

# New SIU Constitution Approved

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## SEAFARERS LOG

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OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

# TWO RUNAWAYS TIED UP BY IMWU

Story On Page 3

### Crews Refuse To Sail Liberian-Flag Ships

Italian crewmembers of Liberian-flag SS Nassau demonstrate for the International Maritime Workers Union after they walked off the cruise ship in support of an IMWU picket line. IMWU, which was set up by SIU and NMU to organize runaway-ship crewmembers, has pledges from majority of Nassau crew and crew of sister ship Victoria. Both vessels were hung up when crew refused to sail them, demanding a union contract. The crews are holding firm despite a court order removing the picket line. IMWU is demanding raises, OT pay and recognition. (See story on page 3.)



# Ratify New Constitution By 90 Percent Majority

Adopted by an overwhelming majority, better than 90 percent of all the votes cast, the revised constitution of the SIU A&G District went into effect on Thursday, May 12. The new document took effect following approval in all SIU ports of the tallying committee's report on the results of the referendum.

A two-thirds vote was required to pass the constitutional amendments, but this requirement was far surpassed. During the 30-day vote, from March 31 to April 29, 4,178 votes were cast in favor of the amendment and only 322 against. There were also 68 voids and five

blanks out of a total of 4,573 ballots cast.

By voting to amend the constitution, the SIU membership altered the jurisdiction of the District to include the Lakes and Inland Waters, as well as formally-incorporating the various harbor crafts and other divisions which the Union has organized in recent years. The new name of the district is now the SIU Atlantic, Gulf,

Lakes and Inland Waters District.

The change in name was made necessary by the fact that SIU-manned deep-sea ships are participating in the Lakes trade and seeking to establish subsidy operations out of the Lakes. Organizing activity also prompted the change.

In addition, the change in the constitution incorporates the new executive set-up in the Union which provides for an executive board of officers to meet regularly and direct union affairs. The members of the board are given specific regional responsibilities and authority, and present job titles are changed.

Passage of the Landrum-Griffin Act required modifying the constitution as to qualifications for elected office, condition of union membership and similar matters. Amendments in the new constitution adapted the SIU document to conform with all the provisions of the new Federal law.

The constitution also provides for a monthly membership meeting system with meetings to be held on different nights the first week of the month in major SIU ports. Staggering of the meeting nights enables the membership to act on resolutions reports and other matters in that month's meeting, without having to hold over matters from one meeting to the next as was the case in the previous meeting system.

## New Meeting Procedure

One of the major changes in the SIU constitution is the new schedule of membership meetings. They will now be held monthly in the deep sea ports of New York, Philadelphia, Baltimore, Houston, New Orleans and Mobile. The port of Detroit has been added to the monthly schedule.

All meetings will be held at 2:30 PM, local time, for each of the seven ports concerned.

The meeting schedule calls for New York meetings on the first Monday of each month, following the first Sunday; Philadelphia, the first Tuesday; Baltimore, the first Wednesday, and Detroit, the first Friday.

Houston, New Orleans and Mobile will meet in the week following the above meetings, Houston on Monday, New Orleans on Tuesday and Mobile on Wednesday.

Since the first Sunday in June is June 5, the port of New York will meet June 6; Philadelphia, June 7; Baltimore, June 8; Detroit, June 10. Houston will meet Monday, June 13; New Orleans, June 14 and Mobile, June 15.

Special meetings at a port may be called at the direction of the port agent or area vice-president, between the hours of 9 AM and 5 PM. A two-hour posted notice of such special meetings is required.

## Best Safety Record In Fleet



Members of the crew of the City of Alma pose with a life ring noting that the vessel had completed 571 days without a lost time accident. The crew had the best record in the Waterman fleet.

## SIU Constitution Highlights

The new executive board set-up of the Union, which has been functioning since November, 1959, under administrative reorganization, has been formally-incorporated into the constitution. It sets up new job titles of president, executive vice-president, vice-president in charge of contracts and contract enforcement, three regional vice-presidents (Atlantic; Gulf; Lakes and Inland Waters) and a secretary-treasurer.

The constitution provides for interim officers to fill these functions until the Union elections this fall. The interim officers are: President ..... Paul Hall Executive Vice-President

Cal Tanner Vice-President in Charge of Contracts and Contract Enforcement .... Claude Simmons Vice-President in Charge of the Atlantic Coast

Earl Sheppard Vice-President in Charge of the Gulf Coast. Lindsey Williams Vice-President in Charge of the Lakes and Inland Waters

Al Tanner Secretary-Treasurer (vacancy to be filled by president as per constitution)

The constitution makes provision for the functioning of various subsidiary divisions such as tug and harbor workers, the Puerto Rican Division, marine allied workers and the like. It specifies the basic provisions that have to be incorporated in the constitutions of

these divisions.

Qualifications for election call for three years' full membership in the Union; three years' seetime, or its equivalent time in shoreside employment for the Union; four months of this seetime or equivalent time to be in the calendar year in which the election is held; and compliance with national law as to eligibility for Union office. (For example, the Landrum-Griffin law specifies that no one can hold union office who has been convicted of a felony in the five years preceding their term of office.) SIU elections will be for four-year terms.

Meetings will be held on a monthly basis in seven ports: New York, Philadelphia, Baltimore, Houston, New Orleans, Mobile and Detroit.

## SIU Optical Benefit Two Years Old

The second anniversary of the Seafarer International Union's Optical Benefit Plan is approaching, and in the two years of its existence the program has enabled more than 3,500 Seafarers to have their eyes examined and obtain eyeglasses.

The plan went into effect on June 1, 1958, starting in the New York area, and its benefits have been spread now to nine different ports within the SIU.

Seafarers with 90 days of seetime in any calendar year, and at least one day of seetime in the six months prior to the proposed examination are eligible for its benefits.

The men can obtain new examinations and new glasses every two years, providing they maintain their eligibility.

Seafarers who took advantage of the plan in its inception are advised to make an appointment to have their eyes re-examined, as adjustments in the prescriptions are usually needed every two years.

# State Dep't Vows Action; SIU Ends Blacklist Protest

Acting at the request of AFL-CIO President George Meany, and following an emphatic statement by the State Department pledging action at last on the blacklist problem, the SIU withdrew its picketline from the SS Cleopatra in the port of New York, ending a 24-day tie-up of the vessel. The picketline was removed on Friday evening, May 6, at 5 PM.

At the same time, Seafarers and members of other MTD affiliates in Canada removed their picket line from the Egyptian-flag Star of Assuan in Quebec.

The withdrawal of the picketline ended, for the time being, the Union's protest against the practice of Arab League nations of blacklisting American-flag ships which have ever touched at an Israeli port. These ships have been blocked from carrying US Government farm surplus cargoes to Arab countries, gifts of the US Government to the nations involved, and from participating in the Persian Gulf oil trade.

In withdrawing the line, the SIU declared in a telegram to Meany that it was acting "in deference to your suggestion as president of the AFL-CIO and in light of our traditional support of AFL-CIO policy."

In a separate statement SIUNA President Paul Hall noted: "As a result of State Department assurances given AFL-CIO President Meany, it appears that for the first time, the State Department has expressed its intent to face up to these problems and take positive action.

"However," he warned, "should the Department fail to give practical implementation to the assur-

ances made today, we will have no other recourse but to resort to picketing."

The Department's long string of assurances (printed on page 5) was a notable departure from previous statements in which it had criticized the Union's action as a political maneuver as well as issuing pious platitudes that the US does not condone the boycott.

The Department conceded the Union had a justified beef by admitting, as the Union had charged, American seamen had been mistreated in Arab ports and that American ships had been placed on a blacklist. It agreed to consult with the AFL-CIO, other mar-

time unions and the SIU on developments in this area, to fully investigate the SIU's complaints and "to renew its efforts to assure freedom of the seas."

The State Department statement was worked out in consultation with AFL-CIO headquarters which undertook to negotiate the issue after hearing a full report on the matter from SIUNA President Paul Hall. Following that report, the AFL-CIO Executive Council went on record as strongly-supporting the SIU's picketline action.

Withdrawal of the picketline was followed by withdrawal of an Arab League counter-boycott of all American-flag shipping. In effect, the Arab states had extended to all American-flag vessels the blacklist practices they had previously limited to those ships which had ever traded in Israel. At the time the picketing ended, it was reported the Arab ports were going to refuse services to runaway-flag ships owned by Americans as well. It is believed that Arab plans to picket these ships, owned largely by US oil companies, were a factor in the State Department's sudden decision to meet the Union half-way on the issues.

The practical effect of the Arab counter-boycott was to cost Arab governments considerable sums for trans-shipments of cargoes origin-

(Continued on page 5)

## SEAFARERS LOG

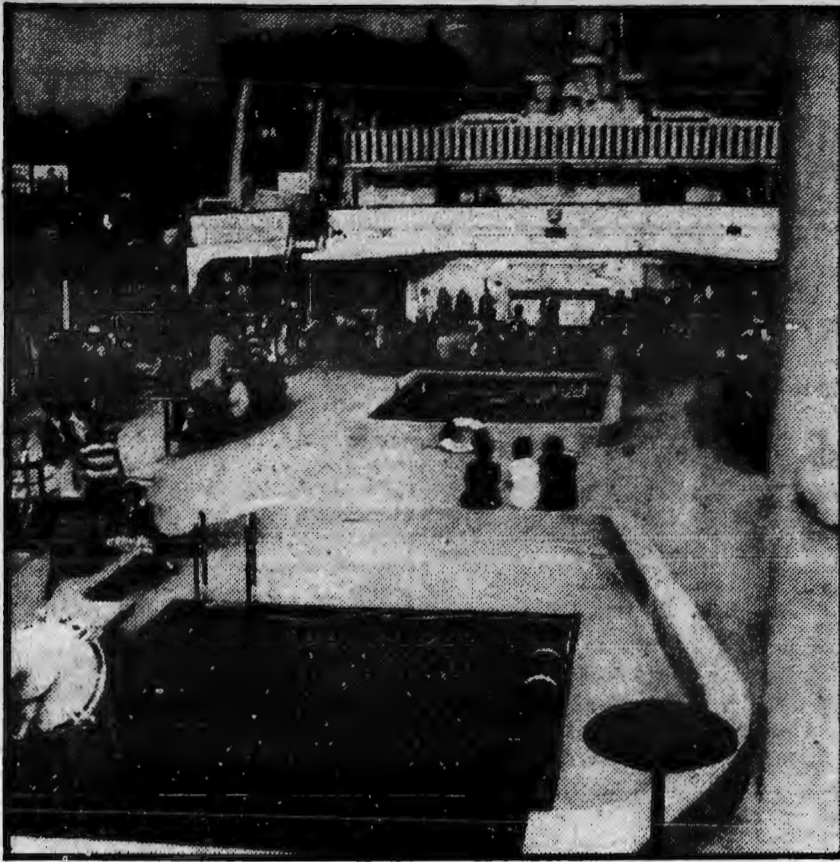
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Passengers sit on deck of SS Nassau waiting for vessel to sail. But crew refused to work ship in demand for contract and sailing was cancelled.

# Fight On Runaways Ties Up Two Ships In New York Harbor

Giving staunch support to the International Maritime Workers Union, crewmembers of two runaway-flag passenger ships, the Victoria and the Nassau, have refused to sail the ships until they win union representation and a contract. As a result, the owners have been forced to cancel the sailings of the ships, which are on the New York to Bahamas run.

The cancellation came after the owners, Inces Line, had failed to recognize the IMWU as collective bargaining representative for the crews. The IMWU promptly slapped a picket line on the Nassau, on Friday, May 13, and the crew gave full support to the action. The Victoria came in on Sunday and she too was tied up.

#### Pickets Called Off

Subsequently, the pickets were called off via a restraining order issued by Justice Henry Clay Greenberg of the State Supreme Court, but the ships were unable to sail thanks to the staunch support of the IMWU by the crews. The issue is now in the courts for settlement.

The action parallels a program of protest picketing of PanLibHon shipping elsewhere in the nation's ports. Last week runaway-flag vessels were picketed in protest demonstrations in several Great Lakes ports.

#### Sign Pledge Cards

A vast majority of the 285-man crew of the Nassau, which had been recruited in Italy, had previously signed IMWU pledge cards. Shannon Wall, who is executive director of the IMWU, had meetings with the owners in an effort to obtain an interim agreement which would provide union recognition, an interim wage increase of some 20 percent and overtime pay. Present wages are in the vicinity of \$60 a month.

When the operators failed to show, as promised, with an offer by Wednesday, May 11, the IMWU picketline hit the Nassau upon her

arrival, Friday morning. The Nassau was scheduled to turn around and sail the same day, and actually took passengers aboard, but then had to tell them to leave the ship when it became apparent that the crew was refusing to break ranks and sail the ship.

The Victoria came in Sunday afternoon, May 15 and had to discharge its passengers by tugboat as the Nassau was occupying its docking berth at pier 42. It too took passengers on via launch for a Tuesday sailing but was forced to cancel out when the crew would not put up steam

Both the Nassau and the Victoria fly the Liberian flag, as do numerous other cruise ships operating in US trade both out of New York and Miami.

The IMWU's right to represent the crews of runaway vessels rests in part upon the precedent set by the National Labor Relations Board. The NLRB ordered a collective bargaining election on the Liberian-flag SS Florida, which was subsequently won by the SIU. In its decision, the Board held that American unions have the right to organize crews of runaway vessels in American foreign commerce.

## ICC Retreats, Slows RR Rate War On Seatrain

WASHINGTON—The Interstate Commerce Commission gave Seatrain Lines a reprieve on its Savannah port service, but little more, in a decision it handed down on the company's argument that a stop be put to railroad rate-juggling aimed at destroying ship competition.

As a result of the decision, governing paper products, Seatrain is continuing its service into Savannah, but may have to discontinue it if it cannot get better treatment from the Commission than it has been receiving on rates governing other types of cargo.

The ICC ordered the railroads to reduce their short-haul rate on pulpboard sent to Savannah for shipment via Seatrain. However, the ICC refused to order the railroads to work with Seatrain in establishing joint rail-water rates that would be competitive with the all-rail through rate between Savannah and New York. It also refused to instruct the railroads to reduce short haul rates on other commodities.

The problem arose last fall when the railroads cut the all-rail through rate, while maintaining an artificially-high rate on that part of the cargo which had to be hauled into Savannah to go via Seatrain. Seatrain suspended its port service for a while and laid up two of its ships.

The Commission's majority report concluded that the railroad's (Savannah & Atlantic) charge against traffic moving in Seatrain's service is discriminatory, and that failure to establish proportional rates on pulpboard from St. Mary's, Georgia, to Savannah and thence from Edgewater, New Jersey, to its final destination, is unjust, unreasonable and discriminatory.

It was introduced into the record that the railroad had cut its all-rail rates from the St. Mary's, Georgia, area to New York and New Jersey, as a means of openly competing with the combined rail, water-rail routes utilized by shippers and Seatrain. To tighten the girth, the railroad then raised the short-haul rates on paper products from St. Mary's to the port of Savannah.

Sixty-eight SIU-contracted jobs went on the block when the Sea-

trains Savannah and New York were idle. The Savannah was later reactivated on the pleas of Georgia port authorities.

The time involved in reversing the railroad action has been costly to the company.

However, the company was encouraged by the ICC's action in ordering reduction of the short-haul rate on the specific product. It hopes to use the ruling as a precedent to secure reduction of such short-haul charges on other commodities so as to continue in business out of the Savannah area.

The railroads and the ICC have been the target of considerable criticism from coastwise and inter-coastal carriers, as well as from the SIU and other maritime unions, for collusive action on rate-making designed to destroy shipping competition and seamen's jobs.



Picket boat circles Nassau as she's tied to the dock. The floating picketline later took on the Nassau's sister ship, Victoria, when she anchored in the bay.

## Ore, Calmar Join 'Better Steak' Parade

Better beefsteaks for Seafarers is now the word aboard many more SIU-contracted vessels as several additional shipping companies have agreed to upgrade the quality of steak used aboard ship. Such major operators as Mississippi Ship-

ping, Calmar and Ore Line have now joined Seatrain, Isthmian, Bull and Sea-Land in agreeing to replace "commercial" grade steaks with steaks graded "good." The grading is done by the US Department of Agriculture and provides a basis for judging the quality of the meat.

In addition to the above-mentioned companies, other ship operators who have agreed to the proposal of the SIU Food Plan are Bloomfield, Valentine, Overseas Navigation, Marine Carriers, Clover Carriers, Oceanic Petroleum, Transocean Petroleum and Rover Steamship Lines.

The first companies to agree to use of the better-grade beef were Seatrain and Isthmian Line, with Bull and Sea-Land next in line.

The upgrading of shipboard steaks is a direct by-product of the SIU Food Plan's success in developing more efficient systems of shipboard food preparation and service. The Food Plan, by stressing "to order" preparation of food and individual servings instead of family-style feeding has cut down shipboard food waste with consequent savings to the operators. The "to order" feeding system also results in fresher, tastier food served in a more appetizing manner.

As a result of these improvements, Seafarers on ships of the above-listed companies now have the additional benefit of better-quality beef. Eventually, the Food Plan hopes to extend this new benefit to every SIU-contracted ship.

### Type Minutes When Possible

In order to assure accurate digests of shipboard meetings in the LOG, it is desirable that the reports of shipboard meetings be typed if at all possible.

## ILA Strikes Lakes Ports For Contract

Longshoremen this week struck the ports of Chicago, Milwaukee, Cleveland and Toledo as efforts to negotiate a new agreement failed just as other contracts in effect had expired. Amid port of Chicago negotiations this week, longshoremen continued to picket the piers where they work. The picketlines were called for when the ILA and management failed to agree on new wage agreements being sought by the longshoremen and stevedores.

Meanwhile in the port of Milwaukee, longshoremen are continuing their picketing pending the outcome of a membership meeting scheduled for this week.

Elsewhere on the Lakes, Cleveland will have a negotiating meeting starting today and the ports of Rochester, Buffalo and Erie started meeting in Buffalo yesterday. Toledo has not scheduled negotiations.

A \$2.75 hourly pay scale for its members is being sought by the ILA. To date they have been offered \$2.55 instead. Dockworkers in the port of Chicago are currently earning \$2.33 an hour.

Another aim of the ILA is to negotiate a master contract covering all Great Lakes ports where its 10,000 members are employed. Separate agreements were in effect for each port prior to their expiration last week. Present wage scales on the Lakes for ILA workers range from \$1.78 to \$2.55.

Canadian longshoremen through their respective locals have stated that they will not handle any of the work that is diverted to the Canadian ports.



# INQUIRING SEAFARER

**QUESTION:** How do you spend your off-duty hours aboard ship when you're on a long trip?

**J. M. Yates, AB:** I pass the time reading pocket books. My favorites are mysteries and novels, and I usually get through one in a day or so. I guess after that comes card games, among the most frequent being pinochle. Also I try my hand at a chess game or so. I also have found that working overtime is another way of keeping myself occupied. And it's profitable, too.



**Paul Pallas, AB:** I try to work overtime as much as I can because it's one good way of making the hours whiz by. I also like to play poker from time to time with a good crowd. Because I usually make coastwise runs, I try to catch as many ball games as I can. Then in between all of this I try to sit down a few minutes each day to write a letter home.



**Tommy Danbeck, OS:** Long sea trips usually find me assembling wooden ship models when I'm off watch. This work may be tedious, but I think it's rewarding when you get the project finished. Next on the list is reading. I also like to go out on deck and lounge around when it's nice and sunny. Finally, I like to plan my activities for the next port of call and make a mental note of the old acquaintances I plan to look up, the majority of whom are female, naturally.



**Ed Finnerty, messman:** Well, during my off-duty hours, I read books and write letters. This, to me, is a good way of passing the time of day (or night) and it keeps me pretty well occupied. From time to time I've even stood lookout watches with buddies of mine. This not only aids in keeping the man alert and wide awake, but it also serves as a means of making the watch go by faster for him.



**John Murray, wiper:** Most of my free time is spent studying. I'm preparing myself for the Coast Guard examination for FWT and don't have much time for anything else. After I pass this exam and get my rating, I intend to hit the books for my oiler's rating. Eventually, I hope to get a full Union book. Then I'll be of more value to myself and the SIU.



**W. F. O'Brien, AB:** When I'm not catching up on some rest or just plain taking it easy, I usually read or play cards. Of course, all this takes second position to letter-writing. I try to make my letters home as long as possible. I have to because I have a large audience: a wife and four children. Of course, come next July, I'll have to make them even longer because then I'll have a sixth to write to.



# SIU Withdraws Cleopatra Pickets On State Dep't Pledge

(Continued from page 2)  
ally consigned aboard American-flag vessels.

The 24-day picketline began on April 13 in New York. Three efforts by the owners of the Cleopatra to enjoin the picketing were unsuccessful. The incident attracted considerable attention in the US Senate, where at the same time, a resolution was under discussion authorizing President Eisenhower to withhold aid to any nation which discriminated against shipping. The sponsors of the resolution, while aiming it principally at discrimination against Israeli-flag shipping in the Suez Canal, made it clear in the light of the SIU protest that they were also concerned about the blacklisting of American-flag ships.

The resolution passed in the face of a bitter attack on the SIU by

Senator W. J. Fulbright (Dem.-Ark.). The SIU had previously communicated the reasons for its picketing to the Senator, and had also asked for a hearing before the Senate Foreign Relations Committee of which Fulbright is chairman. It received no reply. Fulbright took off on a trip to Cairo a few days later where he received a hero's welcome and entered into

private consultations with Nasser. Aside from support in the Senate, the SIU stand attracted wide public sympathy and endorsement. Hundreds of letters, postcards and telegrams poured into headquarters from home and abroad, from unions, political leaders and individual citizens applauding the SIU for acting where the State Department had failed to act.

The following is the exchange of telegrams between Meany and the SIU in which Meany requested removal of the picket line and the SIU complied.

After receiving the Department of State's statement of policy, AFL-CIO president George Meany, telegraphed SIUNA's president Paul Hall. Meany called for the withdrawal of the Cleopatra picket line, based on the State Department's promise of renewed action toward terminating the Arab blacklist and mistreatment of American seamen.

The text of the telegram is as follows:

"I have today received from Acting Secretary of State Douglas Dillon the good-faith assurance of the Government of the United States that it will fully investigate the grievances of US seamen and renew its diplomatic efforts to protect American seamen and shipping against future indignities and discrimination. I firmly believe that the good trade union purposes for which the Seafarers International Union established the picket line at the Cleopatra have been served and I suggest the picket line be withdrawn.

deference to your suggestion as President of the AFL-CIO and in light of our traditional support of AFL-CIO policy we will abide by your request and will remove the picketline as of today at 5 PM.

"The officers and members of our Union take this opportunity to express to you and to the Executive Council our deep appreciation for your interest in, and support of, our fight for the rights of American seamen and for freedom of the seas for American-flag ships."

In a subsequent statement to the press, Hall made it clear that the SIU reserved the right to renew its picketing of Egyptian vessels should the Department of State fail to take action on its "statement of policy."

### Protest Mistreatment

"The SIU established its picketline with the support of the International Longshoremen's Association to protest the mistreatment of American seamen and the blacklisting of American shipping. As a result of State Department assurances given to AFL-CIO President Meany, it appears that, for the first time, the State Department has expressed its intent to face up to these problems and take positive action.

"However, should the State Department fail to give practical implementation to the assurances made today, we will have no other recourse but to resort to picketing."

## Phila. Sees Prosperity

PHILADELPHIA—Shipping was good in this port during the last period and the outlook is for more of the same in the coming two weeks, according to Steve Cardullo, port agent.

The agent reported that six ships paid off, five signed on and six were serviced in transit.

Cardullo noted that the affairs of the port were running smoothly and work in the various divisions of the union continues to progress.

The shipping breakdown is as follows:

Paying off: Massmar, Yorkmar (Calmar); Edith, Angelina (Bull); Chilore and Santore (Marven).

Signing on: Titan (Cargo Tankships); Massmar, Yorkmar (Calmar); Chilore and Santore (Marven).

The in-transit ships were the Petrochem (Valentine); Afoundria (Waterman); Jean (Bull); Steel Executive (Isthmian); Atlantis (Cargo Tankship) and Mankato Victory (Victory).

# State Dep't Pledge On Cleopatra

The following is the full text of the State Department written statement by Acting Secretary of State Douglas Dillon to AFL-CIO President George Meany dealing with the SIU's complaint about the blacklist and the mistreatment of American seamen:

"1. As a matter of settled policy, the United States supports the principle of freedom of the seas and free access to foreign ports and facilities. The Department has constantly sought to facilitate the normal pursuit of international commerce by vessels of United States registry.

"2. The United States Government has long and unequivocally maintained the principle that there should be freedom of transit through the Suez Canal for all nations. This policy has been publicly emphasized on numerous occasions, and was specifically reiterated by the Secretary of State during his address before the United Nations General Assembly on September 17, 1959.

"3. The United States Government protests as a matter of policy discriminatory actions or practices with respect to international trade which adversely affect United States firms, vessels and citizens. The Department will continue to pursue, by all appropriate and effective means, every avenue whereby private American interests in international trade may be fully safe-guarded, and restored.

"4. With respect to Arab trade restrictions arising out of the Arab-Israel conflict, the Department of State reemphasizes that our Government neither recognizes nor condones the Arab boycott, which includes the blacklisting of United States flag vessels in part because of prior calls at Israeli ports. Every appropriate opportunity will be utilized, on a continuing basis, to reemphasize this fundamental position to the Governments concerned. At the same time, every suitable occasion will be employed both within and outside the United Nations, to facilitate progress towards a solution of the basic Arab-Israel conflict from which the Arab boycott arises.

"5. The United States Navy in February 1960 discontinued the use of a clause formerly employed in contracting procedures for the delivery of oil to U.S. naval installations abroad, lest this clause, which was designed to assure the efficient operation of the Fleet, be misconstrued as acquiescence in the Arab boycott. Regarding transportation of PL 480 cargoes, restrictive clauses have in certain instances been included in ship charters by foreign countries which purchase the

surpluses in this country and make their own shipping arrangements directly with private carriers.

"No United States Government agency is a party to these contracts. Consistent with the policy that no United States agency condone the Arab boycott, the Department will continue its efforts to do what it can to end the application of these restrictive clauses with respect to U.S. flag vessels under charter to foreign countries

"6. Regarding treatment of United States citizens abroad, including American seamen, it is of course mandatory on this Department to do everything possible to assure equal treatment and freedom from harassment for all our citizens in foreign countries. United States diplomatic and consular officers have standing instructions to extend every appropriate assistance to our citizens who may encounter difficulties. In several recent instances American seamen experienced difficulties at ports in the United Arab Republic. Our consular officers made every effort to assist the crews of three vessels, and were in fact able to be of material help. The Department has renewed its standing instructions to its consular officers to be on the alert to assist in settling grievances regarding treatment abroad of American seamen or other American citizens which are brought to their attention.

"7. As a matter of basic procedure, the Department gives full consideration to all communications from private American groups with respect to problems affecting the conduct of United States foreign relations. In accordance with this procedure it has been and will continue to be, the intention of the Department of State to give full consideration to all communications from the Seafarers International Union, other affected maritime unions and other interested groups. The Department will consult with the AFL-CIO and its maritime affiliates on future developments affecting American vessels and seamen in the areas concerned.

"In the light of the foregoing basic principles and in conformity with the fundamental national interest, the Department gives assurances that it will undertake to investigate fully the grievances of the Seafarers International Union and, through appropriate diplomatic action with the foreign countries involved, to renew its efforts to assure freedom of the seas and to protect the interests of our shipping and seamen now being discriminated against by the Arab boycott and blacklisting policy."

## Wilmington Runs Short Of Ratings

WILMINGTON—Shipping took a turn for the better here according to Reed Humphries, port agent. Thirty-six men were shipped in all departments. With only 29 men registered for the period, help was sent from San Francisco to fill the jobs needed.

The SS Ames Victory (Victory Carrier) paid off and signed on. Eight other vessels were serviced in-transit. The Yaka (Waterman), Portmar and Alamar (Calmar); Erna Elizabeth (Albatross), Steel Artisan and Steel Advocate (Isthmian), Robin Kirk (Robin) and the Mermaid (Metro-Petro) were these in-transit.

Shipping-wise, the coming period is reported as fair.

LET 'EM KNOW!  
Write TO THE LOG



Safe and sound in San Francisco, Seafarer John Millner points out area off Singapore where he fell overboard and spent eight hours in the water. Looking on are Captain Gus Salveson of Norwegian-flag Martita, and Bjoern Knutson, lookout on the ship who spotted Millner, leading to his rescue. (San Francisco Examiner photo).

## Norse Ship Rescues Seafarer After Eight Hours In Water

A Seafarer, who hadn't been in swimming for several years, spend eight hours in the water off Singapore recently in a successful fight for life.

John L. Millner, a crewmember on the Steel Rover, fell overboard while the ship was pulling out of Singapore, and nobody heard his cries for help. It was about 8 p.m.

At that time began a desperate struggle for life that lasted eight hours in the shark-infested waters off Singapore.

The first thing he did was to take off his clothes, so that he could swim with more ease, and head for the lights on the Brothers Islands, some five miles away. But the current was too strong, and he was forced to give up this idea, and battle just to keep afloat.

Several ships passed within 100 yards of him, but his cries were not heard.

After he had been swimming for eight hours in the water, the SS Martita, a Norwegian tanker came by and the lookout, 18-year-old Bjoern Knutson, spotted him. A lifeboat was lowered and he was rescued.

The skipper of the Norwegian vessel, Capt. Gus Salvesen, said that he was amazed that anyone could survive eight hours in the night waters of the Malacca Strait.

### Knowledge Returns Fast!

Millner hadn't done any swimming in eight years, but had no trouble remembering. "It came back to me real fast," he said. "As soon as I hit the water I kicked off my shoes and stripped myself naked. "All I had on was a wrist watch — still working — which I never even noticed while in the water."

"I had no thoughts," he continued, "I was too busy swimming and hollering for help. Two passed me before the Norwegians came, and boy, how I love those Norwegians."

Millner, suffering from exhaustion, a sore throat and burned eyes,

was kept on a liquid diet for several days. The Steel Rover was contacted, shortly after the rescue, and Millner was still not missed, it was discovered. Evidently, it was assumed that he had missed the ship at Singapore.

He is now resting in San Francisco and expects to make another trip in a month or so, when he has fully recuperated.

### 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.

## Two-Thirds Of Ballots Cast In Esso Fleet Vote

Approximately two-thirds of the men in the Esso fleet have cast their ballots in the National Labor Relations Board contest between the Esso Tanker Men's Union, an affiliate of the SIU of North America, and the

Esso Seamen's Association, a so-called "independent" outfit. The voting in the 27-ship American-flag tanker fleet is expected to continue for another 60 days at the minimum.

All of the ships have been voted once, but since Esso operates on a "time off in lieu of overtime" system, it will be necessary to vote the ships at least two more times to catch the men who were on leave when the ships first voted.

### Votes For SIUNA Affiliation

The Esso union membership voted by secret referendum ballot last summer to affiliate with the SIU of North America when it became apparent that the union could not "go it alone" and get a satisfactory contract settlement from the company.

As a result, the company broke off negotiations on the excuse that another organization, the Esso Seamen's Association, claimed to represent the men in the fleet. esa turned out to be another in a string of such associations operated by John Collins, professional organizer of so-called "independent" outfits in the tanker field.

### Election Called By ETMU

Consequently, the ETMU petitioned for an election to establish clear title to its right to represent and bargain for the men in the fleet. To nobody's surprise, the company has openly called upon the men to vote for Collins' outfit.

Collins previously had full control over the Esso men in the Esso Tanker Men's Association, predecessor to ETMU, but was fired out of the fleet. It was later discovered that he had set himself up a lifetime job, plus pension, at the expense of Esso men, without their knowledge. He was also charged with concealing financial data, cancelled checks and other details as to how he handled the tankermen's money.

Subsequently, Collins was sued by a member of the Socony

Vacuum Tanker Men's Association, who called for a court-ordered audit of the association's funds because of alleged misappropriation and misuse of the membership's money.

## Job Boost Surprises La. Port

NEW ORLEANS — Generally good shipping conditions prevailed here during the last two weeks and indications are that they will continue at the same pace, reports Buck Stephens, acting agent. There were eight payoffs, 6 sign ons and a total of 21 vessels serviced in transit.

The shipping picture during the last two weeks was in sharp contrast to a predicted outlook of "slower" as noted in the last issue of SEAFARERS LOG.

The vessels paying off were Alcoa Runner (Alcoa); Del Norte, Del Campo, Del Alba and Del Valle (Miss.); Steel Surveyor (Isthmian); John C. (Atlantic Carr.); San Marino (Peninsular Navigation).

### Sign-ons, In-Transits

Signing on: Del Norte (Miss.); Neva West (Bloomfield); Steel Vendor, Steel Surveyor (Isthmian); Alcoa Planter (Alcoa) and Santa Venetia (Elam).

Those serviced in transit were: Alcoa Roamer, Alcoa Clipper, Alcoa Ranger, Alcoa Corsair, Alcoa Planter (Alcoa); Seatrain Savannah, Seatrain Georgia, Seatrain New Ycrk, Seatrain Louisiana (Seatrain); Neva West (Bloomfield); Steel Vendor (Isthmian); Monarch of the Seas, Hastings, Wacosta, Topa Topa, Afoundria, Claiborne (Waterman); Thetis (Rye Marine); Titan (Cargo Tankship); Atlas (Tankers and Tramps), and Evelyn (Bull).



## If You Can't Reach It ... MOVE!

If you are painting and you've taken care of the area immediately in front of you, don't risk injury by stretching to cover places out of your reach. It only strains your arm, and what's worse, exposes you to the risk of falling out of your bosun's chair and having a serious accident.

Take the time to relocate your chair so that you are in front of your work and don't have to twist into uncomfortable positions. If you can't reach it easily, move so that you can.

An SIU Ship Is A Safe Ship

# TALLY COMMITTEE REPORT

## VOTE on CONSTITUTIONAL AMENDMENT

We, the undersigned Union tallying committee, duly elected at the regular business meeting of April 27th, 1960, at headquarters, submit the following report and recommendations:

We met with Al Kerr, who is Union office manager, and who had been assigned by the headquarters offices of the Union to work with the committee. He carried out our orders at all times. He also gave each of us a copy of the present Union constitution. He suggested that we read those sections of our constitution dealing with the Union tallying committee in detail, which we did.

The committee then took over the conference room on the 3rd deck of our headquarters building as the place in which we would do our work while in session. Our sessions were open to all members. There were no instances of misconduct.

Our first action was to elect from among ourselves, L. P. Hogan, H-87, as chairman of the committee.

The full committee then picked up the ballots from Commercial Bank of North America located at 1400 Broadway, New York City, as per the constitution and resolution adopted by the membership in connection with the referendum. (See correspondence set out in full later in this report, showing official documents exchanged).

Brother Kerr then turned over to us the stubs and unused ballots for the port of New York. We then received from the headquarters offices all of the files relative to the conduct of the election. From the files, we found signed receipts 6101 through 7600, which had been issued to the port of New York and signed for by William Hall, an assistant secretary-treasurer of the Union.

The committee then checked the stubs of the used and unused ballots that were in the ballot box, and found that they numbered from 6101 through 7600. The numbers of the stubs, when checked against the used and unused ballots, were found to coincide with the numbers of the ballots that had been issued to the port of New York.

Your committee then checked the dates of voting rosters and compared them against the minutes of the special meetings for the election of polls committees in this Port. We found in every instance that a polls committee had been duly elected for the days on which voting had been conducted in the port of New York.

We checked the unused ballots that were on hand that had been issued to the port of New York. We found that unused ballots 7378 through 7600 were on hand in the port of New York. As stated before, the stubs for the unused ballots checked out.

Your committee then commenced counting the votes that had been cast during the election in the port of New York. The committee inserted the proper certifications with respect to stubs and unused ballots.

The breakdown of the total votes cast in the port of New York is given in the port-by-port breakdown later in this report.

The committee has seen a letter, dated March 30th, 1960, received from the printer, The Rand Press, Inc., who printed the ballots. The letter certifies that he, the printer, printed and delivered 10,000 constitutional ballots, numbered 1 through 10,000 and 100 sample ballots with 0000 in place of numbers.

The Committee has checked and we find that in headquarters there are still five (5) sample ballots that have never been used. We have on hand in head-

quarters offices, all five (5) of the aforementioned sample ballots that are being used for file copies. In addition, your committee finds that headquarters also had on hand, unused ballots 7801 through 10,000. Your committee has placed in one (1) box, all of the ballots, used and unused, which were on hand in headquarters or received from the ports.

Also on hand in headquarters offices are signed receipts for the following amount of sample ballots, broken down, as follows:

PORT	BALLOTS
Boston	5
New York	10
Philadelphia	5
Baltimore	10
Norfolk	5
Jacksonville	5
Miami	5
Mobile	10
New Orleans	10
Houston	10
Wilmington	5
San Francisco	5
Seattle	5
San Juan	5

TOTAL ..... 95

When taking into consideration the sample ballots that are on hand in headquarters, the receipts for sample ballots sent to the outports, and checking this against the bill for the printer, we have accounted for the 100 sample ballots that were made up by the printer.

We, the committee, have checked the files of headquarters offices and seen signed receipts by the various port agents for the official ballots that were sent to them by headquarters offices. We have checked these signed receipts and the serial numbers on them against the loose stubs received, and against the stubs still attached to the unused ballots. Ten thousand ballots were either sent to all ports, or were on hand in headquarters, the stubs on them bearing serial numbers 1 through 10,000. We received back from the ports, or had on hand in headquarters offices or otherwise accounted for, stubs number 1 through 10,000, including the ones on the unused ballots. The total number of unused and used ballots equalled 10,000. All unused ballots are accounted for. The following is a detailed breakdown of the ballots, by ports and serial numbers, as well as an account of the ballots tallied, port-by-port:

Port	Ballots Issued	Ballots Used	Ballots Returned
Boston	1-250	1-112	113-250
New York	6101-7600	6101-7377	7378-7600
Philadelphia	251-1000	251-448	449-1000
Baltimore	1001-2000	1001-1485	1486-2000
Norfolk	2001-2200	2001-2062	2063-2200
Jacksonville	2201-2300	2201-2264	2265-2300
Miami	2301-2400	2301-2349	2350-2400
Mobile	2401-3150	2401-2861	2862-3150
New Orleans	3151-4150	3151-3891	3892-4150
Houston	4151-5150	4151-4600	4601-5100
Wilmington	5151-5300	5151-5268	5269-5300
San Francisco	5301-5600	5301-5504	5505-5600
Seattle	5601-5900	5601-5783	5784-5900
San Juan	5901-6100	5901-6089	6090-6100
	7601-7800	None	7601-7800

\* Explained in detail later in the Committee's report.

Your committee made a comparison of the voting rosters of the various ports against the minutes of the special meetings for the election of polls committees. We found, in every instance, that a duly elected polls committee had been elected.

In checking the stubs of all ports, we have found that two (2) stubs were missing, one (1) each in the ports of Baltimore and San Juan, from the stubs submitted by those ports.

In the case of Baltimore, your committee found when checking the rosters, the following note signed by the polls committee for that port for the date of April 25, 1960.

"Due to an oversight Eddie Games had voted twice. Man had already marked his ballot at time this was detected, by the Committee. Ballot No. 1445 was marked void and

signed by the Polls Committee."

Raymond Perry, P-117  
George Litchfield, L-170  
Oswald Ergle, E-148

However, in checking the stubs and the votes cast for the day, we are unable to find the stub. In checking the votes cast for the day however, we do find the voided ballot, but still no stub. Therefore, the committee has assumed that the polls committee, in trying to straighten out the above, omitted to put the stub of ballot 1445 with the other stubs, as a result of which the stub was lost. Therefore, it is the recommendation of this committee that the membership concur in the action taken by your committee on the above, which was to record the above ballot as void, on the day's voting. This did not, of course, void Brother Games' original vote, only the voided ballot.

In reference to the stub from San Juan, the stub that was missing was that of ballot 6039, which is recorded on the port's roster sheets for the day of April 18th, 1960. The roster for the day fails to show the name of the individual to whom the ballot was issued or to whom it was intended to be issued. The roster, however, does have printed on it in the place provided for the name of the individual to whom the ballot should have been issued, the word "void". The envelope containing the ballots cast for the day, also contains three (3) ballots, which corresponds with the number of ballots issued for the day as reflected by the Port's roster for the day. Therefore, this Union tallying committee in the absence of any written statement from the port's poll committee for the day giving details as to the reason for the voiding of the ballot 6039 has counted this ballot in the port's totals as a void ballot. It is the recommendation of this Committee that the membership concur in the action taken by your Committee on the stub of ballot 6039 for the port of San Juan.

In checking the stubs for the port of New Orleans, your committee found that the stubs of ballots 3408 through 3425 were missing. However, in checking the envelope received from the bank for the votes cast in the port of New Orleans on April 17th, 1960, we then found the aforementioned stubs, still attached to the original ballots, along with the ballots that had been cast in the port for that date. In comparing the roster for the port against the ballots contained in the envelope from the bank, your committee found the following statement from the port of New Orleans polls committee:

"4/7/1960—Ballots No. 3408 through No. 3425 placed in envelope with stubs attached and not used due to coffee being spilled on same."

Ronald A. Eden, E-163

Emil Herek, H-423

Frank P. Russo, R-317

Your committee has included ballots

Voted Yes	Voted No	Void Ballots	Blank Ballots	Total Cast
100	11	1	0	112
1189	80	34	5	1277
187	10	1	0	198
438	37	10	0	485
21	39	2	0	62
62	4	0	0	66
43	2	0	0	49
449	12	0	0	461
680	41	0	0	741
437	12	1	0	450
114	3	1	0	118
178	26	2	0	204
144	19	0	0	163
157	26	6	0	189
4178	321	68	5	4573

3408 through 3425 in the totals for the port of New Orleans as void ballots. Your committee recommends that the membership concur in the action taken by your committee in this matter.

In the port of Philadelphia on April 27th, 1960, the last ballot cast for the day was ballot 439. On April 29th, 1960, the committee finds that the first ballot cast for the day was ballot 441. Your committee has found in checking the rosters submitted to headquarters, a roster with no port, date or ballot number listed on it. This roster bears the signature of A. R. Haskins, H-80 on it, which tends to indicate that Brother Haskins had cast a ballot. In checking the polls committee signatures and book numbers on this roster, against the Philadelphia rosters for the days of April 26th and April 29th, 1960, we find that one of our Brothers, Ira

Willoughby, W-306, had served on the indicated polls committees (he had not served on April 27th), so this Committee has assumed that the roster which doesn't bear the name of a port, date or ballot number is the roster for the Port of Philadelphia for the date of April 28th, 1960. This would also account for the fact that your Committee received from the bank, an envelope for the port of Philadelphia for this date, containing one ballot. Your committee has included this ballot in the totals for the port and recommends to the membership that our action on the matter be concurred in.

On the roster for San Juan, Puerto Rico, dated April 14th, 1960, the roster only bears the signature of one polls committee member. However, a check of the Special Meeting for the day indicates that a full polls committee was elected. Since no ballots were cast in the port that day, it is the recommendation of this committee that the roster for the day be accepted.

On April 6th, 1960, the roster for the port of San Francisco failed to show what port it was being submitted from. However, your committee, by checking the ballot numbers that were cast that day against the voting records maintained in headquarters, was able to determine that the ballots cast were cast in the port of San Francisco. Since there were only seven (7) ballots cast, and these seven (7) ballots would in no way effect the final outcome of the vote, and all of our brothers should be allowed where possible to cast their vote free of technicalities, this committee has included these votes in the totals of the port of San Francisco. It is the recommendation of this committee that the membership concur in the action taken by your committee on the aforementioned seven (7) ballots.

The following correspondence was handled by the Union Tallying Committee:

To All Ports

April 25, 1960

RE: Polls Committee's Duties on Last Day of Voting on Constitutional Amendment.

Dear Sirs and Brothers:

Article XIII, Section 5 (a) and Section 5 (b) of the Union constitution, contains the instructions with respect to the way the port polls committees are to carry out their functions on the last day of voting. The constitution is, of course, permanent, and that governs the duties of the committees. However, for your convenience, the following is sent along to serve as a guide, and you may find it useful. Remember, the constitution governs:

1. On the day the balloting in each port is to terminate, Friday, April 29th, 1960, the polls committee elected for that day shall, in addition to their other duties, deliver to headquarters, or mail to headquarters (by registered or certified mail), all the unused ballots, together with a certification that is suggested be used by each port.

Certification for Unused Ballots

"We, the polls committee of the port of \_\_\_\_\_, hereby certify that the enclosed are all the ballots sent to this port and not used. The unused ballots number \_\_\_\_\_ (here put in the amount of the ballots), and bear serial numbers \_\_\_\_\_ through \_\_\_\_\_ (here put in the serial numbers of the unused ballots). All are accounted for. Except \_\_\_\_\_ (here put in the word

"none" or give details).

Dated \_\_\_\_\_, 1960

(Name of Polls Committee Member)

(Book Number

(Name of Polls Committee Member)

(Book Number

(Name of Polls Committee Member)

(Book Number

The above certification shall be signed and dated, without prejudice to the right of any Committeeman to make appropriate dissent. This certification should be enclosed in the package with the unused ballots.

2. In the same package with the unused ballots, but bound separately, the polls committee shall forward to headquarters all stubs collected during the period of voting, together with a certification, signed and dated by all members of the Polls Committee. The following is the

(Continued on page 8)

As Read And Approved At Membership Meetings In All SIU Ports — May 11, 1960

# MA's New Project: How To Get Rid Of Seamen

WASHINGTON—The Maritime Administration announced it is spending \$122,000 in the first step toward possible automation of American-flag ships and the elimination of seamen's jobs. It envisions unmanned, pushbutton vessels which will sail the seas without a single crewmember on board.

The obvious target of such a plan would appear to be the seamen who presently man American-flag vessels. The threat of an automated ship could be used as a weapon by ship operators and/or Government agencies to attempt to cut down manning scales and union standards.

This ambitious Government-backed project has been placed in the hands of the Norden Division of United Aircraft Corp., Stamford, Conn. This firm has been instructed to study not only the machinations of the scheme, but the "sociological aspects" as well. The lat-

ter phrase, of course, applies to the seamen who will be jobless as a result of automatic ships.

The group also will look into such areas as computer equipment for automatic decisions and commands; navigation and collision avoidance problems; communications equipment; selection of a propulsion system; safety and reliability of operation, and the economics of initial construction and operation.

Because of the enormous costs that would be involved in developing any practical system of remote-control navigation, the preliminary studies authorized by the Maritime Administration are not regarded as a threat to seamen's jobs for the present.



## Seatrain Moves

The SIU-contracted Seatrain Lines has opened new general offices at 595 River Road, Edgewater, New Jersey, this week. The move was made by the line to locate its offices at the scene of its rail car and highway container operations.

Seatrain was formerly located at 711 Third Avenue, New York City.

To reach the new general offices by telephone there is a New York City exchange, LOnacre 4-5500 and in New Jersey, WHitney, 5-6600.

### Unlon Has Cable Address

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

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

# Tally Committee Report On Constitution Ballot

(Continued from page 7)

certification that is suggested be used by each port:

Certification for Stubs

"We, the undersigned, polls committee of the port of \_\_\_\_\_, hereby certify that the enclosed are all of the stubs collected during the period of voting, and that we have checked them against the rosters and the number of unused ballots, all are accounted for. Except \_\_\_\_\_," (here put in the word "none" or give details).

Dated \_\_\_\_\_, 1960

(Name of Polls Committee Member)

(Book Number)

(Name of Polls Committee Member)

(Book Number)

(Name of Polls Committee Member)

(Book Number)

The above certification shall be signed and dated, without prejudice to the right of any Committeeman to make appropriate dissent. This certification should be enclosed in the package with the stubs.

The polls committee members shall not be discharged from their duties until the forwarding called for by the aforementioned is completed and evidence of the mailing thereof is furnished the port agent.

The forwarding of the above, called for in Article XIII, Section 5 of the constitution, shall be to the following:

Union Tallying Committee  
Seafarers International Union,  
Atlantic and Gulf District  
675 Fourth Avenue  
Brooklyn 32, New York

In the event that a polls committee cannot be elected or cannot act on the day the balloting in each port is to terminate, the Port Agent shall have the duty to forward the material specifically set forth in Section 5 (a) of the constitution (unused ballots and stubs) to the Union Tallying Committee.

Any questions on the above should be directed to the undersigned in headquarters by teletype.

Fraternally,  
Al Kerr  
Office Manager  
May 2nd, 1960

Mr. R. Harold Bach  
Executive Vice President  
Commercial Bank of North America  
1400 Broadway  
New York, New York

Dear Sir:  
As Assistant Secretary-Treasurer of the Seafarers International Union of North America, A & G District, AFL-CIO, in charge of the minutes thereof, I herewith certify that, in accordance with the Constitution of this Union and the Resolution duly adopted by the membership on March

2nd, 1960, for a referendum on an Amended Constitution, the membership have duly elected the following to constitute the Union Tallying Committee to tally the ballots cast in said referendum, and which have been deposited with you:

Walter Harris Charles Palmer  
James Purcell John Matkoski  
L. P. Hogan Albert Isaac

In accordance with the Constitution and Resolution adopted by the membership, a majority of the Committee may accept delivery of and sign a receipt for all of the envelopes which have been mailed to you during the course of said referendum.

It is hereby requested that you certify that all the envelopes received by you have been properly safeguarded in your vault, that you have surrendered them to the said Union Tallying Committee, and that no one other than appropriate bank personnel have had access to the said envelopes.

Very truly yours,  
Seafarers International Union of  
North America, A&G District,  
AFL-CIO  
Claude Simmons  
Assistant Secretary-Treasurer

Al Kerr  
Witness

May 2nd, 1960

Mr. R. Harold Bach  
Executive Vice President  
Commercial Bank of North America  
1400 Broadway  
New York, New York

Dear Sir:  
The undersigned members of the Union Tallying Committee, acting under and pursuant to the Resolution adopted on March 2nd, 1960 by the members of the Seafarers International Union of North America, A & G District, acknowledge receipt of the envelopes sent to you from the various ports on the referendum of an Amended Constitution for this organization and delivered this day to us.

Very truly yours,  
Union Tallying Committee  
Charles Palmer James Purcell  
John Matkoski Walter Harris  
Albert Isaac L. P. Hogan  
May 2nd, 1960

Seafarers International Union  
675 Fourth Avenue  
Brooklyn 32, New York  
Gentlemen:

This is to certify that all the envelopes received by this Institution addressed to Mr. R. Harold Bach, Executive Vice President, in the name of the Seafarers International Union of North America, Atlantic and Gulf District, AFL-CIO, have been properly safeguarded in our vault.

We have today surrendered the above

mentioned envelopes to the Union Tallying Committee. No one other than appropriate bank personnel has had access to the said envelopes contained in our vault.

Very truly yours,  
Irving Gould  
Manager

J. Goldman  
Witness

May 3rd, 1960

Mr. R. Harold Bach  
Executive Vice President  
Commercial Bank of North America  
1400 Broadway  
New York, New York

Dear Sir:  
As Assistant Secretary-Treasurer of the Seafarers International Union of North America, A & G District, AFL-CIO in charge of the minutes thereof, I herewith certify that, in accordance with the Constitution of this Union and the Resolution duly adopted by the membership on March 2nd, 1960, for a referendum on an Amended Constitution, the membership have duly elected the following to constitute the Union Tallying Committee to tally the ballots cast in said referendum, and which have been deposited with you:

James Purcell Charles Palmer  
Walter Harris John Matkoski  
L. P. Hogan Albert Isaac

In accordance with the Constitution and Resolution adopted by the membership, a majority of the Committee may accept delivery of and sign a receipt for all of the envelopes which have been mailed to you during the course of said referendum.

It is hereby requested that you certify that all the envelopes received by you have been properly safeguarded in your vault, that you have surrendered them to the said Union Tallying Committee, and that no one other than appropriate bank personnel have had access to the said envelopes.

Very truly yours,  
Seafarers International Union of  
North America, A&G District,  
AFL-CIO  
Claude Simmons  
Assistant Secretary-Treasurer

Al Kerr  
Witness

May 3rd, 1960

Mr. R. Harold Bach  
Executive Vice President  
Commercial Bank of North America  
1400 Broadway  
New York, New York

Dear Sir:  
The undersigned members of the Union Tallying Committee, acting under and pursuant to the Resolution adopted on March 2nd, 1960 by the members of the Seafarers International Union of North America, A & G District, acknowledge receipt of the envelopes sent to you from the various ports on the referendum of an Amended Constitution for this organization and delivered this day to us.

Very truly yours,  
Union Tallying Committee  
Charles Palmer James Purcell  
Albert Isaac L. P. Hogan

Seafarers International Union  
675 Fourth Avenue  
Brooklyn 32, New York  
Gentlemen:

This is to certify that the one additional envelope received by this Institution addressed to Mr. R. Harold Bach, Executive Vice President, in the name of the Seafarers International Union of North America, Atlantic & Gulf District, AFL-CIO, has been properly safeguarded in our vault.

We have today surrendered the above mentioned envelope to the Union Tallying Committee. No one other than appropriate bank personnel has had access to the said envelope contained in our vault.

Very truly yours,  
Irving Gould  
Manager

J. Goldman  
Witness

In accordance with prior usage, this report, the final report of the Union Tallying Committee, is to be read at the meetings in all ports, where quorums exist, to be held on May 11, 1960. The committee notes that its proceedings have closed on May 5, 1960. Since the constitution requires that election procedures be followed as closely as practical, we refer to the May 11, 1960 meeting as the constitutional amendment (election report) meeting. We have to give it this name because, obviously, we are now dealing with a constitutional amendment and not an election report. With respect to that meeting, again as required by the constitution, the membership must take up the discrepancies contained in this report. However, we take note of the fact that the discrepancies indicated herein are insignificant and do not effect the results in any way and that all constitutional requirements have been met. Also, this is a unanimous report, there being no dissents. Therefore, under the provisions of Article XIII, Section 5 (f) of the present constitution, this closing report must be accepted as final.

By the terms of Article XXVII, Section 3, and in forwarding two (2) copies of the report to the secretary-treasurer, we hereby notify the secretary-treasurer that the amendment has been approved by a two-thirds majority of the valid ballots cast, but that this notification be deemed made as of 12:01 AM, May 12, 1960. Pursuant to the present constitution, therefore, it is the unanimous report of this Union Tallying Committee that the new constitution goes into effect as of that time on that day.

Name	Book No.	Dept.
John Matkoski	M-19	Deck
Charles Palmer	P-13	Deck
James Purcell	P-17	Engine
Lawrence Hogan	H-37	Engine
Chairman		
Albert Isaac	J-34	Steward
Walter Harris	H-51	Steward



**YOUR DOLLAR'S WORTH**  
Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

**Some Facts On Gas Mileage**

The driving season is here and so are the big gas bills. Cost of fuel ranks next to depreciation as the largest expense of car ownership. You'll pay more for gas this summer, especially because of increased gas taxes. The majority of states now tax gas at six cents or more per gallon. In fact, 13 states now tax at seven cents.

So you can see, why car owners are arguing over how to get more mileage. Says one reader:

"I'm writing because you were cited by a fellow worker of mine regarding gas mileage. We had a dispute as to what steady speed a car would get its best mileage."

**Speed Costs**

We hope the argument wasn't too hot because even experts differ a little. Generally, over 30 mph you start losing mileage. But the increase is not significant until you go over 40. If at 30 mph you get 21 mpg, then (typically) at 40 you get 20; at 50, 18; at 60, 16; at 70, 14.

That doesn't mean all cars will get the same mileage at these speeds, of course. Other factors affecting mileage are weight, engine compression ratio, condition of the car and driving habits.

A 3,000-pound car gets 50 percent more mileage than one weighing 4,000, other factors equal. You can see why the new compact cars are running away with car sales this year. They're 2,300 to 3,000 pounds.

They don't provide quite as much mileage as some of the ads claim. But drivers' experiences so far indicate they yield 19-26 mpg for the manual-shift sixes, depending on weight.

A high-compression ratio theoretically helps engines get more mileage out of gas. But the high-compression cars on the road generally are those loaded with gas-using extra accessories like automatic transmission and power steering. Also, over a certain ratio, generally 9 to 1 or higher, you need premium grade. Fortunately, octane ratings have been increased each year so that regular gas now rates as high as premium did in 1953.

Automotive engineers estimate that about 50 percent of all cars on the road in 1960 will be satisfied with 91 octane gas. Regular gas now is well over 91 in most areas, and country-wide, averages 92.4. Cars generally get along with lower-octane than average in mountain country.

**Private Brand Gas**

What about private-brand gasolines sold at a price differential by some chains? Interesting testimony on this recently came out at Federal Trade Commission hearings. Sun Oil Company told the FTC that the private-brand station is usually a low-cost chain operation which pays as much as three or four cents per gallon less than independent major dealers pay for gas of like grade and quality. In fact, this producer claimed the gas sold by private-brand dealers "is frequently purchased . . . from major suppliers and is the same as that sold under the brand name of such suppliers."

If that's true, it means the big refiners charge their own dealers more for gas than they do the private-brand chains.

You can find out your compression ratio from your owner's manual or from a dealer. But the octane requirement varies even among the same make cars. You can try this test: When your tank is practically empty, fill with regular grade. If you notice harder starting, less power or hear a ping or knock when you accelerate, you probably need either higher-octane gas or an engine tune-up.

**Tire Drag**

Another factor is "tire drag," the American Chemical Society News Service reports. It's important to have wheels aligned. A wheel out of alignment (toeing in or out) by one degree increases drag about eight percent. Poor alignment also ruins tires and creates a steering hazard.

Underinflation of tires also wastes gas. Five pounds of underinflation wastes a half-gallon on every 20, the American Petroleum Institute estimates.

Keeping your car serviced and adjusted properly also is vital for gas mileage. Besides carburetor adjustments and spark timing, here are points to check:

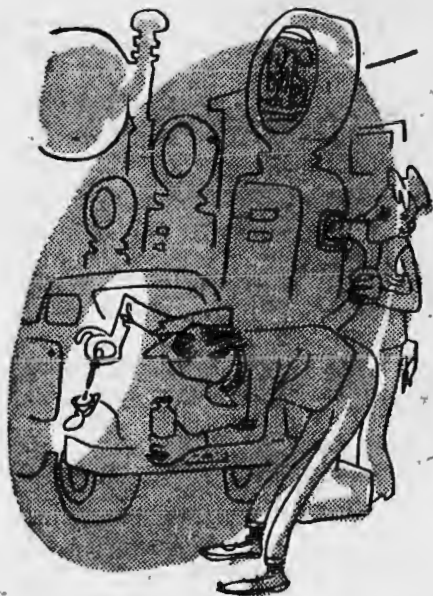
- A dirty filter can reduce mileage as much as ten percent.
- A slow or stuck choke can rob you of 30 percent.
- Dirty or faulty spark plugs can waste as much as ten percent.
- Too-heavy motor oil in the wrong season is another waster.
- So are stuck manifold and cooling-system thermostat valves.

You can waste much gas through careless habits. Among them: Jack-rabbit starts, staying too long in lower gear before shifting, rushing up to your stop and then jamming on the brakes, unnecessary idling, nervously racing the engine while you wait for a light to change.

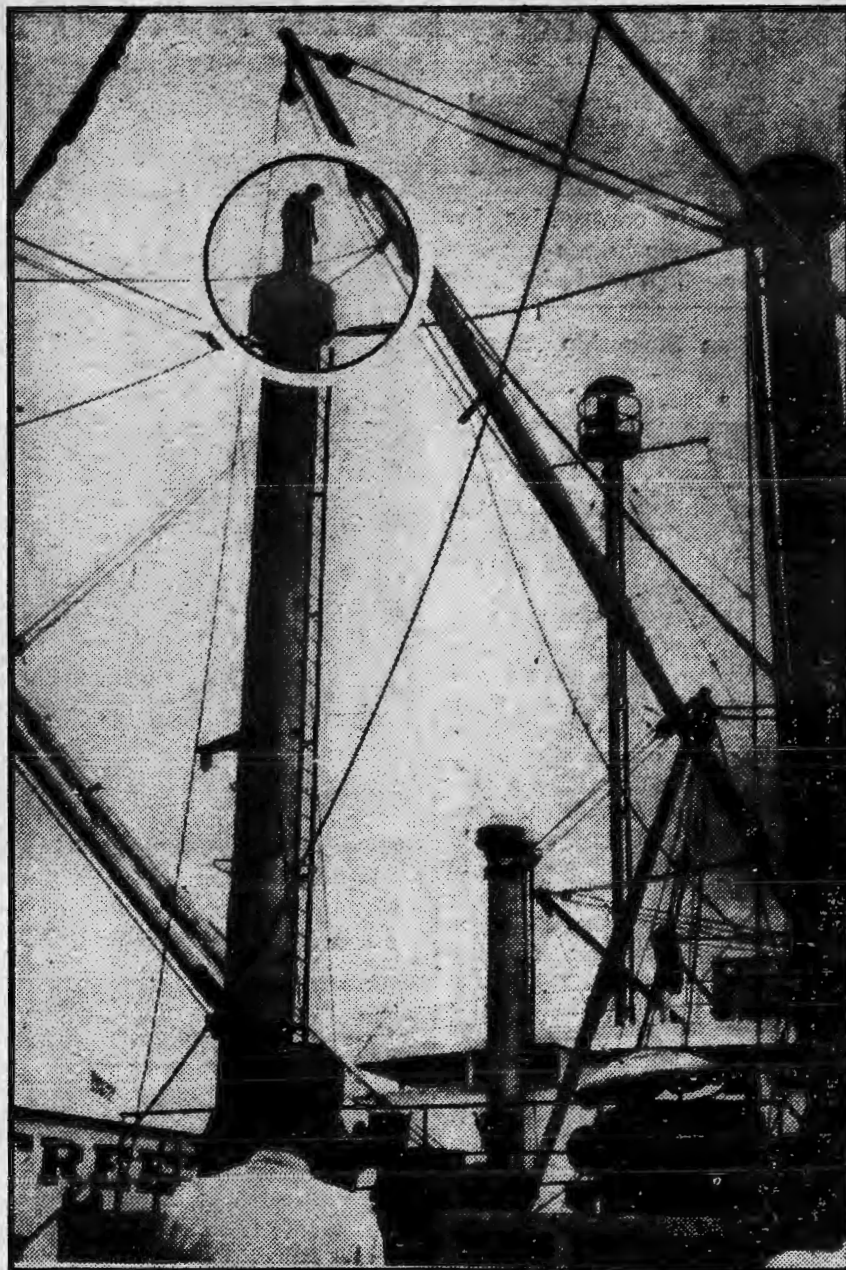
**Stay Put For Jobless Pay**

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

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



**Some High Living**



Seafarer Arthur Roy, AB, thinks nothing of it as he perches on top of mast aboard Del Rio (Mississippi). Roy went aloft to help unsnarl the rigging on a boom which slipped.

**Seek 55% Shipbuilder Aid Ceiling**

WASHINGTON — Competition from Japanese shipyards has become so tough that the Senate Committee on Interstate and Foreign Commerce acted recently to increase construction-differential subsidies to 55 percent.

Government construction subsidy ceilings were originally set at 50 percent in order to enable American shipbuilders to compete with foreign shipyards but the Japanese yards, in particular, still can build ships for less than American companies, even with the subsidies.

**Cheap Labor**

A combination of cheap labor and the newest and most modern machine tools and facilities enable foreign competitors to build vessels for so much less than American yards. No matter how much of a subsidy Congress gives on ship construction, foreign yards seem to be able to beat American prices. This is true of many other areas of heavy manufacturing, from railroad locomotives to bulldozers.

**Jobs Top Registration, SF Reports**

SAN FRANCISCO—Shipping in the port of San Francisco exceeded all expectations this period as 48 men shipped on the five vessels that were in transit and two ships that were in for sign ons. Also, men were sent to other west coast ports that were short of manpower.

This makes the second period in a row that more men shipped than registered. Forty-eight men shipped to 39 registered.

The immediate future looks gloomy, though the next period might be fair. The Fairport is scheduled to pay off soon and three ships will be serviced in transit within the near future.

**Seafarers Pleased**

Most of the Seafarers in the San Francisco area are quite pleased with the way the Cleopatra beef turned out in that it was so successful in calling attention to a situation that never should have existed.

During the last period the Maiden Creek and the Young America (Waterman) signed on, and the Amers Victory (Victory); Portmar and Alamar (Calmar), Erna Elizabeth (Albatross) and Steel Artisan (Isthmian) were in transit.

**Four Scholarship Winners Graduating From College**

Four SIU scholarship students—two of whom are seamen and the other two children of Seafarers—are slated to graduate from their respective colleges next month.

The two Seafarers are Michael J. Carlin and Herman J. Sperling. Carlin, an economics major, attends New York University. He received the award in 1958. Sperling has been studying economics since 1956 at the University of California, Los Angeles. Both men will receive bachelor's degrees in their fields.

New York. She was chosen for the award in 1957.

Robert Hauser, son of Seafarer Edgar R. Hauser, an electrician, is an insurance major at the University of Connecticut. He expects to go to work as an insurance agent in Connecticut.

**Committee Of Educators**

The SIU Scholarship Plan committee which once a year chooses five of the applicants vying for the awards, consists of F. D. Wilkinson, Howard Univ., Bernard P. Ireland, College Entrance Examination Board, Miss Edna Newby, Douglass College, Elwood Kastner, New York University and William F. Adams, Alabama University.



De Vries



Hauser



Carlin



Sperling

They also have expressed the desire to continue their studies in pursuit of a graduate degree.

Joyce De Vries, daughter of Seafarer Peter DeVries, steward department, is to be awarded an undergraduate degree in physical therapy. Miss DeVries has been studying at the School of Physical Therapy, Columbia University, in



*In the hospital?*

**Call SIU Hall immediately!**

## Non-Subsidy Operators Press Trade-In Proposal

WASHINGTON—Non-subsidized steamship companies, including Alcoa and Bull Line, are staking their hopes for improving their fleets on a bill permitting them to trade in their present ships for more modern vessels. However, the proposal is running into some tough sledding in hearings before the House Merchant Marine Committee.

The bill has received the support of the American Merchant Marine Institute, representing Atlantic and Gulf Coast shipowners, but has been opposed by the Pacific

American Steamship Association.

Usually, a measure of this kind needs the unanimous support of the maritime industry if it is to make headway in Congress, particularly since the Bureau of the Budget is traditionally hostile to any measures broadening aid to American shipping.

If the bill goes through, the SIU-contracted Alcoa Steamship Company plans to trade in its C-1 vessels for C-2s, C-3s or more modern types, while Bull Line would exchange two to four of its present ships for C-4s. The American Tramp Ship Association, representing owners of tramp Libertys and Victories, is also interested in the legislation.

In testifying for the Maritime Administration, Deputy Administrator Walter C. Ford noted that the vessels presently in the reserve fleet would have to be scrapped or limited to emergency use if the Government cannot sell them to shipowners interested in putting them to use.

The Alcoa witness noted that without trade-in rights, Alcoa would have to cut back its services as its present C-1s reached the end of their useful life.

Bull Line's plans for trade-ins would give the company C-4s for use as combination container and general cargo ships. Each of the C-4s would be able to handle 48 trailers in the 35-foot range, with ample additional cargo space for carrying smaller boxes and conventional break-bulk cargo.

If modified through shipyard conversions, the C-4s could carry as much as 178 of the large trailers, while still leaving as much capacity for break-bulk cargo as presently available on the company's C-2s.

## SIUNA At Union Show



Seafarer Roland Williams demonstrates a little knot-tying to a visiting boy scout at the SIU exhibit during the AFL-CIO Union Label show in Washington, DC, which ended a week ago.



Union representatives working at various exhibits have meal in messroom. Show ran six days in Washington armory, attracted huge crowd of visitors, including President Eisenhower.

## Four Ships Crewing Up In Mobile

MOBILE—This port is figuratively rubbing its hands with anticipation, expecting to crew up four ships in the next couple of weeks. The Jean Lafitte, Topa Topa and Afoundria are expected to call for full crews as is the T-2 tanker Keva Ideal which is going to take on a grain cargo.

"The crewing of these four ships, all about the same time, will strip this port bare," Louis Neira, port agent, reports, "so anyone wanting to ship should be able to get out."

The ship upturn will be welcome because shipping in the last couple of weeks was just fair.

Ships that entered the port and paid off are the Alcoa Roamer, Alcoa Corsair, Alcoa Ranger, Alcoa Cavalier (Alcoa); Jean Lafitte, Monarch of the Seas, Topa Topa, Afoundria and Claiborne (Waterman); Fort Hoskins (Cities Service). The Wacosta (Waterman) was the only sign on vessel.

Arriving here in-transit were the Del Campo and Del Rio (Mississippi), Steel Vendor (Isthmian) and Alcoa Roamer (Alcoa).

At the regular membership meeting of May 11, the membership voted unanimously to carry the tallying committee's report.

The Mobile regulars are considerably interested in the report that Waterman is getting favorable action on its bid for a shipping subsidy and may get a subsidy contract soon. This should mean more shipping activity from this port.

The recent action by the US State Department in asking the Union to withdraw its pickets from the Egyptian ship Cleopatra, and promising to protect the rights of American seamen in foreign ports has come in for quite a bit of favorable discussion here. The SIU's picket action resulted in worldwide publicity over the way our Government has allowed American-flag ships and American seamen to be pushed around.

## Three Ships Paying Back Wages Soon

BALTIMORE — Shipping has been slow in Baltimore during the last period and is expected to remain so for the next few periods.

Crews from the bankrupt Pacific Carrier and Westport are scheduled to receive their money soon, but men from the Pacific Venture will have to wait a bit longer for their funds. The ships were sold to meet back debts and crew payrolls.

The following ships paid off last period: Emilia, Jean (Bull); Bethcoaster, Kenmar (Calmar); Steel Executive (Isthmian); Feltore (Marven); CS Baltimore (Cities Service); and Bethtex (Ore).

Signing on were: Bethcoaster (Calmar); Feltore, Bethtex (Ore); and Oremar (Marven).

Serviced in transit were: Robin Locksley (Robin); Oremar, (Ore); Wacosta (Waterman); Seamar, Bethcoaster, Massmar; (Calmar); Alcoa Patriot, Alcoa Pioneer (Alcoa); Edith (Bull); Steel Vendor, (Isthmian); and The Cabins (Texas City).

**STEEL CHEMIST** (Isthmian), April 28—Chairman, K. Cann; Secretary, E. Anderson. Cooks are supposed to serve foodstuffs on plates. Suggested a change in messman. The ship's steam table was put back into service upon orders of the captain. It was resolved that a member of the headquarters staff board the vessel to straighten out the food program and other beefs.

**MERMAID** (Metro Petroleum), May 8—Chairman, E. Seeley; Secretary, B. Slade. Minutes of the last meeting were read and posted. Delegates will see patrolman at pay off about the captain issuing foreign money. Want US currency or traveler's checks. Also want the patrolman to see the chief engineer about getting cold water aboard ship. Engine department foc'sles head painting. Refrigerator vegetable box has not been working properly. Repair list was given to the captain to have spring straps installed for the bunks. Galley and store rooms and foc'sles to be fumigated in port. Vote of thanks given by the crew to all the steward department for good service and good food.

**ROYAL OAK** (Cities Service), May 12—Chairman, J. Parker; Secretary, R. Smith. J. Phillips was elected ship's delegate. Repair list was given to the new ship's delegate. A new refrigerator is needed. All communications were posted on the bulletin board.

**MARORE** (Marven), May 6—Chairman, D. Glaze; Secretary, C. Redell. There was one beef about the division of overtime and then turning down all OT. See the appropriate department delegate with any beef as it comes up instead of waiting until meeting night. The ship's delegate reported one beef about the pantry being short of supplies and the problem was solved. A messman missed the ship in Baltimore. Need for painting the messroom deck and the fumigation of the ship to be rid of the roaches. Patrolman is to see the mate about extra time to make coffee before calling the gangs to work. Also want 3 PM coffee time, and windscoops.

**BEAUREGARD** (Sea Land), May 19—Chairman, D. Chirichella; Secretary, P. Calhoun. Ship's delegate reported that everything was running smoothly. A vote of thanks went to the

steward department for the fine meal served on Easter Sunday. Steward department asked to check on fresh water. Water has been running rusty again. Check all cranes for oil leaks. It was moved to discontinue the use of the washing machine between 4:30 PM and 5:15 PM.

**CS NORFOLK** (Cities Service), May 11—Chairman, T. Cummings; Secretary, T. Jones. All departments reported no beefs. A vote of thanks went to the steward department for a good job.

**ALCOA POLARIS** (Alcoa), April 24—Chairman, J. Bowden; Secretary, K. Brittain. There were no beefs reported.

## Digest Of SIU Ship Meetings

ported. One man was paid off in San Juan to go to the hospital there. All communications were read and posted. Ship's delegate resigned and J. Rowan was elected to the vacated post. It was suggested that as crewmembers finish their meals they leave the table and give room to those who haven't eaten. Request that meetings be rotated.

**STEEL RECORDER** (Isthmian), May 1—Chairman, E. Parr; Secretary, G. Lopez. Three men were logged for misbehavior and failure to perform their work. There have been numerous complaints about the crew's draws. The ship's fund has \$6.18. One AB was hospitalized in Calcutta. There were a few hours disputed OT which will be referred to the patrolman before payoff. A vote of thanks went to the steward department. Re-

quest was made to clarify who is in charge of the medicine aboard the ship. Repair list to be submitted before reaching port.

**ALCOA CAVALIER** (Alcoa), May 8—Chairman, P. Davis; Secretary, S. Lassiter. Crewmember Lonnie Hanson was flown home due to illness. Ship's delegate reported the repair list was to be posted by Thursday. Overtime beefs to be placed in ship's minutes at the regular meeting. In the steward department there were 22 hours of disputed overtime. Will be turned over to the patrolman.

**ELIZABETH** (Bull), May 8—Chairman, W. Janish; Secretary, R. Hernandez. There were no beefs. Under good and welfare it was suggested that something be done about the plugging of keyholes in the toilets and showers.

**MARYMAR** (Calmar), May 8—Chairman, A. Whitmer; Secretary, R. Cummings. Several repairs were not taken care of in the shipyard, but other than that there are no beefs. Crewmembers were asked to cooperate with the sanitation men in all departments to make their job a little easier. All hands agreed that this would be done.

**EDITH** (Bull), May 13—Chairman, J. Smith; Secretary, M. Michalik. Flowers were sent to chief engineer's home for the demise of the chief's father. Chief engineer was put ashore to attend funeral. A new reefer for the crew's mess was ordered by the captain. Everything was reported smooth. Curtains are being asked for the crew messroom. Steward department was given a vote of thanks for the preparation and serving of the food.

**LOSMAR** (Calmar), May 8—Chairman, S. Mosakowski; Secretary, Wm. Bliger. Letters concerning repairs sent to SIU headquarters. Will contact also about captain's use of rifle. Discussion on food stores and linen. Vote of appreciation to Sparks for baseball scores and temperature reports daily.

**CHICKASAW** (Waterman), March 29—Chairman, McLoren; Secretary, May. No extra cigarettes to be issued. Two cartons a week daily. Draws every five days. Library to be locked up in ports. Delegate talked with chief engineer about drains in laundry

room and rusty water in tanks. Laundry room to be painted and is to be kept clean.

**STEEL ADMIRAL** (Isthmian), Feb. 27—Chairman, E. Israel; Secretary, J. E. Easterling. \$123.50 in ship's fund. J. Easterling, new ship's delegate, elected by acclamation. Motion made and carried to have ship's fund used only for Union business. Mail to be turned over to ship's delegate for mailing in Panama Canal.

**ARIZPA** (Waterman), May 5—Chairman, James C. Baudoin; Secretary, Gilbert Troclair. Motion made to see about getting 10 percent for deck cargo such as tanks containing explosives. Vote of thanks to steward department.

**CITY OF ALMA** (Waterman), May 4—Chairman, D. Ruddy; Secretary, P. Fox. Delegate reports three men missed ship. No beefs. \$230 movie fund collected; TV bill \$19.80. Chairs needed for recreation room. Suggest safer passage when carrying deck load; also that repair list be made up immediately after departure.

**ALAMAR** (Calmar), May 1—Chairman, T. Frazier; Secretary, T. Yablonsky. Delegate reports no major beefs. All repairs made with the exception of new lockers and mushroom vents. Slight improvement in food situation. Shortage of water pitchers and wash basin plugs. A little quiet to be maintained at night in passageways. Mashed potatoes too watery.

**MONTEGO SKY** (Standard Marine), April 30—Chairman, J. R. Murphy; Secretary, R. C. Pierce. Ship's delegate reports talk with old man re draws in Karachi. Captain said he had about \$2,700 in US currency—after that draws would be in Indian rupees. Two meals to be paid yet. One man replaced at sailing time by patrolman in Galveston, Texas. Delayed sailing disrupted. No beefs. Discussion on linen as per agreement. Don't hoard library books. Return coffee cups. Keep Indians out of passageways and rooms.

**IBERVILLE** (Waterman), May 1—Chairman, William Cameron; Secretary, Henry C. Leiby. Treasurer reports \$33.18 in ship's fund. Disputed OT to be taken up with boarding patrolman. Discussed delegates not

taking their jobs seriously; book members should take these jobs. Lock on foc'sle not working; also locks on wiper and fireman's door. All locks on doors should be checked and keys made. \$5 given to engineer for making shaft for TV. Undershirts should be in assorted sizes since crew is not all size 44.

**MV DEL ORO** (Mississippi), April 17—Chairman, Paul Arthofer; Secretary, Vincent Fitzgerald. Ship's delegate reports discussion on hot water. If at any time there is no hot water, this should be logged by the crew for the voyage and reported to patrolman. Treasurer reports balance of \$28.70. After expenses, postage, express charges, phone call, etc., balance \$17.73. No beefs or disputed OT reported. Daniel Browning elected new ship's delegate.

**MOUNT WHITNEY** (Cargo & Tankship Corp.), April 20—Chairman, William Barth; Secretary, J. Dedicatorta. Captain will try to obtain American dollars; otherwise it will have to be money of country we're in. Few hours disputed OT. Much discussion was in order to straighten out the steward about many shortages in provisions.

**MANKATO VICTORY** (Victory Carriers), April 30. Chairman, Michael Loreto; Secretary, Cecil C. Kesh. Safety meeting was held. Repair list all filled out. Two troublemakers got off. Steward delegate reports one man sent back to States due to illness. No beefs. Few hours disputed OT.

**DEL MAR** (Mississippi), April 24—Chairman, Henry Mass; Secretary, Carmelo Attard. Lawrence G. Talley elected new ship's delegate. Treasurer reports \$243 on hand. Spent \$245. Balance, zero. No beefs reported. Cooler should have been replaced this trip but wasn't. Icebox to be kept closed.

**GULFWATER** (Metro Petroleum), April 22—Chairman, J. Fisher; Secretary, D. Robinson. Ship's delegate reports all repairs made in Lisbon. No beefs. Men please cooperate in keeping screen doors closed. Vote of thanks to steward dept. for job well done. Discussion re man staying full year on ship and suggestion that they take vacation in order to collect vacation pay. Cover around stack should be removed, if possible, as it causes gas to stay in engine room.

'End Of The Line'



Balt. Port Body Files Radiograms

BALTIMORE—The Maryland Port Authority announced recently the inauguration of a service to deliver radiograms filed aboard ship by members of any crew.

Messages can be sent via radiotelegraph station WMH owned and operated by the Maryland Port Authority. The station will send messages anywhere in the United States to any person who is willing to accept the message on a "collect" basis.

WMH will also accept and deliver return messages and will bill the original sender at a later date.

The service is available to all ships sailing the Chesapeake and Delaware Bays and on the nearby high seas.

Advertisement for SEAFARERS PORTO'CALL. It features a cartoon of a man at a signpost pointing to 'NEW YORK' and 'BALTIMORE'. Below the signpost, it lists phone numbers: 'IN NEW YORK 675-4141' and 'IN BALTIMORE 1216 E. BALTIMORE'.

At this writing the outcome of the contract dispute between the International Maritime Workers Union and the Inces Line, owners of the passenger ships Nassau and Victoria, is still in doubt. But one thing is certain—and that is that the IMWU has the solid support of the ships' crews and of the crews of many other runaway vessels as well.

When the pickets had to be withdrawn as the result of a court order, the company tried to hustle the ships out. This maneuver failed because the crewmembers refused to work the ships until they get union representation and some improvements in their conditions.

No matter what the outcome, the Inces Line dispute is proof positive that, given encouragement and support, runaway ships' crews will fight militantly for decent conditions and a union contract. This, despite the fact that these crews are almost always aliens recruited overseas and subject to loss of jobs and deportation for daring to demand just treatment and consideration for their needs.

The IMWU, which was set up with the joint support of the SIU and the National Maritime Union, has done a fine job of organizing and solidifying the Inces Line crews behind the Union. But in a sense, the best organizer in this picture is the runaway ship operator. By paying miserable wages, under-manning his ships, working his crews long hours and subjecting them to intolerable conditions, he is driving them to join a union in self-defense. Once the IMWU makes its program more widely-known to runaway ships' crews and offers them assistance, the runaway operator is going to find he will have to meet union conditions to sail his ships.

Better Feeding

Seafarers on many SIU-contracted ships are getting a new bonus in the form of better-quality steak meats as a result of the success of the SIU Food Plan. The industry-wide program was originally set up with the purpose of improving shipboard service and food preparation. It was argued that replacing mass feeding techniques with individual preparation and service would provide fresher, tastier meals, and also eliminate considerable waste. The savings could then be translated into better quality storing and a wider variety of ship's stores.

That's just what is happening as a result of the success of the program to date—and the chief beneficiaries are the seamen themselves. The old mass-feeding practices, leading to over-cooking and over-preparation were admittedly both wasteful and unsatisfactory. Cooking and serving to individual order is the key to good shipboard feeding, along with quality and variety of storing. The SIU Food Plan is having considerable success in achieving those objectives:

Medical Care Battle Overlooks MD Fees

The controversy over a system of providing medical care for older Americans now raging in Congress has obscured one of the basic causes of the problem—namely the sharp rise in doctors' and hospital fees over and above the increase in the cost of living.

This problem, which affects both young and old, but particularly older people because of their heavy medical bills and lack of funds, is responsible for the furore over the Forand Bill. But even passage of that measure would not completely resolve it since there is nothing in sight to halt the steady upward rise of medical and hospital costs.

According to a special report published by "US News and World Report" on this issue, "The cost of being sick keeps going up—and no early end to the rise is expected. Doctors are charging more for home and office visits.

Prices of most drugs are higher. Hospital bills are way up. A major illness can mean medical costs in the thousands. The big rise in medical charges is a growing problem for Americans, both young and old."

The report goes on to docu-

ment these statements, with statistics obtained from the US Department of Labor. The report says that while the general cost of living has gone up 24 percent in the last ten years, the cost of medical costs in general have skyrocketed some 47.5 percent, the cost of a hospital room has jumped 88 percent and the cost of hospital insurance has blown sky high, up 108 percent.

Recently, the trustees of the Seafarers Welfare Plan voted increases in benefits for family hospital and surgical care, raising the amounts allowed for various operations, increasing the daily hospital room and board benefit to \$15 a day and boosting other benefits proportionately. These changes were made in part to provide greater benefits for SIU families but also were made necessary by the rising cost of medical care.

If any real advances are to be made in solving the problem of medical costs, something would have to be done to regulate the presently-unregulated increases in doctors' fees and hospital charges.

SEAFARERS LOG SPECIAL REPORT

ILGWU Publishes News In Chinese



Front page of "ILGWU Local 23 News," now being published in Chinese edition. Local has several hundred members of Chinese ancestry.

Local 23 of the International Ladies Garment Workers Union has come up with something rather unique in the annals of union publishing . . . a Chinese-language newspaper.

The Chinese paper is a translation of the regular Local 23 paper and will be issued several times a year, to reach the 900 Chinese members of the Skirt and Sportswear Workers' Union.

It is prepared by an editor of the "Chinese Tribune," who used to be an ILGWU organizer. Prominently featured in the newspaper is labor news and material on the Union Label campaign.

# SEAFARERS IN DRYDOCK



Currently hospitalized in the Houston area, reports Port Agent Charlie Kimball, are Seafarers Saul Schneider, Mack Acosta, Adam Slowick and Thomas Chapman.

Schneider is a messman whose last vessel was the Pandora. He is being treated for yellow jaundice and will probably be in the hospital for another three weeks.

Acosta, who sailed last as an oiler on the Mount Shasta, came down



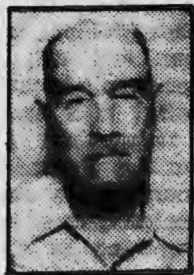
Schneider



Acosta



Slowick



Chapman

with an ulcer condition but is making good progress and should be released in a week or so.

Slowick, an AB, is being treated for injuries recieved when he was run over by an automobile. The length of his stay in the hospital has not yet been determined.

Chapman, whose last job was on the Denton as an oiler, is being treated for a glandular ailment and should be discharged in the near future.

Seafarers on the beach or off the ship on shore leave should take some time either to write a letter to, or visit, their buddies laid up in hospitals. Visits from friends are always welcomed by men confined to hospital rooms.

The following is the latest list of hospital patients:

- USPMS HOSPITAL  
BOSTON, MASS.  
Gilbert Edwards John F. Santos  
Chas. A. McCarthy
- USPMS HOSPITAL  
NEW ORLEANS, LA.  
Jose Alonzo, Jr. Edward Knapp  
Thomas E. Andrews Leo H. Lang  
William E. Alpin Clyde R. Leggett  
A. T. Arnold R. E. McCluskey  
C. Bankston, Jr. Joseph Martello  
Nicholas Bastes Victor Morana, Jr.  
James E. Belcher Jack Moore  
Accurso Bontl Anthony Novak  
Edward Boyle Louis W. Peed  
Richard Chazarra Eugene G. Flahn  
Virgil L. Coash Wm. E. Roberts  
Donald Dambrino Chas. R. Robinson  
Wm. Daugherty John E. Sanders  
Harold N. Eby Herman L. Smith  
Henry Falgout Louis Spindler  
Donald Forrest Ralph F. Subat  
Chas. Habighorst Charles Summerell  
Leo C. Hannon Walter B. Ulrich  
William Harris Ferdinand V. Vigo  
Sidney S. Irby Herbert Wilson  
Edward O. Johnson Luther E. Wing  
Anderson Jordan Joseph P. Wise  
George M. Kasprzyk Harry Wolowitz  
Norman W. Kirk
- VA HOSPITAL  
BALTIMORE, MARYLAND  
John Joseph Hazel
- USPMS HOSPITAL  
FORT WORTH, TEXAS  
F. E. Anderson Max Olson  
B. F. Deibler Peter W. Sotire  
Woodrow Meyers Bozo G. Zelencic
- VA HOSPITAL  
HOUSTON, TEXAS  
R. J. Arsenault
- VA HOSPITAL  
OTEEEN, NORTH CAROLINA  
Joseph J. Bass
- VA HOSPITAL  
24TH ST. & 1ST AVE., NYC  
Chas. O. Bergagna
- VA HOSPITAL  
KERRVILLE, TEXAS  
Willard T. Cahill
- STOCKTON STATE HOSPITAL  
STOCKTON, CALIFORNIA  
Dan M. Christolos
- MT. WILSON STATE HOSPITAL  
MT. WILSON-BALTIMORE COUNTY  
BALTIMORE, MARYLAND  
George Davis
- SAILOR SNUG HARBOR HOSPITAL  
STATEN ISLAND, NEW YORK  
A. B. Gutierrez Thomas Isakson
- TRIBORO HOSPITAL  
NEW YORK  
James Russell

- US SOLDIERS HOME HOSPITAL  
WASHINGTON 25, DC  
Wm. H. Thomson
- VA HOSPITAL  
CENTER HOT SPRINGS, SO. DAKOTA  
Clifford C. Womack
- USPMS HOSPITAL  
SAVANNAH, GEORGIA  
Garland Bennett William Morgan  
William Barron Ernest Webb  
Paul Carter
- USPMS HOSPITAL  
NORFOLK, VIRGINIA  
C. Batts James M. Davis  
Herbert Broughon Jean Long  
Dennis Cahoon Steven Purifoy  
R. Camantique Henri J. Robin
- USPMS HOSPITAL  
GALVESTON, TEXAS  
Mack Acosta John Gibson  
Max Anderson Pat H. Jones  
Pierce Downer Saul Schneider  
Ben Buck Adam Slowick  
Thomas Chapman
- USPMS HOSPITAL  
STATEN ISLAND, NY  
William Bates Ioannis N. Loukas  
Joseph Blake John S. Lukas  
Robert W. Bunner E. J. O'Rourke  
%annis Kodros Petro Paulin  
Thomas Lauer Thomas C. Riley  
Thomas Leahy L. J. Sheehan  
Serafin G. Lopez A. W. Wilfert
- USPMS HOSPITAL  
MANHATTAN BEACH  
BKLYN., NY  
John J. Driscoll Santiago Laurente  
Bart E. Guranick Henry E. Smith  
William D. Kenny
- USPMS HOSPITAL  
SAN FRANCISCO, CALIFORNIA  
Matthew Bruno John F. Malyako  
Samuel P. Drury Charles Nall  
Richard L. Harnden Lloyd J. Thomas  
Charles Haymond Howard J. Watts  
Gunnar Johnsson David L. Williams
- USPMS HOSPITAL  
BALTIMORE, MARYLAND  
Ramon Agueda Wm. Kofowitch  
Theodore S. Aleek G. L. Loeffler  
Glendyn L. Brooks G. P. Marcotte  
Kenneth C. Brown Gerald Rivers, Jr.  
Herman D. Carney Eugene E. Stewart  
Jeff Davis F. X. Sullivan  
Sidney C. Day John W. Tingle  
Sidney T. Dickens Lawrence A. Tyron  
Gorman T. Glaze Kenneth J. Wells  
Loyd J. Griffin John Yuknas  
Danis Higgins
- USPMS HOSPITAL  
SEATTLE, WASHINGTON  
Edward S. Cannon James C. Mitchell  
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Perfecto Hierro John F. Williams  
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## La Salle Oiler Stricken At Sea

To the Editor:  
We had some bad luck crossing the Atlantic from New York to La Pallice, France. Brother Claude Virgin, oiler, had a bad heart attack and was out for several hours. He entered a hospital in France.

Thanks and credit should be given to Captain William Harvey for getting our ship to a vessel with a doctor aboard. Also, a world of credit to Homer Ligon, chief mate and Brother H. Parks for first-class first aid help until the doctor arrived aboard ship.

The officers and crew did a fine job transporting the doctor to and from the Weather Ship France II and SS La Salle.

The steward and steward department did a fine job taking care of the sick man until our arrival in port. The crew hopes for a quick recovery for Brother Virgin.

Edward Cole

✚ ✚ ✚

## Welfare Aid Draws Praise

To the Editor:  
I would like to express my deep appreciation for the help the Welfare Plan gave us when I went to the hospital in January, and for the prompt way they handled everything.

Marilyn Wallace

✚ ✚ ✚

## He's Big Help To Seattle Men

One thing that few landlubbers realize or can understand is that even Seafarers have vital statistics to take care of ashore, such as the matter of income tax filing and other personal affairs.

It is fortunate that among city dwellers there are some in every port who are interested in the difficulties and problems of seamen, who can understand and are sincerely anxious to be of service to them. There must be somebody ashore who can be trusted to take care of things.

In the comparatively isolated outpost of Seattle, Neil Pardo known as Neil to hundreds of Seafarers, is just as anxious to be helpful with personal problems Seafarers may have as he is of making out and filing their income tax returns, and sundry paper work.

One of the biggest problems of Seafarers is the delivery of mail. Neil provides a solution to this by renting numbered boxes. Mail addressed or forwarded to his office is locked in the boxes and upon instruction is promptly forwarded to a seaman anywhere in the world by air mail. He knows more than some lax shipping companies what mail means to a seaman.

The mail may contain checks, some urgent news from home, reports on activity in any enterprise a seaman may have ashore, etc. Mail is an important thing in a seaman's life and Neil's service is aimed to fulfill this end as it has done for the past 15 years.

Where can a seaman far from home, or those who do not have homes, keep his valuable papers and things? Not on ships or some public check room. The mail boxes serve also as safe deposit boxes for seamen to keep their discharges and such important papers as well as other valuable and personal belongings while he is away.

Bigger articles, like TV sets,

luggage, and even costly automobiles are entrusted to Neil. One time a seaman who was on the east coast wanted his portable electric oven and this was promptly forwarded.

Unusual happenings become part of his job. For instance, a seaman who made a pier head jump for a ship to Japan or some other distant place did not have time to store his automobile. This chore was consigned to Neil who parked the vehicle in front of his home where it could be watched until the owner got back.

William Calefate

## 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.

## Mother Praises SIU For Help

To the Editor:  
This letter is long overdue, but I would like you to know how grateful I am to the SIU for its kindness and help when my son, John Scott, died.

When two of my sons went to Baltimore to bring John home for burial, the men in the Union hall there couldn't do enough to help them with information and get things straightened out quickly, which saved us a great deal of time and trouble.

Also, it was good to know John had so many good friends—the men on his ship, the SS Emilia, sent a beautiful bouquet of flowers and 30 of his friends sent sympathy cards.

Deep down in my heart I am very grateful to all who helped. The men should be thankful they have a union which takes such good care of them and their problems and is so willing to help them.

Mrs. Margaret Scott

✚ ✚ ✚

## Seaman Assails Arab Ports

To the Editor:  
I sailed (both in the NMU and SUP) for many years and I well know how seamen are treated in Suez, Port Said, Alexandria, etc. I also know that any mention of such to the US consul will be ignored.

So, as a former seaman, and as an American, I thank you for having the courage to call attention to these facts by tying up that Arab ship.

May I also suggest the following: When talking to reporters, tell them about what treatment seamen get in Alexandria, Port Said and other Arab ports. How "pilots," cops, etc. roll, rob and otherwise mistreat Americans—and Nasser makes this look like an Israeli plot.

Charley Ross

✚ ✚ ✚

## Wants Public To Get LOG

To the Editor:  
While we of the membership realize the journalistic achievements of the LOG, I find it disheartening to enter a Union hall and view copies of our publication collecting dust.

One solution is branching out to distribute it to the general public.

In that way, we could make the public aware of the importance of the merchant marine to the country's economy.

Our fight is theirs too, but they are less informed.

R. E. Hartley

(Ed. note: The LOG is widely-distributed to members of Congress, state and Federal agencies, maritime employers and unions, as well as the general public.)

✚ ✚ ✚

## Savannah Crew Beefs Cleared

To the Editor:  
We, the crew of the Seatrain Savannah, wish to thank the headquarters staff most sincerely for the outstanding representation given us while handling our beefs at the last payoff.

Their strong backing has renewed our awareness of one of the many positive advantages of belonging to a fine union.

Crew of the Seatrain Savannah

## Blood Donations Saved Him

To the Editor:  
I want to thank you from the bottom of my heart for the 10 pints of blood made available to me when I suffered a massive hemorrhage on Easter Sunday.

The doctors were unable to stem the hemorrhage for 30 hours and my family was notified and I was given the last rites of my faith. Were it not for those 10 pints of blood, I would not be here today.

Also, will you thank Brother Gillette, the SIU hospital patrolman, for his assistance on verifying my seetime.

Also three members of the SIU and SUP donated their blood but I do not have their names and I wonder if you could publish my thanks to my unknown benefactors in the LOG.

Thanking you again for the help you have given me and for the trouble you went through for me.

Philip Mohan

✚ ✚ ✚

## Family Praises Welfare Assist

To the Editor:  
This will acknowledge receipt of your Welfare Plan's letter relative to Yourick Guillory Jr. and the receipt of the check.

On behalf of Mr. Omerice Guillory and the other members of the deceased's family, we wish to thank you and your department very much for your cooperation and assistance in settling the affairs of the deceased.

We also thank you for your offer for further advice and assistance in this matter.

Kind regards and best wishes.

Daniel J. Magee

✚ ✚ ✚

## Suggests Seattle Cafe As Good

To the Editor:  
When in Seattle, may I suggest that Seafarers patronize the Presto Donut Cafe, 2132 First Avenue, three blocks south of the hall.

It's a union place with reasonable prices. The owner gives the guys a fair shake.

L. A. Forgeron

Editor,  
SEAFARERS LOG  
676 Fourth Ave.,  
Brooklyn 12, NY

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# The Battle Of Hastings . . .

## Antinuous And Hastings Collide To Waterman's Woe

(The following article was submitted to the LOG by Seafarer Jim Bales)

After two weeks coastwise, the Del Santos is now on its way back to West Africa. While we were on the coastwise run, we had two interesting events:

The first was the collision of two Waterman ships, the Hastings and the Antinuous. On March 29 we were at anchor in the Houston ship channel due to the fog. At 9:45 AM, as we were getting ready to get underway again, the SS Hastings passed us.

At 10:25 I was on lookout on the bow when I heard whistles blowing, the sound of anchors

being dropped and then, the sound of a crash.

About 10 minutes later the fog began to clear. Almost 500 feet off the port bow we could see two ships which had run together, almost bow to bow. They were the Hastings and the Antinuous, both belonging to the Waterman Steamship Company. We on the Delta Line were glad to see that Waterman kept the trouble in their own family and did not invite us.

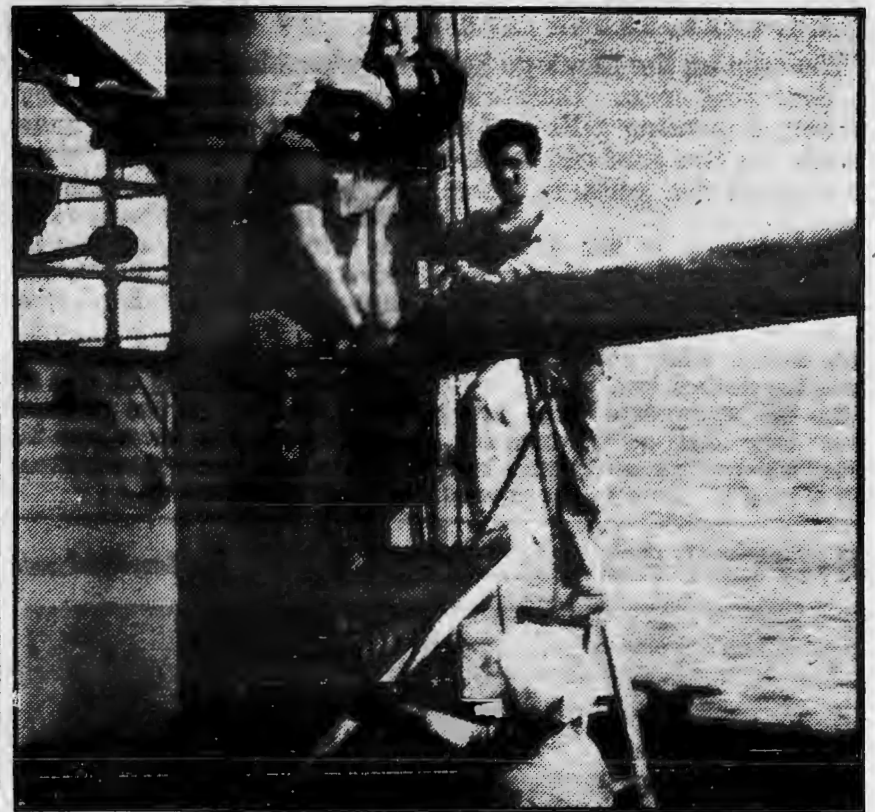
We anchored and stood by for 35 minutes. Then, seeing that they did not need help, we got underway. As we headed for Port Arthur, we could see the Hastings was still trying to get her bow out of the Antinuous.

The chief electrician came to the bow when he heard the crash and I sent him to get my camera. (Ed. note: The photos of the collision appeared in the April 8 LOG.)

The second interesting event was a hailstorm which we ran into between Galveston and New Orleans. The storm came up suddenly, and some of the hailstones reached 3/4ths of an inch in diameter. The stones piled into drifts on the deck up to three inches deep.

We are now out in the South Atlantic. There is no fog, no hail—just calm seas. It looks as if we have a good crew this trip. The food has been fine and we are looking forward to a very good trip.

## Boom-Time On SS Afoundria



Three deck department men on Waterman's Afoundria work on the booms while the vessel is at sea, The Seafarer in the white cap in Quinn. Photo was taken by bosun Roy Theiss.

## FROM THE SHIPS AT SEA

### Husky Crew On Iberville

Whoever ordered the slop-chest for the Iberville (Waterman) must think that the crew consists solely of "Bayou Bufaloes." It seems that all of the undershirts available are size 44—pretty much for men in the 200-pound class. The crew notes plaintively that undershirts should be stocked in assorted sizes since not everybody goes for those 44's. Bill Cameron was chairman of the meeting and Henry Leiby, secretary.

### Seeing Stars On The Orion

On the Orion Star the chief engineer talks only to the Cabots and Lodges, but since the Union delegates aren't attached to those noted Boston aristocratic families, they are out of the picture. Meeting secretary Tany Arellano complains that the delegates can't get near the chief.

On the positive side, the crew is getting some benches made to sit on the fantail, but for the peace and quiet of all concerned a new edict has been issued—no transistor radios to be played on deck.

### How D'Ya Catch Trout At Sea?

Nobody would ever be caught dead going to sea with a flyrod and a book on "How To Catch Trout," because if they did, the Coast Guard would be after them in no time, ready to cart them off to the nearest Public Health Service Hospital. Never-

theless, the Seatrain Louisiana crew feasted on no less than a bushel of the delectable freshwater fish. No, nobody caught them off the Edgewater dock. They were a gift to the crew from the electrician P. Smith, and his wife. It doesn't say who caught 'em, Mr. or Mrs., but they were probably a welcome change from the bony shad that the Seatrain fishermen have been pulling over the fantail.

### Stop Watering The Potatoes!

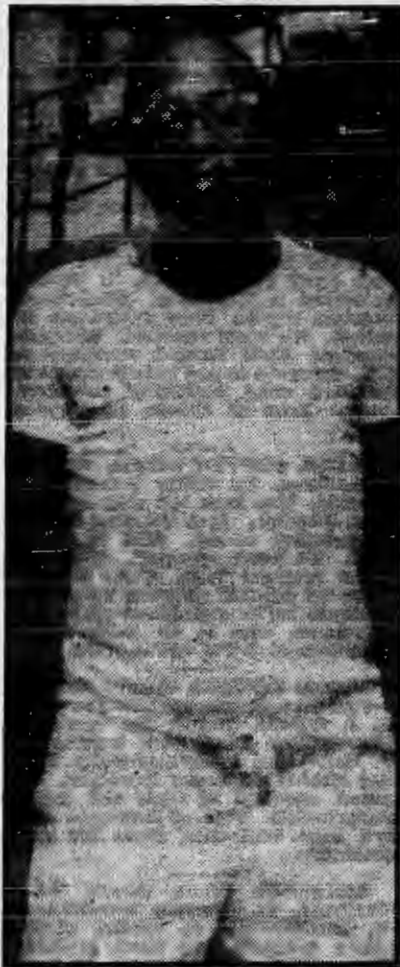
Watering whiskey is a nasty habit that some barkeeps are reputedly addicted to. But on the Alamar (Calmar) there's another complaint. Meeting secretary T. E. Yablonsky reports that the mashed potatoes are being watered down a wee bit too much.

Coincidentally, there's a shortage of wash basin plugs, which should make it simple to let the water go down the drain instead of into the potatoes.

### Massmar No Eden

Some Massmar Seafarers were reported to have made the first move in the direction of attaining what is called the blessed "state of nature." A couple of them are reputed to have come to dinner in their underwear, prompting the crew meeting to rule that men are not to come to the messhall in underwear. Though the Massmar doesn't require tuxedo and tails, it also isn't the Garden of Eden.

### Popular Guy



William Jenkins, popular chief steward, poses for a snap. Everyone has been pleased with his efforts. Picture was taken while on the John C.

### Don't Send Your Baggage COD

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

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

## Men Laud Rose Knot Cooks' Extra Effort

(This article was submitted to the LOG by Bernard D'Ornellas, ship's delegate on the USAF Rose Knot)

Enclosed you will find pictures of the galley force of the USAF Rose Knot, who are doing a first-class job providing good food for us.

Many times they put in long hours, go out of their way and far beyond the call of duty just to provide us with a little something extra.

As you are well aware, we on these missile ships spend long periods at sea—the last three voyages having lasted 45 days, 61 days and now 82 days respectively—and you can imagine how im-

portant it is to have a good galley force as everything becomes centered in the messhall on these long trips.



Chief cook Jack White (with apron) and 3rd cook James "Horse" O'Hara, have earned the thanks of the crew of the Rose Knot for their fine work in the galley.

### LOG-A-RHYTHM:

#### I Love The Sea

By H. O'MARA

I love the sea in all its many guises  
When it is calm or when its temper rises  
Lying as a sheet of glass  
Restless as a fair young lass

Many have fought her, some have lost  
Many the lives the fight has cost  
Many the fathers and sons  
The sea has taken beneath the waves  
Never to awaken

But when it comes time for me to die  
On the ocean's floor I wish to lie  
For the moonlight's path across the sea  
Is the one and only road for me

I believe in the old saying "A well-fed crew is a happy crew" and you can take my word for it, we are well fed. A vote of thanks for the stewards is given at every meeting but I feel that a little extra should be given to these men for the long hours they dedicate to our well-being and comfort.

If you will recall the Rose Knot's menu was picked out at Christmas time as being one of the best of all SIU seagoing vessels.



# Medicine Man Wanted

The men on the Montego Sea have a problem that is unique to Seafaring men. Landlubbers have drugstores on every corner, dispensing pills and soda-pops, but men at sea have to rely on the good old medicine chest for pills to cure their ills.

The problem on the Montego Sea is that nobody ever knows who has the key to the medicine chest, so the men have to chase from one mate to the other until they run down the desired key.

On US Navy ships they have what they call a "pharmacist's mate" who walks around with a big key around his neck, and everyone

knows who to go to in order to get medicine. But on the Montego Sea it's a different story, and it's as difficult to get a pill as it is to find a left-handed monkey wrench or a sky-hook.

Crewmembers are trying to reach an understanding on who is to carry the key to the medical supplies so the men won't have to indulge in wild goose chases when they need a band-aid.

## SHIPBOARD SKETCHES

by Ben Graham



"I hate to ship out so quick honey, but somebody has to work, you know..."

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**MADAKET (Waterman), April 3**—Chairman, J. R. Touart; Secretary, C. Elzey. Brother W. Datzke doing a fine job as ship's delegate. Everything running smoothly. No beefs. Everyone pleased with cooks—tasty food, properly prepared.

**STEEL VOYAGER (Isthmian), April 10**—Chairman, O. M. Jones; Secretary, W. H. Simmons. Discussion re getting more milk on board for long trips. All repairs taken care of with exception of cementing and cleaning fresh water tanks. Water is rusty. Motion that fresh water tanks be cleaned and cemented as soon as possible. Motion that fresh water be taken on only where sanctioned by USPH. Suggested that all room decks be painted and that shore-side people be kept out of room and passageways in foreign ports. Discussion on donation to library. Six hours disputed overtime in engine dept.

**STEEL EXECUTIVE (Isthmian), April 10**—Chairman, Robert Alrr; Secretary, Alexander Brodie. Report on two men 12-4 engine dept. continually fouling up. Discussion on renting movie films and need for new speaker. Also on showers being used by other departments. Have spare keys made for showers and toilets so they can be kept locked while in port. New drainboard for laundry required.

**WILD RANGER (Waterman), April 24**—Chairman, R. W. Wright; Secretary, A. Aaron. Repair list turned in. Sent telegram to Union about sick brother who signed off in Rotterdam and flew back to U.S. Suggest that a good fumigation be given to fo'c'sles, galley and messhall. Vote of thanks to steward dept.

**PORTMAR (Calmar), April 17**—Chairman, J. Fereira; Secretary, G. Simmons. Everything running smoothly. No beefs reported. Richard Hefley elected new ship's delegate. Discussed and vetoed suggestion to start ship's fund. Delegate to see chief engineer about installing fan in laundry room.

**BRADFORD ISLAND (Cities Service), April 24**—Chairman, T. Weems; Secretary, A. Carpenter. Refrigerator requires repair. New mattresses received. No beefs reported. Everyone donating \$2.50 toward purchase of TV. Delegate to see patrolman about standard soap according to agreement. Vote of thanks to steward dept.

**ALCOA CLIPPER (Alcoa), April 24**—Chairman, Ed Kelly; Secretary, J. Roberts. Two men left ship in Kingston, Jamaica. Spot painting instead of painting rooms. \$154 in movie fund. No beefs reported. M/S/C re letter received from Alcoa Cavalier to go by present shipping rules; also work on better retirement plan. Ask patrolman who is to make coffee weekends at 3 PM coffee time.

**SANTA VENETIA (Elam), April 21**—Chairman, James Purcell; Secretary, F. J. O'Neill. Repair list turned in. Hq. notified about man hospitalized in Malta; also concerning sinks. Steward elected shipboard treasurer. Disputed overtime in deck and engine departments. Vote of thanks to steward dept. and crew mess for good service.

**ANGELINA (Bull), March 12**—Chairman, W. Newson; Secretary, H. R. Dombrowski. R. Motika elected ship's delegate. No beefs reported. Suggested that night lunch be eaten in messhall and not taken to rooms.

**CHIWAHA (Cities Service), April 17**—Chairman, C. Copeman; Secretary, J. D. McLemore. Delegate reports two men missed ship at Portland, Maine, March 22. Ship sold. Final payoff Toledo, Ohio, approximately April 28. Some vandalism. Two hours disputed overtime in deck dept. Lousy chow. Someone destroyed shipmate's shoe. Leave fo'c'sles in good shape. Crew reports food beef; stale bread; menus not up to par; food improperly prepared.

**STEEL ARTISAN (Isthmian), April 23**—Chairman, Joe Bracht; Secretary, Robert Harmon. New ship's delegate elected. Treasurer reports \$5 paid for library; \$19.26 in treasury. No beefs. Need screen door for pantry; also keys for door to fo'c'sle. Locker needs repainting. John Jackson new ship's delegate.

**JOHN C. (Atlantic Carriers), March 20**—Chairman, O. H. Manifold; Secretary, Ed Taylor. Man missed ship in Baton Rouge. No beefs reported.

**CHILORE (Marven), April 25**—Chairman, Clyde Kent; Secretary, James Schroeder. Mate shows disagreement of OT between AB and OS. One man missed ship in Philadelphia. No beefs reported. Crew asked to keep recreation room clean and to turn off washing machine when through.

**AMES VICTORY (Victory Carriers), April 24**—Chairman, T. Boland; Secretary, H. Rains. Delegate reports one member passed away in Inchon. Welfare notified. Also reports two men in engine dept. logged for missing duty. Beefs re money draws, kind of currency, to be turned over to patrolman. Some men have hard time getting hospital slips off mate. Repair list to be made out. Engine dept. rooms to be painted next trip. Will see patrolman about lodging while in drydock. Overtime disputes in deck and engine depts. Gangway reported unsafe when ship is light. Discussion on gangway, poor launch service, poor mail service, mail not being forwarded to ship. Check stock in storeroom and see if it can be opened

more often. No sanitary work done in engine dept. while in drydock. No safety meeting held. Poor medical service in Korea.

**ALICE BROWN (Bloomfield), April 17**—Chairman, Clyde L. Van Epps; Secretary, George Hair. Ship's delegate resigns with vote of thanks from crew. J. C. Arnold elected new ship's delegate. Johnny Cantrell voted ship's treasurer and librarian. Treasurer reports \$3.30 spent for phone call, \$1.20 for lock on library. Balance \$1.52. No beefs. Two hours disputed OT in deck dept.

**ORION STAR (Orion), April 17**—Chairman, George Craggs; Secretary, Tony Arellano. When vessel reaches Port of Naha, captain will procure

# Digest Of SIU Ship Meetings

cigarettes and cigars. Chief engineer still refuses to talk to delegates. No beefs reported in engine and steward depts. Beefs in deck dept. to be taken up with boarding patrolman. Brother Ira Harrison elected new treasurer. Jose Sanchez resigns with vote of thanks from crew.

**STEEL MAKER (Isthmian), April 17**—Chairman, C. Guillet; Secretary, J. James. Delegate reports one man left ship in Seattle due to illness in family; one man hospitalized in Formosa. \$28 collected for Library Assn. Repair list turned in. \$60 in ship's fund. Disputed overtime in deck and engine depts. No beefs. N. A. Huff elected ship's treasurer. M/S/C to contact Union officials to see if all contracted companies can end payrolls on December 31st for income tax purposes. Suggestion that steward vary menu. One minute allience for our departed brothers.

**MASSMAR (Calmar), April 24**—Chairman, W. Mason; Secretary, J. Talbot. Delegate reports beef re baker being fired and other beefs to be taken up with patrolman. Radiator in crew's messroom to be fixed. Quiet at night requested in passageways. Crew not to come to messhall in underwear. Lots of work on repair list not taken care of.

**ALCOA PEGASUS (Alcoa), April 17**—Chairman, Donald F. Mease; Secretary, George Kings. Delegate reports one man hospitalized in Long Beach. No news on man hospitalized in Hawaii. Most of repairs taken care of by engineers. \$4.75 in ship's fund. No beefs reported. Please return mailing address to bulletin board. Wiper and OS to take care of laundry and steward dept. to take care of recreation room. General discussion on new constitution pro and con.

**EDITH (Bull), April 14**—Chairman, E. King; Secretary, Mike Michalik. Delayed sailing time okayed by captain. Three hours' disputed OT in engine dept. Bring coffee cups back to pantry after using same. Vote of thanks to steward dept. for good serving and preparation of meals.

**ROBIN SHERWOOD (Moore McCormack), April 16**—Chairman, F. Passluk; Secretary, P. F. Erck. Mike Reed elected ship's delegate. \$30.35 in treasury; \$4 spent for library. No beefs reported. Coffee to be made in percolator. Keep messroom and pantry clean between meals.

**YORKMAR (Calmar), April 17**—Chairman, E. Brown; Secretary, W. Cressman. F. H. Taylor elected ship's delegate. Everything okay. No beefs reported.

**LUCILE BLOOMFIELD (Bloomfield), April 2**—Chairman, Keith Winsley; Secretary, Lee de Parlier. Delegate reports port payoff in River. Few hours disputed OT not collectable. Brother Pete Lypen, AB, injured at sailing and put off ship. Hall notified but unable to replace injured man as ship was sailing. Harry Smith resigns as delegate. Eldon Arnot elected ship's delegate. Suggest "arrival pool" be run for ship's fund. Beefs to be taken care of as they come up—not to be held until payoff. Cooperate in keeping laundry clean. Wringer in laundry room needs fixing.

**DEL VIENTO (Mississippi), April 18**—Chairman, Paul Warren; Secretary, A. E. Cunningham. Discussion on foul-ups aboard ship and proposed amendments to constitution. Patrolman to take up with captain matter of baker being fired as result of beef with chief cook.

**FAIRLAND (Sea-Land), April 14**—Chairman, W. C. Snell; Secretary, Harry Cracknell. Everything running smoothly. \$98.58 in ship's fund. No beefs reported. Donald Brownlee resigns as ship's delegate with vote of thanks for job well done. Walter Snell elected new ship's delegate. Discussion on why no notice of census was posted or delegate notified.

**OREMAR (Marven), April 14**—Chairman, H. B. Fitzgerald; Secretary, Je-

seph Smith. Delegate reports one man missed ship in Baltimore. His gear was put ashore. Wiper hospitalized in Venezuela. Headquarters notified by radiogram sent by ship's delegate, John Kearney. Three rooms painted this trip. Rest to be painted in near future. Repair list turned in to captain. Captain requests crewmembers to make bunks and keep rooms clean. No beefs reported. Earl McNab elected new ship's delegate. Request tanks be recemented and rusty water reported to patrolman.

**SS FAIRPORT (Waterman), April 3**—Chairman, Robert Graf; Secretary, Jack Guard. Delegate reports all well. Treasurer reports balance: \$20. American currency—1200 Japanese yen. Terry J. White elected new ship's delegate. Crew requests that steward dept. serve foods coming from galley steaming hot throughout meal hour. Brother White requests repair lists be started outbound and not held until last minute.

**STEEL DIRECTOR (Isthmian), March 17**—Chairman, R. Burneds; Secretary, T. Gaspar. Delegate reports Joseph Gioelli hospitalized at Port Said. \$23.06 in ship's fund. No beefs. Books and magazines delivered to ship were old ones. Suggest that heads and showers be fixed as well as cleaning in deck dept.

**BENTS FORT (Cities Service), April 17**—Chairman, J. Sweeney; Secretary, P. Karas. No beefs reported. Arriving Monday AM and paying off Monday. OT earned Saturday and Sunday not to be paid until next payroll. Want headquarters to remedy this for future payoffs with this company.

**FLOMAR (Calmar), April 3**—Chairman, C. Hensley; Secretary, C. Durham. Some disputed OT in deck dept. Motion to extend voting period at least 90 days to enable men at sea to vote. Seconded and carried unanimously. Suggest 50c. donation to cover ship's business, etc. Icebox door latch to be fixed. Lights to be left on in passageway in crew's quarters. Hand in repair list.

**SEATRIN LOUISIANA (Seatriner), April 17**—Chairman, N. Norwood. Delegate reports everything okay. Ship's fund \$93. Crew thanks Mr. and Mrs. P. Smith (electrician Smith) for the bushel of trout that was sent aboard. Appreciated by all.

**STEEL TRAVELER (Isthmian), April 27**—Chairman, J. Beye; Secretary, J. O'Donnell. Delegate reports no beefs. \$17 in ship's fund. Some disputed overtime to be taken up with patrolman. Beefs to be channeled through department delegates.

**ALCOA CORSAIR (Alcoa), May 1**—Chairman, "Tex" Metting; Secretary, E. Ketschke. Discussion with captain about ship's delegate missing fire & boat drill. Captain requested that same be brought up at later date. Movie fund. \$332 on hand at end of last voyage; \$216 spent on films in Mobile; total on hand, \$116. No beefs reported. Brother McKelroy elected new ship's delegate. Crew's quarters need painting, not spot painting. Washing machine needs repainting. Please bring cups back to pantry.

**ANGELINA (Bull), May 1**—Chairman, A. Ferrara; Secretary, H. R. Dombrowski. Delegate reports no beefs. Vote of thanks to galley force.

**ATLANTIS (Petrol), May 1**—Chairman, G. Garcia; Secretary, O. W. Trawick. Beefs re money draws in foreign ports, shore gang chipping, milk in foreign ports, repairs to be completed, to be taken up with patrolman. Some disputed overtime. Two men logged in Greece. M/S not to pay off until all beefs are settled; also to change brand of coffee. All hands warned about smoking on deck. Vote of thanks to steward dept.

**SEAFAIR (Orion), April 30**—Chairman, Dave Barry; Secretary, Alonzo Bryant. Delegate reports beefs to be taken up with patrolman. \$4.31 in ship's fund. Deck delegate reports mate working on deck, taking OT from deck dept. Engine delegate to see chief about air vents. No safety meeting held on board this trip. Steward welcomes suggestions on foods crew would like. Ship needs fumigation; new washing machine. Vote of thanks to steward dept.

**KATHRYN (Bull), May 1**—Chairman, S. Peterson; Secretary, R. Bacon. Delegate reports no beefs. Some disputed OT in engine dept. M/S to have special meeting about shortage of food upon arrival in New York. Discussed keeping sick men in hospital when they are sick.

**ATLAS (Cargo & Tankship, Mang.), April 30**—Chairman, A. E. Bourgot; Secretary, S. M. Simes. Ship's delegate reports two ABs got off, fireman and wiper fired. Chief engineer suggests getting a full set of spare tubes for TV set now on board; also a speaker. Anyone getting off in Good Hope should give notice. After we top off we'll be on the way to Perth Amboy. Chief cook who got off ship in San Diego thanks crew for the donation they made to buy flowers for sister's funeral. Treasurer reports \$43.57 in ship's fund. Crew reminded not to leave cots on deck and to keep recreation room clean. No fire pump on ship. Suggested that wooden benches be built on pup-deck.

**ARIZPA (Waterman), April 16**—Chairman, J. Kennedy; Secretary, L. Banks. Repair list sent in. Two men missed ship. No beefs reported. Joseph Hall elected new delegate.

# PERSONALS AND NOTICES

**Frank Flint**  
Get in touch with your son, Frankie Jr.

**Leslie J. Brillhart**  
Our new address is 551 NE 133 Street, North Miami, Fla. Get in touch with mother as soon as you can. Everything is OK. I'm going to camp for the summer. Robert.

**Charley Berkley FWT**  
Send address for your topcoat to Paul F. Whalen, 8152 San Huerta Circle, Buena Park, Calif.

**John J. Doyle (steward)**  
Contact brother Franz Amstadt at 314 56th Street, Brooklyn 20, NY.

Congratulations to Lee Kantor of the Seafarers Vacation Plan, who is graduating from Brooklyn College this June.

Income tax refund checks are being held for the following Seafarers by Jack W. Lynch, Room 201, 450 West Harrison St., San Francisco, Cal.

Ernest C. Anderson	Sammy Rogamos
Claude D. Berry	Joseph R. Touart
Dao King Chae	Raymond A. Triche
Arthur L. Craig Jr.	Kenneth C. Turner
Michael J. Doherty	Wm. K. Watkins
Fortunato Drilon	Charles W. White
R. W. Ferrandis	Francis J. White
Dominic Craziano	Ah Sai Wong
Fong Yao King	Yung Ploy Woo
Raymond Miller	Joseph Yonick
Sheffield Nerkit	

The Houston hall is holding im-

portant mail for the following men:

F. T. Anderson	E. P. Meyer
E. L. Bethurum	J. H. Moore
R. Baumgardner	F. J. Miller
J. J. Berry	W. S. Montgomery
C. L. Cherry	B. D. Morales
D. R. Corvey	J. M. Maska
C. M. Carlson	O. R. Meffert
C. H. Fowler	M. H. Maynard
J. Gross	J. McDonald
S. L. Grice	M. McNabb, Jr.
C. A. Georger	F. J. McQueeney
F. J. Hall	R. W. Oallin
C. Hughart	R. Powers
W. G. Hay	R. J. Pelaso
J. R. Joy	E. M. Ryon
M. Jarrell	F. L. Sanders
B. Kaminaky	F. Serrahn
L. J. Lowe	J. E. Slayton
W. T. Langford	J. E. Scarborough
C. N. Lewis	M. Terrington
C. C. Lial	Y. R. Talberg
O. Motley	J. E. Willford

## Norfolk Slows

NORFOLK—Shipping has dropped off badly here and will be about the same in the period to come, reports Port Agent Paul Gonsorchik.

There were six ships in transit during the period and two payoffs. No sign ons were recorded during the span.

The two payoffs were on the Irenestar (Triton) and Cantigny (Cities Service). The Irenestar changed its registry to that of the Greek flag, Gonsorchik added.

Serviced in transit were the following: Ines (Bull); Mankato Victory (Victory Carr.); Hastings (Waterman); Bents Fort (Cities Service); Orion Clipper (Orion) and Melody.

## SIU Blood Gifts Helped Her



Marie Linker (left) four-year old daughter of Seafarer William Linker, prepares to leave Philadelphia hospital after surgery to close a hole in her heart. Nurse Suzann Brunner pins on the orchid of success. SIU Blood Bank contributed blood for successful surgery. (Philadelphia Daily News Photo)

## 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:

**Leticia Gil**, born Feb. 10, 1960, to Seafarer and Mrs. Luis Gil, Bayamon, Puerto Rico.

**Victoria Alison**, born April 1, 1960, to Seafarer and Mrs. Homer W. Alison, Slidell, La.

**Andrew Leonard Hornak, Jr.**, born April 2, 1960, to Seafarer and Mrs. Andrew Hornak, Reading, Pa.

**Ruth Ann Saranthus**, born April 3, 1960, to Seafarer and Mrs. Charles E. Saranthus, Irvington, Ala.

**Annette Marie Britan**, born April 1, 1960, to Seafarer and Mrs. Alexander S. Britan, Texas City, Tex.

**Christine Coats**, born Jan. 13, 1960, to Seafarer and Mrs. Ira K. Coats, Los Angeles 37, Calif.

**Charles Colon**, born April 12, 1960, to Seafarer and Mrs. Leopoldo Colon, Brooklyn.

**Doris Ann Cruz**, born Feb. 13, 1960, to Seafarer and Mrs. Juan A. Cruz, New Orleans, La.

**Richard Stanley Daniels**, born Feb. 26, 1960, to Seafarer and Mrs. Richard H. Daniels, Wancheson, NC.

**Mitchell Wilson**, born March 27, 1960, to Seafarer and Mrs. Thomas G. Wilson, New Orleans, La.

**Peggy Kathleen Adams**, born February 5, 1960, to Seafarer and Mrs. William E. Adams, New Orleans, La.

**Richard Travis Alford**, born April 20, 1960, to Seafarer and Mrs. Aleck L. Alford, Pensacola, Fla.

**Guy Robert Brinkerhoff**, born April '23, 1960, to Seafarer and Mrs. Albert C. Brinkerhoff, Yulan, NY.

## 'Safety Line' Goes Out To SIU Crews

A new publication in the field of shipboard safety was issued recently by the Safety Department of the Seafarers International Union. The four page publication, called the "Safety Line," is designed to encourage safety aboard ship and highlight the progress that has been made in achieving this goal.

It represents the joint effort being made by the SIU and the SIU-contracted companies to deal with problems of shipboard safety and serves as a news outlet for ship and shore personnel concerned with these problems.

The newspaper was designed especially for unlicensed seamen employed aboard ocean going vessels of companies the SIU has contracts with. In addition to news and safety suggestions, it has a section devoted to summaries of safety meetings aboard the various vessels, outlining what is being done, on the spot, to check accidents.

The "Safety Line" will be mailed to all vessels as part of the safety training program. Director of the Safety Department is Joe Algina.

EVERY SUNDAY DIRECT VOICE BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN AND SOUTH AMERICAN WATERS

# "THE VOICE OF THE MTD"

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

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

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

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

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

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

WCO-16908.8 KCs  
East Coast South America

WCO-22407 KCs  
West Coast South America

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

WMM 25-15607 KCs  
Australia

WMM 81-11037.5  
Northwest Pacific

MARITIME TRADES DEPARTMENT

# FINAL DISPATCH

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

**Jacinto Olabarrieta, 65:** Brother Olabarrieta died of natural causes at the USPHS hospital, Staten Island, April 7, 1960. Olabarrieta had sailed in the SIU deck department since November 1955. He is survived by his wife, Mrs. Justa Olabarrieta, of New York City. Interment was in Calvary Cemetery, New York.



**William S. McKenna, 54:** Brother McKenna died of a heart ailment on April 7, 1960, while at Deacon's Hospital, Boston, Mass. McKenna had sailed in the SIU deck department since November 1943. He is survived by a sister, Mrs. Sarah Niswell, of Weymouth, Mass. Burial services were not indicated.



**Manuel Sanoni, 71:** Brother Sanoni, a member of the Harbor and Inland Waters Division, died of lobar pneumonia at his home in Baltimore, March 31, 1960. A beneficiary, Mrs. Agar Garayoa, is the only listed survivor. Burial was in St. Stanislaus Cemetery, Baltimore.

**Thomas R. Nelson, 50:** Brother Nelson died of pneumonia at his

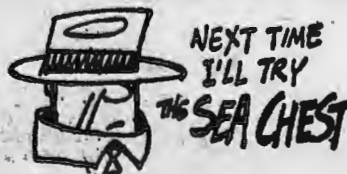
home in Norfolk, Va., February 11, 1960. Nelson had sailed briefly with the SIU. The administrator of his estate is Mrs. Virginia Anding. Burial was in Forest Lawn Cemetery, Norfolk, Va.

**Lish Taylor, 70:** Brother Taylor, who was on the SIU disability-

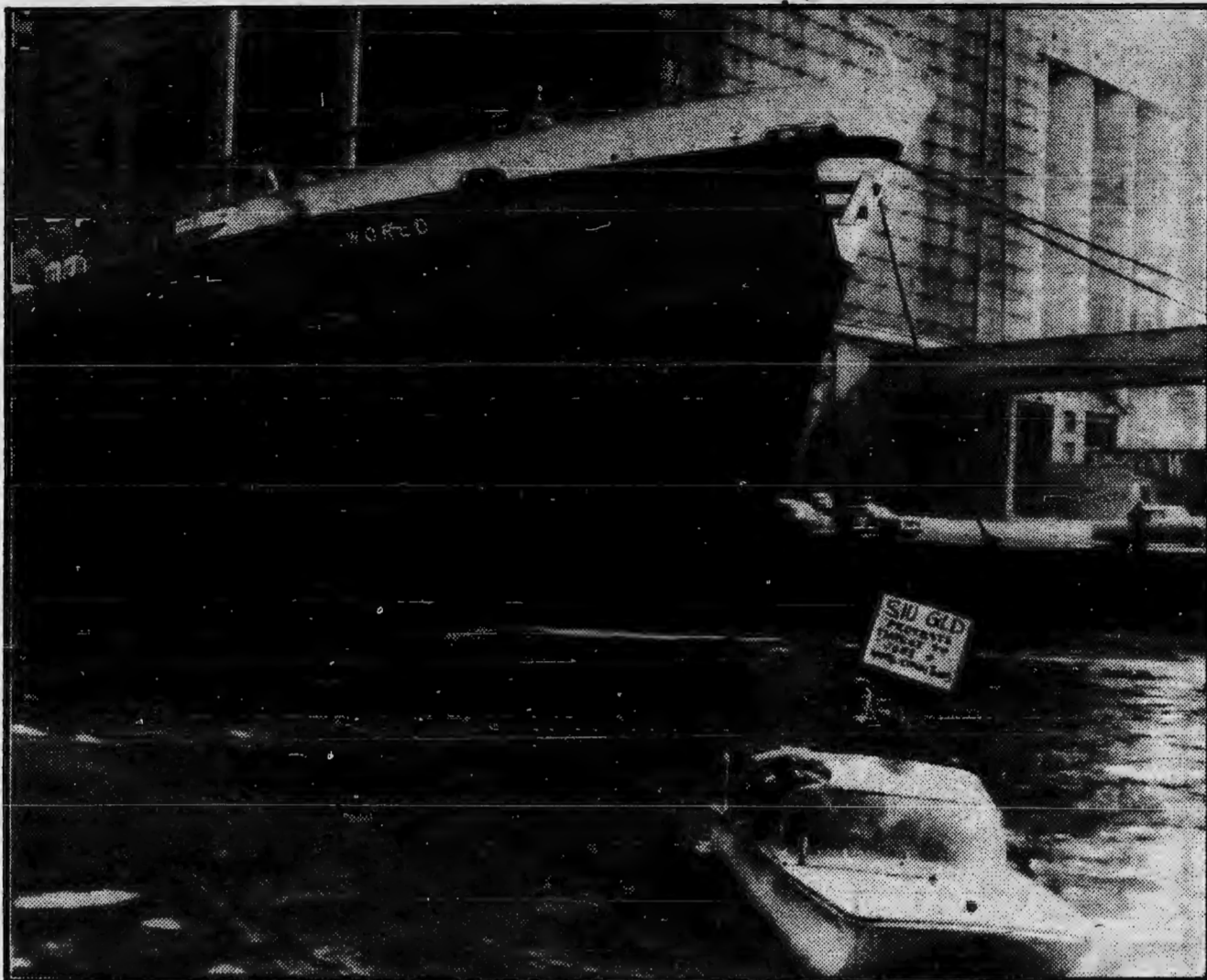


pension, died of acute coronary thrombosis while at his home in Mobile, Alabama, April 17, 1960. Taylor had sailed in the SIU steward department. He is survived by his wife, Mrs. Nicola Taylor, also of Mobile. Burial was in the Oaklawn Cemetery, Mobile, Ala.

**Yourick Guillory Jr., 26:** Brother Guillory died in Singapore, February 17, 1960. He had sailed in the SIU steward department since March, 1952. He is survived by his mother, Mrs. Meric Guillory of Mamou, La. Burial was in Mamou, La.



## Great Lakes Picketing Hits Runaway Invasion



Great Lakes Seafarer rides herd on the Liberian-flag World Jasmine in Duluth-Superior port area. Lakes men were protesting inroads of runaway-flag shipping in the bulk trades which have caused layoffs in American-flag shipping fleets.

DULUTH, Minn.—Great Lakes Seafarers, whose jobs are threatened by a mass invasion of the Lakes by runaways, conducted a successful nine-day protest here against runaway-flag shipping. As a result of the SIU's picketing of two runaway-flag bulk carriers, the chartered of several other runaway-flag ships were cancelled and the ships diverted from the Lakes.

Since the opening of the St. Lawrence Seaway, runaways have invaded the Lakes en masse. As a result, a number of American-flag bulk carriers have been unable to find employment this summer and never came out at the spring fitout.

The action started when the Liberian-flag World Jasmine ar-

rived at the Superior dock to load grain on May 6 and was met by SIU pickets. The grain workers, members of the International Longshoremen's Association, refused to cross the picketline. Tug workers of the SIU-affiliated Tug Firemen, Linemen and Watchmen's Association also refused to handle the ship.

SIU's protest action was stepped up when the runaway-flag tanker

Venture was greeted with pickets after it too tied up in the Duluth harbor for a cargo of grain. The Union further announced that it was employing a 24-hour watch against runaways entering the Lakes and that "action against other tankers is being considered."

### Meetings Planned

The end of the Lakes protest came at midnight, May 15 following a meeting of Union officials and US Senators and Representatives. It was agreed that the protest would be ended and a series of meetings would be set up to discuss the runaway-flag problem.

SIU Lakes officials pointed out that the mass invasion by the runaway flag ships has resulted in a virtual total loss of grain cargoes to American bottoms and that the use of foreign-flag bulk ore carriers is cutting heavily into the Great Lakes ore trades. As a result, Lakes seamen face heavy job losses. In 1959, 35 million tons of ore were brought into the American steel mills by foreign vessels.

### Supreme Court Decision

The Lakes' action follows closely on the heels of a decision by the US Supreme Court that a union could peacefully picket a foreign-flag ship in protest against the lower wages paid to the foreign crewmembers without fear of injunctions and lawsuits. The Supreme Court decision was handed down April 18, overturning a West Coast ruling that had previously enjoined the SIU-affiliated Marine Cooks and Stewards Union from picketing the SS Nikolos in Tacoma, Washington, in 1957. The MCS was protesting against the runaways for capturing the majority of US bulk cargo trade.

## Minimum Wage For Seamen Under Fire

WASHINGTON—Opponents of a bill that would include seamen under the minimum wage and maximum hours provisions of the Fair Labor Standards Act of 1938, testified here recently to keep seamen out of the picture. At present, all seamen, both ocean-going and for inland carriers, sailing on American-flag vessels have been excluded from the law's coverage.

The opposition to the labor-supported measure came in the form of testimony by Ralph Casey, president of the American Merchant Marine Institute and Paul St. Sure, of the Pacific Maritime Association.

Casey's position was based for the most part on the wages earned by ocean-going seamen, working union-contracted American-flag ships. In detailed length he expressed the wage scales of men at sea versus those people engaged in private manufacturing firms ashore.

The measure to amend the Fair Labor Standards Act of 1938, was

introduced by Rep. James Roosevelt, (Dem.-Calif.). Rep. Roosevelt's proposed amendment to end the seamen's exemption extends the coverage to employees of "large enterprises engaged in retail trade or service and of other employees engaged in activities affecting commerce." An increase of the minimum wage law under the Act to \$1.25 an hour is included.

Among other reasons, maritime unions are interested in the passage of the bill so that seamen on various non-union harbor and inland waterway jobs get a decent base wage scale. Employees of some of these non-union operations work as much as 84 hours a week and earn considerably less than the \$1 an hour Federal minimum.

## SCHEDULE OF SIU MEETINGS

SIU membership meetings are held regularly once a month on days indicated by the SIU Constitution, at 2:30 P.M. in the listed SIU ports below. 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:

New York	June 6
Philadelphia	June 7
Baltimore	June 8
Detroit	June 10
Houston	June 13
New Orleans	June 14
Mobile	June 15

## HIWD Wins Philly Tug Fleet Vote

PHILADELPHIA — The SIU's Harbor and Inland Waterways Division has racked up another organizing victory by winning representation rights in the Gellenthin Barge Line fleet. The HIWD and MEBA Local 101 swept a National Labor Relations Board election, receiving 15 votes against two for "no union." Four ballots were challenged.

The election was conducted after a 3½-month campaign which saw the engineers picket Gellenthin boats in several Delaware River ports. The HIWD also filed several unfair labor charges against the company for discrimination against SIU members. In the election itself, the names of both organizations appeared on the ballot in the space assigned to the union.

### Pact Seen Shortly

Negotiations have been opened by the HIWD for wage increases and improved working conditions. An agreement is expected shortly. Gellenthin crews had been working at sub-standard rates and below union conditions.

The election was arranged April 4 after the engineers had picketed the fleet for three months. HIWD and MEBA members kept up their pressure by maintaining round the clock picketing at Gellenthin's home office and pier in Paulsboro, NJ, and at piers in Camden, Marcus Hook, Philadelphia and Wilmington. A total of 622 men took turns during the three month strike, picketing by boat and ashore in support of the organizing drive.

Local 101 struck the fleet when Gellenthin refused to reinstate an engineer fired for Union activity.

The Gellenthin victory represents the second major HIWD win in the oil trades in recent months. Earlier, the HIWD won representation rights in the Graham Transportation Co.

Gellenthin uses five tugs and five barges to haul oil, principally on the Delaware River. It has contracts with Gulf, Esso, Sinclair, Atlantic and California Oil.

## On the ball

NEWS HEADLINES IN REVIEW



**RUSSIANS SHOOT DOWN AMERICAN HIGH-ALTITUDE OBSERVATION PLANE 1,000 MILES INSIDE SOVIET, CAPTURE PILOT. U.S. ADMITS MAKING MANY SUCH FLIGHTS FOR INFO ON USSR ROCKET BASES.**



**SUMMIT CONFERENCE FEATURES EXCHANGE OF ANGRY WORDS BETWEEN EISENHOWER AND KHRUSHCHEV. RUSSIANS CANCEL INVITATION TO IKE FOR JUNE VISIT TO USSR.**



**BALLYACHE, BOUGHT FOR \$2,500 SOLD FOR \$1,250,000.**



**CUBAN NAVY SHELLS AMERICAN SHIP. CASTRO CHARGES "INVASION" OF TERRITORIAL WATERS.**



**U.S. SUB TRITON MAKES UNDERWATER TRIP AROUND WORLD, DUPLICATES VOYAGE OF MAGELLAN.**



**RUSSIA ORBITS MAMMOTH NINE-TON SPUTNIK. CALLS IT PRELUDE TO MANNED SPACE FLIGHT.**



**EX-PRESIDENT TRUMAN ENDORSES SEN. SYMINGTON (MISSOURI) FOR PRESIDENCY IN BID TO STOP SENATOR KENNEDY'S BANDWAGON.**