

Full Text Of SIU Shipping Rules

See Centerfold

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SEAFARERS LOG

March 27,
1959

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

The Caribbean:

**REFUGE for
RUNAWAYS**



Special LOG Feature

Page 5

State Dep't Move Hit:

RAP US BID TO SHIELD RUNAWAYS

Story On Page 3

Fund Lack Hits Ship Sanitation

Story On Page 2

One Seafarer Dead, Three Missing, 18 Hurt On SS Valchem

The Grace Line cruise ship Santa Rosa rammed the SIU-manned tanker Valchem at 3 AM yesterday morning off Atlantic City. The following are dead and missing:

Dead, Ismael J. Romo, FWT.

Missing, Joseph A. Mora, wiper, Charles S. Butler, wiper, and an as yet unidenti-

fied ship's officer.

The 18 injured, all Seafarers, were taken aboard the Santa Rosa. The Valchem was empty at the time, being outbound for Baytown, Texas.

For fuller details and complete crew list of injured and uninjured men see story on page 2.

SS VALCHEM IN COLLISION; ONE DIES, 3 MISSING

ATLANTIC CITY, NJ—One Seafarer died, three crewmembers, including an engineer, are missing and 18 others were reported injured aboard the SIU-manned chemical tanker Valchem after it was struck by the cruise ship Santa Rosa 22 miles offshore here. The accident took place at 3 AM, Thursday, March 26.

The dead man was Seafarer Ismael J. Romo, 41, FWT, of Los Angeles. Missing are Joseph A. Mora, 48, wiper, of New York and Charles S. Butler, also 48, a wiper, from Houston, Texas. The second engineer is also missing. Another 18 Seafarers are reported injured, but aboard the Santa Rosa and were being brought to New York as the LOG went to press.

The Santa Rosa, heading north from a cruise to the Bahamas, struck the Valchem on the port side aft and her bow penetrated halfway into the fireroom. She sheared off the stack, two ventilators and part of the cabin deck which fell on the Santa Rosa when the two ships pulled apart after it was determined that they could both float. The two ships were locked together for two hours.

The dead man was reported to have been taken off by Coast Guard helicopter and rushed to a hospital in Atlantic City, but died before medical attention could be given. He was badly burned, apparently in a fire which broke out aboard the Valchem following the collision. The fire was brought under control shortly afterward.

The following is the latest available list of dead, missing, injured and uninjured Seafarers on the Valchem:

DEAD
Ismael J. Romo, FWT

MISSING
Joseph A. Mora, wiper
Charles S. Butler, wiper

INJURED
Hans Richardson, AB
I. De Nobrega, AB
H. Wan, OS
G. Malensky, OS
Claude Blanchard, bosun
A. Dokeris, cifer
B. J. Martin, FWT
Ernest C. West, FWT
William M. Safos, oiler
John J. Tobin, oiler
William Nesta, steward
A. Perez, chief cook
Lowell Harris, baker
B. E. Henderson, 3rd cook
Albert Castro, Jr., utility
John Kavanagh, utility
Rafael Bertram, MM
William Todd, MM

REPORTED SAFE
Peter D. Sheldrake, DM
Gerald L. Kersey, AB
Ravaghn Johnson, AB
Charles V. Tyler, AB
Elmer D. Baker, OS
Gene Paschall, AB
George G. Baka, ch'f pumpman
W. J. Westcott, 2nd pumpman
H. L. Trahan, oiler

Similarly, a fire broke out in the paint locker of the Santa Rosa.

The Santa Rosa, which was carrying 265 passengers plus a crew of 150 NMU men, took aboard the 18 survivors, three of whom are reportedly in need of hospitalization. Four of them had shipped on the Valchem on Tuesday and Wednesday. Santa Rosa crewmembers spent seven hours battling the fire in the paint locker which at one time threatened to cause the removal of passengers.

The Santa Rosa and her sister ship, the Santa Clara, stood by the

Valchem until she was taken in tow by a commercial tug. Coast Guard cutters and a Coast Guard helicopter were also on the scene.

There were no reported injuries on the Santa Rosa, which suffered a gash in her bow just about five feet above the waterline.

At the time of the accident, the Valchem was in ballast, headed south to the Gulf from New York City. The ship is a chemical carrier, hauling liquid industrial chemicals from Texas to the East Coast.



With striking woodworkers thrown into jail, often without formal charges, wives and daughters have taken over Newfoundland picket lines in many instances. Newfoundland government has gone all-out to smash the strike and set up a government-sponsored company union.

SIU Backs Loggers' Fight On Newfoundland Scabs

The SIU of North America and the SIU Canadian District have contributed a total of \$6,500 to 12,000 striking Newfoundland loggers as organized labor in Canada has rallied to the defense of the strikers. Members of the Canadian District approved a \$1,500 contribution at their March 11 meeting and international headquarters gave the balance, SIU of NA Vice-President Hal Banks reported.

The call for aid came as the government of the province of Newfoundland organized a corps of strikebreakers and vigilantes and declared it would oust the striking union, the International Woodworkers of America, from the province.

The Newfoundland loggers' beef is one of two bitter strike battles in widely-separated areas which indicate a hardening of government attitudes towards unions in both Canada and the United States. Another major strike, this one in North Carolina, shows a similar pattern with the North Carolina government supplying 135 highway policemen to escort strikebreakers in and out of the Harriet-Henderson Cotton Mills in Henderson, NC. The Textile Workers Union of America has been striking the plant for over 16 weeks and in the process, the regional vice-president of the union, Boyd E. Payton, has been hospitalized as the result of a severe beating he received.

Condemns Strikebreaking

In Newfoundland, the province's government, headed by Premier Joseph R. Smallwood, has been denounced by Canada's Prime Minister, John Diefenbaker, for its strikebreaking tactics. The prime minister, a member of the Conservative Party, declared that the chartering of a strikebreaking organization has "greatly aggravated the situation" and represented actions which "go greatly beyond the usual role of government." He refused to send additional contingents of the Canadian Mounted Police into the province. It had been charged that the famed "Mounties" were being utilized by Smallwood to assist strikebreaking.

The loggers' strike began after the Woodworkers Union had organized the Anglo-Newfoundland Development Company, was certified by the Canadian Labour Relations Board and started negotiations.

At the time, the men were working a 60 hour week, living under

primitive camp conditions and getting \$1.05 an hour. But the company refused to make any changes in the loggers' conditions.

The matter was then referred to a government Conciliation Board which, in a unanimous report, called for a 54-hour week, and a \$1.22 wage rate. With the hours cut, the raise amounted to about five cents an hour. The union approved the report, but the company rejected it and would not budge.

Company Got Injunction

When the union called for a strike vote, the company got a court injunction to halt the polling of the membership. Nevertheless the union went ahead and got a 98 percent vote for a strike, although some of the members were hauled into court for holding the vote.

The strike started December 31, 1958, and since then both the company and the provincial government have organized strikebreaking activities. The provincial legislature voted to "decertify" the

union, even though it had formal certification under Canadian law, formed a company union called the Brotherhood of Newfoundland Woodworkers, and is enrolling strikebreakers and vigilantes to smash the union.

Probe Demanded

The Canadian Labor Congress' reaction has been to call for financial contributions from its one million members to support the 12,000 strikers and to demand a national government investigation of the strike. The government has agreed and has appointed a royal commission to deal with the dispute.

The North Carolina strike of the textile workers has been on for over 16 weeks now, and state highway police have been giving the strikebreakers an escort in and out of the plant daily. Both the Justice Department and the McClellan Committee are reportedly looking into the beating of the union officer, one of many such incidents which have taken place since the strike began.

House Body Cuts Subsidy Fund

WASHINGTON—Right after Maritime Administrator Clarence Morse testified that subsidy appropriations should go up to handle pending applications, the House Appropriations Committee voted a cut in subsidies for the balance of the year.

Morse had told the committee that the Government would need around \$200 million a year should all pending applications be approved. This would involve some 2,600 voyages and cover applications made by the SIU-contracted Waterman and Isthmian Steamship companies and Great Lakes District-contracted T. J. McCarthy company.

Other companies who have major subsidy applications pending are Isbrandtsen and State Marine Lines. In addition, existing subsidized operators, among them Bloomfield and a number of West Coast companies, have applications in for expanding their present subsidized services.

As compared to the \$200 million figure, the Administration had requested \$130 million to operate the program for the fiscal year beginning July 1 plus a supplemental

appropriation of \$10 million to handle obligations for the balance of this year until July 1. This money was to make up for a lack of

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Tug Mishaps Hit Mobile; Shipping Up

MOBILE—Two harbor accidents during the past few weeks in the harbor has resulted in the loss of two lives, considerable property damage and the disruption of water commerce along the main ship channel for a couple of days, Port Agent Cal Tanner reports.

The first of the sinkings came about when a barge load of shells suddenly sank, dragging its tug down with it. The master of the tug and his engineer went down with their vessel. The second sinking occurred when a barge load of wet logs went under in the main ship channel, threatening to close the channel to navigation for a couple of days before salvage crews were able to clear the wreck.

Meanwhile down on the Alabama State Docks, the heavy bulk loading machinery broke down while unloading a cargo of iron ore from a Lykes Brothers' vessel. It is expected that it will take about a week to repair the machinery before it will be back in operation. Unloading equipment was borrowed from another tittle across the river and unloading continued on this vessel and others in the harbor with bulk cargo.

Drydock Being Shifted

The SIU-contracted Waterman Steamship Company has announced the leasing of the drydock which formerly served the Gulf yard here to a shipyard in Jacksonville, Fla. The drydock is capable of handling vessels up to 18,000 tons, and will be towed over to Jacksonville in the near future. An eight-man crew will be dispatched from the hall here for the run.

Shipping for the port during the past couple of weeks was on the good side, Tanner reported, keeping well ahead of the number of men registering for the same period.

The following were the vessels calling into the area either for payoff, or in transit: the Alcoa Pegasus, Alcoa Corsair, Alcoa Cavalier, Alcoa Ranger, Alcoa Roamer (Alcoa); Monarch of the Seas, Young America, Claiborne (Waterman); Frances, Suzanne (Bull); Del Viento (Mississippi); Ocean Evelyn (Ocean Trans.) and the Mankato Victory (Victory Carriers).

prior appropriation last year for existing subsidies.

The House Committee promptly cut the \$10 million figure in half. Had it been approved, it would have provided the same total amount this year, \$130 million, as the Administration is asking for next year.

The action of the House indicates that far from increasing the budget anywhere near the \$200 million that will be needed for all subsidy applicants, Congress may cut present subsidy operations down in the coming year.

This would affect US shipping seeking to enter the Great Lakes-Seaway trade, since the only subsidy allowances not now being used are some 75 voyages for this trade, which was based on the assumption that \$130 million would be forthcoming for subsidy purposes.

Excerpts From Protest To State Department

(The following are excerpts from the protest sent to Under-Secretary of State Christian Herter dealing with reports that the State Department might attempt to overturn NLRB and court decisions on runaway ships. The NMU sent an identical protest.)

"We believe it would be most inadvisable for the State Department to intervene in what is essentially and simply a labor dispute between American maritime unions and American maritime management . . . (which) . . . uses Liberian and Panamanian registry as a purely technical and legalistic device to evade American wages, scales and conditions and American taxes . . .

" . . . The National Labor Relations Board has found these ships are American-owned, operate in the commerce of the United States at the service of American industrial corporations . . . Both the Department of Commerce and the Defense Department regard these ships as American ships. The only excuse offered for registering them under another flag is admittedly to take advantage of low labor costs. This is conceded by the staunchest defenders of this arrangement . . .

"Liberia and Panama by permitting free and easy registration under their flags are peddling wage discount cards to shipowners . . . seeking to escape union organizing . . . Hence the efforts of the owners to use the US State Department and the navigation treaties as a shield . . . from the legitimate demands of their crews.

" . . . Panama and Liberia have abused the navigation treaties by selling these wage discount cards at a trifling fee . . . Whoever uses the navigation treaties as an excuse to justify this practice is guilty of hypocrisy and insincerity . . .

" . . . The State Department has a long record of coolness toward an American-flag merchant marine . . . We trust that the State Department will not formally associate itself with the above-mentioned hypocrisy and insincerity by using the excuse of 'navigation treaties' to intervene in a pure and simple domestic labor dispute . . .

" . . . The legal issues at stake are at present before the Federal courts . . . We urge that you . . . let the appropriate agencies—the courts and the National Labor Relations Board—make the decisions that fall within their jurisdiction."

SIU, NMU Hit State Dep't Move To Balk Drive On Runaways

WASHINGTON—In what appears to be another move by runaway ship-owners to block unionization, the US State Department is reportedly "looking into" National Labor Relations Board and US court findings that runaways are subject to US labor law.

Both SIU of NA President Paul Hall and NMU President Joseph Curran have protested to Under-Secretary of State, Christian Herter, objecting to the department's interference "in what is essentially and simply a labor dispute between American maritime unions and American management . . ."

The "Journal of Commerce," a New York business newspaper, reported last week that the State Department investigation "stems from a concern that these decisions might be contrary to treaties of navigation which this country has with nations which provide flags of convenience for American-owned ships." The implication was that the Department would attempt to overturn NLRB rulings that US unions can organize American-owned runaways.

The two sea union officers, in their protests to Herter, declared that, "Panama and Liberia have abused the navigation treaties by selling wage discount cards" to American shipowners.

The State Department move derives from the SS Florida case in which the SIU petitioned for an election on the Liberian-flag cruise ship last May. In that instance, the NLRB ruled that the SIU was justified in its bid because the ship was American-owned and controlled and operated in the commerce of the United States.

Subsequently, in December, when the NMU, SIU and other sea unions picketed runaway-flag ships the Federal District Court in New York refused to enjoin the

picketing on the ground that the case properly belonged before the NLRB as a straight labor dispute. A trial on the merits of this issue is still pending.

The latest State Department action then, is seen as an attempt to intervene on behalf of the runaways in further court proceedings dealing with the right of American unions to organize American-owned runaway ships.

In his letter of protest to Herter, Hall cited the findings of the Board and the courts and also pointed out that "both the Department of Commerce and the Defense Department regard these ships as

American ships. The only excuse offered for registering them under another flag is admittedly to take advantage of low labor costs. This is conceded by the staunchest defenders of this arrangement."

Runaway shipowners, he concluded, are trying to use the "US State Department as a shield to protect them from the legitimate demands of their crews."

The involvement of the State Department is only one of a series of developments in the runaway arena. Others include the following:

- A leading runaway operator (Continued on page 15)

Budget Threatens Sanitation Service

An inadequate budget appropriation which threatens to undermine enforcement of shipboard health and sanitation rules is under attack from the Maritime Trades Department, AFL-CIO and the SIU of NA.

Writing to members of the House Appropriations Committee, MTD Secretary-Treasurer Harry O'Reilly pointed out that collapse of the sanitation program would open the United States to the spread of communicable diseases, rat and insect infestations from foreign countries. It would also endanger the health of American seamen.

SIU port agents and MTD port councils are being alerted to notify the Appropriations Committee members from their area as to the seriousness of the situation.

O'Reilly pointed out that the Sanitation Service has only 20 inspectors and 18 engineering inspectors with the result that it is impossible to inspect ships and other common carriers as often as they should be. He suggested that the inspection service work force would have to be doubled to perform its job properly.

The PHS Interstate Carrier General Sanitation Program performs several important functions. One, with which Seafarers are familiar, involves inspection of sanitary conditions aboard ships including food handling, general shipboard cleanliness, freedom from rat and insect infestation, assurance that heads and sanitary lines do not leak and contaminate other areas of the ship, assurance that drinking water is free of contamination and other matters vital to the health of crews, as well as to passengers on US-flag passenger ships.

In addition to inspecting vessels and other carriers, the service has an important function to perform in ship construction. When a new ship is built or an old one modified, it must get a certificate of sanitary construction to assure that all facilities are properly installed.

The Sanitation Service also is called in by the Quarantine Serv-

ice from time to time to check on foreign vessels calling at US ports from the shipboard engineering point of view.

For these functions the service has a recommended appropriation of \$350,000. While this is pretty much the same as in previous years, it actually represents a cut-back, because Federal employees were granted a five percent raise last year, and other costs of operating the program have gone up accordingly.

Standing Guard On 'Squatter's Rights'



After assorted "salvagers" had made off with lines, typewriters, fittings, food supplies and other equipment, the stern section of the wrecked tanker African Queen is now under armed guard. It has been claimed for salvage following its abandonment as a total loss by owners. Tanker is on reef off the coast of Maryland.

Lakes SIU Wins 1st Welfare Plan

MILWAUKEE—The first comprehensive welfare coverage for seamen on Great Lakes ships has been won by the SIU-Great Lakes District with the signing of the Clark Oil and Refining Corporation.

As a result, Lakes Seafarers on Clark ships will be covered by Welfare Plan benefits which are patterned on those in existence on deep-sea ships contracted to the Atlantic and Gulf District.

Of particular significance to Lakes seamen is the provision for year-round coverage for them and their families, even though all Lakes operations are suspended four or five months in the wintertime. However, the SIU deep sea requirement calling for one day's seafaring in the last 180 days and 90 days in the previous year, is tailor-made to cover such opera-

tions, so that its adoption on the Lakes will meet the problem posed by the seasonal nature of shipping.

Normally, Lakes ships lay up in December and come out again in April, a span of time which falls well within the 180-day limit.

Virtually all of the deep-sea benefits have been included in the Lakes plan including the \$4,000 death benefit, the \$200 maternity benefit, \$15 daily hospitalization allowance for dependents, and for seamen the \$21 weekly hospital benefit and \$35 weekly disability pension.

Signing of the Clark agreement has paved the way for bringing other Lakes companies in under the SIU Great Lakes plan. Lakes Secretary-Treasurer Fred Farnen said that meetings with other SIU-contracted companies are being arranged to include them in the pace-setting agreement.

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 1
- April 15
- April 29

House Votes To Extend Jobless Aid

WASHINGTON—With unemployment again up close to five million, the House of Representatives has voted to extend temporary Federal employment benefits for three more months. The program, which is due to run out on April 1, provides benefits for those workers who have exhausted their regular state benefits.

Meanwhile, President Eisenhower has called for legislation to provide benefits for three million more workers that are now not covered by state unemployment benefit plans. These would include workers in small operations and workers for non-profit organizations.

However, it would not make any provision for extending the present temporary Federal program, which was passed last year as a one-shot measure during the recession.

Union spokesmen in Washington have advocated continuation of the temporary program because of the failure of unemployment to show any decline up until now. The unions are also calling for a Federal minimum unemployment benefit law, because many states have

very low benefits, and benefit periods of as little as 16 to 20 weeks.

Designed to provide a general tapering off of temporary benefits, the bill passed by the House would assist an estimated 405,000 workers. These benefits take effect when a worker has used up his regular state benefits. However, it will not provide payments for those who had exhausted the benefits to which they were originally entitled under the temporary extension, nor to those whose regular unemployment benefits run out later.

Only those already receiving the special benefits or those who file

valid claims by March 31 will benefit by the extension.

The bill is a watered-down version of an earlier Democratic plan to extend the benefits for one year and have it cover all the jobless. When it met with resistance, efforts to push it through were abandoned in order to assure the three-month extension, which was backed even by conservative Republicans.

Finances for the extension will come from a \$665,700,000 fund, of which \$218 million is left, appropriated last year for the emergency program. It will cost \$78 million.

Delta Line Receives Bids On New Ships

WASHINGTON—The apparent low bid for the construction of three cargo ships for Mississippi Shipping Co., an SIU-contracted operator, was \$9,561,000 each, submitted by Avondale Marine Ways, Inc., the Maritime Administration reported.

The bids are not fixed and are subject to change in case of an unforeseen increase in labor or material costs.

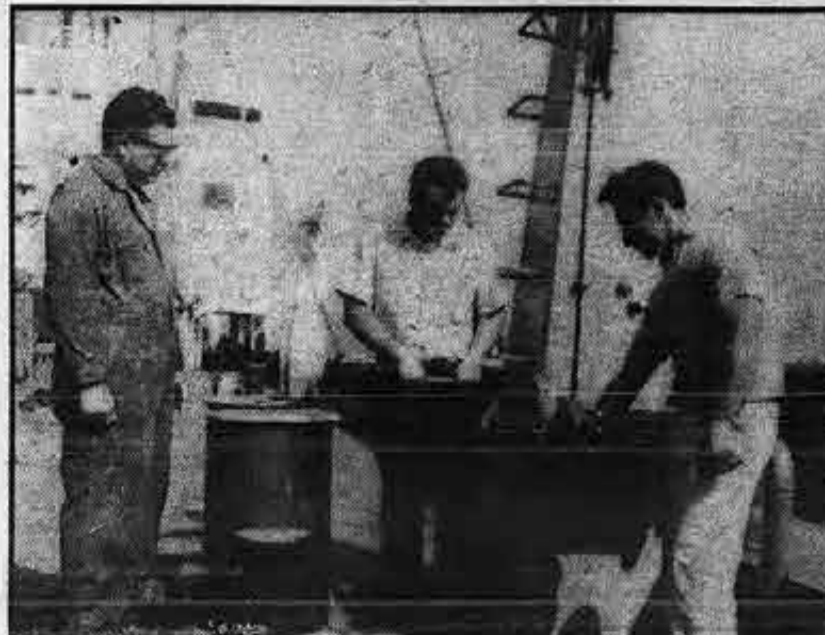
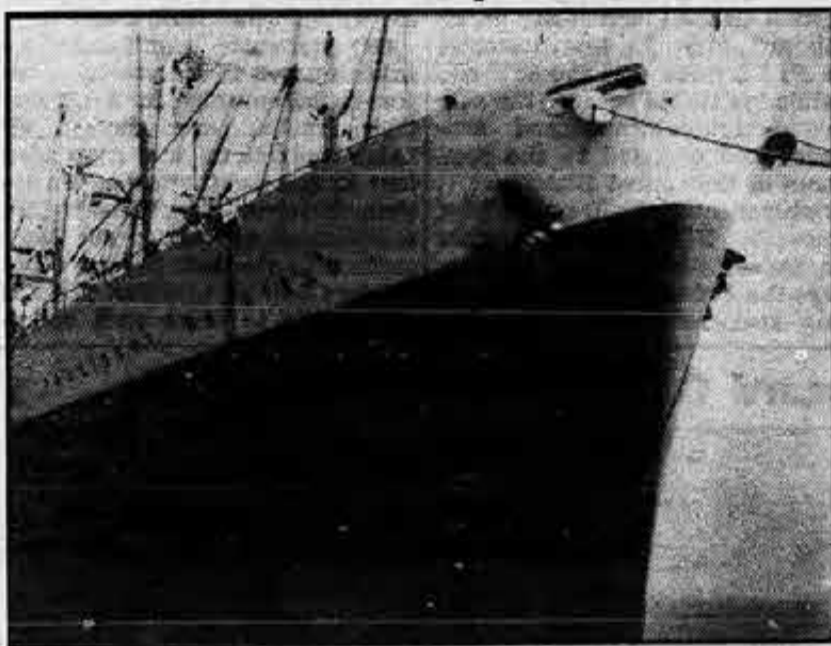
According to the MA, the 10 bids submitted ranged from the low Avondale bid to a high of slightly more than \$12,000,000 for each vessel, with fixed price bids running even higher. Two of the next lowest bids were \$9,750,000 from Newport News Shipbuilding Corp., and \$9,850,000 from the Ingalls Shipbuilding Corp.

The three Mississippi vessels

are intended for use in the company's Gulf to West Africa run and to the east coast of South America. The 10,930 deadweight ton vessels will be 503 feet long and will have accommodations for carrying 12 passengers. They will have a speed of 18 knots. Among other new features will be the use of mechanical hatch covers and full air-conditioning in all dining quarters.

Additional bids on the three ships were made for various defense features which will have to be analyzed before final determination of the award can be made.

A West Coast Ship Comes Out



Newly-converted Mariner comes out of yards as President Garfield for SIU Pacific District-contracted American President Lines. Below, Doug Crute, bosun, explains winch operation to Dave McAdoo and D. Buoni, ordinary seamen.

INQUIRING SEAFARER

QUESTION: Do you find that ships exercise proper speed precaution in fog or in congested waters?

Edelmarto Albarran, deck: No. Why, the last ship I was on was



cruising about 14 knots—and that fog was thick. Sometimes it seems as if the skippers are more interested in meeting their schedule than in safeguarding their ship and the crew. Relying on radar is not too safe a practice, since the readings are often deceptive.

Claudio Finero, deck: In my experience, the skippers have always taken up most precautions. As soon as a fog begins to settle, the ship cuts its speed, sends an extra lookout on the bridge and blows its horn regularly. That's as much precaution as you could ask for.



Joe Bucher, deck: Sometimes they slow down, sometimes they don't. I think their schedule's their guide. If they don't want to lose a day, they go right on through without slowing down. They use radar and other safety devices, but I wonder if they're foolproof.



M. G. Lopez, bosun: Ships I've sailed on have always taken utmost precautions. They always slow down in a fog or go to "stand-by," where they could change course with a flip of the wheel. The horn is blown every two minutes and a lookout is put on the bridge. A good skipper will also stand watch.



Luis Polanco, deck: The ships I've sailed generally slow down. If the fog gets too dense, they'll even drop anchor as has happened on a number of occasions. To warn other vessels, the whistle is constantly blowing. Many skippers will also stay on the bridge while the going's rough.



Joe Zuccaro, deck: I've just come off one of the missile ships and I'll tell you, it's the last ship I'd want to be on during a fog. I've seen captains go right on through at speeds of 15 knots and believe me, the crew was concerned. Without a lookout, no less.



Gov't Opposing \$1.25 Minimum

WASHINGTON—In a letter to members of Congress, Secretary of Labor James P. Mitchell, has requested a delay in raising the \$1 an hour minimum wage law, and instead asked for an extension of its provisions to "several million additional workers."

In support of his position, Mitchell said that when the statutory minimum was raised back in 1956 from 75 cents to \$1 an hour, it resulted in some "disemployment" in the low-wage industries, which did away with many jobs by tightening up their operations.

Studies by the Department, he said, "suggest that the \$1 minimum had substantial impact in the low-wage industries and that there is still a heavy concentration of workers" at or near the minimum in these areas. A further raise at the present time, would only result in running the risk of "substantially curtailing employment or earning power" among these industries.

"The minimum ought to be raised as rapidly as possible," Mitchell agreed, "but with due regard for the economic capacity of low-wage industries to make adjustments to progressively higher standards."

In commenting on Mitchell's proposals, AFL-CIO President George Meany said that he was glad to see the Administration support for extension of the coverage but that organized labor would not give up its fight to boost the minimum to \$1.25 an hour.

Turned Down OT? Don't Beef On \$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to come up with equal overtime when the easier jobs come along. This practice is unfair to Seafarers who take OT jobs as they come.

The general objective is to equalize OT as much as possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can make up the overtime he turned down before.

NY Passes 'Mild' Curb On Union-Boss Dealings

ALBANY—The New York State legislature has overwhelmingly passed an anti-racketeering bill, designed to eliminate some of the abuses in labor-management relations. The bill, in effect, sets up a code of ethics for union officers and agents, requiring annual financial reports from unions, employers and employer groups and labor consultants.

Although the provisions of the bill are generally approved by labor forces in the state, objections were raised by the state AFL-CIO to the state's action in the labor regulation area. Labor officials argued that union activities cross state lines, and that if New York's action were repeated elsewhere, unions might find themselves operating under up to 50 different state agencies. Such legislation is for the Federal government, not the states, they concluded.

Actually the State bill is considered to be milder in tone than the Kennedy-Ervin bill in the Senate or the Eisenhower administration's bill which is even more stringent.

The bill prohibits an officer or agent of the union from having any financial dealings that conflict with his responsibility to his union or acting in a way that favors his personal profit over the welfare of his union.

One provision forbids union officers from holding more than one percent of the regularly-traded stock of a company with which the union is negotiating and bans more than \$100 worth of gifts from employers in any one year. Most of the provisions of the statute carry

possible fines of up to \$1,000, one year in jail, or both.

Recognizing the need for such a reform bill in the light of recent abuses, the legislature did not exclude employers from fault. The preamble notes that some employers and labor relations consultants "participated in or induced such abuses."

MMP Names New Trustee

The International Executive Committee of the Masters, Mates and Pilots has appointed Floyd Silverman as trustee of Local 88, New York. Silverman, a Local 88 member, succeeds Charles Crooks, who is returning to his home in San Pedro, California.

The trusteeship was set up in Local 88 after a group in the union seized possession of the Local's headquarters in March, 1958, and attempted to take over the operations of the union, until they were ordered by the courts to return possession to the MM&P trustee.

Silverman has been working with Crooks for several months in reorganizing the affairs of Local 88. Consequently he was considered well-qualified by the MM&P to succeed Crooks, who wished to return to his home local on the West Coast.

The Caribbean: Refuge for Runaways



For some time now, the SIU has been hammering at the use of Liberian and Panamanian registry by American shipowners. However, the use of the Liberian and Panamanian flag is but one of many moves by American ship operators and shoreside American businesses to escape US wages and taxes. Other areas are also being exploited for this purpose, some of them British possessions, often in combination with Liberian registry.

Among the most favored areas are the Bahamas and Bermuda, both British colonies, which are already well-developed as escape hatches. They offer a unique advantage in that they fly the flag of Great Britain, a legitimate maritime power, thus offering respectability which is lacking in other runaway nations. The following describes how US firms have been exploiting this opening, and what this development means in light of the American unions' fight on runaway shipping.

LONG-FAMED as handy vacation resorts for American tourists, the Bahama Islands (a hop, skip and jump from Miami) and Bermuda in the Atlantic proper have more to offer than sunshine, beaches and good fishing. As a special

gressional curiosity, but others frankly admit, as RCA-Whirlpool did, that the tax advantages are "exactly" what attracted them.

Of course, some corporations do represent direct American investment in local enterprises, which, incidentally, gives them an opportunity to exploit the prevailing wage scales. However, other companies simply set up administrative offices which are handy in juggling tax obligations. Shipping companies fall into the second category.



MANY US COMPANIES INVOLVED

Shipping companies include US Steel's foreign-flag subsidiary, the Navios Corporation, which operates four 60,000-ton Liberian-flag ore carriers plus other foreign-flag oreboats; Bethlehem Steel's Interocean Shipping Company, also in the bulk cargo trade, and National Bulk Carriers. As previously mentioned, Naess has set up shop in Bermuda, while British operators are found in both places, utilizing their own home-made tax haven.

Shoreside companies here include subsidiaries of Owens-Illinois Glass, Crucible Steel, Outboard Marine, Whirlpool and other leading American corporations.



HOW TAXES ARE JUGGLED

Those companies in the Bahamas for tax purposes work it this way:

A sales or management office is set up in the islands to handle the proceeds from foreign shipping or sales operations. The profits can be accumulated in the islands or re-invested overseas to produce more profits. There is no need to bring them into the US where they would be taxed at 52 cents to the dollar.

Should the parent US company want to return its profits to the mainland for any reason, it can liquidate its island subsidiary and consequently pay at the capital gains rate (a maximum of 25 percent) instead of at the 52 percent income tax rate. Actually, there is no need to do this since a subsidiary shipping company can re-

turn profits to the parent in the form of ridiculously-low freight rates on carriage of the parent company's raw materials.

A Bahamas or Bermuda operation then, works very well in a tandem with Liberian or Panamanian ship registration.

The British tinge given to an American company in the islands is designed to help duck American unions as well as American taxes, by claiming that the controlling interest lies in a "British" corporation.

down. However, attempts to organize have been crippled by government restrictions. When the Bahamas Federation of Labor called a general strike last year, the legislature passed an act as follows:

- No local union could affiliate with the Federation or pay it per-capita. The Federation could not bargain for any local union.
- Dues checkoff was made illegal.
- Unions must register with the government. Failure to do so subjects union officers to heavy fines and jail terms. The government can reject such registration, in effect outlawing the union.

- Strikes in essential services are outlawed. Other strikes can be ruled illegal on the ground that they cause "hardship to the community."

In addition, the president of the Bahamas Federation was imprisoned on a "sedition" charge, but was subsequently released by the courts.

Since then there has been no more "labor trouble" in the Bahamas, despite relatively-high living costs. Milk, for example, costs twice as much as in the United States and other commodities are equally expensive.



UNION COURSE OF ACTION

In light of the wide-open loophole now existing, American unions see a need to act in this area. Otherwise the trend will continue and American workers in both shoreside and ship industries will suffer. Consequently, the Maritime Trades Department, AFL-CIO, has already endorsed the formation of a Caribbean Federation, designed to bring American, West Indian and Central and South American maritime groups together to decide on common courses of action.

There are many problems to be overcome in this area, but, judging from past experience, the SIU is confident that there will be no difficulty in enlisting the support of seamen and shoreside workers.

For example, in November, 1957, the Canadian National fleet attempted to switch to Trinidad registry to escape a strike by the SIU Canadian District. Upon being alerted by the SIU and the International Transportworkers Federation, seamen's unions in Jamaica and Trinidad refused to man the ships. When the ships were sold to Cuba, Cuban seamen likewise balked at working the struck ships and had to be forced to do so by gun-toting guards.

In September, 1958, the SIU struck the SS Yarmouth in Washington, DC, and the West Indian crew, many of them from the Bahamas, walked off the ship down to the last man. The SIU still has unfair labor charges pending before the National Labor Relations Board because this crew was fired for its union activity. The SIU is convinced then, that given the opportunity, West Indian workers will be solidly pro-union in any drive on the runaways.

Since the ITF has agreed that American ownership determines the jurisdiction of American unions, under any flag, the effort to escape unions by registering in a



British colony does not bring with it immunity from organization. But certainly, the problem would be simplified if Congress acted to close existing loopholes, so that American owners would be compelled to recognize their tax responsibilities to the United States and their obligations under US labor law.

feature in the "Wall Street Journal" of March 11 indicates, "An increasing number of American firms are finding the clime here in the Bahamas is irresistible—the tax climate, that is."



ADVANTAGES TO US FIRMS

For those American concerns who seek to flee the 52 percent corporate income tax in the United States, the Bahamas offer many advantages. They are close to the United States, making communication easy. The weather is good. British rule offers as respectable a front as any low-paying businessman would want.

There is an ample low-wage labor force available which speaks English and is forced by circumstances to work for from 30 to 70 cents an hour. While union-minded, as they have proven on several occasions, the Bahamians find themselves hamstrung by severe restrictions on union activity. Businesses investing in the island find the island legislature eager to cooperate in keeping labor in its place.

With conditions such as these prevailing here and similar conditions in Bermuda, both American and British shipping firms are operating out of the islands. Just last week, Erling Naess, a leading American runaway-ship operator, announced he was setting up a Bermuda-registry firm which will operate 250,000 tons of bulk ore and oil carriers.



TAX SET-UP IS IDEAL

The "tax climate," of which the "Wall Street Journal" spoke, is as cozy as can be. The Bahamas Chamber of Commerce points out to all comers that, "It has never been found necessary to introduce an income tax." Inheritance taxes exclude real estate and are only four percent on personal property. Even income duties are often bypassed through special arrangements with incoming businesses.

Most US corporations on the islands would just as soon not talk about the tax picture lest they arouse Con-



turn profits to the parent in the form of ridiculously-low freight rates on carriage of the parent company's raw materials.

A Bahamas or Bermuda operation then, works very well in a tandem with Liberian or Panamanian ship registration.

The British tinge given to an American company in the islands is designed to help duck American unions as well as American taxes, by claiming that the controlling interest lies in a "British" corporation.



RESTRICTIONS ON LOCAL LABOR

Low-wage island labor is undoubtedly a lure for ship-owners and other corporations. Runaway-flag cruise ships such as the SS Yarmouth and SS Evangeline recruit crews in the Bahamas as well as in Jamaica, Trinidad and elsewhere in the Caribbean. English-speaking crewmembers at 30 to 70 cents an hour are unobtainable elsewhere. Industrial and hotel operations on the islands also like the wage climate.

The islanders have not accepted the situation lying

US Labor Bill May Curb Boss

WASHINGTON—A requirement that employers, as well as unions, be required to furnish non-Communist affidavits along with financial reports to the US Government has been written into the proposed labor reform bill. The requirement, which is strongly opposed by employer groups, was approved by the Senate Labor Committee which is now in process of shaping up the Kennedy-Ervin bill.

The proposal calls for the affidavits to be furnished under the section requiring "financial and other reports" to be submitted to the Labor Department. It would be required of either unions or employers seeking to utilize the facilities of the National Labor Relations Board.

At the same time, the committee rejected pre-hire contracts in

the building industry and an absolute ban on secondary boycotts. In another area, the committee acted to speed up National Labor Relations Board machinery by voting to do away with the pre-election hearing procedure except in cases where there are major issues of fact or law to be resolved.

Raps Barden Bill
Meanwhile, in the House of Representatives, AFL-CIO President George Meany assailed a bill proposed by Rep. Graham Barden

(Dem.-NC), chairman of the House Education and Labor Committee. Meany was particularly critical of proposals which would spell out the details of how unions are to hold meetings, sanction strikes and the like.

He pointed out that the Barden bill would require an absolute majority of all eligible employees voting in secret ballot to call a strike. Such a vote, he said, would count every non-voting employee as a "no" vote.

He also attacked a provision compelling unions to grant unlimited debate at membership meetings on all issues as well as secret ballots on each and every motion at a union meeting. Such legislation, he said, would be tailor-made for Communists and other political groups who would take charge of meetings by a process of exhaustion of the rank and file.



SIU SHIPS AT SEA

A word of appreciation was extended to the crew of the Robin Goodfellow from the gang on the Robin Locksley for being such fine hosts while the two vessels were in East London, East Africa. Some of the Locksley's gang were "treated fine" while visiting the Goodfellow, Charles Stambul, meeting chairman, reported, and they wish to say thanks.

As February was "March of Dimes" month, the crew of the

Cities Service Baltimore decided to do its share in aiding this worthy cause by a donation of \$20.

Another vessel reporting a very smooth trip is the SS Producer, enroute to India with a cargo of grain. According to meeting chairman L. Schmidt, it has been a long trip with plenty of sea time for all hands. Any minor beefs that might have come up, he

said, have been settled in an orderly manner and to the satisfaction of all concerned.

Safety and cooperation were the main topics at the last meeting in February aboard the Hurricane, according to Jesse J. Cabral, meeting chairman.

The first order of business was to see if it is possible to have ladders made for men who sleep in the top bunks.

Thanks to the close cooperation on the part of all departments, Cabral wrote, everything is running smoothly. There are no beefs and no disputed overtime for this trip so far, and, with the steward department going out of its way, life is much more pleasant for all hands.

The report from the Barbara Freitchie was as short as could be—"no beefs, everyone happy."



Schmidt



Cabral

La. Anti-Union Forces Bidding For State Control

NEW ORLEANS—Anti-labor forces in this state have started on their drive to take over the governorship in the coming elections, Port Agent Lindsey Williams reports. This time they are not trying to hide behind an unknown, he noted, but have come out into the open by nominating a well-known anti-union figure.

Local newspapers have carried articles concerning some 1,100 letters which were sent to politicians, business firms and others, asking for contributions to the campaign fund to fight the "labor bosses' bloc of votes" in the state.

If the anti-labor candidate decides to run, Williams said, he can rest assured that all of the state's local and international unions who want to keep the harmonious labor-management relationships as they are, will give him a good fight. The first step in labor's drive to stop this campaign is to speed up local COPE activity to keep all of the state's union members and their families informed on the latest happenings.

Shipping for the past period picked up somewhat, Williams noted and, from the outlook, the future should be just as good. So far there are six vessels scheduled to pay off, five to sign on and more than 20 in-transits due in the area during the next two weeks.

All of the vessels due in are to

pay off and crew up without any anticipated lay-ups, Williams reported, which should mean a good turnover in jobs for the men on the beach.

There was a total of 37 vessels calling into the port during the past period. Five ships paid off, six signed on and 26 were in transit.

Five Ship Payoffs
Paying off were the Del Viento, Del Alba, Del Valle, Del Mar (Mississippi) and the Steel Age (Isthmian). The Del Viento, Del Mar, Del Alba (Mississippi); Alice Brown, De Soto (Waterman); Mankato Victory (Victory Carriers) were signed on.

In transit were the Alcoa Ranger, Roamer, Corsair, Pegasus (Alcoa); Seatrain Louisiana, New Jersey (Seatrain); Del Mundo, Del Viento, Del Mar, Del Alba (Mississippi); Steel Traveler (Isthmian); Hastings, DeSoto, Monarch of the Seas, Young America, Claiborne, Morning Light (Waterman); Raphael Semmes, Gateway City (Pan-Atlantic); Suzanne, Frances (Bull); Ocean Evelyn (Ocean Trans.); CS Baltimore (Cities Service) and the Mankato (Victory Carriers).

MEBA Strike Gains: One Million So Far

The MEBA's new Atlantic and Gulf District contract has netted MEBA engineers \$1 million more than the former contract, according to a preliminary report released last month.

Figures published in the Local 33 newspaper showed that MEBA engineers on A&G contract ships received \$1 million more in welfare benefits and vacation pay from June 16 to December 31, 1958 than they got in the comparable period in 1957, when they were working under the former agreement.

Norfolk Business Manager Jesse Calhoun, chairman of the A&G Negotiating Committee, said that additional monetary gains of 40 percent had been won through contract enforcement provisions such as licensed personnel boards, arbitration, etc.

The figures showed that welfare payments to engineers totaled \$236,408.23 in 1958, as against \$30,339.38 in 1957, a gain of \$206,068.85 or 67.9 percent.

Vacation pay for engineers on

freighters and other dry cargo ships came to \$1,466,940.18 as against \$823,756.24 under the old contract, a gain of \$643,083.94, or 78.1 percent. The new tanker vacation pay was \$675,260.37, as against \$526,374.53, or a gain of \$148,885.84 or 28.3 percent.

The new contract was negotiated after a five-day strike on the Atlantic and Gulf coasts.

Welfare Increased
Under the MEBA's new welfare program, engineers receive payments of \$50 a week for up to 39 weeks when they're unfit for duty or hospitalized, plus \$12 a day for the first 20 days of hospitalization. MEBA contracts call for 48 days of vacation a year on dry cargo ships until June, 1959, and 60 days thereafter. Tanker vacations are 75 days a year now, and will be increased to 90 days in June.

'Did Sam Make 'Em Too Long?'

It doesn't take much to trip a man up on the deck of a ship. Sometimes it's an obstruction like a padeye or door sill, or a misplaced item of ship's gear. Sometimes it's clothing that's too billowy or doesn't fit right. Over-

long trousers with big cuffs fall into the latter category.

If the only jeans you can get hold of are slightly oversize in the shank, roll them up, or better still, trim them down. You'll be more comfortable, too.



An SIU Ship Is A Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Beware Health-Insurance Hoaxes

Better watch more carefully than ever for misrepresentations when buying accident and health policies or hospital insurance sold by commercial companies.

The FTC had issued over 40 complaints against various accident and health insurance companies for misrepresentation. Then the Supreme Court ruled that the McCarran-Ferguson Act left regulation of insurance company activities to the states, where the states undertake to regulate. Since then, hardly a month has passed without an announcement from FTC that it has dismissed, for lack of jurisdiction, its previous charges of false advertising against one after another of the offending companies.

Thus the public now is out in the rain with a very leaky umbrella. For it was the failure of state insurance departments to police the misrepresentations of accident and health insurance ads that led the Federal Trade Commission to intervene.

The FTC had gotten after insurance sellers especially on these points: Failure to reveal policies were cancellable at the company's option, and to disclose limitations on benefits, exclusion of benefits for pre-existing illnesses and age limitations. Many companies refused to renew policies when the insured person became ill. The compulsory age limit was and still is another serious defect. Many policies cancel or reduce benefits drastically when people reach 60 or 65. This is generally when they need sickness insurance most, not only because of the ills of old age, but because their incomes are reduced at this time.

For example, FTC found that a big direct-mail insurance seller had represented that its policies remained in force at an insured person's option, as long as he paid the renewal premiums on time. This was false. Many of the policies could be terminated by the company at the end of any period for which the premium had been paid, for any reason or none at all.

This particular case exposed a gimmick used by a number of insurance companies that sell by sending out mail circulars. They really only insure against injuries caused by accident and not illnesses from other causes. While their rates seem to be low, actually there is little protection against the common illnesses.

In another typical case, the FTC found a company had misrepresented the duration of coverage, amounts payable, the amount and duration of monthly benefits. For example, the company had advertised: "Special Coverage: ages one month through life; your benefits never get less—regardless of age," and, "Lifetime Hospital Plan for husband, wife and child."

The impression created by these claims was that the insured received full coverage for life. But the examiner found that the policies provided that coverage is renewable at the company's option only, and some policies specifically reduced benefits by as much as 50 per cent when the insured person reached an advanced age.

With the FTC no longer able to defend you, your only protection now is your state's insurance department. Some states have improved their regulation of health insurance companies a little since these deceptions were first exposed by the labor press. New York, for example, passed a law stating that insurers must renew hospitalization-insurance policies that have been in effect two years, unless the insured has reached the age limit or other expiration limit in the contract. Nor, in that state, can health and accident policies (as distinct from the hospitalization type) be cancelled during the term for which sold. In New York, buyers now also are entitled to a ten day "free look" at a policy. This gives them a chance to get back their money if they discover more limitations than they first realized, or for other reasons.

These are the minimum safeguards any buyer in any state should insist on in writing when buying a policy, whether or not state law requires it. But don't delude yourself that this is complete protection, or that commercial health insurance policies in general are reasonable for what they give you. For one thing, the New York law has a big, glaring loophole. If the company decides you don't look like a good health risk after all, it can't cancel during the term of the policy, generally one year. But it can refuse to renew at the end of the term (except for hospitalization-type policies already in effect two years).

Moreover, there is no effective way to prevent companies in other states from flooding strictly-regulated areas with mail-order circulars.

The reason why commercially-sold policies are generally not good value, is the high proportion of your premium going to selling and administration costs, generally about 50 cents of every dollar. Even the new policy for older people recently advertised widely by Continental Casualty Co. and touted as an answer to the Forand bill seeking to provide hospital insurance for people on Social Security, turns out to give little protection.

The new Continental plan has been described as the best commercial insurance industry has been able to offer so far. But it costs \$78 a year compared to a representative Blue Cross standard-contract charge of \$29.50 for an individual once he's in the plan. Moreover, the Continental plan's benefits are very limited. The allowance per hospital day of \$10 is about half the average hospital room and board charge in the states where the policy is offered. Nelson Crulshank, AFL-CIO Social Security director, has pointed out. In contrast, a representative standard Blue Cross plan provides 21 days of full hospital-room payment plus 180 half days. The Continental plan provides for a maximum of only 21 days of hospital coverage.



Public Health Service sanitation award is presented to H. W. Warley, president of SIU-contracted Calmar and Marven Steamship Companies by Joseph B. O'Connor (left) regional director of the Department of Health, Education and Welfare. Twenty-one ships of the two companies scored ratings of 99 and 98 percent respectively on a fleetwide basis.

Marven, Calmar Ships Win Sanitation Awards

Two more SIU-contracted companies have been cited by the US Public Health Service for outstanding shipboard sanitation in the past year. Marven Steamship Company (formerly Ore Line) and Calmar Steamship Company received citations following the 168-item inspection of shipboard sanitation on the 21 ships involved. The award was the third in three

Slight Drop In Houston

HOUSTON—Although registration continued heavy, shipping was extremely good for the two-week period and looks as if it will hold up for some time to come, Bob Matthews, port agent, predicts.

Registration, at 195, was 32 greater than men shipped, which is a switch for this port since shipping generally has matched or outstripped registration recently.

All the jobs came on in-transit ships, 20 in all, since there were no sign-ons. Four vessels paid off, namely, the Steel Advocate (Isthmian); Helen (Olympic); Neva West (Bloomfield) and the Hurricane (Waterman).

The following were in transit: Seatrains New Jersey, New York and Texas (Seatrain); Del Valle, and Del Alba and Del Viento (Mississippi); Alcoa Pegasus and Alcoa Planter (Alcoa); Eagle Transporter (Terminal Transport); Alice Brown (Bloomfield); Bienville and Beauregard (Pan-Atlantic); Atlantic (Petrol); Fort Hoskins (Cities Service); Steel Traveler (Isthmian); The Cabins (Texas City Refining); Almena (Clover Carriers); Ideal X (Penn Shipping); Val Chem (Heron); and the Michael (J. M. Carras).

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.

years for Marven and the second straight for Calmar. The presentation was made on March 20 at the companies' New York offices to President H. W. Warley.

The Marven and Calmar awards follow similar citations previously given to other SIU companies. Bloomfield Steamship scored a near-perfect rating of 99 percent on its four vessels, and the SS Atlantic of American Banner Lines also received a citation recently. Last year, the SIU-manned Seatrain Line was also cited by the service for high standards of cleanliness aboard ship.

Marven Steamship was given a 99 percent rating, which for practical purposes, is the highest rating that can be achieved, while Calmar's score was 98 percent. The Marven ships are all ore carriers while Calmar operates in the intercoastal trade.

CG To Ban Carbon Tet Fire Gear

WASHINGTON—A ban on the use of carbon tetrachloride fire extinguishers and specifications for use of inflatable liferafts are on the agenda of a public hearing called for April 27 by the Merchant Marine Council of the United States Coast Guard.

The hearings will deal with a host of technical revisions on ship specifications and regulations governing firefighting and other shipboard safety procedures.

Under the proposed regulations, the use of carbon tet extinguishers would be permitted on ships up until January 1, 1962.

While effective in fighting certain types of fires, the carbon tet extinguishers are deadly in enclosed spaces since the fumes are highly poisonous. The SIU contract has long discouraged the use of carbon tet aboard ships through specific provisions in the working rules.

Low Seaway Toll Rates Hit By NY

WASHINGTON—Loud protests were heard last week when the governments of Canada and the United States released their long-awaited announcement on the toll rates to be charged ships traversing the St. Lawrence Seaway. Opposition to the tolls, which are identical to those proposed last June, was voiced by port, rail, shipping and other civic interests.

Unfair Competition Charged

A spokesman for the Port of New York Authority said toll rates for the world's largest waterway are unrealistically low and the estimate of income unrealistically high, and that they give the Seaway an unfair competitive position over the port. Lakes ship operators, on the other hand, said the tolls were too high.

According to the final figures released, the basic charge on the registered tonnage will be four cents per ton for the Montreal-Lake Ontario run, and two cents a ton for the canal. The rate on general cargo will be 92 cents per ton, and 42 cents per ton for "bulk" cargo going the distance. Passengers will be charged a \$7.50 toll for the entire trip.

Re-classify Freight

Of major importance in the announcement is the classification of domestic package freight as "bulk" cargo. Under this ruling a shipment between US ports by way of the Seaway can move at the 42-cent "bulk" rate, instead of the 95-cent rate applying to packaged cargo for export.

The Port Authority warned that the diversion of cargoes from the port of New York "as a result of the unfair competition resulting from subsidized Seaway tolls" could mean a possible loss of some 3,500 waterfront jobs for the port.

Lake Charles Forms COPE

LAKE CHARLES—Final approval for the formation of a local branch of the Committee on Political Education was voted here last week at a meeting of the Central Labor Council, Port Agent Léroy Clarke reports.

The first task before this committee is to get all of the port's union members and their families to register in time in order to be eligible to vote in the coming elections. It is only by use of this voting power, Clarke said, that labor can protect itself against the anti-labor forces who would like to bring back a "right-to-work" law in Louisiana.

Shipping for the port during the past period was not too good, Clarke said. A total of 22 men were shipped to permanent berths, which is small compared to the number of men registered on the beach here.

Among the vessels calling here during the past two weeks were the Royal Oak; Bents Fort, Bradford Island, Cantigny, Chiwawa, CS Norfolk, Winter Hill, CS Miami (Cities Service); Del Mundo (Mississippi); Eagle Transporter (Terminal Transport) and the Ocean Evelyn (Ocean Transport). All of the vessels were in good shape, with no major beefs reported.

SHIPPING RULES

THESE RULES INCLUDE THE RULES PREVIOUSLY PRINTED AND DISTRIBUTED, TOGETHER WITH AMENDMENTS

Every seaman shipped through the hiring halls of the Seafarers International Union of North America, Atlantic and Gulf District, hereinafter called the "Union," shall be shipped pursuant to the following rules:

I. Seniority

A. Without prejudice to such other legal conditions and restrictions on employment as are contained in the agreements between the Union and the Employers, seamen shall be shipped out on jobs offered through the hiring halls of the Union in accordance with the class of seniority rating they possess, subject, nevertheless, to the other rules contained herein.

B. Seniority shall be determined in the following manner:

A class A seniority rating, the highest, shall be possessed by all unlicensed personnel who have shipped regularly, up to December 31, 1954, with one or more of the companies listed in Appendix A, since before January 1, 1951. On and after October 1, 1956, a class A seniority rating shall be possessed by all seamen with ratings above ordinary seaman, wiper, or messman, who have shipped regularly, up to December 31, 1954, with one or more of the companies listed in Appendix A, since before January 1, 1952, subject, however, to rule 9. On and after September 1, 1958, a class A seniority rating shall also be possessed by all seamen who have shipped regularly with one or more of the companies listed in Appendix A, either (1) up to December 31, 1955, since before January 1, 1953, or (2) up to December 31, 1956, since before January 1, 1954, subject, however, to rule 9.

A class B seniority rating shall be possessed by all seamen who have shipped regularly up to December 31, 1954, with one or more of the companies listed in Appendix A, since before January 1, 1955, and who do not have a class A seniority rating, subject, however, to rule 9. On and after September 1, 1958, class C personnel who possess a certificate of satisfactory completion of the Andrew Furuseth Training School course and who, after obtaining such a certificate of satisfactory completion, have completed 60 days of sea service with any of the companies set forth in Appendix A, shall be entitled to a class B seniority rating.

A class C seniority rating shall be possessed by all seamen who do not have a class A or class B seniority rating, subject, however, to rule 9. Notwithstanding anything to the contrary herein, no seaman shall be deprived of the seniority to which he would be otherwise entitled by virtue of service with the armed forces of the United States.

C. A seaman will be deemed to have shipped regularly with one or more of the companies listed in Appendix A if he has been employed as an unlicensed seaman no less than ninety days (90) per calendar year on one or more American-flag vessels owned or operated by the said companies, subject, however, to rule 3(A). This latter provision shall not operate so as to reduce any seaman's seniority if the requirements therein were not met during the first calendar year in which the seaman commenced to ship but, if not met, the said calendar year shall not be counted insofar as seniority upgrading is concerned.

D. Employment with, or election to any office or job in the Union, or any employment taken at the behest of the Union, shall be deemed to be the same as employment with any of the companies listed in Appendix A, and seniority shall accrue accordingly during the period such employment, office, or job is retained.

E. A class A seniority rating shall be the highest, class B, the next highest, and so on, and priority as to jobs shall be granted accordingly, subject, nevertheless, to the rules contained herein.

F. Within each class of seniority, a seaman shall be shipped in accordance with the length of time he has been unemployed, the one unemployed the longest to be shipped the first, subject, nevertheless, to the rules contained herein.

G. It shall be the responsibility of each seaman to furnish proof of seniority and length of the period of his unemployment. Notwithstanding any other provisions herein, the failure to produce adequate proof of seniority or length of unemployment shall be grounds for denial of the job sought. An appropriate seniority rating card duly issued by the Union shall be deemed sufficient proof of seniority, for the purposes of shipping, without prejudice to the right of any seaman to furnish different proof of his seniority in reasonably legible and easily ascertainable form, such as official Coast Guard discharges. Unemployment periods shall be ascertained solely from shipping cards issued by the Union.

H. Seniority rating cards will be issued by the Union only upon written and personal application made and accepted. These will be valid only for the calendar year in which issued. No seniority rating

card will be issued after October in each calendar year, unless the remaining time is not needed to preserve the seniority rating of the applicant, or is mathematically sufficient to enable him to retain his seniority. Each seniority rating card shall be based upon entitlement as of the date applied for.

Shipping cards issued by the Union shall be valid for a period of 90 days from the date of issue subject to the other rules contained herein. If the 90th day falls on a Sunday or a holiday, national or state, or if the hall in which registration has been made is closed on that day for any reason, the card shall be deemed valid until the next succeeding business day on which the hall is open. The period of validity of shipping cards shall be extended by the number of days shipping in a port has been materially affected as a result of a strike affecting the industry generally, or other similar circumstances. Shipping cards shall be issued to all those requesting the same, provided the seaman has all the necessary documents and papers required by law and is otherwise eligible.

I. Seniority shall be calculated on the basis of employment without regard to department (deck, engine, or steward), without prejudice, however, to the application of any other rule contained herein. A seaman may not change the department in which he usually ships without permission of the Seafarers Appeals Board, which permission shall be granted only upon proof, deemed satisfactory by the Board, that medical reasons, insufficient to prohibit sailing altogether, warrant the change.

J. Seamen with a class B or class C seniority rating may be shipped on a vessel for one round trip, or sixty (60) days, whichever is longer; in the latter case, the sixty (60) day period may be extended, where necessary to insure practicability insofar as leaving the ship is concerned. This rule shall not be applied so as to cause a vessel to sail shorthanded. No transportation shall be due by virtue of the application of this rule. The words, "round trip," shall have the usual and customary meaning attributed to it by seamen, whether it be coastwise, intercoastal or foreign. On coastwise voyages, if the schedule of the vessel is such that it is to return to the area of original engagement, a seaman shall not be required to leave the vessel until the vessel reaches the said port or area. On intercoastal and foreign voyages, where the vessel pays off at a port in the continental United States other than in the area of engagement, if the vessel is scheduled to depart from the said port of payoff within ten days after arrival, to return to the port or area of original engagement, a seaman with a seniority rating of less than class A shall not be required to leave the vessel until it arrives in the said port or area of original engagement.

2. Shipping Procedure

A. No seaman shall be shipped unless registered for shipping. No seaman shall register for shipping in more than one port of the Union at one time. No shipping card issued in one port shall be honored in another.

B. No seaman may register for another, or use another's shipping card or seniority rating card. All registration must be in person, and seamen must be present, in person, when a job is offered them.

C. No seaman may register for a job so long as he is employed on any vessel.

D. No seaman shall have the right to reject more than two jobs, after throwing in for them, within the period of validity of his shipping card. Rejection of more than two jobs during this period will require re-registration and the taking out of a new shipping card.

E. Every seaman who accepts a job, and who quits or is fired after one day, shall not be permitted to retain the original shipping card on which he received his job, but must re-register to ship. If he quits or is fired within one day, he must report back to the dispatcher on the next succeeding business day or else give up the original shipping card on which he received his job.

F. No seaman shall be allowed to register on more than one list (department), and in not more than one group, as hereinafter set forth. No seaman shall be shipped out on a job off a list (department) other than that on which he is registered, except under emergency circumstances, such as insuring against a vessel sailing short in a department. No seaman shall be shipped out on a job outside the group in which he is registered, except as specifically set forth herein.

The following are the groups within the lists (departments), in which classified seamen may register. Within one list (department), those possessing a higher seniority rating may take priority in the obtaining of jobs over those with lesser seniority rating even when not registered

in the same group, subject, however, to the provisions of rule 4. The following is a breakdown of the list (department) group:

DECK DEPARTMENT

Group I—Day Workers

Bosun
Bosun's Mate
Carpenter

Deck Maintenance
Watchman—Day Work
Storekeeper

Group II—Rated Watch Standers¹

Quartermaster
Able Seaman

Car Deckman
Watchman—Standing Watch

Group III

Ordinaries on Watch

ENGINE DEPARTMENT

Group I

Chief Electrician
2nd Electrician
Unlic. Jr. Eng'r.—Day Work
Unlic. Jr. Eng'r.—Watch
Plumber-Mechinist
Chief Ref. Eng'r.

1st, 2nd, 3rd Ref. Eng'r.
Chief Storekeeper
Evap. Maintenance Man
Pumpmen, 1 and 2
Engine Maintenance

Group II

Deck Engineer
Engine Utility
Oiler—Diesel
Oiler—Steam

Watertender
Fireman-Watertender
Fireman

Group III

Wiper

STEWARD DEPARTMENT

Group I—Rated Man

Chief Steward—Passenger
2nd Steward—Passenger
Steward
Chef

Chief Cook
Night Cook and Baker
2nd Cook and Baker

Group II

2nd Cook and 3rd Cook

Group III—Messmen

Utility Messman
Messman

G. No seaman shall be tendered any job unless he is qualified therefor in accordance with law and can furnish, on demand, appropriate documents evidencing this qualification.

H. No man shall be shipped while under the influence of alcohol or drugs.

I. All seamen shipped through the Union shall be given two assignment cards. One of these cards shall be given by the seaman to the head of his department aboard ship, the other to his department delegate aboard ship.

J. Subject to the other rules contained herein, a seaman receiving a job shall give up the shipping card on which he was shipped.

3. Hospital Cases

A. Notwithstanding anything to the contrary herein contained, the period of employment required during each year to constitute regular shipping, or for the maintenance of class B or class C seniority without break, shall be reduced, pro rata, in accordance with the proportion bona fide in- and out-patient time to each calendar year. Example: If a man has been a bona fide in- and out-patient for four (4) months in a calendar year, the yearly employment required for seniority purposes shall be reduced by one-third for that year.

B. A seaman who enters a bona fide hospital as an in-patient and remains there for thirty (30) days or more, shall be entitled, if otherwise qualified, to receive a thirty (30) day back-dated shipping card. If he has been such an in-patient for less than thirty (30) days, he shall be entitled, if otherwise qualified, to a shipping card back-dated to the day he first entered the hospital. This rule shall not apply unless the seaman reports to the dispatcher within forty-eight (48) hours after his discharge, exclusive of Saturdays, Sundays, and holidays, and produces his hospital papers.

4. Business Hours and Job Calls

A. All Union halls shall be open from 8:00 AM until 5:00 PM. On Saturdays, the halls shall be open from 8:00 AM to 12:00 Noon. On Saturday afternoons, Sundays, and holidays, the hours of business shall be determined by the port agent, upon proper notice posted on the bulletin board the day before.

B. Jobs shall be announced during non-holiday week days, including Saturday mornings, on the hour, except for the 8:00 AM and Noon calls. On Saturday afternoons, Sundays, and holidays, or under excep-

SEAFARERS INTERNATIONAL UNION

A & G District • AFL-CIO

And CONTRACTED EMPLOYERS

DECISIONS, DECIDED UPON BY THE SEAFARERS APPEALS BOARD, UP TO AND INCLUDING MARCH 3, 1959.

tional circumstances, the job may be called out at any time after it comes in. In no case shall a job be called out unless it is first posted on the shipping board.

C. There shall be a limit of eight (8) job calls in which the priority of class A and class B personnel may be exercised in obtaining a particular job. If the eighth job call does not produce a qualified seaman possessing either a class A or class B seniority rating (in the order prescribed herein), that seaman with a class C seniority rating, otherwise entitled under these rules, shall be selected for the job. This rule shall not be applied so as to cause a vessel to sail shorthanded or late.

D. The five major ports are declared to be New York, Baltimore, Mobile, New Orleans, and San Francisco. In halls other than those therein located, if three (3) calls for a job do not produce a qualified seaman possessing a class A or class B seniority rating, the job shall be placed in suspense but only with respect to class A and class B personnel who are registered for shipping, and not with respect to class C personnel. The nearest major port shall be notified, and the suspended job offered there. A qualified class A or class B seaman (in that order) in the major port so notified shall have the right to bid for these jobs but only within the remaining five (5) job calls. In the event these jobs are not bid for, that seaman with a class C seniority rating, otherwise entitled under these rules and registered in the notifying port, shall be assigned the job. This rule shall not be applied so as to cause a vessel to sail shorthanded or late, and shall not be deemed to require any employer to pay transportation by virtue of the transfer of the job call. The provisions of rule 4 (C) shall be subordinate hereto.

5. Special Preferences

A. Within each class of seniority rating, seamen over fifty (50) years of age shall be preferred in obtaining jobs of fire watchmen.

B. A seaman shipped on a regular job, whose ship lays up less than fifteen (15) days after the original employment date, shall have restored to him the shipping card on which he was shipped, provided the card has not expired.

C. If a ship lays up and then calls for a crew within ten (10) days after layup, the same crewmembers shall have preference, providing they are registered on the shipping list. Such preference shall be extended by the number of days of layup resulting from strikes affecting the industry generally, or other similar circumstances.

D. A seaman with a class A seniority rating shall not be required to throw in for a job on the same vessel after first obtaining a job thereon, so long as he has not been discharged for cause or has quit.

E. Class C personnel with a certificate of satisfactory completion from the Andrew Furuseth Training School shall be preferred over other class C personnel.

F. (1) Within each class of seniority, preference for the job of bosun shall be given those seamen who either have actually sailed as AB for at least 36 months in the deck department, or, have actually sailed in any capacity in the deck department for at least 72 months, or, have actually sailed as bosun for 12 months, in all cases with one or more of the companies listed in the aforementioned Appendix A.

(2) Within each class of seniority, preference for the job of chief electrician shall be given those seamen who have actually sailed for at least 36 months in the engine department, including at least 12 months as second electrician, with one or more of the companies listed in the aforementioned Appendix A.

(3) Within each class of seniority, preference for the job of steward on cargo vessels shall be given those seamen who either have actually sailed for at least 36 months in the steward department in a rating above that of 3rd cook, or, have actually sailed as steward (or as 2nd steward on passenger vessels) for at least 12 months, in either case with one or more of the companies listed in the aforementioned Appendix A.

(4) Within each class of seniority, preference for the job of chief steward, on passenger vessels, shall be given those seamen who have actually sailed for at least 12 months as chief steward or as 2nd steward on passenger vessels, and preference for the job of 2nd

steward on passenger vessels, shall be given on the same basis as that of steward on cargo vessels, in all cases with one or more of the companies listed in the aforementioned Appendix A.

G. The above preferences shall obtain notwithstanding any other provision to the contrary contained in these rules.

6. Standby Jobs

Standby jobs shall be shipped in rotation, within each class of seniority rating. No standby shall be permitted to take a regular job on the same vessel unless he returns to the hall and throws in for the regular job. His original shipping card shall be returned to the standby when he reports back to the dispatcher unless it has expired in the interim.

7. Relief

In the event an employed seaman wants time off and secures permission to do so, he shall call the hall and secure a relief. No reliefs shall be furnished for less than four (4) hours or more than three (3) days. The one asking for time off shall be responsible for paying the relief at the regular overtime rate. Reliefs shall be shipped in the same manner as a standby.

This rule shall not apply when replacements are not required by the head of the department concerned.

8. Promotions or Transfers Aboard Ship

No seaman shipped under these rules shall accept a promotion or transfer aboard ship unless there is no time or opportunity to dispatch the required man from the Union hall.

9. Change in Seniority

A. Unless otherwise specifically entitled thereto by these rules, all those who possess a class B seniority rating shall be entitled to a class A seniority rating eight (8) years after they commenced to ship regularly with the companies set forth in Appendix A, provided they maintain their class B seniority rating without break.

B. All those who possess a class C seniority rating shall be entitled to a class B seniority rating two (2) years after they commenced to ship regularly with the companies set forth in Appendix A, provided they maintain their class C seniority rating without break.

C. Shipping with one or more of the companies set forth in Appendix A for at least ninety (90) days each calendar year is necessary to maintain without break a class B or class C seniority rating, subject, however, to rule 3 (A). This latter provision shall not operate so as to reduce any seaman's seniority if the requirements therein were not met during the first calendar year in which the seaman commenced to ship but, if not met, the said calendar year shall not be counted insofar as seniority upgrading is concerned.

D. The same provisions as to military service as are contained in rule 1 (B) shall be analogously applicable here.

E. In cases where a seaman's shipping employment has been interrupted because of circumstances beyond his control, thereby preventing the accumulation of sufficient seetime to attain eligibility for a higher seniority rating, the Seafarers Appeals Board may, in its sole discretion, grant him such total or partial seniority credit for the time lost as, again in its sole discretion, it considers warranted in order to prevent undue hardship.

For purposes of Board procedures, whether a matter presented to the Seafarers Appeals Board is an appeal as a result of a dispute over shipping or seniority rights, or is an appeal for the exercise of the Board's discretion, shall be initially determined by the Chairman, who shall thereupon take such administrative steps as are appropriate in connection with this determination, subject, however, to overruling by the body hearing the matter. If the Chairman is overruled, the matter shall be deemed to be a dispute appeal, or a discretionary matter, in accordance with the determination of the said body, and it shall thereupon be subject to disposition under the rules corresponding to the type of case it has thus been determined to be.

The applicant shall, at his election, have a right to be heard in person, but only at the place where the Seafarers Appeals Board is meeting to consider the same. The Chairman shall insure that the applicant shall receive fair notice thereof.

10. Discipline

A. The Union, although under no indemnity obligation, will not ship drunks, dope addicts, and others whose presence aboard ship would constitute a menace or nuisance to the safety and health of the crew. Anyone claiming a wrongful refusal to ship may appeal to the Seafarers Appeals Board, which shall be a board of four (4), two (2) to be selected by the Union, and two (2) by that negotiating committee, representing Employers, known and commonly referred to as the Management Negotiating Committee. This Board shall name a Hearing Committee of two (2), to sit in the port where the refusal to ship takes place, if practicable, and if not, at the nearest available port where it is practicable. This latter Committee shall arrange for a prompt and fair hearing, with proper notice, and shall arrive at a decision, unambiguously, to be binding and final. If a unanimous decision cannot be reached, an appeal shall be taken to the Seafarers Appeals Board. Where a specific company is involved in the dispute, a representative thereof must be appointed to the Committee by the Board unless waived by the said company.

B. Where a seaman deliberately fails or refuses to join his ship, or is guilty of misconduct or neglect of duty aboard ship, he may lose his shipping card for up to thirty (30) days. For a second offense, he may lose his card up to sixty (60) days. In especially severe cases, or in case of a third offense, he may lose his shipping card permanently. Before a seaman may lose his shipping card under this sub-paragraph B, a complaint shall be filed, by either the Union or an Employer, with the Chairman of the Board, who shall thereupon name a Hearing Committee, which Committee shall arrange for a prompt and fair hearing thereon, with proper notice. The manner of appointment of the Hearing Committee, and the procedures to be followed by it, shall be those specified in the last paragraph of section 9 (E) and section 10 of these rules and, without limiting the effect of any other provision in these rules, hearings may be conducted, and decisions reached, whether or not the seaman is present. Pending the hearing and decision, the seaman may register and ship in accordance with his appropriate seniority and registration status. Appeals from decisions of the Hearing Committee may be taken to the Board, and shall be mailed by the seaman to the Board within fifteen (15) days after written notification of the Committee's decision. The Board shall have the power to extend this time for good cause. Such appeals shall be heard by the Board at the next regular meeting after receipt thereof, provided the appeal has been received in sufficient time for the Board to give five (5) days' notice of the meeting to the seaman of the time and place of the meeting. Pending any appeal or decision thereon by the Board, the decision of the Hearing Committee shall be effective.

C. The Board of four (4) shall be a permanent body, and each member shall have an alternate. The selection of the alternates, and the removal of members or alternates shall be set forth in the agreements signed by the Union and the Employers. Members of the Board may serve on a Hearing Committee, subject to sub-paragraph A. The Board shall act only if there participates at least one Union member and one Employer member, while the collective strength of each group shall be the same, regardless of the actual number in attendance. The decisions of the Board shall be by unanimous vote, and shall be final and binding, except that, in the event of a tie, the Board shall select an impartial fifth member to resolve the particular issue involved, in which case, a majority vote shall then be final and binding. Where no agreement can be reached as to the identity of the fifth member, application therefor shall be made to the American Arbitration Association, and its rules shall then be followed in reaching a decision.

D. All disputes over seniority, and transportation disputes arising out of seniority rule applications, shall be dealt with in the same manner as disputes over shipping rights.

E. It is the obligation of the one aggrieved to initiate action. No particular form is necessary, except that the complaint must be in writing, set out the facts in sufficient detail to properly identify the situation complained of, and be addressed to the Seafarers Appeals Board, 106 North Jackson Street, Mobile, Alabama.

11. Amendments

These rules, including seniority classifications and requirements, may be amended at any time, in accordance with law, contracts between the Union and the employers, and to the extent permitted by law and contract, as aforesaid, by the Seafarers Appeals Board.



SEAFARERS ROTARY SHIPPING BOARD



March 4 Through March 17, 1959

SIU shipping fell off to 1,031 jobs last period to hit an eight-week low, but the decline was all in class C activity. Class A shipping was exactly the same as in the previous period and class B jobs increased slightly but the class C job total this time was cut in half. At the same time, the total registration dropped off a bit, but all of it in the class B column. The only rise this period was in the total number of men still registered on the beach, due to the fact that the drop in shipping was a little higher than the new registration.

The actual registration figure for the two weeks totalled 1,127, and there were 64 payoffs, 28 sign-ons and 141 in-transit visits. New York accounted for 48 calls, New Orleans for 37 and Baltimore for 27. Five ports (Boston, Savannah, Tampa, Houston and Wilmington) had no sign-ons at all and four others (Philadelphia, Lake Charles, San Francisco and Seattle) had only one each. The only ports where this wasn't really reflected in the shipping totals were Houston and San Francisco. (See "Ship Activity" summary at right.)

Baltimore, Mobile, New Orleans, Wilmington and San Francisco were the only ports showing increased shipping over the last period, but although it represented a 50 percent gain, the rise in Wilmington was just five jobs. Norfolk and Houston showed no real change (they

actually declined by 2-3 jobs) and the rest all dropped off also. However, since the difference between shipping last period and this one was only 52 jobs—split among nine ports—job activity generally is still good.

Seniority-wise this period, class A shipping represented 70 percent of the total, class B 23 percent and class C handled the remaining seven percent. All ports except Tampa and Lake Charles shipped at least one class C man. Half the class C shipping was in the steward department in group 3. None were shipped in group 1 in any department.

Boston, Philadelphia, Norfolk, Savannah, Tampa, Lake Charles, Wilmington and Seattle all had 100 or less men on hand in all departments at the end of the period. All of these except Philadelphia and Seattle also had fewer than 50 class A men registered on the beach. The West Coast port had 53 "A" men on tap.

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

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	3	—	3	6
New York	22	6	20	48
Philadelphia	4	1	10	15
Baltimore	13	6	8	27
Norfolk	2	2	4	8
Savannah	—	—	11	11
Tampa	—	—	6	6
Mobile	8	4	4	16
New Orleans	5	6	26	37
Lake Charles	—	1	11	12
Houston	4	—	20	24
Wilmington	—	—	7	7
San Francisco	1	1	9	11
Seattle	2	1	2	5
TOTALS	64	28	141	233

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED			Registered On The Beach CLASS A				CLASS B							
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS			GROUP				GROUP							
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	1	2	2	5	—	1	1	2	2	2	1	5	1	—	—	1	—	—	—	5	1	—	6	1	6	5	12	1	3	—	4				
New York	23	26	15	64	1	13	8	22	28	47	18	93	1	3	12	16	—	4	—	4	93	16	4	113	98	142	35	275	2	24	23	49			
Philadelphia	2	12	4	18	—	—	—	—	—	6	2	8	—	—	1	1	—	—	1	1	8	1	1	10	10	23	9	42	—	—	3	3			
Baltimore	14	22	7	43	—	2	7	9	7	17	6	30	1	9	9	19	—	—	2	2	30	19	2	51	41	62	18	121	2	11	22	35			
Norfolk	3	3	—	6	—	4	6	10	1	4	—	5	—	—	1	1	—	—	1	1	5	1	1	7	4	9	—	13	—	6	9	15			
Savannah	1	5	1	7	—	—	—	—	1	4	—	5	—	—	1	1	—	—	1	1	5	1	1	7	2	11	1	14	—	—	1	1			
Tampa	—	2	1	3	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	—	1	—	—	1	2	6	1	9	—	—	2	2			
Mobile	6	18	2	26	—	1	3	4	7	15	3	25	1	—	7	8	—	—	1	1	25	8	1	34	28	36	5	69	—	1	3	4			
New Orleans	14	30	9	53	—	—	9	9	8	18	13	39	—	—	3	3	—	—	—	39	3	—	42	50	70	19	139	—	7	19	26	26			
Lake Charles	1	2	1	4	1	—	2	3	2	1	1	4	2	1	2	5	—	—	—	4	5	—	9	1	11	4	16	2	2	4	8				
Houston	14	46	10	70	2	6	11	19	13	34	14	61	1	—	9	10	—	—	—	61	10	—	71	28	52	7	87	—	11	17	28				
Wilmington	1	1	—	2	—	2	1	3	—	4	1	5	—	—	2	2	—	—	—	5	2	—	7	6	7	1	14	—	3	2	5				
San Francisco	7	9	5	21	—	3	2	5	6	7	4	17	1	2	2	5	—	—	—	17	5	—	22	9	26	4	39	—	4	3	7				
Seattle	4	5	2	11	—	2	—	2	2	3	—	5	6	2	—	3	—	—	—	5	3	—	8	11	13	1	25	—	8	1	9				
TOTALS	91	183	59	333	4	34	50	88	77	162	64	303	9	17	49	75	—	6	4	10	303	75	10	388	291	474	110	875	7	80	109	196			

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED			Registered On The Beach CLASS A				CLASS B							
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS			GROUP				GROUP							
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	—	4	—	4	—	—	2	2	—	2	—	2	—	—	—	—	—	1	—	1	2	—	1	3	—	4	1	5	—	2	3	5			
New York	12	32	7	51	3	19	11	33	11	36	5	52	1	7	15	23	—	—	2	2	52	23	2	77	43	124	14	181	8	27	23	58			
Philadelphia	—	12	1	13	—	3	—	3	3	8	—	11	—	5	4	9	—	—	1	1	11	9	1	21	—	20	5	25	—	2	2	4			
Baltimore	6	29	3	38	—	14	9	23	2	18	2	22	1	10	7	18	—	—	3	1	4	22	18	4	44	7	72	5	84	—	16	19	35		
Norfolk	—	5	—	5	1	2	4	7	—	7	—	7	—	—	3	3	—	—	1	1	2	7	3	2	12	1	13	2	16	3	4	7	14		
Savannah	—	4	1	5	—	—	1	1	—	1	—	1	—	—	—	—	—	—	—	1	—	—	1	—	12	2	14	—	1	4	5	5			
Tampa	—	4	—	4	—	1	—	1	—	1	—	1	—	1	1	2	—	—	—	1	2	—	3	—	10	—	10	—	—	—	—	—			
Mobile	3	14	3	20	—	2	7	9	5	14	3	22	—	2	5	7	—	—	4	1	5	22	7	5	34	14	33	4	51	—	7	8	15		
New Orleans	8	26	6	40	1	3	2	6	14	26	10	50	—	2	4	6	—	—	5	5	50	6	5	61	14	70	11	95	—	15	12	27			
Lake Charles	1	4	4	9	—	1	2	3	3	3	2	8	—	—	—	—	—	—	—	8	4	—	8	4	13	4	21	—	2	4	6	6			
Houston	10	27	2	39	4	17	6	27	12	24	5	41	1	6	8	15	—	—	1	41	15	1	57	8	40	1	49	3	22	5	30				
Wilmington	—	2	—	2	—	2	2	4	—	—	—	—	—	3	—	3	—	—	—	—	3	—	—	3	2	6	1	9	—	3	3	6			
San Francisco	6	13	1	20	—	6	2	8	3	9	4	16	—	4	1	5	—	—	—	16	5	—	21	7	38	4	49	—	6	8	14	14			
Seattle	2	6	1	9	—	5	—	5	—	4	1	5	—	3	3	6	—	—	2	1	3	5	3	14	3	9	1	13	1	4	3	8			
TOTALS	48	182	29	259	9	75	48	132	53	153	32	238	3	43	51	97	—	12	12	24	238	97	24	359	103	459	55	617	13	111	101	225			

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED			Registered On The Beach CLASS A				CLASS B							
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS			GROUP				GROUP							
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	—	1	3	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
New York	27	8	29	64	—	1	17	18	18	6	24	48	4	1	18	19	—	—	2	14	10	48	19	16	83	96	33	98	227	1	2	37	40		
Philadelphia	4	—	4	8	—	2	2	2	1	1	6	8	—	—	—	—	—	—	—	2	8	1	2	11	11	1	7	19	—	—	4	4			
Baltimore	13	3	13	29	—	1	6	7	10	3	10	23	—	1	4	5	—	—	4	4	23	5	4	32	41	10	29	80	—	—	13	13			
Norfolk	2	1	1	4	3	3	4	10	—	1	1	2	2	—	2	4	—	—	2	2	4	2	8	6	4	2	12	4	4	4	12	12			
Savannah	—	1	—	1	1	—	—	1	1	—	—	1	—	—	—	—	—	—	—	2	1	—	2	3	1	2	1	4	1	—	—	1	1		
Tampa	—	—	5	5	—	—	2	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	1	9	16	—	—	4	4			
Mobile	8	4	10	22	—	—	5	5	6	1	12	19	—	—	6	6	—	—	2	2	19	6	2	27	24	14	26	64	—	—	18	18			
New Orleans	15	4	27	46	—	—	7	7	5	4	20	29	—	—	12	12	—	—	—	29	12	—	41	18	10	64	122	—	1	20	21	21			
Lake Charles	1	1	2	4	—	—	2	2	1	—	2	3	—	—	—	—	—	—	—	3	2	—	5	2	3	3	8	2	—	—	6	8			
Houston	10	7	13	30	1	2	12	15	6	8	10	24	—	—	7	7	—	—	1</																



US Tankers Hit '50-50' Charter Fix

WASHINGTON—A new way of bypassing the objectives of '50-50' was uncovered recently. The American Independent Tankers Owners' Association has complained that foreign supply missions, who have been purchasing surplus American farm products, have been giving charters only to those US-flag companies who agree to charter certain foreign-flag vessels to carry part of the cargo.

All of the sales of surplus American farm products come under the "50-50" provisions of the Cargo Preference Act which requires that at least half of the cargo purchased be carried by American-flag vessels.

"When the owner of an American-flag tanker is obliged, by the particular foreign supply mission involved, to furnish a foreign-flag tanker before his American-flag tanker can be accepted for the carriage of Public Law 480 grain cargoes, he is forced to take a loss on the foreign flag fixture," the tanker spokesman said.

These manipulations, he charged, are defeating the purposes of the act. Instead of helping promote the American merchant marine, it is being used to supply employment, in a time of a depressed charter market, to foreign-flag vessels.

The AITOA spokesman appealed to Secretary of Agriculture Benson to give immediate attention to these so-called "back to back" deals.

LET 'EM KNOW!
Write TO THE LOG

Alarmed that their Shangri-La set-up is coming to an end, American operators of runaway shipping now appear to be enlisting the State Department in their frantic efforts to evade payment of union wages to their crews. At least that is the clear implication of a recent "Journal of Commerce" story stating that the State Department was "looking into" the SS Florida decision of the National Labor Relations Board to determine whether it conflicted with treaties of navigation.

Reversing The Courts

Since in the SS Florida case the NLRB recognized American union jurisdiction over the runaways, and since a number of court decisions since then have tended to reinforce that finding, the only purpose of State Department intervention here would be to rule out the NLRB's findings. That is because under the US constitution, treaties usually prevail over domestic law.

Such action by the State Department could only serve the purposes of the runaways who have been attempting to escape American union wages by running up false flags of registration, thus disguising the nature of their operation.

It's no secret that over the years the State Department has been less than friendly to the American-flag merchant marine. In fact, time and again, the Department has been eager to sacrifice a US-flag fleet on one excuse or another, notably whenever the "50-50" issue came up. However, by getting into the runaway area, the State Department is meddling where it has no business intervening.

Bread And Butter Beef

The dispute between the US sea unions and the runaways is, purely and simply, a labor beef over basic bread-and-butter issues—wages and working conditions. That is the position of the unions, and that position has been affirmed in every courtroom to date and in the Labor Board. Still pending are further court hearings and findings on this basic issue arising out of the successful protest against runaway shipping, last December 1 to 4.

Since this matter is now before the courts, and since nobody pretends that the runaways are anything but American operations in US commerce using a foreign flag for convenience, it would appear the better part of wisdom for the State Department to keep its hands off. Otherwise, it is leaving itself wide open to the charge that it is intervening on the side of management in a domestic labor dispute.

The American runaway operator has washed his hands of any obligation to his crews and to his Government and wants no American contacts except US dollars for carrying cargo. It would be unique, to say the least, for the State Department to support this kind of "anti-Americanism" on the part of the runaways.

CG Balks At SIU Demand For Lakes Safety Action

WASHINGTON—Asking for a full investigation of the sinking of the steamer Carl D. Bradley on the Great Lakes last November, and seeking the recovery of the 15 bodies still missing, SIU Great Lakes District officials received little encouragement from Coast Guard officials in talks between the two groups here last week. The talks revealed what Lakes representatives described as serious shortcomings in Coast Guard facilities and services on the Lakes.

The Bradley split in half during a storm leaving only two survivors. Thirty-three bodies were recovered, shortly afterwards.

Not only did Coast Guard officials indicate they were uninformed as to the proceedings of the Coast Guard Board of Inquiry looking into the matter, but reported there will be no effort to recover the vessel since the Coast Guard does not have the equipment nor the funds to either salvage the vessel or conduct an underwater survey.

They went on to state they had neither the legal responsibility, authority nor funds to conduct a search for the missing seamen.

SIU representatives pointed out that without an examination of the vessel itself any inquiry would be limited in value. To rely on statements, records and speculation would be of little assistance in furnishing data which might not

only reveal the circumstances of the accident, but might show the way to prevent similar occurrences on other Lakes ships in the future. Such data could only be furnished through a study of the vessel or whatever sections of it that are recovered.

The SIU cited the determination of the Civil Aeronautics Board, which spends huge sums of money, sometimes combing an area for weeks, in the hope that some clues to a given air crash might be found. They also cited similar efforts by the Government to recover the bodies of servicemen killed during the Second World War and return them to their homes for proper burial. Seamen merited similar treatment, they said.

Harry O'Reilly, Executive Secretary-Treasurer of the AFL-CIO Maritime Trades Department, stated that the MTD will continue to press for the recovery of the bodies and for a complete investigation. Declaring that the talks made it obvious that existing Coast Guard facilities are inadequate for the preservation of safety at sea and the accomplishment of rescue, he urged Congressional action to remedy the existing shortcomings.

AMONG OUR AFFILIATES

SUP Secretary-Treasurer Morris Weisberger has notified San Francisco officials that if labor does not receive a seat on the proposed Golden Gate Authority, "we will withdraw our support" (from the body). Pointing out that not a single labor representative was on the Board of Directors of Frisco's rapid transit authority, Weisberger warned, "The same mistake must not happen again."

The Sailors Union's pensioner list grew last week with the addition of Raphael Perrella, 78; William Donnelly, 72; G. K. Gregoriou, 69, and Murdo McKay, 68. Perrella, a stamp and coin collector, and McKay, a huntsman and fisherman, plan to pass a good deal of time with their hobbies. Donnelly will continue to keep a sharp eye on the horses while Gregoriou, when not puttering around

the house, intends to go on figuring out the different combinations possible in a pinochle deck.

The SIU Canadian District's Licensed Division brought its number of new contract agreements to 20 with successful negotiations with six companies. They are N. M. Paterson & Sons, Mohawk Navigation, Beaconfield Steamships, Sincennes McNaughton Lines, Ahearn Shipping and Toronto Towing & Salvage. The last is a dredging outfit and it is noted that the dredging industry was never organized until the Licensed Division stepped into the picture. With negotiations proceeding full ahead with several of the smaller companies, it is hoped that the entire fleet will be under contract by the opening of navigation.

Spring is just about here and the registration rolls in the Canadian District are being to swell. Some of the ships have started to show signs of life again after an inert winter. In several more weeks activity is expected to be in full swing.

Seattle Sees Ship Upturn

SEATTLE—Shipping for the port remained on the fair side although there were only four vessels in the area during the past period, Port Agent Ted Babkowski reported.

There was a number of beefs with the skipper on one of the ships, the SS Transatlantic (Tak), but they were straightened out to the satisfaction of all hands. As the vessel was sold to Alaska Steamship, the ship's crewmen received their transportation back to the port of original engagement.

Shipping for the coming period should improve as there are a fair number of vessels scheduled to hit the area, including four payoffs. The only vessels in this port during the past period for payoff were the Transatlantic and the Myrtam III (Int'l. Nav.). The Myrtam III later signed on. In transit were the Marymar and the Texmar (Calmar).

Remember: Tax Bite Is Higher

A word to the wise now that 1959 is underway is offered by "Sir Charles" on the Seatrain Georgia. He notes, despite stories in the LOG and elsewhere, that some brothers getting slightly smaller paychecks than expected this year are getting hot under the collar for no reason. The difference is the extra Social Security tax bite, which went up on January 1 to 2½ percent of the first \$4,800 of annual earnings to pay for higher benefits. It used to be 2¼ percent of the first \$4,200 of earnings. The rise is the first of a series of boosts slated over the next ten years.

SEAFARERS IN DRYDOCK



Seafarers checking into any of the marine hospitals around the country—especially in an emergency—are reminded again that it's important to have their seamen's papers and latest discharge with them to facilitate the admission procedure at the USPHS facilities. These documents are essential to avoid troublesome delays.

Among the latest arrivals reported in drydock this period are three SIU brothers at the Norfolk hospital: Lucian F. Drew, Romie Castellow and Swindell W. Lewis. Castellow, whose last ship was the Atlas, is



Lewis Kennedy

progressing very well under hospital treatment after suffering pneumonia. Drew is also in good shape after a hernia operation. He was on the LaSalle last trip. A head injury has sidelined Brother Lewis and will keep him out of action for a while. He was injured ashore after shipping on the John B. Kulukundis.

Mobile reports one man in lay-up at the Mobile Infirmary since

the marine hospital in the Azalea City has been shut down for several years. He's W. D. Thiemonge off the Ocean Joyce. Thiemonge is making slow progress following an automobile accident.

Carey J. Beck and John Kennedy are a pair of newcomers at the New Orleans hospital. Beck is in for the second time due to an old injury that seems to be causing severe headaches and eye trouble. He was electrician on the Alcoa Corsair before that. Kennedy is laid up with a broken foot after he slipped aboard ship and dropped some ice cans on his foot at the same time. Shipping as messman, he was injured while the Yaka was in Greece. He's doing pretty well now.

A shipboard fall has also laid up Francis R. Napoli, now at the San Francisco PHS hospital. He's due to be transferred to the Staten Island drydock which is nearer his home. Napoli suffered a fall on the Ocean Dinny and was flown Stateside from Japan a few weeks ago. Leo Cronsohn, also in Frisco, is coming along nicely after he suffered a fracture of his left arm and shoulder. He was on the Orion Star. William R. Seibert is also on the West Coast, off the Producer. He had an operation to remove a small growth and is getting a general check-up while he's in there.

All the brothers in the hospitals appreciate visits and mail. Drop in or write them when you can. The following is the latest available list of SIU men in the hospitals:

- USPHS HOSPITAL BALTIMORE, MD.
 - Francisco Argental Anthony Maiello
 - Maximino Bernes Domingo Orbigoso
 - Millard E. Byron Norman Peppler
 - Clyde Carlson Henri J. Robin Jr.
 - Francis M. Clawson John Ross
 - E. L. Freburger Leonard Russi
 - Clarence Gardner Wm. F. Smart Jr.
 - Gorman Glaze Robert Smith
 - Emanuel Jones Dolphus Walker
 - John J. Kearney Thomas R. Walston
 - Edward McGowan George Warrington
 - Manuel Madarang Carlie White
- USPHS HOSPITAL BOSTON, MASS.
 - E. F. Broussard Raymond L. Perry
 - Lester N. Larkin Howard J. Watts
 - Chas. A. McCarthy
- USPHS HOSPITAL GALVESTON, TEXAS
 - Mervil H. Black L. V. Springer
 - Harold J. Romero
- USPHS HOSPITAL SEATTLE, WASH.
 - O. W. R. Kristiansen Joseph Pendleton
- USPHS HOSPITAL NEW ORLEANS, LA.
 - Herbert Allman Woodridge King
 - Robert G. Barrett Edward Knapp
 - Carey J. Beck Leo Lang
 - Claude Blanks Terral McRaney
 - Inauro Cardnal Wm. Marlenhoff
 - Ardie Coleman Alexander Martin
 - Arcanio Crastore Michael Miller
 - Fess T. Crawford Michael O. Mullo
 - Eugene Crowell William E. Nelson
 - Adolph L. Danne Dominic Newell
 - Guillermo DeJesus Edward Northrope
 - James Douglas Wm. Patterson
 - Oliver Flyan Winford Powell
 - Henry Gerdes William Rollins
 - James Glisson Ernest Sauls
 - Herbert E. Grant James Shearer
 - James E. Guy Paul P. Signorino
 - John Hrolenok Ernest Smallwood
 - James Hudson Thomas H. Stevens
 - Sidney Irby Oshor Theisen
 - Jasper Jones James Ward
 - Nicholas Katoul Clifford Wueritz
 - John Kennedy
- USPHS HOSPITAL NORFOLK, VA.
 - Romie Castellow Swindell W. Lewis
 - Lucien F. Drew Norman W. Sawyer
 - John J. Harrison Donald L. Willis
 - Widdie C. Hinson
- USPHS HOSPITAL SAN FRANCISCO, CALIF.
 - Joseph S. Batron Francis R. Napoli
 - Michael J. Coffey Wm. Pussinsky
 - Leo Cronsohn A. J. Scheving
 - Joseph R. Ebbala Wm. B. Seibert
 - F. Melguilades Norman West
 - Michal Michalik Joseph Neubauer
- USPHS HOSPITAL FORT WORTH, TEXAS
 - Lawrence Anderson Horace Ledwell Jr.
 - B. F. Deibler Woodrow Meyers
 - James Lauer John C. Palmer
- VA HOSPITAL HOUSTON, TEXAS
 - R. J. Arsenault
- VA HOSPITAL RUTLAND HIGHTS., MASS.
 - Charles Bartlett Daniel Fitzpatrick
- SAILORS SNUG HARBOR STATEN ISLAND, NY
 - Victor D. Cooper Thomas Isaksen
- VA HOSPITAL BROOKLYN, NY
 - E. T. Cunningham
- VA HOSPITAL KECOUGHAN, VA.
 - Joseph Gill
- VA HOSPITAL BOSTON, MASS.
 - Thomas W. Kiliga

- VA HOSPITAL BUTLER, PA.
 - James F. Markel
- VA HOSPITAL DENVER, COLO.
 - Clifford C. Womack
- USPHS HOSPITAL SAVANNAH, GA.
 - Richard Cetchovich Manuel E. Sanchez
 - Kermit H. Dotson
- MOBILE INFIRMARY MOBILE, ALA.
 - W. D. Thiemonge
- USPHS HOSPITAL BROOKLYN, NY
 - Manuel Antonana Frank Hernandez
 - Eladio Aris Ludwig Kristiansen
 - Fortunato Bacomo Thomas R. Leahy
 - Joseph J. Bass Kenneth Lewis
 - Matthew Bruno Leo Mannaugh
 - Leo V. Carreon Jeremiah O'Byrne
 - James F. Clarke C. Osinski
 - Joseph D. Cox George G. Phifer
 - Juan Denopra Winston E. Renny
 - John J. Driscoll George Shumaker
 - Friedof O. Fondilla Almer S. Vickers
 - Otis L. Gibbs Luther E. Wing
 - Bart E. Guranick Pon F. Wing
 - Talb Hassan Royce Yarborough
- USPHS HOSPITAL STATEN ISLAND, NY
 - John Cabral Paul Norton
 - Tranquillino Cordova Wm. C. Palmer
 - Hugh Curran Frank Przybaska
 - Joseph Domino Joseph Ricciardi
 - Peder Espeseth Emeterio Rivera
 - Arthur Fortner Jose Rodriguez
 - George Griswold Bernard Rosenski
 - Edward Heacox Chow Song
 - Keith Hubbard Charles Taylor
 - Patrick T. Kelly Julio Valentin
 - Nils Lundquist Amiello Verdemare
 - Leonard B. Meeks John Westfall
 - Harold J. Moore

A Critic?



A pair of ABs, Guernsey (left) and Ohannasian, are hard at it on paint job aboard the Cities Service Miami as the ship bowls along on her oil run. It's not clear whether Guernsey was skeptical of the photographer or the paint job. Photo by Charlie Burns.

LOG-A-RHYTHM:

Home-Fire

By M. Dwyer

Oftimes across the room you come,
To press a kiss against my hair;
You hold me
For no cause at all, save love,
I almost see you, standing there.

All seasons I recall before a fire,
All time reverts within the flicker-
ing stir
Of light in darkened caverns of
desire,
As I pile high the logs—
Logs of applewood and fir.

"Remember me to God," you said,
The day you sailed away.
And pray, pray for me each night,
you asked,
A year, a month, a day.

Oh, I remembered, I remembered,
Through many months and years,
To ask Him for your safe return
To guard the hand that steers.

The house is ready for the night,
Revealing light so starry bright.
Its doors are open, letting in
The cool night air,
My soul to discipline.

Fire casts a shadow 'cross the
—floor.
I listen eagerly for your step,
To hear your step outside the door.

When sun strikes glass
With coming of day,
The dreams I dream tonight
Will rise . . . well . . . crest
And fall away.

Members Of The Wedding



Shipmates on the Ideal X were on hand to wish Eddie and Billie Yeamans (seated) a happy future at their wedding reception in Galveston recently. Pictured (standing, l to r) are: Floyd Walker, chief cook; E. Anderson, NCB; D. Nunn, steward; B. Omelancho, BR, and Fred E. Otto, MM. Yeamans was 3rd cook on the ship.

YOUNG AMERICA (Waterman), Jan. 25—Chairman, R. Evans; Secretary, J. Roux. No beefs. New delegate elected. New stoppers for laundry sink obtained.

SEATRAN TEXAS (Seatrains), Feb. 21—Chairman, P. Patrick; Secretary, J. Hodges. Air-conditioning equipment to be repaired. Smell of hides on main deck strong in hot weather. Some disputed OT. Vote of thanks to steward dept. for preparation and serving of meals. Beefs to be settled with cooperation of all concerned.

OCEAN DINNY (Maritime Overseas), Jan. 31—Chairman, C. Maloff; Secretary, T. Delaney. Steward in hospital—headquarters notified. Ship's fund \$8.82. Man rejoined ship. 48 hours OT claimed by wipers involving work in machinery spaces done by

Kitchner. \$14.50 in ship's fund. Some disputed OT. No beefs. Dispute between bosun and pantryman re cleaning of coffee pots.

SANTORE (Marven), Feb. 28—Chairman, H. Shepeta; Secretary, W. Erikland. Some OT disputed. Everything running smoothly. One man in ship hospital. See patrolman about new washing machine.

CITIES SERVICE MIAMI (Cities Service), March 5—Chairman, J. Ward; Secretary, C. Wood. One man missed ship in Lake Charles. Ship's fund \$1. Few hours disputed OT.

GATEWAY CITY (Pan-Atlantic), March 5—Chairman, W. Bruton; Secretary, J. Dolan. Everything running smoothly—no beefs. \$8.13 in ship's fund. Few hours OT disputed. New delegate elected. Vote of thanks to steward dept. for job well done. Vote of thanks to old delegate who is getting off.

E42-1839 (Suwannee), Feb. 3—Chairman, Dickerson; Secretary, R. Blyth. No beefs. New delegate elected. See about draws & hot water in galley. Shortage of salt tablets. Cleaning gear & other stores ordered for Trinidad.

TIMBER HITCH (Suwannee), March 1—Chairman, W. Newsom; Secretary, G. Cullen. No beefs. Ship's fund \$7.55. Some disputed OT. One man short. Suggestion made to put up bulletin board for Union notices.

ROBIN LOCKSLEY (Robin), March 1—Chairman, C. Stambul; Secretary, E. Gretskey. Captain spoke to delegate about draws. Some OT disputed. No beefs. Complaints on cooking and not enough fresh fruits—to see about ordering.

IDEAL X (Penn), March 8—Chairman, D. Nunn; Secretary, D. Lietz. One man died in Texas City. Ship's fund \$4.15. No beefs. Return drinking glasses on drainboard and not in sink. Cans installed to take cigarette butts at doors. Discussion re putting pipes from overboard discharges mid-ship to water line.

KATHRYN (Bull), March 7—Chairman, J. Turner; Secretary, J. Lakwyk. One man hospitalized in San Juan. Putting out draw before payoff. No beefs.

DEL ALBA (Miss), March 1—Chairman, L. Harvey; Secretary, G. Parker. Few men logged. Ship's fund \$21.50. OT disputed. Vote of thanks to delegate for job well done.

ALCOA PILGRIM (Alcoa), March 1—Chairman, R. Queen; Secretary, L. Meyers. One man missed ship in San Juan. Delegate elected treasurer. \$3 in ship's fund. Restriction to ship to be taken before patrolman. Patrolman to check and see who needs new mattresses.

DOROTHY (Bull), Feb. 21—Chairman, J. Bergstrom; Secretary, W. Walsh. No beefs. Few hours disputed OT. One man missed ship on departure from Phila. Drain in laundry to be placed in good working order. Chairs to be returned to recreation room. Request more hot cakes. Repair lists to be made up. Request new mattresses for bosun & carpenter.

BIENVILLE (Pan Atlantic), March 2—Chairman, W. Manver; Secretary, E. Erikson. Two men hospitalized in Houston. Ship's fund \$32.15. New delegate to be elected. Fans to be fixed in recreation room.

EVELYN (Bull), Feb. 20—Chairman, J. Muehleck; Secretary, P. Macklin. Repair list turned in. \$23 in ship's fund. No beefs. Sailed short one AB from Boca Grande. New delegate & treasurer elected. Vote of thanks to steward dept. for job well done.

WINTER HILL (Cities Service), Feb. 14—Chairman, J. Declinque; Secretary, D. Reed. Two men missed ship. No beefs. Motion seconded and carried to elect C. Boggs ship's delegate by acclamation.

MICHAEL (Carras), March 1—Chairman, J. Wunderlich; Secretary, D. Forrest. Request repair lists be made up and turned in. Some OT disputed. No beefs. One man missed ship at Magpetco. New delegate elected. Need new mattresses. Deck dept. cited for cleanliness & cooperation. Vote of thanks to steward dept. for excellent job.

COASTAL CRUSADER (Suwannee), Feb. 15—Chairman, G. Foley; Secretary, D. Wagner. New delegate elected. Request heads be left in sanitary condition. Don't pour coffee in sculliebut. Proper attire requested in messhall.

ALCOA PIONEER (Alcoa), Feb. 22—Chairman, J. Stewart; Secretary, E. Canonizado. Ship's fund \$40. No beefs. New delegate elected. Motion made and seconded to have Union officials meet with operators to negotiate with improvement of agreement for transportation rider—that men paying off ship should get transportation within 200 miles or over from port of paying on or signing on.

ALCOA PURITAN (Alcoa), Jan. 23—Chairman, R. Pierce; Secretary, A. Ferraro. Beef about launch service in Bileks. Yugoslavia to be taken up. Ship's fund \$1.75. 87 hours disputed. Washing machine to be cleaned after use. Request less noise in passageway. Need pump for washing machine. Poles to be painted.

Korean labor at Pusan to be disputed—to be handled by patrolman at payoff. Present delegate to remain until payoff. Repair lists to be prepared. Text of telegram re minutes read to crew and receipts offered for exhibit.

EDITH (Bull), Feb. 21—Chairman, J. Parker; Secretary, M. Curry. Motion to post all letters. Vote of thanks to steward dept.

TIMBER HITCH (Suwannee), Feb. 15—Chairman, S. Scales; Secretary, G. Cullen. Ship's fund \$7.55. One man in hospital—called one AB short. Letter re: steward dept. difficulties read. New delegate elected. Return cups to pantry—cooperation with messman urged.

ALCOA RANGER (Alcoa), Feb. 15—Chairman, W. Barnes; Secretary, T. Sanchez. Repairs made to washing machine. Crew recommended new machine. Repairs made in messman's room. Motion to clarify ruling on man leaving ship due to illness or injury and right to claim job back after being released. Request better selection in night lunch; see patrolman about paying off at sea. Have phone connected to ship in Mobile so that men can be kept informed of changes in sailing board time.

VALCHEM (Merom), Feb. 8—Chairman, J. Rawlins; Secretary, S. Perry. TV to be repaired. Ship's fund \$20. Some disputed OT. Discussion to have patrolman settle disputed OT; inferior quality of beef. Eng. dept. claims replacements not being called in time. Discussion on safety and repairs. Request ventilators in crew's quarters, which are sealed up at present.

JOSEFINA (Liberty Nav.), Feb. 8—Chairman, E. Seeley; Secretary, C. Canales. New delegate elected. OT to be equalized.

DEL AIRES (Mississippi), Feb. 1—Chairman, I. Morgavli; Secretary, F. Kitchner. Ship's fund \$14.50. New delegate elected. Departments to alternate cleaning ship's laundry and slop sink.

COEUR D'ALENE VICTORY (Victory), Feb. 15—Chairman, E. Zebrowski; Secretary, H. Krohn. Travelers' checks to be obtained in Karachi. Some disputed OT. Need new washing machine and water fountain. Draws not forthcoming when in port. Insufficient milk. Doors to be kept closed in passageways while in port.

SANTORE (Marven), Feb. 11—Chairman, H. Shepeta; Secretary, J. Wagner. Some disputed OT. Two men walked off ship in Balt.—patrolman notified. Need new agitator for washing machine.

NORTHWESTERN VICTORY (Victory), Jan. 8—Chairman, S. Phlaxi; Secretary, J. O'Rourke. Most repairs made. Urge support of blood bank. New delegate elected. Request greater variety of salads, more rye & wheat bread. To form arrival pool—\$30 to ship's fund—\$90 to winner of pool.

ELIZABETH (Bull), Feb. 23—Chairman, F. Gasper; Secretary, R. Hernandez. Some beefs not settled. Some disputed OT. Renominated ship's delegate. Washing machine needs repairing. Do not overload. Awaiting back aft to be replaced.

JOHN B. KULUKUNDIS (Marita), Feb. 23—Chairman, G. Hansen; Secretary, F. Rakas, Jr. No beefs. Vote of thanks to steward dept. for job well done.

PANDORA (Epiphany Tankers), Feb. 23—Chairman, A. Turner; Secretary, E. Riggs. Discussion on loggins. Few hours OT disputed. Men getting off requested to leave quarters clean. One minute of silence for departed brothers.

DEL AIRES (Mississippi), Feb. 23—Chairman, N. Eldridge; Secretary, F.

Sees Big Danger In Homesteading

To the Editor:
 Again I'd like to add my bit to the discussion of a time-limit on shipping. It seems that all those in favor of limiting a man's time on a ship have the basic argument that this would produce a fair distribution of jobs for all hands.

I also believe this to be so and would like to point to one facet of homesteading which is generally overlooked and which

of the union and its progress. If we all were "deadheads" this would be one hell of a Union. In discussing this job-limit issue, let's not fail to recognize the danger of a "Let-George-Do-It" attitude which, I think, must follow the practice of permanent homesteading.

Art Lomas

Gangway Watch Poses Problem

To the Editor:
 I have been thinking about this for a long time and I would like to hear the other members' views about it.

I think the gangway watch should be done away with now and forever. It's unfair when a man is at sea 15 or 16 days with just a matter of hours before the ship is underway again, that he should have to worry about a gangway watch and have no real time to relax.

He should be able to put in his eight hours and then go ashore the same as other people can when they finish their eight hours' work ashore. This is especially true on a run like I am on, such as Pan-Atlantic. In every port except one, and a lot of times not even in that one, sea watches are never broken. There is no such thing as time off.

If they keep sea watches in port, it should be that only one man has to be aboard for each watch.

Robert Lasso
SS Azalea City

Sees Big Risk In High Speeds

To the Editor:
 This whole business of encouraging ship safety is a good idea, but as long as these ship captains run at full speed in bad weather and count on radar to save them, we're still in trouble.

We can work to bring the ships themselves up to standard and we can get the crews safety-conscious but we've still got the skipper to contend with. He's got the company on his back and a schedule to keep, and he's going to take chances whatever anybody says.

We haven't had a serious accident involving an SIU ship lately, but who wants to wait that long? There has to be a solution so that the skippers and mates too won't run hog-wild. A guy who breaks a leg on a ship due to faulty gear or even his own carelessness sometimes is one thing. But it's a different matter when the whole ship and its entire crew is in danger. And a collision means at least two ships and two crews. It's a lucky thing the Constitution had no passengers and that the tanker it hit was empty. I'd hate to have been around if that tanker had been full and there were passengers on the other ship.

W. Feibel

King For A Day On Confederate \$

Anybody who's ever had a yen to toss cash around like a money-stuffed millionaire can appreciate the latest yarn making the rounds of the SIU ships on the Atlantic missile range these days.

The story concerns one brother—who shall remain nameless—who nibbled the bait in one of those newspaper and magazine ads offering a million bucks in Confederate currency of various denominations for an investment of a few genuine US treasury notes. The "Confederate" money in the offering is fresh stuff right off the press but it's supposed to look like the genuine 1860-vintage material.

As soon as our hero received his package of bogus bills, things got out of hand. With a couple of days off in port after a stay out on the

missile range, he began showering the population of Recife, Brazil, with "C-notes" in exchange for a little bit of applause.

Although the lettering on the money doesn't mention the "United States of America" the Spanish and Portuguese-speaking citizens of Recife could make out something about "Confederate States of America" and that was enough for them. The "States of America" part was the convincer and they laid out the red carpet for the "loco Norteamericano" who brought prosperity wherever he went.

He was attracting considerable attention everywhere until the local gendarmes got wind of what was going on. Some of the local banks may have had a hand in that when someone tried to cash one of the bills for cruzeiros.

Eventually the policia collared our man, confiscated his boodle and lectured him about undermining the currency of their country—not only with Confederate money but counterfeits to boot—and his millionaire's holiday came to an end. But it was a grand one while it lasted, according to all reports.

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.

is of great importance. This concerns the individual member's contribution to the Union other than just the payment of dues.

Some while back I made a few trips coastwise. On this ship was a brother who had been on her steady for over six years. We were back in home port every two weeks and we were only ashore for about 26 hours before putting out again. Because of this I don't think that the classification of "seaman" applied to this man any more than it would to a guy who takes the Staten Island ferry every day back and forth to work, say, in a box factory.

Now the Union never had any major trouble with this particular company, so this member had never engaged in any beefs in any way, had never hit the bricks on a picketline or experienced a period of unemployment which, unfortunately but necessarily happens at times because of a beef, and he had never attended a shoreside union meeting (at least not for over six years). His only contact with the Union was by paying dues to the visiting patrolman.

Under these circumstances what interest can an individual have in the Union to which he belongs? None, that is, except to anticipate and accept benefits in the form of additional wage increases and conditions fought for by his Union and brother members while he goes pleasantly homesteading along.

I am sure this viewpoint is shared by the majority of our members. To belong to a union, to be a bona fide interested member, is to be one who wants to have a share of his union's activity, who doesn't want to be on the receiving end all the time, and is ready and willing to give a little of himself in union action for the welfare

LOG-A-RHYTHM:

Before Sailing

By John F. Wunderlich

"Where are you going, my friend,
 So late at night
 In such freezing weather?
 My fire is a-light,
 And the coffee is boiling.
 Can't you stop for a while?"

"I am hurrying up to the mountain top,
 Where the Northern Lights flash.
 Where skies are aflame
 As a million searchlights
 From a city awake,
 In a myriad of colorful lights."

"So many a time in the past you
 have seen
 The Northern Lights flash 'cross
 the sky.
 Why tonight in a hurry?"

"At the first break of dawn,
 Over hills in the east,
 I am leaving for the sea.
 For the starlit nights,
 And the tropic breeze.
 My seabag is packed;
 The ship awaits her crew."

"So you are leaving us, Olaf,
 'Cross the ocean blue
 To the distant lands.
 For how long?"

"My articles say she'll be gone for long,
 To the islands in the south."

To the land of coffee and sugar-cane,
 Where the days are long,
 And the nights are short,
 Where it never snows."

"Well, goodbye, my lad,
 Go in peace to the distant lands
 And the sugar cane.
 May you travel far,
 May your life be great,
 As a Viking's son
 From this land of ice."

"Thanks, Old Man,
 And God's peace to you.
 I am going to see the Northern Lights
 So in years to come
 I'll remember them and the Mid-night Sun.
 The night is growing old,
 Soon dawn will be here;
 I must be gone."

At Day's End



With the day's work over, crew messman J. Malyszko (left) and steward Ben Rucker on the Portmar team up for a photo sent in by ship's delegate E. Boyne. Rucker is a lensman too. That's a midget camera dangling from the chain around his neck.



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The Seafarers Cafeteria



Whaddya Mean Camera-Shy?



"Horror! A camera!" is what Andy Mir, DM (above, right) seems to be saying, but a close look shows he left a bit of one eye uncovered so he wouldn't appear too camera-shy. Messman Bob Trippe stays right out in front in this scene from the Yaka. At right (top) Tony Michaelski shows a shipmate the albacore tuna he caught on the Pacificus during trip to India.



The two gents under the whiskers (left) are R. Fulghum, wiper, and J. Gilbert, reefer engineer, enjoying a merry tune on the Steel Seafarer. So far, there's been no offer from a recording company, but the boys are hopeful. Shipmate G. Glendenning is caught in the act during clean-up job in the role of crew pantryman. Photo by Vernon Douglas.



LOG Rated 'Tops' In News Field

To the Editor:

If the enclosed coupon from the last issue of the LOG does not include non-members of the SIU, would it be possible for me to subscribe to the LOG? I promise a check by return mail.

For a long time I have managed to read the LOG by stealing or borrowing copies, reading over someone's shoulder when I should be out on deck taking

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.

pictures of passengers or cargo, or minding my upstairs neighbor's mail (which includes his LOG) while he's out on a trip.

But this is not too satisfactory because sometimes I miss out all around, which makes me most unhappy because, honestly, I'd rather miss the morning newspaper than miss an issue of the LOG.

Compared not only to other union papers but to trade papers in general, your SEAFARERS LOG rates top of the list.

Mona MacMurray

(Ed. note: As you requested, your name is being added to the mailing list. There is no subscription charge but contributions are always welcome.)

Photo Recalls 5-Man Rescue

To the Editor:

Enclosed are some photos of the boat from which we rescued five men off the coast of Virginia last December. It is the 101' Diesel yacht "Kyma" out of New York.

You carried a story in the LOG (Dec. 19, 1958) and I thought you might like the prints of photographs taken by third assistant-Hanrahl here on the Cities Service Baltimore.

We had tried to salvage the yacht by lashing her to the side but she broke loose twice. The second time was the last as she later smashed into our stern after drifting for a while. She capsized after a 12-hour struggle but the crew was safe.

John H. Elliott
Ship's reporter



Photo by third assistant pictures the Kyma alongside the CS Baltimore before she broke free and capsized.

Urges ID Card For SIU Wives

To the Editor:

I agree with the many people who have written to the SEAFARERS LOG about giving out SIU identification cards. Believe me, this would be a great help for the dependents of SIU members.

I'm one of the wives who would like to have one of those cards. I know from experience it would be much easier cashing allotment checks, which can be a problem. The card would also be very, very useful for such purposes as visiting the SIU clinic for a check-up and would avoid trouble in making proper identification.

It would also be a big help in an emergency when we have to seek information at the SIU halls. I believe that if all Seafarers' wives who read the LOG would write in to the Union on this matter something would be done for us.

I pray to God that He bless this organization, its officers and members and it may continue giving its wonderful services for years to come.

Mrs. Carmen Negron

Disputes Beef Over Card Game

To the Editor:

This is an open letter to the brother who complained about the captain's interference in a card game aboard the Valiant Faith (LOG, Mar. 13).

Apparently that card game was so noisy it kept the rest of the crew awake. And presuming you do your daily stint of eight hours and sleep 16 hours as stated in your letter, you probably

Don't bathe
Don't shave
Don't go in for chow
And your quarters look like those of a sow.

There are only 24 hours in a day, you know.

When you took the job you knew the ship was a Liberty, so quit griping about her speed and just be thankful you have a job.

And, last but not least, remember the captain has to work for a living too, and he also has his orders regarding overtime.

J. J. Byrnes
"On the Beach"

Ends 8 Months On Missile Run

To the Editor:

After we come back from this missile mission and after being eight months on this vessel, the M/V Rose Knot, I am going back home to the good old USA.

I also will do a little vacationing in old Mexico, and would like to have the SEAFARERS LOG sent to me there. Best wishes to all brothers of the SIU.

Humberto Vera

Retired, He's Found Security

To the Editor:

Being a retired Seafarer is a rough tough go, but the knowledge of unionism that I had learned from being an SIU seaman softens the blow.

Having had the union education and brotherhood of SIU ships' crews I know I have reached a level of security and contentment in unionism that I never will feel again.

Gerald Mitchell

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CITY ZONE STATE

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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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FINAL DISPATCH

Jan Kozerski, 54: Brother Kozerski died of a heart disease in John Hopkins Hospital in Baltimore on February 7. A member of the Union since 1943, he sailed in the steward department. Surviving him is his wife, Mrs. Martha Kozerski, of Baltimore, Md. Burial was in Meadowridge Cemetery, Baltimore.



George Jacobus, 51: Brother Jacobus suffered a fatal heart at-

tack in front of his New Orleans home on January 8. A member of the Union since 1957, he sailed in the deck department. He is survived by his wife, Eugene Jacobus, of New Orleans, La.

Ted W. Marley, 35: Brother Marley died at his home in Asheville, North Carolina, January 3, 1959. A Union member since 1957, he had worked in the engine department. His mother, Mrs. Rhoda Marley survives him. Burial was in Pleasant Cross Cemetery, NC.



John Bellard, 71: Brother Bellard died of suffocation when a fire broke out in his Newport, NY, home on February 3. He had been a Union member since 1942, sailing in the steward department. He is survived by his wife, Mrs. Edith Bellard, of Newport. Brother Bellard was cremated.



John Allmon, Sr., 43: An SIU man since 1944, Brother Allmon died in the Newman Hospital in Atlanta, Georgia, on March 6 of a coronary ailment. He had sailed in the deck department. Surviving is his daughter, Miss Martha Allmon, of Washington, DC.

From Down East



Alvin Dyer, Jr., is enjoying life back home in Corea, Maine, while dad's aboard SS Calmar. Junior was born May 26, 1958.

Israel Hits Egypt's Seizure Of Cargo At Suez Canal

Israel has filed a formal protest with the United Nations, charging the United Arab Republic with seizing and removing Israeli goods from two foreign vessels passing through the Suez Canal.

The incidents, involving a Liberian and a German vessel, occurred within a three-week period extending midway through March. The Liberian ship, Capetan Manolis, left Haifa with 400 tons of potash and five tons of fruit juices bound for Ceylon and 1,120 tons of cement for Malaya, according to Abba Eban, Israel's UN representative. UAR authorities detained the vessel in Port

Said, and impounded the cargo. Three weeks later the incident was repeated with the German vessel Leglott. Carrying 6,300 tons of potash, she was headed for Malaya, Hong Kong and the Philippines.

Vessels carrying oil or other cargoes to and from Israel have been hampered in passage through the canal on the grounds that a state of war still exists between the Arab states and Israel. A number of SIU-manned ships have been put on the blacklist for entering Israeli ports, which, in effect, denies to them the use of conventional port services in Arab countries or access to cargoes there.

SF Turnover Still Slight

SAN FRANCISCO — Shipping was slow during the last period with little improvement in sight, reports Port Agent Marty Breit-hoff.

With only one ship paying off and one signing on, most of the activity came via the in-transit route. Nine vessels were in transit, including the Steel Scientist, Steel Rover and Steel King (Isthmian); La Salle and J. B. Waterman (Waterman); Alamar and Texmar (Calmar); Jefferson City Victory (Victory Carriers), and the Ocean Eva (Maritime Overseas).

The Steel Fabricator (Isthmian) paid off while the Choctaw (Waterman) signed on.

The Welfare Plan eyeglass program, which has recently been extended to this port, is being processed and will be available for the members in the near future.

PERSONALS AND NOTICES

Bill Thompson Ben Martin Frank Murphy, who sailed with you on the Compass in 1952, would like to get in touch with you. His address is 162 Grand St., Middletown, Conn.

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

Frank Kumelga You are requested to contact your mother at 287 Coal St., Wilkes Barre, Pa.

Richard Asmont Please send your address to Edson Walker, Eight Mile, Alabama.

Tom Hodney Anyone having any information on the whereabouts of the above please write Mary McLaughlin, 27 Norfolk St., Roxbury, Mass.

Raymond Queen You are requested to contact General Motors Acceptance Corp., 4th Ave. & 9th St., Huntington 19, Va.

James E. Johnson, Jr. Important you contact your aunt, Mrs. Helen Coleman, at 6711 36th Ave. SW, Seattle 6, Wash.

Giles Glendenning Urgent you get in touch with

your mother at 3900 Clifton Ave., Baltimore 16, Md. Will anyone having any information on the above, please write to the same address.

Raymond Ruppert Your sister requests that you get in touch with her at 378 Weirfield St., Brooklyn 27, NY.

James Dyess It is important that you contact your wife at once.

Bill Thompson Your wife saw your ad in the paper and asks that you get in touch with her as soon as possible. Her phone number is still the same.

John (Dutch) Merkel Please contact Raymond Moore at PO Box 4508, Philadelphia, Pa.

Waley Thomas Anyone having any information on the above is urged to contact his wife immediately. Her address is Route No. 1, Box 128, Alton, Va.

Jack Sirles Please contact John Arabasz at the Baltimore hall for your money. Henry E. Fossett.

Hub Weather, Jobs Gloomy

BOSTON — Although the city was going through its worst snow storm in many years, the luck of the Irish held true on St. Patrick's Day, as the sun came out and brought on perfect weather for the marchers. As was expected, the following day saw more snow, rain and slush.

It may have been because of the cold weather and the snow, but only a handful of replacements were needed for the six vessels calling into the area during the past period. The outlook for the coming period is just about the same, Acting Port Agent Gene Dakin said, unless some unscheduled vessels come in for servicing.

Paying off during the last couple of weeks were the Ideal X (Marine Tankers), Bents Fort and Cantigny (Cities Service). There were no ships signing on. In transit were The Cabins (Texas City); Eagle Transporter (Terminal) and the Steel Flyer (Isthmian).

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- Radios
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- Jewelry
- Cameras
- Luggage



the SEA CHEST

Attack State Dep't Move

(Continued from page 3) announced that he was forming a Bermuda-registered British subsidiary. This is seen as an attempt to test the recent agreement between the world's maritime unions that ownership, not registry, would determine which union has jurisdiction.

The International Transportworkers Federation has scheduled a further meeting in London on April 13 to proceed with its campaign against the runaways.

The International Chamber of Shipping also has a meeting set for London, the first week of April, to discuss the runaway issue, among other items.

A joint statement issued by Curran and Hall attacked the depletion allowance provisions of domestic law. These provisions allow large oil and metals concerns to escape a considerable portion of domestic tax obligations. Despite this tax loophole, these companies are the largest operators of runaway-flag shipping, which also gives them considerable tax advantages.

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:

Diane Marie Arndt, born January 21, 1958, to Seafarer and Mrs. Orville Leo Arndt, New Orleans, La.

Mark Andre Auger, born March 1, 1959, to Seafarer and Mrs. Jean J. Auger, Bellmar, NJ.

Christina Elaine Casarez, born October 6, 1958, to Seafarer and Mrs. Calixto Casarez, Houston, Tex.

Lauri Jean Daigle, born February 13, 1959, to Seafarer and Mrs. Paul Daigle, Somerville, Mass.

Daniel Dean Grimes, born March 4, 1959, to Seafarer and Mrs. John L. Grimes, Chickasaw, Ala.

Michael Nerosa, born December 20, 1958, to Seafarer and Mrs. Tony Nerosa, Philadelphia, Pa.

Bobby Lee York, born March 9, 1959, to Seafarer and Mrs. Terrill D. York, Mobile, Ala.

Elizabeth Rodriguez, born February 21, 1959, to Seafarer and Mrs. Eusebio Rodriguez, Mayaguez, PR.

Ernest A. Trader, born February 7, 1959, to Seafarer and Mrs. Ernest Trader, Baltimore, Md.

Peggy Denise Robinson, born February 17, 1959, to Seafarer and Mrs. Harry C. Robinson, Mobile, Ala.

Vicky Lanette Gatewood, born February 22, 1959, to Seafarer and Mrs. Woodrow W. Gatewood, Baker, Fla.

Glenn Frederick McArthur, born February 23, 1959, to Seafarer and Mrs. Allan W. McArthur, Brooklyn, NY.

Glenn David Pederssen, born March 7, 1959, to Seafarer and Mrs. Sverre Pederssen, Brooklyn, NY.

Albert Sierra, born February 27, 1959, to Seafarer and Mrs. Efrain Rivera Sierra, Bronx, NY.



Shipping To Gain With Hawaii In As 50th State

Stepped-up shipping for SIU members on both coasts and an increase in maritime industry influence in Congress seems assured as the result of the action by Congress in voting statehood for Hawaii.

Immediately following the Congressional action, Isthmian Lines and Matson Navigation announced they were going to increase their joint service to Hawaii from the East Coast of the United States. The new schedule calls for sailings every 12 days as a result of increasing interest stemming from the statehood development.

The addition of Hawaii will mean two more Senators and one or two Representatives who can be regarded as being in the "maritime bloc." Similarly, Alaska, which was voted into the Union last year, also has an overriding interest in maritime matters and her Senators and Representative can also be counted to show concern in this area, along with legislators from such states as New York, Massachusetts, New Jersey, Maryland, Pennsylvania, Alabama, Louisiana, Florida, California, Washington and Oregon, among others.

Rapid Senate Action

The 56-year struggle by Hawaii for admission to the Union was voted with startling swiftness as the Senate approved the statehood bill 76-15 and the House 323-89. President Eisenhower then signed the measure and all that remains is for the Hawaiian people to ratify it in a vote tentatively scheduled for July.

The lush, tropical island group with its famed beaches, hula dancers and ukeleles has always been a tourist attraction and the tourist industry ranks as Hawaii's 3rd leading occupation, next to sugar and pineapples respectively.

All three of these major industries depend directly on shipping to a very great degree. SIU Pacific

District members man the passenger ships on the tourist run and both Pacific District and A&G District companies are active on the pineapple and sugar runs to both coasts.

No other state in the union has as cosmopolitan a population as Hawaii's. The population is partly European, Asiatic and American. The original Hawaiian, descendent of the Polynesian, is in the process of becoming extinct, and composes only three percent of the population.

The leading group is now of Japanese descent, making up 38 percent of the population. Americans and Europeans comprise 25 percent, Hawaiians and partly Hawaiian 15 percent, Filipinos 13 percent, Chinese seven percent and small numbers of Puerto Ricans and Koreans.

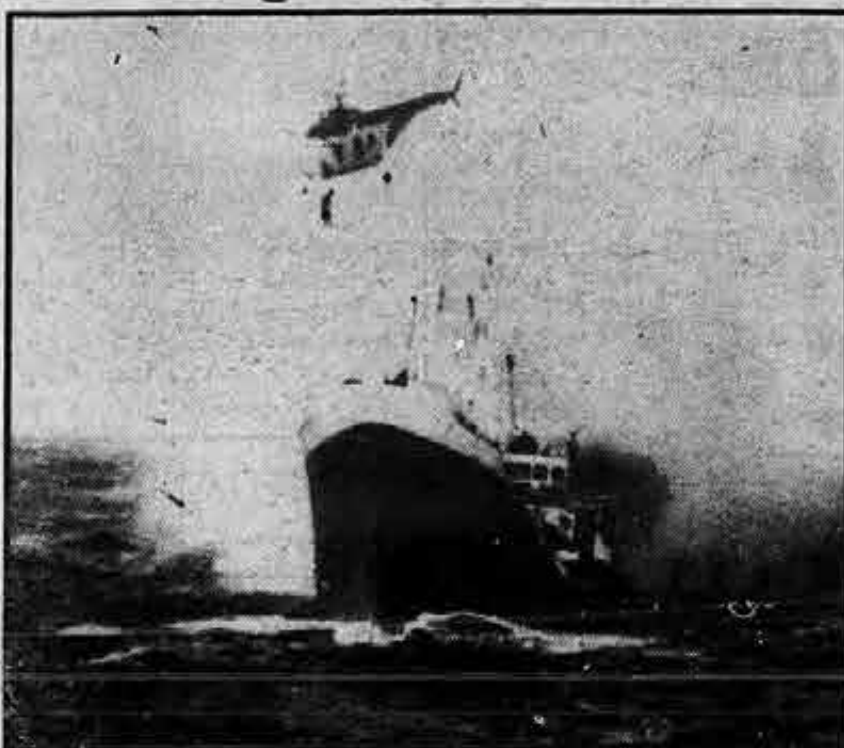
The original foreigners to flock to Hawaii were Chinese, imported in the middle of the nineteenth century as a source of cheap migrant labor to work in the sugar fields. A wave of Japanese followed, making them the dominant group by 1900.

Hawaii's first contact with Americans was through New England missionaries who went to the islands in 1820. Ties between the two nations grew closer as the United States helped block moves by Britain and France to annex the islands.

On its own request, Hawaii was formally annexed by the US in 1898 and became a territory in 1900. From 1903 to the present, 23 moves were made through Congress to win statehood.

Hawaii produces one-fourth of the world's pineapples and one-fortieth of the world's sugar cane.

Firefighter To The Rescue



British navy helicopter is shown lowering firefighter to deck of burning German freighter Vormann Rass off Devon coast. Airborne firefighters brought the blaze under control.

Robin May Go Into Lakes-Africa Service

WASHINGTON—Moore-McCormack Lines has applied to the Government for permission to amend its present subsidy contract to divert vessels from South African, South American and Scandinavian runs through the St. Lawrence Seaway for occasional calls at Great Lakes ports. If permission is granted, it might mean the SIU-manned Robin Line ships, operated by Mooremack, would go on the Seaway run.

Grace Gets Okay

News of the bid came on the heels of the announcement of a subsidy to Grace Lines to operate a service from the Great Lakes to the Caribbean. This will be the first US-flag service to be provided from the Great Lakes to a foreign port and the first subsidized service on a US essential foreign trade route from the Lakes.

In a letter to the Federal Maritime Board, Moore-McCormack

outlined why it sought to amend the present subsidy contract in order to provide this service.

At the present time, the company does not foresee any great diversion of traffic from the North Atlantic ports to the Great Lakes. Neither MSTs nor any other large shipper have plans for handling cargo via the Lakes. In addition, most of the major auto manufacturers have assembly lines on the tidewater from which they fill foreign export orders.

Need Subsidy For Service

Under these circumstances, Mooremack said, a service from the Great Lakes to the Scandinavia and Baltic areas and African ports could best be met by an amendment to the present subsidy contract to permit occasional calls at Lakes ports as cargo permits.

Under the Grace Line subsidy, the company must provide a minimum of 24 and a maximum of 34 sailings per year, or approximately three to four a month during the open season between the Lakes ports and Venezuela, the Netherlands West Indies and the North Coast of Columbia.

The company also agreed to increase its replacement obligations to a total of 31 vessels at an estimated cost of almost \$480 million, over the next seven years. Six C-2 type freighters will be used in the service until they can be replaced by new, more modern ships. This replacement obligation is in addition to the company's present obligations to build nine combination and 16 cargo vessels to replace its present subsidized fleets.

Halt British SF-Hawaii Cruise Trip

WASHINGTON—An advertised round-trip cruise between San Francisco, Honolulu, Vancouver, British Columbia, and back to Frisco, by the British passenger vessel Chusan, has been found in violation of a law prohibiting foreign-flag ships from carrying passengers between US ports.

Acting on a complaint of Senator Warren Magnuson (Dem., Wash.), chairman of the Senate Commerce Committee, the US Customs Bureau found that the stopover at Honolulu constituted transportation between US ports, in violation of the law.

The British-owned Orient and Pacific Lines, which planned the cruise, argued that the cruise was not domestic since the ship was only docking in Honolulu overnight and the passengers would not be allowed off the ship.

The stop at Vancouver did not alter the complexion of the trip, the Customs Bureau ruled.

Deadline On US Welfare Report Near

WASHINGTON—The US Department of Labor has announced that April 1 is the deadline for filing descriptions of welfare and pension plans required by a law passed by the last Congress. Under the law, all welfare and pension plans covering more than 25 workers, whether employer or union-administered, must be filed with the department. The provisions of this law apply to the SIU Welfare Plan, and a description of the Union plan has already been filed in accordance with the law.

The law was passed last year in an effort to protect beneficiaries of the plans from abuses, waste and mismanagement. It has been estimated that some 80-90 million workers and their families and dependents and beneficiaries are covered by the act.

In addition to filing descriptions of the plans, the act also calls for the filing of annual financial reports. The reports must be filed with the Labor Department within 120 days from the time the policy or fiscal year of the plan ends in 1959.

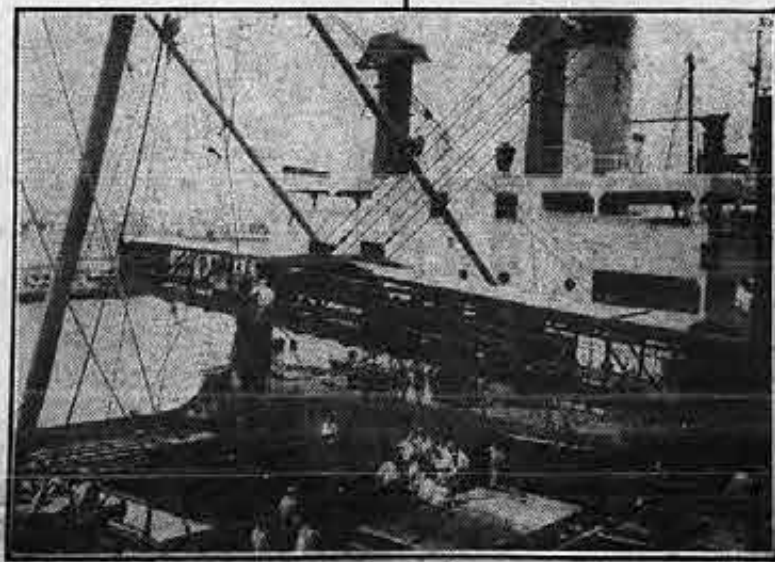
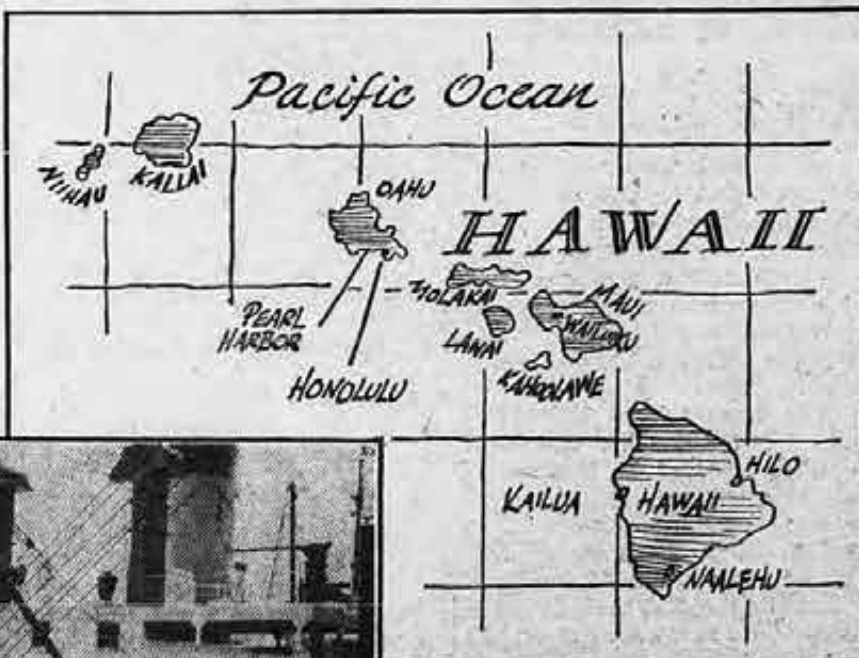
Wilmington Has Spurt

WILMINGTON—Shipping during the past period remained ahead of registration with the dispatcher having a hard time finding men to take the jobs, according to Reed Humphries, port agent.

Although there were no payoffs or sign-ons, 13 men shipped as replacements on the seven ships that were in port in transit. There were 15 jobs open.

The following vessels were in transit: John Waterman, Wild Ranger (Waterman); Calmar's Texmar, Massmar and Marymar; and the Steel Fabricator (Isthmian).

Map shows islands that will make up the 50th state, over 2,000 miles off the US West Coast in the Pacific. Major islands are Oahu (center), where Honolulu is located, and Hawaii (right), which contains the major sugar port of Hilo. Overall area of the state-to-be is about the same as Rhode Island and Connecticut combined.



Chief crop of Hawaii is sugar, shown being loaded in Honolulu (left) on SIU-manned SS Hurricane when it was under charter to Matson in 1955. Photo shows giant gantry crane positioned over hold. Sugar is loaded under pressure into the hold.

