fans to be repaired. Draws to be held to one-half clear wages. Care stressed about drinking. New deck and engine delegates elected. To have welfare dept. raise hospital benefits up to existing West Coast benefits.

March 28—Chairman, John Sullivan; Secretary, M. Gaddy. One man hospitalized in Honolulu. Complaint on slop chest prices, also shortage on items & sizes. Vote of thanks to steward dept. for job well done. Vote of thanks to captain, mates & engineers for cooperation in pleasant voyage.

ORION STAR (Orion), March 29—Chairman, C. Smith; Secretary, W. Bickford. Five men short. No beefs. Request \$1 donation for ship's fund. Discussion on getting replacements in

Japan, and captain getting American money for payoff in Japan.

PENN VOYAGER (Penn), March 8—Chairman, W. Buntzoff; Secretary, H. Peterson. New delegate elected. No beefs. Drinking water tank to be fixed or installed. Cook's room sink to be fixed. Big eaters to notify messman for large order in advance. Washing machine in good order again.

LUCILE BLOOMFIELD (Bloomfield), March 29—Chairman, R. Ferrara; Secretary, L. de Parlier. Deposit of keys, chief mate working on deck, medical attention, safety meetings and repair list to be taken up with patrolman in port of payoff. Sent letter covering beefs to NY Hq. One man put ashore in Southampton. Foo'sies painted as requested. Some OT disputed. No beefs. Complaint re medical treatment. Request ship be kept clean. Vote of thanks to steward dept. Crew to start ship's fund.

STEEL EXECUTIVE (Isthmian), March 14—Chairman, W. Nash; Secretary, A. Brodie. One man hospitalized. No beefs. New delegate elected. Request screens and doors be kept locked. Messhall to be cleaned at night after use. Notify steward if new mattresses needed.

SWORD KNOT (Suwannee), Feb. 24—Chairman, J. Drewes; Secretary, D. Goetz. No beefs. Launch at Antigua delayed men three hours on liberty; three hours OT declared. Vote of thanks to steward dept. Keep messhall clean.

ROBIN LOCKSLEY (Robin), March 24—Chairman, E. Smith; Secretary, J. Sweeney. Food preparations poor. One man hospitalized. Some OT disputed. Beef on cadet doing oil and wiper's work. Check for sufficient stores.

STEEL FLYER (Isthmian), April 3—Chairman, D. Keady; Secretary, C. Mathews. Ship's fund \$11.07. No beefs. Shipping cards to be signed in lieu of stamp. New delegate elected. Addresses to be mimeographed when definite schedule is known. Laundry not to be used for cleaning off grease from hands and face. Washing machine to be removed from laundry unless cleaned up and used. Dangerous fan in engine fo'c'sle to be moved. Leaky pipe in deck shower to be fixed.

PRODUCER (Marine Carriers), March 15—Chairman, L. Schmidt. Draws requested. New delegate elected. Portholes need gaskets to be repaired in Bombay. Washing machine to be checked and cleaned after use.

ALICE BROWN (Bloomfield), March 22—Chairman, W. Wilk; Secretary, R. McNeil. Some OT disputed. Two brands of coffee requested—to decide which one should be used. Request more quiet in morning to avoid disturbing men sleeping.

ORION COMET (Orion), March 7—Chairman, W. Harpers; Secretary, E. Watts. One man missed ship in Sasebo, Japan. Some OT disputed. No beefs; everything running smoothly. Discussion on having menu changed. Request roach powder be used in lieu of spray. April 5—Chairman, S. Hemko; Secretary, A. Clegg. Few hours OT disputed. Delegate to resign given vote of thanks for job well done; vote to keep job unanimously. Complaint re steward not doing job.

DEL AIRES (Mississippi), March 29—Chairman, F. Piascik; Secretary, Souse. Flowers sent to deceased member's family. Ship's fund \$10—request donations. Some OT disputed. No beefs. Suggest present condition of fish box be corrected. Keen pantry and messhalls clean. Request misunderstanding aboard re stowaways and crew boys be squared away.

MICHAEL (Carras), March 29—Chairman, J. Eddins; Secretary, D. Ferrer. One man signed on; worked one watch, then left. New delegate elected. Repair lists to be made up. One minute of silence for departed brothers.

STEEL VOYAGER (Isthmian), March 31—Chairman, W. Klemons; Secretary, W. Simmons. Some OT disputed. No beefs; everything running smoothly. New treasurer elected. Request better variety of cold drinks. Discussion on bad food and cooking. Donation for deceased engineer's family to be taken up.

TIMBER HITCH (Suwannee), April 4—Chairman, W. Newson; Secretary, G. Cullen. Ship's fund \$7.55. No beefs. Some OT disputed. Question re OT to be paid in steward dept. Vote of thanks to steward dept. for job well done.

BRADFORD ISLAND (Cities Service), April 5—Chairman, G. Phillips; Secretary, G. Hair. No beefs. Vote of thanks to steward dept. for good food. Request donations for ship's fund.

STEEL VENDOR (Isthmian), April 5—Chairman, S. Filasman; Secretary, L. Borowik. Ship's fund \$27.90. Few hours OT disputed. Request extermination for roaches. Boiled eggs and leftovers for night lunch.

E-42-1837 (Suwannee), March 2—Chairman, J. Dickinson; Secretary, R. Santa. Water shortage discussed; beefs taken care of and OT explained. March 29—Chairman, R. Santa; Secretary, R. Santa. Request messhall tables to be kept clean. One man short. Men missing jobs and failing to keep their watches to be reported to Hq. Letter sent to Hq re living conditions and wage cut.

SEAFARERS IN DRYDOCK



A variety of ailments have drydocked Seafarers in hospitals along the Atlantic and Gulf and the West Coast this past two weeks. In New York, back in the Staten Island USPHS hospital, as a result of a renewed attack of an illness which laid him up back in 1957 is Oscar Adams, a member of the black gang.



Adams



Nielsen

Also in Staten Island is Robert "Curley" Nielsen, who was taken off the Steel Navigator early this year in Columbo, Ceylon, with a heart condition. Curley is now recovering from special surgery. Showing some sign of improvement in the Staten Island hospital is Bozo Zelencic, formerly on the Fairland. Zelencic suffered a heart attack in Puerto Rico.

Hernias caused the hospitalization of Seafarers Vasco Barros and Michael Cassidy in New York. Barros last vessel was the Coeur D'Alene Victory while Cassidy had been shipping on the Seastar.

Out on the Coast, the word is that Edward Edinger, former deck maintenance on the Steel Scientist, is making good progress getting over a rough siege of stomach trouble. He is expected to be up and around in the near future.

Two other Seafarers in the Frisco hospital are reported ready to hit the beach again soon. One is Woodrow Balch, an oiler, who is recuperating from a hernia, and the other is James MacCreary, ex-FWT on the Ames Victory, who checked into the hospital for a general medical examination. Balch's last vessel was the Flomar.

The following is the latest available list of Seafarers in the hospitals. If you are on the beach waiting for a ship, stop in and visit them.

- USPHS HOSPITAL STATEN ISLAND, NY**
- | | |
|-------------------|--------------------|
| Oscar J. Adams | Bernard Murphy |
| Vasco M. Barros | R. S. Nandkeshwar |
| Raphael Bertran | William Nesta |
| Claude Blanchard | Robert Nielsen |
| John Cabral | Charles Oglesby |
| Michael Cassidy | Carl Pietranton |
| Roy L. McCannon | Michael A. Reges |
| T. P. Crawford | Pedro Reyes |
| Clarence O. Daire | N. Reznichenko |
| Ralph W. Duffell | Jose Rodriguez |
| Arthur J. Fortner | William G. Sargent |
| Richard Gelling | Chow Song |
| A. W. Gowder | Jose P. Sousa |
| Keith Hubbard | Fernando Tiaga |
| Patrick Kelly | John J. Tobin |
| Nils Lundquist | Dominick Trevisano |
| Timothy McCarthy | Richard L. Welch |
| Gustave Malensky | Bozo Zelencic |
| Harold J. Moore | |

- VA HOSPITAL KECOUGHTAN, VA.**
- Joseph Gill

- VA HOSPITAL BOSTON, MASS.**
- Thomas W. Killion

- TRIBORO HOSPITAL JAMAICA, LI, NY**
- James Russell

- USPHS HOSPITAL BROOKLYN, NY**
- | | |
|------------------|--------------------|
| Manuel Antonana | Ludwig Kristiansen |
| Fortunato Bacomo | Thomas R. Leahy |
| Joseph Bass | Kenneth Lewis |
| Matthew Bruno | Leo Mannaugh |
| Leo Carreon | Jeremiah O'Byrne |
| James F. Clarke | C. Osinski |
| Joseph D. Cox | George G. Phifer |
| Juan Denopra | Winston E. Henny |
| John J. Driscoll | George Shumaker |
| Otis L. Gibbs | Almer S. Vickers |
| Bar E. Guranick | Luther E. Wing |
| Talb Hassan | Fon P. Wing |
| Frank Hernandez | Royce Yarborough |

- VA HOSPITAL RUTLAND HIGHTS., MASS.**
- Charles Bartlett Daniel Fitzpatrick

- SAILOR SNUG HARBOR STATEN ISLAND, NY**
- Victor B. Cooper Thomas Isaksen

- VA HOSPITAL TUCSON, ARIZONA**
- Frank J. Mackey

- USPHS HOSPITAL BALTIMORE, MD.**
- | | |
|------------------|------------------|
| Robert J. Allen | Emanuel Jones |
| Joseph T. Arnold | A. Karatzas |
| T. P. Barbour | Alexandro Lopez |
| Clarence Gardner | Robert McCulloch |
| Gorman Glaze | Manuel Madarang |
| Daniel Gorman | Granville Matise |



Balch



Edinger

- USPHS HOSPITAL NORFOLK, VA.**
- | | |
|------------------|-------------------|
| Francis J. Boner | Donald Lee Willis |
| John J. Harrison | |

- USPHS HOSPITAL FT. WORTH, TEXAS**
- | | |
|-------------------|----------------|
| Lawrence Anderson | Woodrow Meyers |
| B. F. Deibler | John C. Palmer |
| James Lauer | W. M. Sikorski |

- USPHS HOSPITAL BOSTON, MASS.**
- | | |
|------------------|---------------|
| Raymond L. Perry | John M. Yates |
|------------------|---------------|

- USPHS HOSPITAL GALVESTON, TEXAS**
- | | |
|-------------------|----------------|
| Charles Coburn | James E. Gross |
| Paul S. Howe | Thomas Ritson |
| Terral McRaney | Eugene Roszko |
| Lawrence Springer | John Spearman |

- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
- | | |
|------------------|------------------|
| Woodrow W. Balch | James MacCreary |
| Joseph Barron | Michael Michalik |
| Joseph Berger | Arthur Scheving |
| R. Boston Sr. | F. Teigeiro |
| Michael Coffey | Wm. Thompson |
| Joseph R. Ebbole | Willie Toomer |
| Edward Edinger | Kaj E. Hansen |

- USPHS HOSPITAL SAVANNAH, GA.**
- | | |
|----------------|--------------------|
| R. Centchovich | Harris L. Grizzard |
|----------------|--------------------|

- USPHS HOSPITAL SEATTLE, WASHINGTON**
- | | |
|-------------------|-----------------|
| Eugene F. Goodwin | Norman L. Krumm |
| John C. Green | Ray O. Noak |

- USPHS HOSPITAL NEW ORLEANS, LA.**
- | | |
|--------------------|-------------------|
| Claude Blanks | Foster Juneau |
| Ira Bridges | Edward Knapp |
| Jacob Buckelew | Raymond Kizowski |
| H. Burgess | Derek Lamb |
| Fess Crawford | Leo Lang |
| Eugene Crowell | Wm. Marjenhoff |
| Jeff Davis | Alexander Martin |
| James Douglas | Wm. E. Nelson |
| Melvin Elckmeier | Winford Powell |
| Henry Gerdes | James Shearer |
| James Glisson | Paul P. Signorino |
| Harry M. Hanke | Aristides Soriano |
| Earl T. Hardeman | Thomas Stevens |
| Willie T. Hardeman | James Stuart |
| Wayne Harris | Faustino Torres |
| James Hudson | Paul R. Turner |
| Samuel Hurst | James Ward |
| Sidney Irby | L. C. Wilson |
| Frank James | Clifford Wuertz |
| Jasper Jones | |

Oldtimers Meet



American Coal veterans J. Escalante and A. Weaton get together on the Steel Designer. Former shipmates on the Martha Berry, they have a total of 85 years' seetime.

Waterman Man Is Tops With Iberville Crew

Ship's agents do not normally rate applause from crewmembers. However one of the best in the business, according to the crew of the SS Iberville, is Mr. Nelson, a representative for Everett Steamship Corp., ship's agents in Yokohama, Japan.

Seafarer Paul Arthofer, an AB on the Iberville wrote that Nelson is different, probably because he was once a seaman himself, having shipped as second mate on Waterman vessels up to a few years ago when he took on his present job.

An incident occurred recently while the Iberville was in Japan, Arthofer wrote, in which Nelson went out of his way to aid some of the crew, and the gang on the Iberville would like to thank him for it.

The ship was in the stream in Yokohama harbor waiting for docking space. Since there was time to kill, the captain gave one-third of the crew shore leave and they got a launch to take them into port.

However later that night the weather took a turn for the worst and all of the small craft in the harbor were forced to discontinue service. It stayed that way for a couple of days, and all of the launches were tied up for two days and a night.

Meanwhile the crew who had gone ashore, expecting to spend a couple of hours there, had only taken small draws with them and were soon broke paying for their meals and lodging. Some of the men, down to their last yen, called on the company's agents, Everett and Co., for a "bite" so to speak. Nelson, probably remembering his old seafaring days, responded as well as he could. Since he could not advance the company's money, he dug down deep and gave all of them a healthy "draw" from his own pocket.

The following morning when the weather cleared, the ship was docked and the crew came aboard and got advances from the captain to reimburse Nelson. Since he is only a company's agent, Nelson was not obligated to do this for the men ashore, Arthofer said, but he is a "right guy," and came through in a pinch. "I say good fortune to him and his, and more power to him," Arthofer concluded.

Pumpmen Want Job Clarification

To the Editor: We see where the February 27th issue of the LOG carried an article on the work performed as regular duties for the pumpman at the time Butterworth is being performed.

In regard to this we think there should be overtime for the pumpman, for while he is a key man on the job, he is the only one that is not on overtime. Yet he has to keep running back

and my discharges will prove this statement. A man who has a family must call at least eight months out of the year to support them.

I find I can ship out on a 60-day card anytime in the engine department, group 1, because I do not pick a job. However if we have a one-year time limit on a ship, then everyone will stay on a year and this will really slow shipping.

There are only a few who stay over a year on a ship. I think that a man who keeps up his dues and obligations to his Union has the privilege to hold his job as it came off of the shipping board.

A. E. DeLaney

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.

and forth to the two pumprooms cleaning strainers and keeping the tanks that are being cleaned pumped out. In addition, we think it should be the pumpman's job to take off the Butterworth plates, for, while it may cost extra in overtime, a more efficient job will be done.

If it is possible we would like to have a clear clarification on the time and half, and double time, paid in the tanks and under the gratings in the pump-room as well as a clarification on the duties of pumpman, chief and second, so as to avoid friction between them and the engineers. These things come up at regular intervals on a lot of coastwise tankers and they seem to cause a lot of confusion.

George Ranis, Edwin Mariano, Frederick Andersen, James Lassiter, SS Atlantis

Charter Member Of SIU, Retires

To the Editors: Thank you very much for sending me the SEAFARERS LOG regularly. This saves me from having to make a trip to Boston to pick one up.

As of last month I retired from the sea, having sailed in the SIU for the past 20 years. I was a charter member of the Union, joining in Boston, back in January 1, 1939. I paid off my last ship, the Bradford Island, last month, and will take it easy here in Brockton, Mass.

E. A. Olson

Sees Time Limit Slowing Shipping

To the Editor: I would like to answer Brother Art Lomas' letter which appeared in the LOG, of March 27, 1959.

I do sincerely believe this Union brother has been misled in what he calls homesteading a job. For some seamen a ship is his home and he must be doing his job or he couldn't stay on a ship for seven years.

The principles of our union are based on job security, protection and to create a better living and wage scale for our future.

I only stay on a ship for six to eight months out of a year

Homesteaders Needed In Union

To the Editor: This is an open letter to Brother Art Lomas who complained of "homesteaders," as he put it, in the March 27th issue of the SEAFARERS LOG. Has it ever occurred to Brother Lomas that if we did not "homestead" our jobs as we do, there would be that many performers, foul balls, and one-trippers doing good Union members, reliable and competent seamen, but of their jobs?

In my 26 years two months and five days in the SIU, I have yet to be fined by the organization, logged by a skipper, miss a ship or refuse a job after taking my assignment card at the hall, or to miss a picket line on the beach.

I have clearance for all our major beefs as well as some little ones, and yet I have been homesteading on and off for the past 20 years. Can Brother Lomas still complain against the men who are doing their obligations towards the Union by keeping these rustbuckets manned?

These tubs run on black oil, heat, sweat and blood. I have yet to see an SIU ship leave port with rum and cokes for fuel, and foul balls and performers for manpower.

Brother Lomas, put yourself in the position of a chief electrician, steward, bosun or deck engineer who has only one chance of shipping on any rustbucket, and see how much of a chance you have of enjoying the benefits of the SIU, unless you homestead. Would it pay you to make a three or four months trip, if you go on the beach afterwards for four or five months? I am pretty sure you would not relish the idea too warmly.

As for myself, I have a wife, a home paid for, and also a new car of the high-priced variety which I have the SIU to thank for. This is more than I can say for many one-trip proud ones who hang around the hall with a sob story for brothers who have just paid off.

No, brother, you are completely wrong when you say that we homesteaders are not contributing any interest towards the organization. God help the SIU if we were to have more complainers about homesteaders, and less men of responsibilities and obligations.

Think it over and try to learn the other side of the story before you go off blowing steam on a very weak argument. Is it possible to find a job ashore where I can lay off work for four or five months and go back to put in a stint of three or four? If that is possible, I must say I am on the wrong planet. Well I must say sayonara for now. Keep 'er steady as she goes.

Jose M. Melendez, deck engineer

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

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

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

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CITY

ZONE

STATE

PERSONALS AND NOTICES

Robert Menser
You are urged to get in touch with your brother Lawrence at 194 Holcomb St., Hartford, Conn., at your earliest convenience.

Albert Helm
Your gear from the SS Afoundria is at the New Orleans hall.

Nicholas La Fortezza
Your mother requests that you contact her as soon as possible.

Ex-crewmembers, SS John C
Will all those who witnessed the accident on July 4 involving Jack DeCulty please get in touch with him at 523 W. 112 St., NYC.

Carl Treimann
Please contact Mr. Lohse at the General Electric Credit Corp., 7400-37 Ave., Jackson Heights, NY. Legal action has already been started.

Jack Siries
Please contact John Arabasz in Baltimore for your money.

Earl (Skip) Fuller, Jr.
Please contact your wife at home. She is out of the hospital.

John Quimby
Cleveland Howell of 707 St. Nicholas Ave., NYC, requests that you get in touch with him.

Red Fink
John Bettina
Important you get in touch with Seymour W. Miller, SIU general counsel, at 26 Court St., Brooklyn.

Frank Kumieza
Anyone having any information about the whereabouts of the above please contact his mother, Mrs. Victoria Kumieza, 287 Coal St., Wilkes-Barre, Pa.

Robert E. White
Very important you contact your eldest daughter, Mrs. Gloria Lewis, 2410-11th St., Lake Charles, La., or phone Hemlock 9-8791. She is very anxious to hear from you. Anyone knowing whereabouts of the above, please contact Mrs. Lewis.

Frederick S. DeIorenzo
Very important that you write or call your home. Anybody knowing whereabouts of above, who was last aboard Steel Maker, please notify him of this message.

Man Of The House



With dad, Seafarer Robert E. Kiedinger, aboard the Penn Trader, Robert Jr., 2, is bossman of family's Houston home.

NLRB Acting On SIU Runaway Charges

(Continued from page 3)
that in light of these facts, "the form of corporate organization must give way to the realities of the situation..." and that the transfer of the Florida from the US was prompted largely by the desire to hire foreign crews at lower wage scales.

At the time the P&O vote results were announced, SIU secretary-treasurer Paul Hall declared: "The SIU's election success serves notice on American interests that transfer to a runaway flag no longer gives them immunity from union organization. Thousands of seamen now working aboard low-wage runaway-flag ships will now be targets of SIU organizing drives..."

In addition to the P&O precedent in the Labor Board proper, Federal Judge Frederick van Pelt Bryan last December ruled that joint SIU-NMU union action against the runaways involved the carrying out of "legitimate labor objectives in the course of a labor dispute."

Judge Bryan, in denying the runaway shipowners' petition for an injunction against picketing during the December 1 to 4 ITF protest demonstrations, declared that the beef was "clearly" a labor dispute and accordingly, the Taft-Hartley Act procedures apparently applied.

Should the Board now decide to uphold the SIU's charges on the Sea Level, it would strongly reinforce the right of American unions to organize runaway ships.

The Sea Level case closely parallels that of the P&O since it too is a former American-flag ship. From 1929 to 1950 it operated as the SS Seatrain and subsequently as the Seatrain New Orleans on the New Orleans to Havana run.

In 1954, it was sold to another American operator, the West India Fruit and Steamship Company, which promptly transferred it to the Liberian flag and put a Cuban crew aboard. Just as in the SS Florida case, the ship continued to operate in the same service it had run in before its transite.

In recognizing the parallel between the two cases, Penton cited the P&O decision as his authority for ordering the complaint. He declared there were certain "subsidiary factual differences" involved but ordered the proceeding because "there are basic questions involved that hav. application to many American-owned ships."

Baltimore Job Spurt Continues

BALTIMORE—Shipping for this port continued on the good side during the past period with almost 200 men shipped to permanent berths. While this is slightly below the prior period's total of 206, it is still way above the figures for the port for the past few months, Earl Sheppard, port agent, noted.

Most of the improved shipping can be attributed to the increased number of vessels which have been calling here.

Local unions throughout Baltimore have thrown their support behind labor-endorsed candidates for the coming city elections and for the City Council. The Baltimore membership was urged to study the recommendations and check into the backgrounds of the various candidates before voting.

There were 13 vessels paying off in this port during the past period, seven signed on and 12 were in transit. Paying off were the Jean, Evelyn, Mae, Emilia, Dorothy (Bull); Santore, Marore (Marven); Kenmar, Bethcoaster (Calmar), Armonk (NJ Ind); Irenestar (Traders); The Cabins (Texas City) and the Valiant Hope (Hope). Signing on were the Kenmar; Alamar, Bethcoaster (Calmar); Hilton (Bull); Baltore, Santore (Marven) and the Irenestar (Traders).

In transit were the Steel Architect, Steel Designer (Isthmian); Bethcoaster, Alamar, Portmar (Calmar); Alcoa Patriot, Alcoa Pennant (Alcoa); Wild Ranger (Waterman); CS Norfolk (Cities Service) and the Robin Trent (Robin).

FINAL DISPATCH

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

Edward Harris, 54: Brother Harris, a Union member since 1947, died on March 3 in his home town of Hopewell, Va. The cause of death was a circulatory ailment. Harris sailed in the engine department. He leaves his father, Mr. H. Harris, of Hopewell. Burial was in Hopewell Cemetery.



C. Farnham, 47: A member of the SIU since 1941, Brother Farnham died of a cerebral hemorrhage on August 18, 1958, in Seattle, Wash. He sailed in the deck department. Surviving him is his mother, Mrs. Viola Farnham, of South Wellfleet, Mass.



Ismael Romo, 40: Brother Romo was one of the four victims of the Valehem - Santa Rosa collision of March 26. Romo suffered extensive second-degree burns and died en route to the hospital in Atlantic City. He joined the Union in December, 1957, sailing in the engine department. He leaves his mother, Mrs. Fern Romo, of San Francisco, Calif. Burial was in Golden Gate National Cemetery.



Leslie Fowler, 57: Heart failure was responsible for Brother Fowler's death at sea on December 30, 1958. He sailed in the engine department after becoming a Union member in 1956. Mrs. Josephine Fowler, his wife, of La-Marque, Texas, survives him.



Sea Level Was Hit By ITF Drive

(Continued from page 3)
government was pulling out all the stops and the Cuban nationals would certainly be subject to intimidation by armed, uniformed guards.

Upon being informed of this action, SIU Secretary-Treasurer Paul Hall wired a strong protest to the NLRB general counsel, Jerome Fenton, in Washington and also notified Cuban government authorities of the treatment of Cuban nationals by the American operators of the ship.

The unfair labor practice charges filed by the SIU charge that the company fired the crewmembers because of their membership in or activity on behalf of the SIU.

Henry Gillot, 69: Brother Gillot suffered a fatal heart attack at the Seamen's Church Institute in New York on February 25. An SIU man since 1944, he shipped in the steward department. He is survived by his niece, Mrs. Suzanne Gosse of Huntington, NY.



Philip Reis, 48: An SIU member since 1952, Brother Reis died in his home in Chalmette, La., on March 13. The cause of death was coronary thrombosis. Brother Reis sailed in the steward department. Mrs. Bernadine Reis, his wife, survives him. Burial was in Greenwood Cemetery, New Orleans, La.



Shorthanded?

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

EVERY |
SUNDAY | DIRECT VOICE
| BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN
AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

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

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

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

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

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

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

WCO-16908.8 KCs
East Coast South America

WCO-22407 KCs
West Coast South America

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

WMM 25-15607 KCs
Australia

WMM 81-11037.5
Northwest Pacific

MARITIME TRADES DEPARTMENT

Defense Study Reveals:

Runaways No Cure For US Ship Lack

WASHINGTON—This week's disclosure of details from a hitherto "classified" Defense Department study of the US merchant fleet indicates that US military planners are at odds with the State Department and Maritime Administration on the issue of runaway-flag shipping. The report also shows the US merchant fleet to be seriously deficient even if the runaways are considered part of the fleet.

A document accompanying the Defense report readily acknowledges the existence of "a dispute between labor and management" as the basis for the campaign by the SIU, NMU and other maritime labor organizations against the runaways. The material appeared in an analysis by Hanson W. Baldwin, military affairs specialist on "The New York Times."

Defense Main Interest

"It would not be appropriate," according to a covering letter with the report, "for either the Navy or the Defense Department to become involved in a dispute between labor and management. Department of Defense interest and anxiety in this matter pertain to the impact on our national defense posture that this unresolved problem poses."

The report itself paints "a somewhat somber picture of the defense readiness of the American merchant marine," the article points out. Details of the report, unavailable when inquiries were made about it over two months ago, show the merchant fleet way under par in terms of defense and mobilization needs. The military appraisal was also sharply critical of present budget limits on new ship construction and fleet replacement.

One of the report's major arguments directly counters a view put forward recently by Maritime Administrator Clarence G. Morse, with strong backing by the State Department, that any maritime union drive to organize American-owned runaway ships could make a vital difference in US mobilization requirements. Morse's view was that American-owned ships under the Panamanian and Liberian flags were considered the same as American-flag vessels. He declared that union organizing pressure which might drive the ships to other flags, such as those of the Western European allies, would be a serious problem in any emergency.

As the latest Defense Department finding points out, however, even assuming the American-owned runaways are under "effective US control" while under Panamanian or Liberian registry, the US mobilization fleet would still have "serious qualitative deficiencies" of between 100 and 200 fast C-3 type

dry cargo ships and an unspecified number of troop vessels, as well as other types.

Since the runaway-flag fleet is primarily made up of tankers, Liberties and bulk ore carriers, the shortages cited by the Defense Department would still be present, regardless of any "effective control" concept.

The SIU and NMU both challenged Morse's statement, pointing out that if the defense needs of the US hinged on having American-owned ships under runaway flags, then this was a foolish concept at best and Morse should resign.

Other elements of the Defense study were that the present US-flag fleet could be considered "adequate" only for a limited war. The report classed the fleet as having "marginal capability" in terms of a general war only "under the most optimistic assumptions and on a quantitative basis only . . ."

The report also cited an "urgent need for increased emphasis on orderly ship construction" in view of "the rapidly approaching block

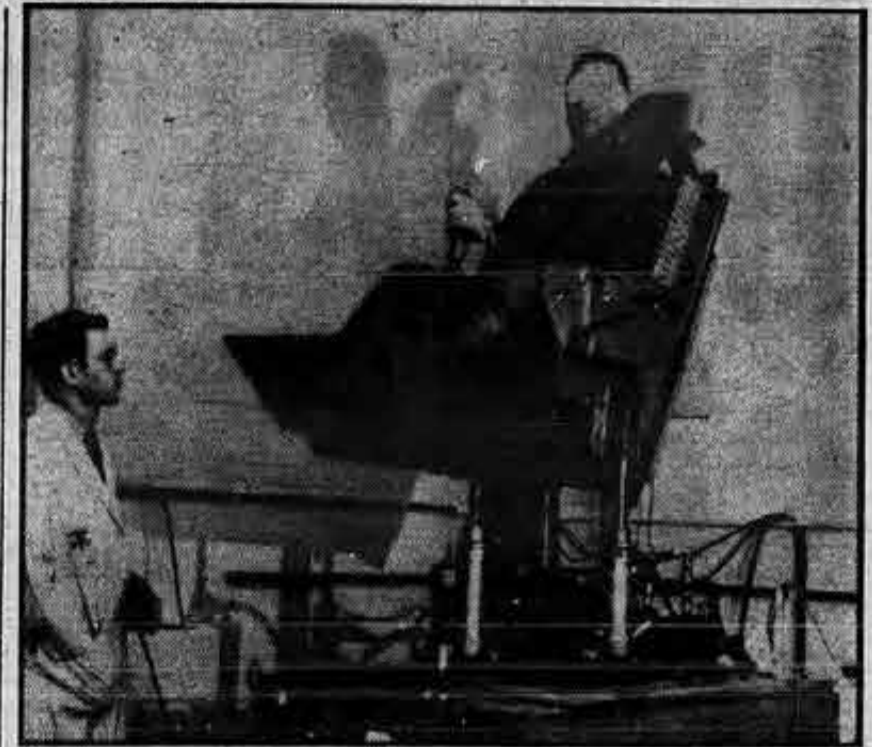
obsolescence of the vast proportion of US-controlled (including runaways—Ed.) tonnage—both active and reserve . . ." The budget now before Congress allocates funds for only 14 new ships in the coming fiscal year, which is a reduction of five ships from last year and only half the number called for by the Government contracts already written. Major passenger ship construction for possible transport use has been ruled out entirely.

Air Force Hails Missile Ship

Seafarers riding one of the Suwannee Steamship Company missile ships are likely to be at the ringside of the first manned spaceship flight in 1961, according to plans announced by the National Aeronautics and Space Administration. The agency announced that two years from now it

intends to send a one-ton manned space ship into flight around the world, the ship to land in the South Atlantic and be recovered by one of the missile ship fleet.

Meanwhile, in an important step



Missile ship crews may have a rendezvous with Air Force Captain Virgil I. Grissom if he is selected to be first US "spaceman." Shown here undergoing one of a series of tests, he is candidate for first manned satellite which will come down in South Atlantic for recovery.

CG Stalled, Lakes SIU Will Search Sunken Ship

DETROIT—Told by Coast Guard officials that the agency had neither the intentions nor the finances to conduct a survey of the sunken freighter Carl D. Bradley, the SIU Great Lakes District has decided to proceed on its own survey.

The union has hired a private firm for the job and has provided them with additional SIU personnel. The party will sift the area near Gull Island in Lake Michigan, where the ship went down last November 18 during a severe storm. Only two of the 35 crewmembers survived, with 15 of the bodies still unaccounted for.

The main purpose of the survey is to determine if any light can be shed on the Bradley's still-unexplained sinking. There is also some hope of obtaining personal items belonging to the missing crewmembers.

The Coast Guard's impotence to conduct a thorough investigation drew strong criticism from the Maritime Trades Department AFL-CIO. Speaking for the MTD, Executive Secretary-Treasurer Harry O'Reilly expressed alarm over the inadequacy of Coast Guard facilities.

The situation will grow worse with the increased traffic as a result of the opening of the St. Lawrence Seaway, O'Reilly warned, unless something is done to rectify it.

Discussing the survey, Great Lakes Secretary-Treasurer Fred Farnen said, "Every Lakes sailor and every sailor's family have a right to know why this vessel sank. If the Government will not or can-

not act, then we must protect those men who man Great Lakes vessels."

Good Future In Savannah

SAVANNAH—It has been a very good period on the shipping front for this port, Nevin Ellis, acting agent, noted. Although there was only one vessel paying off during the period the in-transit ships took on a number of replacements and helped cut down the registration list.

The SS Wang Dispatcher (Fairfield) paid off last week and laid off her crew. However, the ship is expected to take on a full crew in about 15 days.

The men on the beach here wish to extend their sympathies to the family of Seafarer Tom Peacock who died in the PHS hospital here last week. Brother Peacock joined the SIU in this port and shipped out of this hall regularly.

The only ship paying off in this port over the last couple of weeks was the Wang Dispatcher. In transit were the Seatrain Louisiana, Seatrain Georgia (Seatrain); Robin Trent (Robin); Wild Ranger (Waterman); Eagle Traveler (Term. Trans.) and the Chiwawa (Cities Service).

forward toward manned space flight, Suwannee Steamship's Timber Hitch successfully recovered the nose cone of a Thor rocket on March 27. It was described by the company as "the first completely successful recovery by a ship operated by Pan-American Airlines-RCA-Suwannee."

Crewmembers of the ship received a congratulatory message from Captain R. L. West which declared:

"The data capsule recovered by this vessel on March 27, 1959, was the first completely successful recovery by a ship operated by PAA/RCA/Suwannee. Congratulations to all hands have since been received from both Air Force and PAA agencies for a job well done by the Timber Hitch. To quote one aircraft pilot during the mission, 'That's showing the Navy how to do it.'"

"It is my pleasure to forward these congratulatory remarks to every man aboard ship and to add my own note of thanks and appreciation to everyone for the cooperation and assistance, without which this and future 'firsts' by the 'Hitch' would not be possible."

The data capsule recovery involved was the first successful recovery of a new type of nose cone which is considered a forerunner of a design for the manned space flight.

The space administration agency announced last week that it had selected seven men out of the Armed Forces to undergo training as candidates for the first space flight. The seven were chosen after a series of exhaustive tests. All of them have served as pilots and met a series of physical and psychological requirements out of a group of volunteers.

Present plans call for one of the seven to be sealed in a capsule and to be shot into an outer-space orbit on the nose of an Atlas intercontinental ballistic missile. The manned one-ton capsule would make three complete circuits around the earth of 90 minutes each.

Then, while passing over the

United States, headed southeast, the pilot would fire a series of rockets which would slow the capsule gently over the South Atlantic. At that point, one of the waiting missile ships would pick up the capsule and its outer-space pioneer.

'New Look' At Canadian District Hq

MONTREAL—The SIU Canadian District has unveiled its enlarged, modernized headquarters hall in Montreal. From the larger, faster elevator to the decorative wall and floor panelling, the building has undergone drastic changes.

Of particular interest to the membership is the new all-recreation second deck, complete with new pool tables. The shipping hall on the fifth deck has been enlarged to accommodate 600 men and will also double as a television room, using a huge-sized screen.

The shipping board will now display jobs electrically on a bi-colored illuminated surface while registration boards have been replaced by ones large enough to handle the peak seasons.

A new central air-conditioning system has been installed, replacing the old individual units, which were prone to break down. Various offices, the barber shop and slop chest have also taken on a new, modern look.

Sign Name On LOG Letters

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