

INDEX

To Departments

News Of

**SIU Inland
Boatmen's Union**
—Pages 8, 9

News Of

**SIU Great
Lakes Union**
—Pages 10, 11

News Of

**SIU Pacific
District Unions**
—Pages 22, 23

News Of

**SIU Commercial
Fishermen's Union**
—Page 18

News Of

**SIU Canadian
District**
—Page 21

News Of

**SIU Industrial
Workers Union**
—Page 26

News Of

**Safety, Medical
Departments**
—Page 12

News Of

**Social Security,
Food, Ship
Sanitation**
—Page 13

**Shipboard News,
Letters, Minutes**
—Pages 27 through 30

Editorial Cartoon
—Page 15

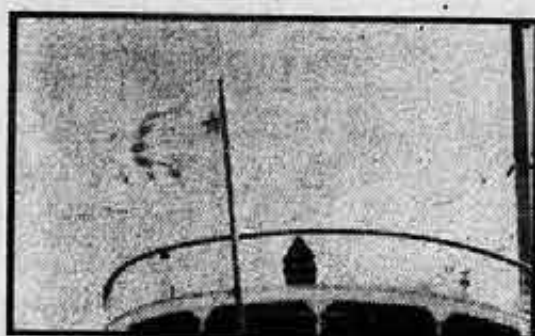
**A&G Deep Sea
Shipping Report**
—Page 6

Vol. XXII
NO. 15

SEAFARERS LOG

July 20
1960

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



Runaways May Take Russian Oil Charters

Story On Page 3



Nominations Begin; 43 SIU Posts Open

Story On Page 2



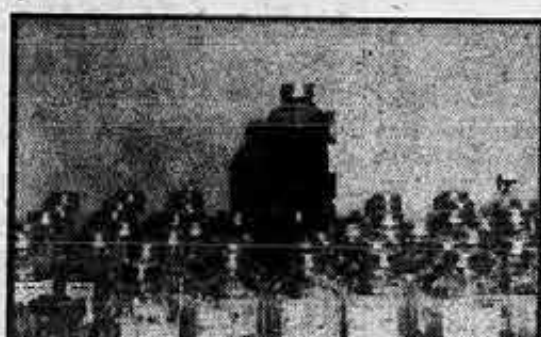
SIU Welfare Covers \$6,280 Hospital Bill

Story On Page 3



MTD Assails Defense Dep't Ship Travel Ban

Story On Page 5



1,000th Blood Gift Made To SIU Reserve

Story On Page 2



Alcoa, Bull Planning To Modernize Fleets

Story On Page 4



Elect Steward Group On Recertification

Story On Page 3

Nominating Open For 43 Elective Positions In SIU

A total of 43 elective posts, one of the largest number of positions ever to be placed on an SIU ballot, are now open for nominations under the revised SIU constitution. Nominations opened July 15 and will run for a month, until August 15. In the last elections there were 38 positions on the ballot. The number of posts to be filled and their distribution were approved by the membership in headquarters and in all ports following presentation of the president's pre-balloting report and recommendations.

The increase in the number of elective posts and the changes in their distribution reflect the growth and changes in the SIU. Under the new constitution, candidates will be elected to posts in the seven constitutional ports and headquarters. Other ports maintained by the SIU, which are not specified in the constitution, will continue to operate but will be serviced by joint patrolmen assigned from the nearest constitutional port.

For example, Norfolk will be serviced out of Baltimore, Jacksonville out of Mobile, Boston out of New York and so on.

As in the past, voting will commence on November 1 and continue through December 31, exclusive of Sundays, or holidays legally recognized in the city or state in which the port is located. Voting will be between the hours of 9 AM and 5 PM daily and 9 to 12 on Saturdays.

Under the constitution, any member may submit his name as a candidate for office provided he has at least three years' seafaring

in an unlicensed capacity, at least four months of which must be between January 1 and the time of his nomination; has been a full member of the Union in good standing for three years prior to his nomination; and has completed a certificate that he is not now, or has not been for the last five years a member of the Communist Party or convicted of a felony.

The last requirement is necessary to comply with the provisions of the Landrum-Griffin law, which bars anybody from holding union office if he or she has been convicted of a felony within a five-year period preceding the voting.

The headquarters positions open are: president, executive vice-president, secretary-treasurer, vice-president in charge of contracts and contract enforcement, vice-president in charge of the Atlantic Coast, vice-president in charge of the Gulf Coast, vice-president in charge of the Lakes and Inland Waters, and three headquarters representatives.

The port positions open are: New York—1 agent, 10 joint patrolmen; Philadelphia—1 agent, 2 joint patrolmen; Baltimore—1 agent, 4 joint patrolmen; Mobile—1 agent, 4 joint patrolmen; New Orleans—1 agent, 4 joint patrolmen; Houston—1 agent, 2 joint patrolmen and Detroit—1 agent.

Pre-balloting Report, see page 14.

Requirements For Nomination

Members who wish to submit their names for nomination are required to either deliver, or send, the following material to the credentials committee at headquarters:

- his name
- his home address and mailing address
- his book number
- the title of the office he is seeking
- proof of citizenship
- proof of seafaring
- the certificate that he is not now, and hasn't been for the last five years, a member of the Communist party, or convicted of a felony.

In addition, all candidates are asked to submit a statement of approximately 100 words on their qualifications, and a passport photograph to the LOG to be run in the Union newspaper in advance of the voting.

The certificate reads as follows, as per the SIU constitution:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes."

Dated:

Signature of member

Book No.



One-thousandth pint of blood collected by SIU blood bank is donated by Seafarer Vincent M. Mackelis, AB. It was Mackelis' second donation to the bank which serves all Seafarers and their families.

Blood Bank Gets Its 1,000th Pint

The SIU Blood Bank in New York collected its 1,000th pint of blood early this month as Seafarer Vincent M. Mackelis, AB, contributed to the central blood reserve for Seafarers and their families.

Mackelis was followed in short order by John Fancutt, AB, who started the blood bank on its second thousand go round.

Since the blood bank was established, it has assisted hundreds of Seafarers all over the country and members of their families in meeting the need for blood transfusions.

Operated Through NY

Operated through the New York clinic of the Seafarers Welfare Plan, in conjunction with the Brooklyn Donor Center, the SIU blood bank has exchange arrangements with other blood banks throughout the country.

As a result, blood can be delivered without delay to Seafarers or members of their families in any major city. The drafts against the SIU blood bank are then balanced off through exchanges with blood banks in other cities.

As a result of this system, the blood bank not only supplies blood when and where needed, but also can come up with relatively rare blood types. The exchange arrangements enable the blood bank

to call upon the resources of other central blood banks for relatively rare types of blood which would not be obtainable otherwise.

In several instances, the blood bank has supplied rare and hard-to-obtain blood needed for surgery upon Seafarers and members of their families. Large quantities of blood can also be supplied as in the case of a Seafarer's daughter who needed pints because of a delicate "open heart" operation. All her needs were met through the SIU blood bank.

Ship Crewings Aid Baltimore

BALTIMORE—Business had been slow here, with a total of 261 men shipped since the last meeting, but the overall picture looks a little brighter with a possibility of crewing up at least three ships in the near future. They are the Alcoa Pennant, Bethcoaster and Village.

Port Agent Rex Dickey writes that payoffs have been running smoothly aboard the Emilia, Mae and Jean (Bull); Chlore, Feltore and Santore (Marven); Bethcoaster and Bethtex (Ore Navigation); Alcoa Pennant and Robin Sherwood (Robin).

Signing on were the Chlore, Santore, Feltore, Bethtex and Montego Sea (Lion).

LET 'EM KNOW!
Write TO THE LOG

2 Nations Seek Ship Registries

Lebanon and Somalia have taken a look at the runaway-flag business, found it to their liking, and are preparing to set up shop. Their problem will be to lure the customers away from Panama and Liberia, who are already deep in the trade. Lebanon is prepared to offer exemption from payment of income taxes, Lebanese crewmen who labor without a minimum wage scale and an annual fee of about eight cents a ton.

Somalia, which attained her independence July 1, plans to accept registration of ships regardless of origin or ownership. The only fees will be based on tonnage.

The Journal of the International Transport Workers Federation had this thought on the prospective Somali registrations: "It is feared that the use of a Somali registry will enable a certain type of owner to pay lower fees and observe lower standards of safety and conditions for new members than are required by major maritime countries."

SEAFARERS LOG

July 20, 1960 Vol. XXII, No. 15



PAUL HALL, President

HERBERT BRAND, Editor. BERNARD SEAMAN, Art Editor. HENRY ARTHUR, AL MASHIN, CHARLES BEAUMET, ARTHUR SOAL, ALBERT AMATEAU, Staff Writers. BILL MOODY, Gulf Area Representative.

Published monthly at the headquarters of the Seafarers International Union, Atlantic Gulf, Lakes and Inland Waters District, AFL-CIO, 475 Fourth Avenue, Brooklyn 32, N.Y. Tel. HYacinth 9-6600. Second class postage paid at the Post Office in Brooklyn, N.Y. under the Act of Aug. 24, 1912.



Five Seafarers Approved For Disability-Pension

Trustees of the Seafarers Welfare Plan have okayed another five Seafarers for the special disability benefit of \$35 a week because the applicants are not medically qualified to sail anymore. The five were approved for the disability benefit at the June 29 meeting of the trustees.

The latest five to be added to the special disability list are:

George Goodwin, Louis H. Harris, Santiago Pascal, George H. Seeberger and Jose Soares.

Goodwin, age 66, was disabled because of damage to the retina of both eyes. He was a member of the engine department.

Harris, who sailed in the steward department, is 66 and has been sidelined because of a heart ailment.

Pascal was found not fit for duty due to heart trouble. He is 71 and

formerly sailed in the steward department.

Seeberger, who is ailing with a heart condition, is 62. He was a member of the steward department when he sailed.

Soares was inactivated from shipping by injuries he sustained in a shipboard accident. He is now 52, and used to ship in the deck department.

The SIU disability benefit is payable to Seafarers of any age who are no longer able to sail because of physical infirmities. Twelve years' seafaring on SIU ships is the basic requirement for an applicant.

In addition to the SIU benefit—which totals up to \$150 a month—the individual is also covered by Social Security benefits if he is disabled and over 50, plus the usual benefits paid to those over 65.



Goodwin



Pascal



Harris



Seeberger



Soares

LOG EXPANDS, GOES ON NEW SCHEDULE

Broader coverage of matters of interest to Seafarers, both in the maritime industry, in the labor movement and in the world at large will be featured in the new revised SEAFARERS LOG, which will now be published on a monthly basis.

As this issue indicates, each monthly edition of the LOG will consist of 32 pages and will include coverage of the many areas in which the SIU is active, within the various divisions of the SIU Atlantic, Gulf, Lakes and Inland Waters District as well as the activities of other SIUNA affiliates in the US which would be of interest to Seafarers.

The change in scope of news coverage reflects the change in recent years in the District and its activities in areas other than the deep sea field. For example, the SIU represents large groups of workers in the Inland Boatmen's field, including tugs, barges, small coastwise cargo operations, excursion boats, railroad tugs, dredges and the like. The Union also has a sizable group of allied marine workers in industrial plants in major East Coast ports; a Puerto Rico division including industrial workers on the island, and fishermen in Massachusetts.

Lakes Activity Increases

SIU activity on the Lakes is on the rise as a result of the opening of the St. Lawrence Seaway, and this area will come in for regular coverage in the LOG.

New programs set up for the benefit of Seafarers in negotiations with SIU-contracted operators include the A&G Food Plan, the Safety Department of the Seafarers Welfare Plan and the Social Security Department of the Welfare Plan, along with the standard welfare benefits for Seafarers and the operations of the various SIU clinics. These activities will also be given regular coverage on a departmental basis.

Outside of the Union itself, there are constant developments in the maritime field, in the AFL-CIO, or in the nation and world at large which have an impact on seamen's livelihood and conditions. The new LOG will include increased information on such activities. International affairs are becoming increasingly important to seamen, both the activities in the labor field in such organizations as the International Transportworkers Federation, and the International Confederation of Free Trade Unions, and developments in relations between the US and other countries which have a marked effect on the patterns of shipping.

The monthly schedule of the LOG reflects the new structure of the Union with membership meetings being held on a monthly basis. The LOG will be coming out on a regular schedule after the monthly meetings have been held in the seven major ports.

Runaways 'Study' Red Oil Charters; Peril US Control



Despite severe damage to bow suffered in Mediterranean Sea crash, Soviet supertanker Peking rushed cargo of oil to Havana. Sending of ship on voyage in this condition reflects Soviet shortage of tankers, leading in turn to Russian moves for deals with runaway tankers.

The manufactured myth of "effective control" as a justification for registering ships under the runaway flags may go up in smoke as the result of the Soviet Union's entrance into the world tanker trades. Runaway ship operators in the oil-carrying business are eyeing ways and means of getting into the Russian oil trade without losing out on their busi-

ness from giant American oil companies.

Russia's sudden emergence in the world oil picture was highlighted by Cuba's seizure of American and British-owned refineries and its agreement to import oil from Russia to supply them. In addition, the Russians have contracts to run oil to India, Finland, Italy and other nations.

Russian Pitch

Short of tonnage itself, the Russians are now making a pitch to independent tanker operators under the runaway flag and European flags as well. Already, numerous British, Greek and Italian-registered tankers have contracts to carry Russian oil. Further, a report from business representatives of Aristotle Onassis in West Germany states that the Soviet Union is going to try to put the squeeze on the runaways through the governments of Liberia and Panama. The purported "squeeze" may be the excuse the runaways are looking for.

The SIU and other maritime unions have long warned that runaways could not be relied on to be loyal to the US in times of emergency, despite the claims by the State Department that these vessels are under the "effective control" of the United States and can be relied on to keep the US supplied.

Further, the unions have pointed out that the crews, as well as the

ships are not subject to US control.

The point was stressed by the SIU counsel in recent hearing before the National Labor Relations Board on the Union's right to organize runaway ships. The crews in many instances come out of labor movements in which there are strong Communist or pro-Communist organizations.

Up until now, it has paid the operators under the runaway flags to do business with US oil companies, because they moved the bulk of oil in the international trade. If the Russians grab off a big hunk of that trade, the runaways will inevitably drift into their orbit. Such a development would be a serious blow to the ability of the US to meet an international emergency.

Esso Warning

The oil companies themselves have shown their concern about their ability to hold onto the tanker operators, with Esso warning that it would not give a charter to anybody who handles Cuban oil.

However, one of the major operators in the runaway field, Stavros Niarchos, already has long-term contracts to move Russian oil on Greek-flag vessels. Both Niarchos and Onassis felt impelled to come out and deny that they would carry Russian oil in the Cuban trade. Onassis readily agreed that the Cubans and Soviets had both approached him for tankers.

Another factor in the situation is the degree to which the United States can compel such independent countries as Panama and Liberia to toe the line on this issue. There are strong anti-American and pro-Castro elements in Panama who would probably like nothing better than to tweak Uncle Sam's nose by having Panamanian-flag vessels carry Soviet oil.

Before Cuba's seizure of its refineries, the refineries were supplied by oil from Venezuela carried on runaway-flag ships. Esso and Texaco were the American companies in this trade, with the Royal Dutch-Shell combination also operating runaways on this run.

SIU Welfare Pays \$6,280 Benefit, Largest On Record

The exceptional coverage provided by the Seafarers Welfare Plan for even the most extended periods of hospitalization was demonstrated on July 8 when a check was issued to Seafarer Ronald Bowden for \$6,280 in benefits. This was, by far, the largest benefit ever paid by the Plan for family hospital and surgical coverage.

The benefit payment covered 392 days' hospitalization for Bowden's wife, Margaret Rose Bowden in the Firland Sanatorium in Seattle. Mrs. Bowden was being treated for tuberculosis, and in addition, had to have some surgery performed.

Hospital Room and Board

Under the SIU Welfare Plan, Mrs. Bowden was entitled to the \$15 daily hospital room and board benefit for her entire period of confinement. By comparison, the New York Blue Cross Plan limits its coverage to 21 full days and 180 discount days, and most insurance company hospitalization plans generally run no longer than 30 to 60 days.

The Welfare Plan also paid for hospital extras up to \$200 for the first 31 days and a maximum of \$200 thereafter. Mrs. Bowden collected the full \$400 allowance as she had 55 laboratory tests and 12 x-rays during her confinement.

The largest previous benefit paid by the fund was \$2,334 to Seafarer Simon P. Morris, May 13, 1959, covering 159 days' hospitalization of his wife.

The Bowden case, along with other long-term hospital confinement cases, emphasizes the value of the Welfare Plan's unlimited hospital benefit feature. Without such a feature, extended periods of hospitalization for members of

Seafarers families would mean staggering hospital bills which they could not afford to meet.

Including the unlimited provision in the benefits, the trustees of the Welfare Plan had in mind

that the greatest need for coverage would be in just such cases of chronic or long-term illnesses, the type of ailments, incidentally, which affect a growing percentage of the population.

Elect Steward Committee To Study Recertification

Five chief stewards have been elected by the headquarters membership to draft recommendations for a recertification program for chief stewards on SIU-contracted vessels. The action by the July 5 head-

quarters meeting kicks off study and consideration of what standards should be established to be met by men sailing in the chief steward's rating.

The committee's recommendations, when drafted, will be submitted to the membership at a subsequent meeting.

Elected to the committee were Walter C. Patterson, Richard H. Simpson, Nicholas Nomikos, E. R. Rosado and Walter Marcus.

The committee will study procedures to be established to recertify men now sailing chief steward as well as a uniform system for upgrading to the top steward department rating. Any proposals drafted by the committee and subsequently approved by the member-

ship would become subject to collective bargaining between the SIU and its various contracted steamship companies.

In calling for the election of a committee to deal with this subject it was pointed out that there never has been a set of standards for the chief steward rating.

Since the chief steward's responsibilities are largely administrative, covering such areas as work assignments for members of the galley department, storing, inventory control, meal planning and menus, shipboard sanitation, galley equipment and shipboard housekeeping, the committee will discuss what qualifications the chief steward should have to handle these various responsibilities.

Be Sure To Get Dues Receipts

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

President Signs Trade-In Bill; Alcoa, Bull Can Upgrade Ships

WASHINGTON—An important boost for non-subsidized steamship companies was approved by President Eisenhower recently when he signed a bill permitting shipowners not receiving Government subsidies to trade-in older ships for C-2s, C-3s and C-4s.

The bill will permit the SIU-contracted Alcoa and Bull lines to improve their fleet by swapping older vessels for more modern and more efficient ones. It was designed to upgrade the American-flag non-subsidized fleet.

The unsubsidized operators had

argued that the trade-in method was the only way they could improve their present fleets. Without construction subsidies, they would be forced to run their present war-built ships until they could no longer operate. This was particularly true for Bull Line which

operates in the domestic trade and consequently has to have its ships built in an American shipyard.

Under the bill, Alcoa, Bull and other unsubsidized companies, such as tramp operators, would obtain tonnage which had been traded-in to the Government by subsidized companies. The subsidized companies are turning in their C-type ships to Government boneyards as they replace them with Mariner-type or other advanced vessels under construction.

The bill was supported by the American Merchant Marine Institute, representing Atlantic and Gulf Coast shipowners, the Departments of Commerce and Defense and the General Accounting Office.

It was opposed by the Pacific American Steamship Association, and ran into some tough sledding in hearings before the House Merchant Marine Committee, but the combined support of the various Government agencies apparently was sufficient to swing the balance in favor of its passage.

Alcoa had announced at the hearings that it would use the bill as a vehicle for trading in its C-1s for C-2s or C-3s. The company has not yet revealed what its specific plans are along these lines. Bull plans to apply for two C-4 ships immediately, offering some of its older tonnage, possibly Liberty ships, in exchange. If it obtains the larger vessels, Bull Line will be able to modify them so as to accommodate between 48 to 178 35-foot containers and still have enough space to carry as much break-bulk cargo as its present C-2 vessels do when fully-loaded.

The number of containers the C-4s could carry would depend on the amount of rebuilding done on the ships. The simplest plan would involve moving the C-4 midship house aft, leaving the forward decks clear for the stacking of containers as deck cargo.

Coast Guard Mars SIU Lakes Payoff



This quartet spoke for crew during Transnorthern payoff in Duluth, (l. to r.) Fred Gentry, fireman; Joe Donovan, AB; W. McKeon, MM, Phil Quahm, AB.

DULUTH—The SIU-manned Transnorthern became the first Union-contracted ship to pay off at this Lake Superior port on June 30, and if her experiences are any criterion, Seafarers hitting here should expect to run into a species of Coast Guard operation, which went out long ago on the deep sea ports.

"The Transnorthern was paid off by two Coast Guardsmen who had never paid off a deep-sea ship before," reports SIU rep. Pete Drews. "The man in charge . . . insisted upon placing charges against nine men for missing one day's work during a 3½-month trip. One man was charged by the Coast Guard for missing one watch. It took from 8 o'clock in the morning to 9:30 at night for this commander to type up misconduct charges against nine men. The Coast Guard held up the men's money until the charges were presented."

After waiting all day for the Coast Guardsmen to stop playing public prosecutor, the ship's crew was finally rewarded for its patience when Drews and Paul Drozak paid off the ship and straightened out a number of beefs, including some on delayed sailings.

The Transnorthern had carried grain during her last run, and was in Duluth to pick up another load of wheat, this one headed for Spain.

While the Transnorthern was in port, she was berthed right next to

the Liberian-flag Transcape (formerly an SIU-manned vessel) run by the same operators. "I wonder how much overtime the men on the Panlibhono-flag Transcape collected on their last voyage from the same company," Drews observed.

Porpoises Smarter Than Sea Lawyers?

A Navy researcher just found out that dolphins (porpoises) may be smarter than men. His name is John C. Lilly, in case anyone wants to send him a telegram. He started out without any prejudices, but the dolphins won him over to their side, and now he says that they possibly have superior brain power to men, perhaps from eating fish.

Some of Lilly's arguments are as follows: Dolphins have a language of their own in which they communicate with one another. The Navy has been listening in on their wave lengths, and as soon as we decipher the code, we'll know what they've been saying.

Dolphins swim to each other's aid when in trouble. This is more than can be said for man on some occasions.

Lilly is trying to teach one of his smart dolphins how to communicate with man. The bright fish had "three-two-three" said to him and said it right back. Only thing is, his voice sounded kind of waterlogged.

The Navy is hoping that these splendid fish when they get enough training can be used to tip us off on all the ocean's secrets, such as weather, tides and where the best

marlin are running. Your West Coast tuna fishermen already use dolphins to spot the locations of a school of tuna.

We don't know what will come of this, but whatever happens, we'll keep the membership informed.



LABOR 'ROUND THE WORLD

THE FACT THAT TRADE UNION MOVEMENTS ARE A battleground between East and West was pointed up once more in the course of the riots and demonstrations in Japan against the Japan-US security treaty, which led to the cancellation of President Eisenhower's visit to that country.

It should not be overlooked, that despite the identification of some sections of the Japanese union movement with the anti-US demonstrations, other groups, including the All-Japan Seamen's Union, and Japanese unions affiliated with the International Confederation of Free Trade Unions steered clear of the demonstrations and criticized them. That the Communists made some serious penetrations in Japanese labor should not be denied, but at the same time, a balanced verdict on the outcome shows that the contacts between Japanese labor and free world labor organizations have been a not inconsiderable asset.

In the United States, of course, Communist penetration of trade unions as a means of affecting national policy is not now a serious problem. There is one major exception to this general observation and that is on the West Coast. There Harry Bridges still utilizes the long-range Communist Party tactic of attempting to penetrate and disrupt existing non-Communist trade unions and then utilizing them to promote the political objectives of the Soviet Union.

The ILWU apparatus under Bridges uses two basic tactics. It collides head on with existing unions via raids in an attempt at open takeover. Or, where this is not possible, it seizes on any available issue or grievance as a means of chipping away at the union's structure and encouraging factional disputes so as to pave the way for eventual takeover.

There is an undeniable link between Bridges and the Japanese demonstrations. One year ago, in the spring of 1959, he presided at a conference of pro-Communist trade unions in Tokyo.

Among other business transacted at this conference, was a resolution calling for the abolition of US military bases in Japan, which would leave that nation defenseless in the face of Red China and the Soviet Union. This was also the objective of the anti-US demonstrations in Tokyo in June.

At the time, the SEAFARERS LOG characterized the conference as follows: "A transparent effort to blacken US foreign policy in non-Communist Asiatic countries . . . to make it appear that maritime labor is mouthing the Soviet line on world issues . . ."

That conference was boycotted by the All-Japan Seamen's Union and the Japan Trade Union Congress, an affiliate of the International Confederation of Free Trade Unions. It should be pointed out that the All Japan Seamen's Union has friendly relationships with the SIU of North America, the product of many cordial and informative contacts and discussions between leaders of that union and the SIU. The same holds true for other waterfront and shoreside unions in Japan who maintain relationships with the AFL-CIO and the ICFTU.

One footnote should be added here. Last September when Soviet Premier Khrushchev was in the US, he made a point of visiting Bridges' headquarters on two separate occasions the same day to greet and warmly applaud Bridges and his cohorts. That alone should convince anybody of the importance the Soviet Union attaches to penetration of the trade union movement.

THERE HAS BEEN A SIGNIFICANT DEVELOPMENT WITHIN the International Confederation of Free Trade Unions, namely the election of Omer Becu, general secretary of the International Transportworkers Federation, to the general secretaryship of ICFTU. Since 1949, ICFTU has been the meeting place and spokesman of the free world labor movement, including the AFL-CIO.

It is to the credit of the world maritime labor movement that one of its members has been chosen to head up the world labor organization. Becu has been active in trade unions for 40 years. A native of Belgium, Becu started out as a seaman, serving as a radio operator on Belgian ships. Later he became head of the Belgian longshore union movement, and subsequently was named to the ITF position.

In the ITF, Becu has been a staunch supporter of the fight on runaway-flag ships and has worked closely with the SIU and other US maritime unions to protect the interests of seamen everywhere.

AT THIS WRITING THERE ARE A NUMBER OF AREAS of the world, particularly in Africa, where new nations are obtaining their independence, or are about to in the near future. In some instances, the transition to independence has been made smoothly. In others, there has been a great deal of difficulty and even chaos.

One of the keys to the nature of the transition has been the existence of a sufficient group of trained, experienced leaders who are capable of stepping into the shoes of the former European administrators and taking over the operations of a government.

In that respect, the world labor movement has made a valuable contribution. For a number of years now, for example, the AFL-CIO has been active in the international field in assisting the development of embryo trade unions in underdeveloped countries, helping them set up their machinery, advising and educating their leaders and so on. The same has been true of other free world trade unions. As a result, leaders have emerged in a number of these countries right out of labor's ranks, and, more important than that, having sympathy for and understanding of democratic procedures because of their close relationships with the AFL-CIO and other western trade unions.

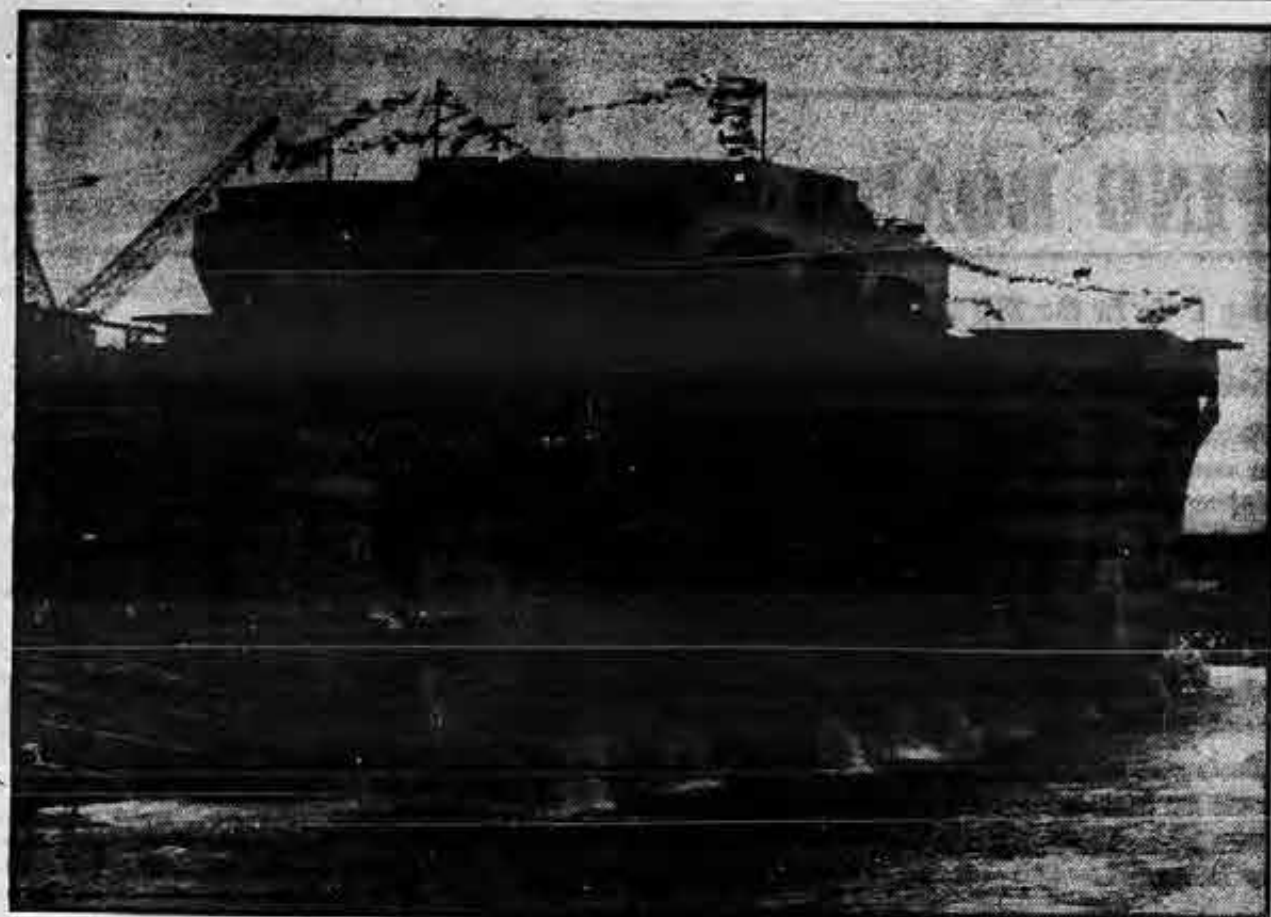
The world labor movement's role is particularly important here because the leaders of the new nations, of necessity, arise out of the ranks of their labor movements. In most instances, business, administration, trade and government were in the hands of Europeans. The labor movements of these new nations were one of the few avenues of advancement for members of the native population and industrial labor jobs were their source of employment.

If the industrial and governmental leaders formerly in control of these areas had done a better job of training replacements, it is agreed by all concerned, that the transition to self-government would be made more smoothly in these countries. In this respect, they might have borrowed the approach used by the AFL-CIO in its efforts to assist citizens of new nations to assume the responsibilities of self-government.

Union Has Cable Address

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

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



New Del Rio for Delta Line hits water with a splash and banners flying after broadside launching at Avondale Marine Ways in New Orleans. Vessel will replace one of present C-1s on West Africa run.

Delta Line Launches New Ship

NEW ORLEANS—The first vessel in the Delta Line's rebuilding program, which will involve 14 new ships, was launched here recently at the Avondale Marine Ways. The Del Rio, which will replace one of the company's C-1s on the African run, is the largest vessel ever constructed on the Mississippi River. It is one of three which will be built by Avondale.

The vessels will be air-condi-

Anti-Scab Bill Vetoed In Louisiana

BATON ROUGE, LA.—An anti-strikebreaking bill, after passing both houses of the Louisiana legislature, was vetoed by Gov. James H. Davis.

In spite of concentrated employer pressure to defeat it, the bill passed the lower house of the legislature by a vast margin. It also went through the Louisiana Senate, by a count of 23 to 12. At that point Davis killed it with his veto.

The bill, fiercely opposed by publishers, forbids the use of strikebreakers imported from outside the state by any "person, firm or corporation not directly involved in a strike or lock-out. The newspaper and printing industries are well known for their employment of professional strikebreakers and their "schools for scabs." Pennsylvania is the only state that now has such a law on its statute books.

tioned in the dining quarters and will feature certain innovations such as mechanical hatch covers and heavy lifts. Other unusual features include a split island design of the tanker type, which will allow for speedier cargo handling as the hatches will be concentrated in the center of the vessel.

The Del Rio is 506 feet long, 70 feet in the beam and draws 28 feet. At 18 knots it is far faster than the present C-1s and also has far

more cargo capacity.

The Avondale yard won the right to build the three vessels with bids of slightly less than \$10 million for each of the three. Other bids ranged as high as \$12 million per ship.

Miss Stella Evans Farwell, granddaughter of the late Rudolph S. Hecht, one of the founders of the Delta Line, launched the vessel. It will go into service some time in 1961.

LABOR ROUND-UP

A Virginia garment company which has opened a plant in Ireland has reached agreement with the International Ladies Garment Workers Union setting up an insurance fund out of which workers will be paid if their earnings drop due to the new plant. Their average wage at present is from three to six times greater than the Irish workers' income. The agreement came after a brief strike at the plant.

As a way of fighting unemployment brought on by automation, the Meat Cutters' 20th general convention at Atlantic City called for a massive effort for a shorter work week. Delegates were told that major economic dislocation for the entire nation is threatened by the trend to automation in industry after industry.

Representatives of more than 80,000 retail clerks in California pledged their "vigorous and effective" support to the consumer boycott of Sears, Roebuck and Co., which was launched by the San Francisco Labor Council. The boycott came about after Sears refused to reinstate 262 employees who were fired for refusing to cross a picket line.

Members of the International Association of Machinists voted to ratify new two-year contracts covering 27,500 Convair workers and 18,000 Douglas employees at San Diego and other California locations. Still out on strike, however,

are 10,500 Machinists at various California locations. And in East Hartford, Connecticut, 31,000 IAM and United Auto Workers members went into the fifth week of their strike at the world's largest jet engine plant, operated by United Aircraft.

A Presidential emergency board has been set up to investigate a contract dispute between the Switchmen's Union of North America and a group of midwestern railroads. Appointment of the board under the Railway Labor Act has the effect of postponing strike action for at least 60 days. Wage rates and working rules at issue will be investigated by the board.

Organized labor in Mississippi has opened a drive to block efforts to write the state's "right-to-work" law into its constitution. Officers of the Mississippi State AFL-CIO have challenged the legality of an announced referendum and have petitioned the chancery court for an injunction to block the vote. Specifically, the suit charges that official 30-day notice of the election was given in only one of the state's 32 counties through publication in three local newspapers. In addition, the union group charged that the legislature, which voted to submit the amendment, was not properly apportioned as required by state constitution. It explained that in Mississippi—as in other states—large population areas are under-represented in the state legislative bodies.

Operators, MTD Hit Defense Dep't Air Travel Plan

WASHINGTON—American-flag passenger ship operators stand to lose 10 percent of their revenues as the result of an announcement by the Department of Defense that it will switch to the airways in moving members of the Armed Forces and their dependents to and from overseas points.

A matter of dollars and cents was involved, the Defense Department claimed, in its decision to use air transport exclusively, starting September 1, 1960.

The decision drew immediate fire from the seamen's section of the Maritime Trades Department. The Department charged that the Military Sea Transportation Service carried over one-third of the military passenger traffic in 1959 as compared to only 2½ percent transported on privately-owned passenger ships.

If the primary reason for eliminating military passenger travel on ships is to save Defense Department dollars, the statement added, then why keep MSTs in operation?

Companies that will be hit by the decision include Matson Navigation and American President Lines, under contract to the SIU Pacific District, as well as US Lines and American Export.

The Maritime Administration has asked the Defense Department to allocate a small percentage of its military passenger travel to American shipping as a means of maintaining a functioning merchant marine. The Defense spokesman took the position that the Armed Forces are not in the business of subsidizing maritime. Perkins McGuire, Assistant Secretary of Defense, told a House Merchant Marine subcommittee that continuing use of American-flag passenger services by the military would amount to a "double subsidy." He pointed out as an example, the cost of transporting passengers to Hawaii from the West Coast was \$65 by air as compared to \$300 by ship.

In retort, shipping representatives argued that the national interest is committed to a healthy merchant marine. They said that the merchant marine, over the

years, had depended heavily on US Government business and specifically, Defense Department cargo and passenger movements to keep active. In turn, the Defense Department is constantly calling for the existence of a strong merchant marine as an essential cog in national defense planning.

The Defense Department was asked not to sacrifice the long-term benefit of a functioning merchant fleet, specifically in the passenger transportation area, for the sake of immediate savings in transportation of military passengers.

In the current fiscal year, commercial passenger ships are carrying about 25,000 passengers on behalf of the military. They will lose all this traffic as of September 1. By contrast, last year, some 348,000 military passengers moved on commercial airliners.

Seamen Off British Ships In Wildcat

British seamen in several areas have walked off their ships in an "unofficial" strike over base wages and the length of the work week. The strike has not been endorsed by the National Union of Seamen.

With a base pay of around \$105 a month and no weekend overtime for watchstanders, the strikers are reportedly seeking a four pound (\$11.20) monthly increase and a 44-hour week. Such an arrangement would give watchstanders four hours' overtime on Saturday and eight hours on Sunday. The present OT rate under the British contract is four shillings (50 cents) an hour for most ratings.

Watchstanders do not get overtime for Saturday and Sunday work. Instead there is a paid leave arrangement for Sundays spent at sea.

Walkout Spreads

The tie-up began originally in the steward department aboard the Cunard passenger liner, Carinthia, and from there spread to many other ships in the British Isles. Sympathy protests were held briefly in Canada and US ports. British seamen are subject to arrest if they walk off their ships in an Empire port other than in the United Kingdom itself.

Shipowners have been threatening to consider the contracts of seamen broken by the walkout, which would pave the way for the British government to draft all strikers under the age of 26 into the British armed forces.

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	August 8
Philadelphia	August 9
Baltimore	August 10
Detroit	August 12
Houston	August 15
New Orleans	August 16
Mobile	August 17





June 22 Through July 5, 1960

The general shipping forecast is moderate shipping for the next few weeks.

Ship Activity

	Pay Offs	Sign Ons	In Trans.	TOTAL
Boston	3	—	3	
New York	19	2	17	38
Philadelphia ..	2	3	11	16
Baltimore	10	5	14	29
Norfolk	—	—	6	6
Jacksonville ..	2	—	7	9
Miami	—	—	3	3
Mobile	7	—	5	12
New Orleans ..	3	5	23	31
Houston	5	2	26	33
Wilmington	—	—	8	8
San Francisco ..	3	2	2	7
Seattle	—	—	5	5
Totals	54	19	130	203

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	4	12	1	17	—	2	—	2	3	8	—	11	—	1	1	2	—	—	—	—	11	2	3	16	9	15	4	28	—	3	2	5
New York	24	33	13	70	—	4	19	23	19	37	8	64	2	7	12	21	2	2	1	5	64	21	5	90	92	125	40	257	2	18	45	65
Philadelphia	3	5	1	9	—	—	4	4	3	6	—	9	1	—	2	3	—	—	—	—	9	3	—	12	11	19	7	37	—	2	1	3
Baltimore	7	15	7	29	—	2	8	10	8	15	3	26	2	3	5	10	—	—	1	1	26	10	1	37	32	81	14	127	4	17	36	57
Norfolk	4	6	2	12	—	1	—	1	3	7	1	11	2	2	4	8	—	—	2	2	11	8	2	21	4	8	2	14	—	3	—	3
Jacksonville	5	11	1	17	—	4	2	6	1	5	1	7	2	2	1	5	—	—	2	2	7	5	2	14	9	16	1	26	—	3	7	10
Miami	—	—	1	1	—	—	3	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	4	—	1	1	2
Mobile	2	7	1	10	—	1	—	1	3	11	4	18	—	1	1	2	—	—	1	1	18	2	1	21	29	40	6	75	1	4	7	12
New Orleans	16	37	12	61	4	4	8	16	9	26	4	39	2	3	6	11	—	—	3	3	39	11	3	53	58	93	22	138	6	21	21	48
Houston	16	25	8	49	3	5	5	13	21	25	14	60	2	5	9	16	—	1	1	2	60	16	2	78	16	30	2	48	2	6	5	13
Wilmington	3	3	3	9	—	4	3	7	3	2	1	6	—	1	—	1	—	—	—	—	6	1	—	7	11	12	4	27	—	3	4	7
San Francisco	1	6	4	11	—	—	—	—	2	10	6	18	—	—	5	5	—	—	—	—	18	5	—	23	15	17	4	36	1	2	2	5
Seattle	2	8	1	11	1	2	2	5	—	3	—	3	—	—	—	—	—	1	1	2	3	—	1	4	17	13	3	33	2	7	2	11
TOTALS	87	164	55	306	8	29	54	91	75	155	42	272	13	25	46	84	2	5	14	21	272	84	20	376	303	471	111	885	18	90	133	241

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	—	6	2	8	—	—	1	1	1	1	1	3	—	—	2	2	—	1	—	1	3	2	1	6	1	13	3	17	1	1	1	3
New York	12	43	7	62	3	11	11	25	17	29	5	51	4	12	6	22	1	4	1	6	51	22	6	79	39	126	21	186	2	5	66	73
Philadelphia	1	8	—	9	—	3	4	7	1	10	2	13	—	5	3	8	—	—	—	—	13	8	—	21	1	9	1	11	—	1	3	4
Baltimore	3	23	2	28	—	10	6	16	2	19	6	27	—	13	11	24	—	3	—	3	27	24	3	54	8	69	7	84	—	16	22	38
Norfolk	1	4	—	5	—	2	2	4	1	5	—	6	—	2	1	3	—	—	2	2	6	3	2	11	2	5	—	7	—	2	3	5
Jacksonville	2	8	—	10	1	2	2	5	—	2	1	3	—	1	1	2	—	—	—	—	3	2	—	5	6	19	—	25	1	5	8	14
Miami	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2	1	4	—	1	1	2
Mobile	5	14	—	19	—	2	7	9	4	7	3	14	—	1	4	5	—	—	1	1	14	5	1	20	12	50	3	65	—	8	12	20
New Orleans	8	34	3	45	2	8	5	15	9	19	—	28	1	3	10	14	—	—	1	1	28	14	1	43	30	89	8	127	1	21	16	38
Houston	10	39	3	52	3	16	5	24	7	36	6	49	1	17	14	32	—	6	2	8	50	32	8	90	9	24	1	34	2	5	3	10
Wilmington	1	4	—	5	1	3	4	8	—	4	—	4	—	3	—	3	—	—	—	—	4	3	—	7	2	10	2	14	1	6	5	12
San Francisco	1	9	3	13	1	3	1	5	1	9	1	11	—	1	3	4	—	—	—	—	11	4	—	15	3	28	1	32	—	2	3	5
Seattle	3	6	3	12	—	—	1	1	2	2	1	5	—	—	1	1	—	—	1	1	5	1	1	7	6	25	4	35	2	4	8	23
TOTALS	47	198	24	269	11	60	49	120	45	143	26	214	6	58	56	120	1	14	8	23	205	126	23	348	120	469	52	641	10	77	148	235

STEWART DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	1	2	4	—	—	1	1	1	1	2	4	—	—	2	2	—	—	—	—	4	2	—	6	5	2	6	13	1	2	4	7
New York	17	6	29	52	1	2	19	22	16	5	34	55	2	—	13	15	—	—	14	14	55	15	14	84	79	38	87	204	2	5	66	73
Philadelphia	6	—	2	8	—	—	2	2	3	2	3	8	—	—	6	6	—	—	—	8	6	—	14	14	6	8	28	—	—	10	10	
Baltimore	12	3	12	27	1	—	11	12	7	2	15	24	1	—	5	6	—	—	1	1	24	6	1	31	42	21	29	92	3	4	26	33
Norfolk	—	3	2	5	—	—	1	1	2	—	—	2	—	1	3	4	—	—	1	1	2	4	1	7	—	3	3	6	1	—	2	3
Jacksonville	2	4	—	6	2	1	1	4	3	—	—	3	2	—	4	6	—	—	1	1	3	6	1	10	5	5	2	12	3	2	2	7
Miami	2	—	1	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	—	5	7	—	—	—	—	—
Mobile	6	1	11	18	—	—	9	9	5	—	9	14	—	1	7	8	—	—	1	1	14	8	1	23	37	11	38	86	—	1	21	22
New Orleans	14	8	40	62	—	1	21	22	9	2	29	40	—	—	16	16	—	—	7	7	40	16	7	63	56	21	104	181	1	3	43	47
Houston	17	6	10	33	—	—	9	9	14	6	29	49	2	—	13	15	—	—	5	5	49	15	5	69	10	6	2	18	2	2	2	6
Wilmington	3	2	3	8	2	1	—	3	1	—	3	4	—	—	—	—	—	—	—	—	4	—	—	4	5	1	4	10	2	1	2	5
San Francisco	12	1	3	16	1	1	3	5	6	—	4	10	1	—	2	3	—	—	—	—	10	3	—	13	10	4	15	29	—	1	8	9
Seattle	5	2	3	10	1	1	2	4	1	1	—	2	—	—	—	—	—	—	1	1	2	—	1	3	15	7	8	30	3	3	7	13
TOTALS	97	37	118	252	8	7	79	94	68	19	128	215	8	2	71	81	—	—	31	31	215	81	31	327	280	115	311	716	18	24	193	232

SUMMARY

	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
DECK	87	164	55	306	8	29	54	91	75	155	42	272	13	25	46	84	2	5	14	21	272	84	20	376	303	471	111	885	18	90	133	241
ENGINE	47	198	24	269	11	60	49	120	45	143	26	214	6	58	56	120	1	14	8	23	205	120	23	348	120	469	52	641	10	77	148	235
STEWARD	97	37	118	252	8	7	79	94	68	19	128	215	8	2	71	81	—	—	31	31	215	81	31	327	280	115	311	716	18	24	193	235
GRAND TOTALS	231	399	197	827	27	96	182	305	188	317	196	701	27	85	173	285	3	19	53	75	692	285	74	1051	705	1065	474	2242	46	191	474	711



By SIDNEY MARGOLIUS

Drug Companies Ignore Abuses

Drug manufacturers by and large have shrugged off the recent exposures of excessive prices charged for vital drugs and medicines. A survey by this department finds that:

- 1—There have been no price cuts of any significance.
- 2—New drug items arriving on the market are as expensive as the older ones criticized widely as unnecessarily costly.
- 3—Drug manufacturers are continuing uniform pricing of their products as though Senator Kefauver and the Federal Trade Commission didn't even exist. The fact that manufacturers of supposedly competing drug brands charge the same price is one of the biggest problems.

For example: Hottest drug item at this time is a diuretic used for kidney problems and other illnesses in which it is necessary to relieve the body of excess fluid. There are now three brands or versions on the market: Diuril, Hydro-Diuril and Esiderex. All three are priced at the same suggested list of \$9 per 100, with some variations in price depending on quantity and how much an individual druggist may charge.

Significantly, these new diuretic drugs with their high uniform prices were introduced after the Kefauver hearings. This shows the attitude of the drug industry toward the public indignation.

The only price concession has been a small unofficial one, possibly only temporary and not necessarily of benefit to the public unless people know about it. Manufacturers' salesmen are reported to be giving retail druggists an unofficial discount on the vital antibiotic drugs in the form of ten percent free samples with each order.

But the exposures have had one effect. Unions and co-ops are pushing hard to find ways of cracking drug prices. These efforts are taking several forms:

- 1—Simplest method being used by a number of local unions in Detroit, New York and several other cities is to arrange with a local pharmacist or chain for reduced prices for members. More unions have been developing such arrangements as the result of the Kefauver exposures. Depending on the efficiency of the pharmacist involved, this method can save a worthwhile part of the cost but doesn't solve the basic problem of manufacturers' high prices. It's also necessary to police such a plan because it's difficult for the consumer to check the charge for a compounded prescription to see if he is getting a genuine reduction. One way to police is by sending out shoppers from time to time with an Rx to check prices against those quoted by other pharmacies.

2—Unions and group health co-ops also are expanding pharmaceutical services of their own health centers. A pharmacy operated as part of a health center has the advantage of strong control over prices, economies of volume buying and avoidance of some of the duplication of brands necessary in regular drug stores.

As one example, the health center for New York hotel workers last year filled over 37,000 prescriptions with none costing over \$2.

Another example is the pharmaceutical service provided by Group Health Cooperative of Puget Sound.

3—Still another approach is straight insurance. For example, in San Jose, California, the bricklayers' union has arranged group insurance covering prescription drugs. The plan has the cooperation of the local druggists' association and is insured through a life-insurance company at a cost of \$1 per month per family. The plan has been able to operate in the black during its first six months.

Insurance has the advantage of assuring that in severe illness families will get the medicines they need without financial hardship. But unless an insurance plan also enlists local doctors and pharmacists in trying to keep down the costs of medicines, it doesn't solve the price problem. In fact, insurance alone may serve to perpetuate high prices.

4—Most comprehensive plan is that being developed by a number of New York unions in collaboration with Health Insurance Plan of Greater New York. As developed so far, it proposes to set up nine pharmacy depots to fill subscribers' prescriptions and also to provide insurance to cover drug costs, and to educate doctors to prescribe drugs under basic (generic) names at lower cost than under brand names, where possible.

5—Some unions also are exploring the possibility of operating their own pharmacies in their union halls, like the one operated for members for many years by District 65 of the Retail, Wholesale Department Store Workers in New York.

Several readers have asked about the safety of filling prescriptions by mail through the drug plan sponsored for older people by the American Association of Retired Persons (Suite 419, DuPont Circle Building, Washington 6, D. C.). Membership in the association costs \$2 a year and is open to people over 55.

Pharmaceutical experts consulted by this department advise that there is no danger in filling Rx's by mail from a reputable firm which double-checks them. The problem is that in as many as 15-20 percent of Rx's, must be checked by phone with the doctor because they're illegible, or omit the quantity or strength wanted or even the exact name of the product.

However, this department does not recommend AARP's health insurance plan where local Blue Cross plans admit older people and provide fuller benefits at little or no more cost.

Duty-Free Bill For Seamen OK'd By House Committee

WASHINGTON—A pet project of many Seafarers, a bill which would allow them to import a limited amount of items duty-free, has been favorably reported to the House by the House Ways and Means Committee. Action on the bill awaits the resumption of Congress after its current adjournment for the Democratic and Republican nominating conventions.

At present, seamen and crewmembers of airlines in international trade are not permitted to bring purchases from abroad into the US without paying the usual

tariffs. Passengers traveling on ships or airlines are able to bring home a specified amount in merchandise without paying duty.

Seamen have long complained about this provision as discriminatory and unfair, pointing out that no matter how many voyages they

might make, the limitation on an annual basis could effectively bar abuse and profiteering.

In reporting the bill favorably to the House, Rep. Wilbur Mills (Dem.-Ark.) noted: "Your committee feels that officers and crewmembers of vessels and aircraft arriving in the United States should not be discriminated against in comparison with other returning residents with respect to their ability to exercise the duty-free allowance which is applicable today to all other Americans returning from abroad. By providing that such officers and crewmembers shall be able to exercise this privilege to the extent of only \$500 in any calendar year, abuse of privilege will be avoided and reasonable parity of treatment will be accorded such officers and crewmembers. It should be noted, however, that the maximum allowance accorded under your committee's bill is less than the maximum allowance that is possible under existing law for other returning residents."

One For The Railroad Buffs



Heavy lift derrick swings a locomotive aboard the SIU-manned Robin Gray for voyage to African port. Cargo was put aboard at 22nd Street, Brooklyn, pier.

Seafarer's Son Headed For Engineer Career

One of the five winners of the SIU's four-year \$6,000 scholarship awards, William Besselievre, Jr., son of Seafarer Bill Besselievre, has already achieved an enviable record in his first two years at Bucknell University.

A civil engineering major, Besselievre has been on the dean's list every term so far, and is aiming to keep up this top record of distinction.

His immediate target is a Bachelor of Science degree, which he hopes to obtain in June, 1962. Beyond that his plans are indefinite. He's considering going for a master's degree in engineering before going to work in his field of specialization.

A Staten Island resident, young Besselievre attended Brooklyn Technical High School, riding the ferry to and from school each day. Brooklyn Tech is one of the city's three specialized high schools for top-calibre science students and traditionally has one of the best student bodies and toughest curriculum requirements of any public high school in the country.

When not involved in the intricacies of engineering studies, Besselievre likes to work off steam by practicing gymnastics. He was

a member of the gymnastics squad at Brooklyn Tech, and works out every summer with the Brooklyn Central YMCA team.

"I needn't say how surprised and happy I was when I heard that I was granted the SIU scholarship. This grant has made me feel very proud, and I thank you wonderful people for making this scholarship possible."

Make Checks To 'SIU-A&G'

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

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

Calisthenics Beat Coffee, MD Claims

A professor of medicine has just offered a bit of advice all coffee-loving Seafarers are going to find repugnant. "Cut down on the coffee" urges Dr. Herman Hellerstein, and turn your coffee break into an "exercise" break.

According to Dr. Hellerstein, a professor of medicine at Western Reserve University in Cleveland, labor has been eliminated from most jobs to such an extent that "exercise" breaks may be needed to keep workers physically fit.

Following this advice would lead to some strange doings. Imagine a typical exercise break on your ship. There's the steward lifting 50-pound weights, an FWT comes by skipping rope, while a wiper does handstands on the poopdeck. Meanwhile, back in the engine room, the oilers are busy with push-ups. The mate is doing turn-ups on the high-bar, and the skip-



per is doing "stretch" exercises hanging from an overhead pipe.

Somewhat it doesn't seem likely that this will get much of a reception on ships. Not only would the crew object to the loss of the coffee, but also the loss of the conversation that goes with it.

News of SIU INLAND BOATMEN'S UNION

INLAND BOATMEN'S UNION • SIU ATLANTIC, GULF, LAKES & INLAND WATERS DISTRICT
INLANDBOATMEN'S UNION OF THE PACIFIC • SIU OF NORTH AMERICA

55c Wage Boost, Job Security Top List Of Contract Demands By SIU RR Marine Deckhands

Negotiation of an improved seniority system which will provide greater job security and steadier employment for more than 800 railroad marine deckhands in the SIU Inland Boatmen's Union is a major objective of current contract talks with seven East Coast railroads. In addition to the job security demand, the SIU railroad deckhands are seeking increased wages and expanded welfare and vacation benefits. Railroads involved are the Pennsylvania, NY Central, B & O, New Haven, NY Dock, Bush Terminal and Brooklyn Eastern District Terminal.

On the wage issue, the negotiators for the deckhands' group

have presented demands calling for a flat 55-cent hourly increase. In addition, wage increases resulting from the cost-of-living provision in the existing agreement would be frozen into the new wage scale.

On the seniority issue, the Union is seeking a system that would protect a deckhand's job with his own railroad, and at the same time give him first call on any open jobs on the other roads. At present, experienced deckhands from one railroad may be furloughed off the job for lack of work, while another railroad may be hiring outsiders and newcomers off the street.

Seniority Now Limited

That is because under the present seniority system, each man has seniority on his own railroad only. That leaves the railroads free to hire men who have not previously worked in the industry. This is done although there usually are men available for these jobs who are on furlough from one of the other railroads.

At the same time, such a system would keep outsiders from diluting the seniority of the regular deckhands.

If the Union is successful in its negotiations, each unlicensed deckhand would continue to have his present seniority on his own road. He would also have a crack at open jobs on all the other roads. In this way, he could continue to retain seniority on his own road after being temporarily furloughed from his original job, and would

be able to retain and add to his pension credits.

Assisting the railroad marine deckhands in their drive for better seniority is the fact that a system similar to this is already in effect among SIU tugworkers on the Great Lakes and was recently won by SIU boatmen in the Gulf and on the Mississippi River as well.

Other demands submitted by the SIU railroad deckhands are for four additional holidays per year, broader vacation and sick leave benefits, the addition of death benefits for deckhands, and a new cost-of-living provision.

Grievance Board Set Up

The deckhands have already scored in one area, with the railroads agreeing to form a New York Harbor Marine Board of Adjustment, consisting of two company and two Union representatives. This Board would be empowered to handle all grievances in the harbor with the Union reserving the right to refer disputes to the National Adjustment Board in Chicago if so desired. The establishment of a Harbor Board will save the Union thousands of dollars previously spent in referring every dispute to the Chicago Board.

Handling Negotiations

Handling the negotiations for the unlicensed deckhands are co-chairmen G. P. McGinty and Walter Mielnicki. Claude Simmons, vice-president in charge of contracts for the SIU, is assisting in the talks at the request of the deckhand negotiators.

Hq Sightseers



At SIU Hq with daughter Kathleen Anne, 5½, is tugboat mate James P. Waters. Jim's with New York Docks Railroad.

Phila. Tug Pacts Win Pay Gains

PHILADELPHIA — Three inland water ways companies under contract to the SIU here have been signed to new contracts. The C. G. Willis company, which operates five tugs and a motor cargo vessel on the coastwise run, signed a two-year agreement retroactive to January 1 calling for wage increases, improved travel allowances and a schedule of room and board benefits when men are detained ashore outside their home port. Approximately 70 men are covered by the agreement.

Joining Welfare Plan

On the Chester Ferries, deckhands won a 15 cents-an-hour package effective January 1 and July 1. The company agreed to participate in the SIU deep sea Welfare Plan, effective July 1, with a considerable increase in per-man Welfare Plan contributions accordingly. Ferry captains, formerly outside the contract, were brought under the agreement.

The Wilson Line, which operates excursion vessels in Boston, New York and Baltimore, agreed to a three year contract as of March 1, 1960. The agreement provides for \$20 per month increases each year of the contract, making \$60 a month in all. The same agreement was reached with Wilson Line of Washington, DC, effective July 16, 1960.

WC Boatmen Key SIU Unit

When a ship docks in a West Coast port, the chances are overwhelming that it will be handled by one of the tugs under contract to the Inlandboatmen's Union of the Pacific, one of the many affiliates of the SIU of North America.

The IBU has under contract approximately 50 tug, barge, ferry and sand and gravel companies up and down the coast from Ketchikan, Alaska, south to San Diego, California. Its members also man coastwise tugs and barges running between the various Pacific Coast ports.

The headquarters of the union which is headed by Capt. John Fox, a vice-president of the SIU of NA, are in Seattle, with regional divisions in Puget Sound; Alaska; Columbia River (Portland); San Francisco; San Pedro and San Diego. Working closely with the SIU Pacific District, the IBU has been a key factor in the progress of West Coast maritime.

SIU Tug Is 4th of July Race Winner In Detroit



Winner of this year's 4th of July tugboat race in the Detroit River was the SIU-affiliated tug Superior, of the Great Lakes Towing Co. In front, holding trophy, are Business Agent Max Tobin (in cap) and Grand President Gus Wolf, of Tug Workers' Association. Others (l-r are Alex Dolsen, deck hand; Gus Lindquist, engineer; Merl Dickens, oiler; Bill Grogal, oiler; Floyd Yon, scowman, and Gordon Fucher, engineer.

Seniority, Pay Gains Won By Gulf Boatmen

NEW ORLEANS—By an overwhelming majority, some 300 SIU boatmen in the Gulf area have approved a new three-year contract calling for one of the finest job security programs in the harbor industry.

The new contract also calls for wage increases of \$20 per month, fringe benefits amounting to an additional \$20 per month, and three additional paid holidays not previously included.

Job Security System

The highlight of the agreement was the successful negotiation of a job security clause, which includes a seniority system patterned after that of the SIU deep sea agreements. As a result, boatmen with long service in the industry will get preference on hiring and be protected against the inroads of newcomers and outsiders. An appeals board of four SIU and four management members will administer the system.

The new agreement covers the employees of Dixie Carriers, Gulf-Canal Lines and Coyle Lines, operators of more than 25 tugs and pushboats in the waters of Alabama, Texas, Louisiana, and Florida, as well as upstream on the Mississippi and Ohio Rivers as far north as Pittsburgh and Chicago.

Base wages for deckhands on these boats, which handle more

than 1,000 barges involved in the transport of general cargo, start at \$17.78 per day for deckhands.

Houston Firm Signs

Previously the SIU had signed a new agreement for the G&H Towing Company of Houston in which that company's boatmen had been brought under the protection of the deep sea Welfare Plan as well as a job security program on the deep sea pattern. The G&H men also got a five percent across-the-board wage increase.

The activities of the various inland boatmen, railroad marine tugs, deep sea tugs and harbor craft under the SIU banner are dealt with here. The SIU family includes various groups of boatmen throughout the nation—on the Atlantic and Gulf Coasts, on the Mississippi and Ohio Rivers, the Great Lakes and in Pacific Coast ports. These craft operate in support of deep sea shipping and supplement such shipping in confined waters, and their activities concern all seafaring trades.

News of SIU INLAND BOATMEN'S UNION



Discussing pact on tug Carolyn are (top l. to r.) Wm. Loesch, John Ward, Medford Hall, Captain Brown and Union rep Ray Herold. Father-son team of skippers Adam Krause Sr. and Jr. pose on tug Kings Point (below).



In Baltimore Harbor

One of the nation's largest and most active ports, Baltimore depends upon SIU men on harbor and inland waterways craft in the port to handle its harbor traffic. SIU Boatmen crew tugs of the five major tug fleets servicing Baltimore and the Chesapeake Bay area. They berth an estimated 500 ships of all nations every month in addition to assisting vessels which run aground and hauling barges and scows. Pictured here are a few of the port's boatmen on and off their boats.



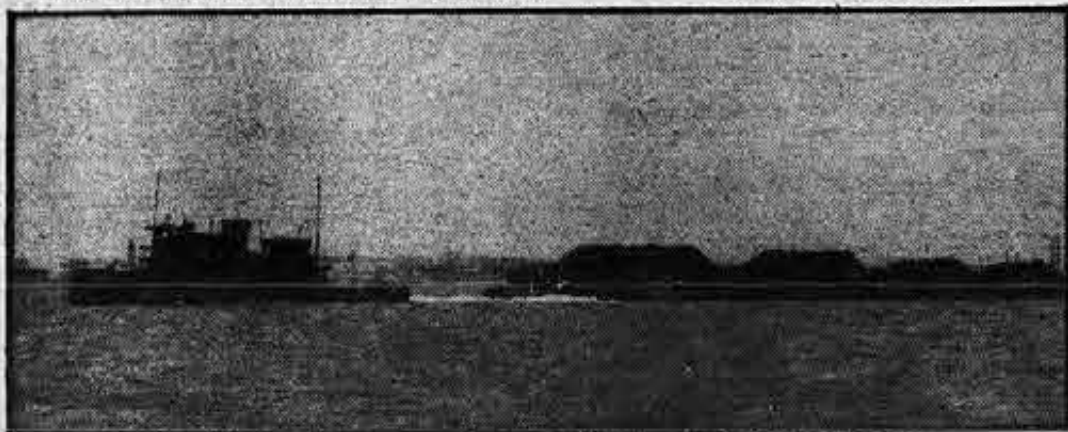
Another father-son team, Melvin and John Hamilton, have 63 years' time between them.



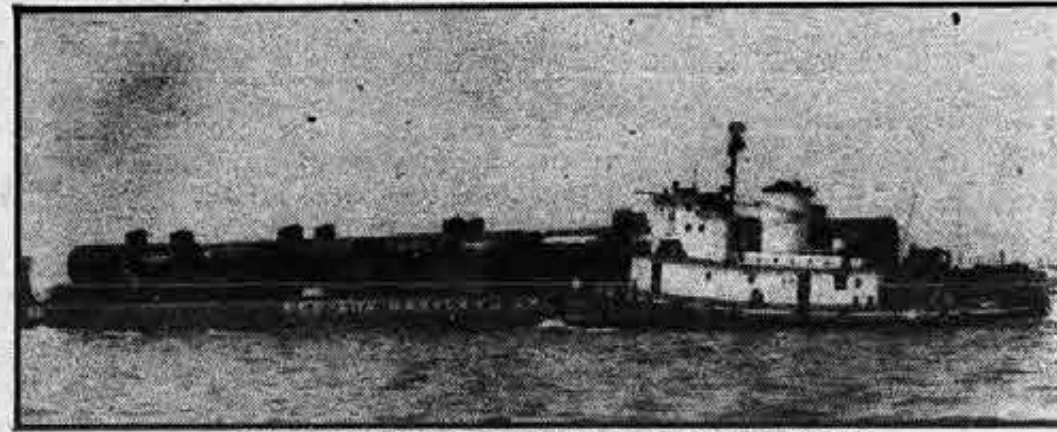
Skipper James Bromwell of tug Kings Point.



Crewmembers of the Port Welcome wave from bow of excursion vessel. They are (l. to r.) W. T. Hunton, C. Jason, I. Levin, "Sam", C. W. Phillips.



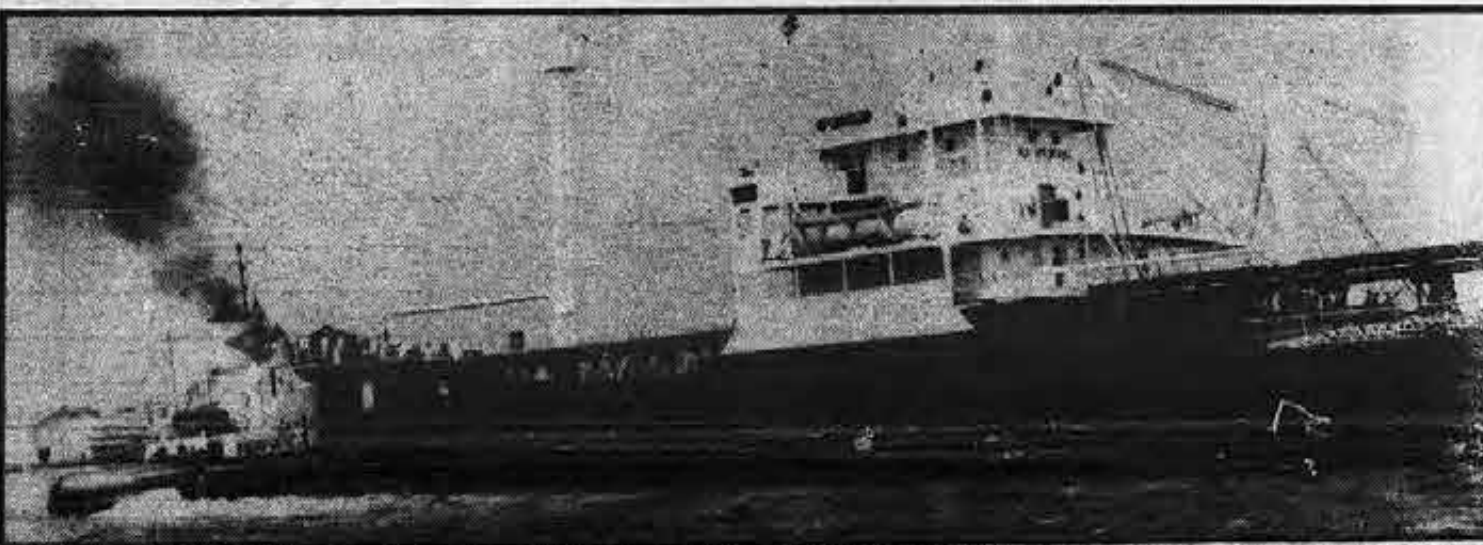
Tug Charles Harper is underway with four coal barges in tow.



Gremlin pushes Western Maryland railway car float.



Presiding at meeting are (l. to r.) Ted Nohler, John Blanchfield, John Hamilton.



Liberian tanker Triton needed a tug off Wagner's Point. Out went the SIU-manned Curtis Bay tug J. P. Pulliam to push the big fellow around. Triton was formerly registered under American flag.

News of SIU GREAT LAKES UNION

OF THE SIU ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT



Spotlight On...

Seafarer Earl Brewer

SIU member Earl Brewer is a sailor who can proudly say he has sailed on some of the Queens of the Great Lakes, the now extinct D&C boats.

As he remembers, the Detroit and Cleveland Navigation Company was divided into divisions with one line running from Detroit to Cleveland, another from Detroit to Buffalo, and an upshore division that sailed to Mackinac Island.

Earl recalls that in the early days of the D&C you had to go through an employment agent if you wanted a job. This was before the SIU was even in existence. The employment agent kept a book of rules and if you had too many marks against your name you couldn't get a job. Seamen were fired for breacking such rules as no profane language aboard ship, no smoking on duty, no card playing or having a reputation of "frequenting saloons where liquor is sold."



Brewer

In 1920 Earl sailed on his first D&C boat, the Eastern, as a watchman. The Eastern carried passengers, mail and freight to and from Cleveland. It was then the D&C was jokingly referred to as the bull frog fleet. Each D&C boat had a picture of a huge bull frog painted on the side of the bow.

Inside the Eastern there was a big plaster-of-paris bull frog that always stood a different way than which the boat was sailing. Because of this the bull frog was always riding backwards.

This was also the time when all the gasoline was drained out of the passengers' cars because of the fire hazard. When the boat got to Cleveland the owners were given back only two gallons of their gas. Earl chuckles when he tells about the many passengers who pushed their cars aboard the boat so they could get the two gallons of gas free when they got to Cleveland.

Another D&C boat that Earl spent much of his sailing time on was the Western States. It had a regular one-week cruise taking passengers from Detroit to Mackinac Island. From there it went to Harbor Springs and then back to Mackinac Island to pick up the people. The Western States completed its cruise by going to Midland, Ontario, and back to Detroit.

In Ship Crash

As for thrills, Earl has had plenty of them on the D&C boats. He was aboard the City of Cleveland III when it was hit by a foreign freighter. The boat was on a run in Lake Michigan picking up Chamber of Commerce officials when it ran into heavy fog. The radar broke down and the boat sailed in circles before the fog lifted. This was only the prelude to the trouble the boat was to encounter.

Again at Harbor Beach Light near Port Sanilac they ran into dense fog. The City of Cleveland's fog horn was sounding three blasts per minute when Earl said he heard a long whistle. He had just

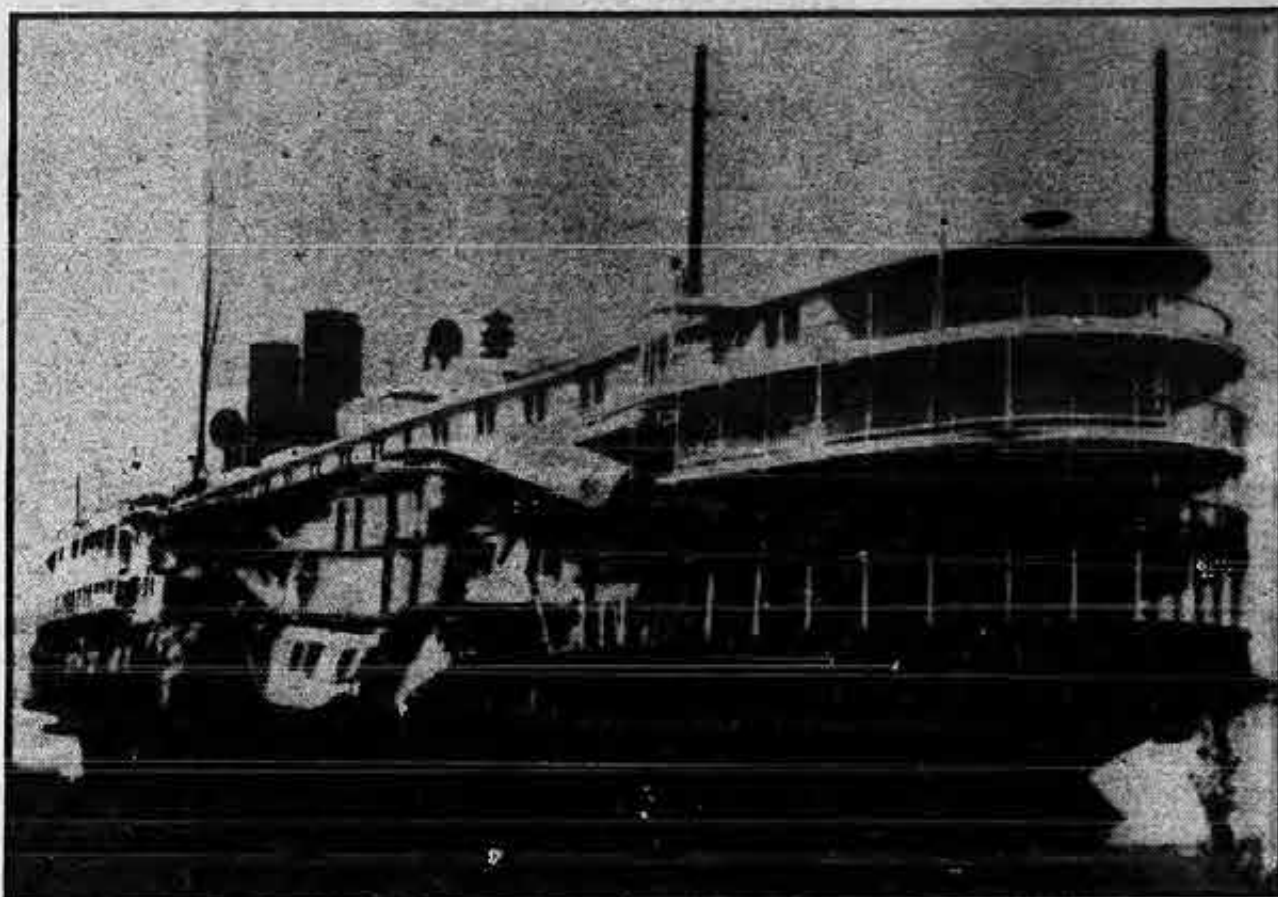
come off watch and had finished breakfast when a tremendous jar shook the boat.

The bow of the City of Cleveland III had been rammed through by the Norwegian freighter Ravenjell. One passenger was killed instantly and four others died later in a hospital. One of the passengers was flung overboard and had to be dug out of the debris. Earl recounts that it was nothing short of a miracle that one of the boats didn't sink or that more people weren't hurt.

Sad Moment

One of the saddest moments of his life was when the last of the D&C boats was destroyed. The boats were old and the cost of making them seaworthy was prohibitive—so they were burned.

For the past three sailing seasons Earl Brewer has been a wheelsman for one of the Bob-Lo excursion boats, the Columbia.



The battered City of Cleveland III is shown here after being rammed in the fog by the Norwegian freighter Ravenjell at Harbor Beach Light near Port Sanilac on June 26, 1950. Seafarer Earl Brewer was aboard the D&C boat when the collision occurred. Five persons were killed and scores injured in this tragic Great Lakes accident.

Voting In Favor Of SIU Pays Off In Job Security For Lakes Crews

Great Lakes seamen who voted for the SIU in recent representation elections are learning that their votes are paying off for them, especially in terms of solid and concrete job protection through the SIU Job Security Program.

The unlicensed seamen of Steinbrenner (Kinsman Transit Company), for instance, are now under the full protection of the SIU's job security program and Great Lakes welfare plan as a result of a contract signed last month. The contract, following a series of negotiating sessions, was signed by company vice-president George Steinbrenner and SIU director of organization Al Tanner.

Negotiations are also nearing completion on contracts for the Buckeye and Pioneer seamen of the Hutchinson Company.

Voted For SIU

Last month the unlicensed seamen of Steinbrenner, Buckeye and Pioneer voted by overwhelming margins for SIU representation.

The SIU Great Lakes Union is a union of, by and for Great Lakes seamen which has made tremendous progress in advancing the security of SIU men sailing under its banner. One of its greatest accomplishments is the seniority and job security system which gives Lakes men protection under the seasonal shipping set-up. Once confined to inland waters, activities of SIU men on the Lakes now have greater significance with the opening of the Seaway and its use by hundreds of deep sea ships. The Lakes have become America's fourth seacoast and developments there are of increasing interest to all men in the SIU family of unions.

The Steinbrenner seamen voted 120 for the SIU, 7 for "no union" and 5 for the Lake Sailors Union (Ind.). Pioneer voted 213 for the SIU and 94 for "no union," and Buckeye voted 77 for the SIU and 18 for "no union."

The next step, in the announced plan of the SIU, is a meeting with representative crewmembers of the Steinbrenner fleet to discuss working rules and contract matters affecting life and work aboard ship. The same procedure will be followed after the signing of the contract for the Buckeye and Pioneer fleets.

In the contract signing, the Steinbrenner Company agreed to the full provisions of the job security program, the welfare plan and an interim agreement which provides for recognition of the

Union and other basic features in all contracts. The interim agreement also provides for negotiations to take place on the matter of working rules. All of these were promised during the organizing campaign.

The signing of the job security program and the welfare plan by the Steinbrenner Company was hailed by Tanner as "an outstanding example of responsible collective bargaining and good faith by both the company and the Union."

This latest development in the SIU's election record follows the SIU's season-ending victory last December when the 12-boat Reiss fleet voted for the SIU. Union negotiators completed a working rules SIU contract for the Reiss seamen on May 10, and this was ratified by all Reiss crews.

Support SIU Fight On Ohio Jobless \$

CLEVELAND — SIU delegates and 1,883 other delegates representing 770 locals of 69 international unions in the state of Ohio have unanimously adopted a Seafarers International Union resolution calling for unemployment compensation for Ohio seamen during the winter months. The action was taken at the second biennial convention of the AFL-CIO.

Under the present Ohio law, seamen employed by Ohio companies are barred for collecting unemployment pay for time laid off from the fourth Sunday in December to the fourth Sunday in March. The SIU's proposal would bring the law into line with that of other states, such as Michigan, where seamen are eligible for benefits the year around.

Great Lakes Shipping

June 3 — July 1, 1960

PORT	DECK	ENGINE	STEWARD	TOTAL
Alpena	23	10	7	40
Buffalo	16	17	7	40
Chicago	16	11	1	28
Cleveland	39	21	11	71
Detroit	83	54	50	187
Duluth	25	38	13	76
Frankfort	17	15	10	51
Toledo	16	9	6	31
TOTAL	235	175	114	524

SIU Great Lakes Union Halls

HEADQUARTERS
10325 W. Jefferson, River House 15, Mich.
Vinewood 3-4741
Fred J. Farnen, Secretary-Treasurer
Stanley F. Thompson, Asst. Sec.-Treas.

ALPENA..... 127 River St.
Norman Jolicœur, Agent. Elmwood 4-3616

BUFFALO, NY..... 55 N. Pearl St.
Address mail to: 300 Main St.
Grant 2728

CHICAGO..... 8383 Ewing Ave.
South Chicago, Ill.
Saginaw 1-0733

CLEVELAND..... 1420 W. 25 St.
Stanley Wares, Agent. MAIN 1-0147

DULUTH..... 312 W. 2nd St.
Matt Anttila, Agent. RANDOLPH 2-4110

FRANKFORT, Mich...... 312 Main St.
Address Mail to: P.O. Box 287
Glen Beaucoeur, Agent. ELGIN 7-2441

TOLEDO..... 120 Summit St.
Cherry 8-2431

News of SIU GREAT LAKES UNION



John Biggerstaff is lookout on SS Columbia. Behind him (l-r) are Captain L. Beattie, wheelsman Paul Boldon and first mate Six Nietzler.



Columbia's steward gang includes (l-r) steward Barney Gogolewski, dishwasher Irving Shultz, waiter Henry Trainor, 2nd cook Henry Howard, waiter Wayne Hardon.

On The Go With Bob-Lo

What does it take to be a sailor on the SIU-contracted Bob-Lo boats?

Well, it takes a special kind of seaman — one who can cope with hundreds of screaming and shoving passengers each day, and still smile.

It takes much more than just being a good sailor — it takes a knack for understanding people. And especially during the school children cruises it takes a little child psychology. You have to know when to be stern and when to be gentle.

When the kids start throwing chairs overboard — then is the time to be stern. But when two small children are lost and holding each others' hands for dear life — then is the time to be gentle.

On the daily pleasure cruises the SS Columbia and SS St. Claire (Browning) take to Bob-Lo Island, it takes a real seaman. He's just as salty as his brothers on the Lakes freighters — yet he's something extra.

He's a mother, father, policeman and friend to the thousands of people who ride his boats each season. He's a meticulous housekeeper making sure his boat is always clean.

He's a master wheelsman navigating the narrow channel and docking his boat twice every two hours. He's everything a good SIU seaman should be — and a little more. He's Captain Bob-Lo to every kid aboard.



Bob-Lo island is visited twice daily by SIU-manned cruise ships Columbia and St. Claire. Park's designed for family fun.



This is St. Claire watchman James Brandon.



At the wheel of the St. Claire is Art Herrala.

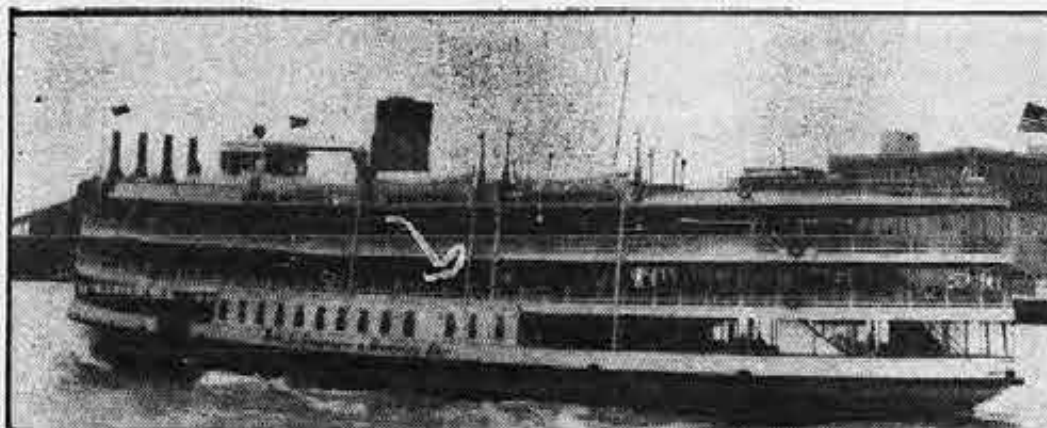


Busy with bed-making is porter Harry Lund.



Fireman Orlando Ranoni (l) and oiler Frank Goodwin relax with Union paper.

Right: SS Columbia plies Detroit River en-route to Bob-Lo Island.



Right: SIU crewmen help passengers aboard while vessel is at Wyandotte.



MEDICAL and SAFETY

New Safety Poster Contest Launched

By Joe Algina
Director, Seafarers Safety Department

Safety aboard ship, the same as anywhere else, is a matter of training and experience. By means of education and constant repetition, everyone develops that extra little bit of caution necessary to get any job done safely. Training helps overcome some of the many built-in hazards on a ship at sea by providing the reminder that there's always a safe way and an unsafe way to do the job.

It's for this reason, plus the lack of enough suitable poster material for shipboard safety training, that the Safety Department has just launched its own Safety Poster Contest. All SIU men can compete for the series of prizes offered and have a chance to design the safety reminders they think are needed aboard ship.

Open to any Seafarer eligible for SIU Welfare Plan benefits, the contest covers four separate subjects: (1) General Shipboard Safety, (2) Deck Department Safety, (3) Engine Department Safety and (4) Steward Depart-

ment Safety. Seafarers in any department can submit as many original entries as they want on any subject. Thus, a cook or oiler may have a prize-winning idea on how an AB can do a particular job safely, or vice versa.

The "general" category will take in those items for safe living and working on the ships that cover all departments, such as how to move up and down ladders, proper lifting of heavy objects or how to safely board or leave the vessel via the gangway or pilot ladder. Such reminders displayed in prominent locations can help make every vessel a safe "no-accident" ship for the benefit of all Seafarers.

In order to make full participation possible for all those wishing to enter, the final date for all entries will be December 31, 1960.

A fully-equipped Polaroid flash camera will be given as the contest grand prize for the best poster. In addition, four transistor radios will be awarded as first prizes and four subject groups. There will be only one prize given to any one individual, however.

All entries should be submitted with a return address to: Safety Department, Seafarers Welfare Plan, 11 Broadway, New York 4, New York, before January 1, 1961. There's no limit on the size or number of entries that can be entered, and any material suitable for poster reproduction in black and white or color can be used.

No one has to be a Rembrandt to enter, so everyone is urged to try his hand on a poster in pencil, ink, crayon, watercolor or whatever else is available. Safety really is everybody's job!

Urge Early Health Exam Renewal

The Medical Department of the Seafarers Welfare Plan urges Seafarers whose clinic cards are expiring to get them renewed in advance and not wait until the last minute. This is particularly true in cases where a man has just paid off a ship and expects to be ashore awhile. If the examination at the SIU clinic is taken immediately, then if there is any need for medical treatment it can be obtained through PHS without having to delay ship- ping out.

It is not necessary to wait until the year is up to get the clinic card renewed at the SIU health centers. This can be done as much as two months in advance of the expiration date.

Study Safe Handling Of Atom Cargo

Discussions are now underway between the Safety Department of the SIU Welfare Plan and officials of the Atomic Energy Commission on necessary precautions aboard ship for handling radioactive materials in the event of leakage, breakage or accidents of any kind.

The July issue of the "Safety Line," publication of the Safety Department, noted one such meeting held in Washington with officials of the AEC's License Safety Branch and indicated others would follow. One of the major problems concerns the failure of existing regulations to clearly specify what to do when accidents occur in or about radioactive materials carried as cargo aboard ships at sea.

Questions of necessary emergency procedures, special training and detective devices that may be needed aboard such vessels are to be explored at future meetings with AEC personnel.

Preventive Work Vital For Health

By Joseph P. Logue, MD
Medical Director, Seafarers Welfare Plan

The importance of preventive medicine as practiced by the SIU Welfare Plan's Medical Department and other group plans can never be overstated. Time and time again, the

value of the Health Center program has been amply demonstrated for Seafarers, their families and the industry. Proper diagnosis and methods for detecting disease and its potential in the early stages can produce dividends for all.

In the field of tuberculosis alone, as far as seamen are concerned, the disease appears to have been drastically checked and controlled by early detection and proper treatment thereafter at the appropriate medical facilities. This is a significant accomplishment, and one from which we can all take hope for the future.

In still another area where a serious medical problem exists, the SIU Health Center in New York has found that one out of every six seamen examined are overweight 15 percent or more above what is considered their normal weight. Proper diet and emphasis on different types of food and physical activity should reduce this proportion within a matter of time. Excess weight can be very serious when coupled with other medical conditions such as a heart deficiency of any kind. For this reason, overweight conditions are checked carefully during our examinations.

Similarly, regular examinations have detected a one out of six incidence of defective vision among the seamen examined at the Centers. These defects, with varying degrees of seriousness, have been checked, reduced or eliminated through proper eye care and the Welfare Plan's free eyeglass program for Seafarers. Here again preventive medicine served an im-

portant function in checkmating a problem before it could no longer be controlled.

The Health Centers, of course, do not serve only Seafarers. Their purpose, under the Welfare Plan, is to protect each man's dependents the same as the breadwinner himself through periodic examinations and check-ups. Where advanced or incipient conditions are detected, SIU wives and children are advised to seek treatment as promptly as necessary through their own doctors or other treatment facilities available. The main object of the dependents' program, as in all forms of preventive medicine, is to provide the means through which illness or disability of any kind can be detected in its early stages.

A visit to the Health Center or to any doctor should be a matter of annual routine. Anyone who waits until a disability sets in before visiting the doctor is subjecting himself to serious abuse. The human body is a magnificent machine but, like any man-made instrument, it requires proper maintenance, rest and care. Those who abuse it by improper or inadequate care are playing a dangerous game in which they are the biggest losers.

Tell it to the Log!



Cover Up Those Toes!

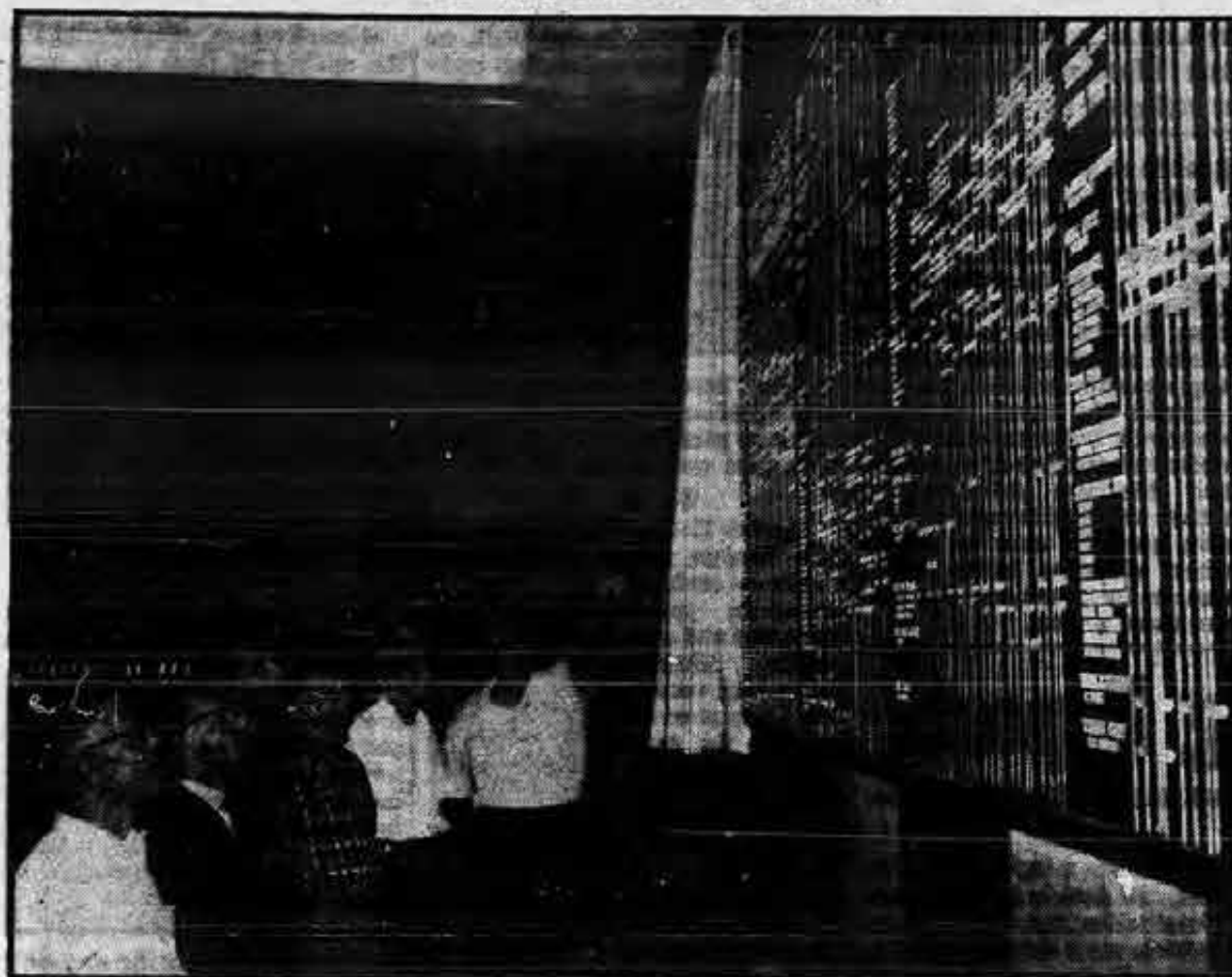
There are enough hazards working around a ship in terms of falling objects—boxes, tools, what-have-you—to make the prudent Seafarer take precautions such as wearing heavy work shoes and work gloves. Lightweight or open-toed shoes are fine for going ashore, or a day at the beach, but they are a hazard on board ship. Even walking around decks is dangerous with this kind of footwear. Keep the toes covered and you avoid a painful and disabling accident.



An SIU Ship Is A Safe Ship!

SOCIAL SECURITY • FOOD and SHIP SANITATION

Inside Track On Food Plan



Members of the rank-and-file Stewards Committee elected at the last SIU headquarters membership meeting get a few pointers on the A&G Companies' Food and Sanitation Plan from Cliff Wilson (right). Seafarers on committee (l-r) are Nicolas Nomikos, Walter Marcus, Enrique R. Rosado, Richard H. Simpson and Walter C. Patterson, (chairman). They are recommending proposals on revising steward department upgrading, certification and training procedures for membership adoption.

Food Plan Goals Produce Results

By Cliff Wilson

Technical Director, Plan of the A&G Contract Companies

Operations under the Plan of the Atlantic and Gulf Contract Companies since its inception about 13 months ago indicates great strides in upgrading the generally good feeding on SIU-contracted vessels.

Better known as the Food Plan or, simply, PAG, this program is dedicated to two basic objectives: (1) Improving feeding; (2) Eliminating waste. Each of these items is strongly linked with the other; success in one area means success in both.

Good Feeding Important

Good feeding is of prime importance to every sailor because tastily prepared, balanced meals usually mean a contented crew at sea where mealtime is one of the few available diversions. "Is she a good feeder?" is often the first question asked by a new crewman boarding a ship because the experienced hand can take almost anything from the seas and elements when he has a good meal under his belt.

In seeking better feeding and eliminating waste, PAG consultants visit an average of 120-130 SIU-contracted ships while they're in port each month. They try to assist the stewards and their departments in reducing sanitary and

ventilation hazards, understoring of some items and overstocking of others so that spoilage is minimized. Food beefs by the crew and beefs in the galley are checked out to see what can be done to make the next trip a smooth one for all concerned. Generally, these are the major findings, though they do not apply to any or all ships across the board.

Sanitation Stressed

Messhalls and pantries are usually in good order and are kept painted and sanitary. Galley conditions are generally good, but some need painting, a minor range repair or adjustment of galley blowers or ventilation systems. The problem of keeping unauthorized people out of the galley is a constant one harassing the steward department.

A frequent source of spoilage, reflected in high food poundage consumption, is higher than normal temperatures in refrigerated spaces, which aids deterioration. Sometimes voyage stores are brought aboard before these boxes are repaired and rapidly become spoiled in the same manner as before.

Checking Waste

Waste is evident aboard ships where the companies still use No. 10 tins of table fruits and vegetables instead of smaller sizes. The same exists in the use of 100-pound bags of rice, beans and dry peas which are not only difficult to heft around but also inevitably mean waste because of their bulk. In addition, some dry storerooms have little or no ventilation. The companies have been urged to install a small electric fan in these rooms since hot, humid, moist and still air will assist in the hatching or multiplication of weevils. Proper control of keys, and adequate locking devices are also vital in these storerooms.

Despite these isolated problems on SIU vessels, cooperation with the PAG by the companies and the shipboard personnel plus the more receptive attitude is producing results.

Battle Due On Medical Care For Aged

By Joseph Volpian, Director, Seafarers Department of Social Security

Next month will formally mark the 25th anniversary of Social Security in the United States. This Federal program was signed into law on August 14, 1935 and has been changed and broadened many times since then. A few days from now, when Congress reconvenes following the national political party conventions, Social Security will again be the focal point for a major legislative battle.

The debate this time will be over a medical care program for the aged. Many of the same elements that fought unsuccessfully against the welfare legislation of the 1930's will again be arrayed against proposals to link health care for the aged to the Social Security System.

Labor Determined

The labor movement and other forces in Congress and throughout the nation are equally determined. No one wants to see the same haphazard system as now exists in 50 different states on Unemployment Compensation applied to what should be a uniform federal medical care program for older

citizens.

Medical care for the aged has been debated back and forth since 1957. Since 1960 is a presidential election year and the issue is a popular one, some type of program is expected to become law this year. However, the question of emphasis is important. The program should be built on the proven, sound principle of social insurance, under which a worker by regular payments based on earnings during his working years—through contributions to the Social Security System—insures his health benefits when he retires.

Opponents favor the so-called "voluntary" approach through Federal grants to the states and administered by the states with various strings attached. One of these gimmicks would require applicants to take a pauper's oath so they

could accept what would then amount to charity. Some states, more subject to pressure by local opposition interests, might never get around to passing appropriate legislation. The oldtimers needing medical care would just have to sit around and wait.

Fortunately for SIU men, those who are retired on the disability-pension benefit receive the continued protection of the family hospital and surgical benefits under the Seafarers Welfare Plan. Other unions have similar provisions for their retired members. But the overwhelming majority of retired Americans have no such protection other than what they might be able to afford to buy, if they can get it in the insurance market.

While costs of medical care skyrocket, some have also suggested using private, commercial health in-

surance to insure the over-65 group. But where the cost of private insurance is low, the benefits are lower. Where benefits are adequate, the cost is too high for people of limited retirement incomes. Besides, as the SIU and other unions right in New York have reported, group medical insurance costs have become so high that even many workers, for whom these plans were designed, no longer can afford them.

The answer to the problems of the aged right now is a system of Federal insurance via Social Security where those who will ultimately derive the benefits pay their own way.

Prove Eligibility For Hospital \$

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

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



In the hospital?

Call SIU Hall immediately!

More Operators Improve Shipboard Steak Quality

More and more Seafarers are enjoying better-grade steaks these days as a result of the A&G Food Plan's feeding improvement program.

Twenty-three more SIU-contracted operators have agreed to store "good" grade steak meats instead of the "commercial" grade previously carried. Beef graded "good" by the US Department of Agriculture is far superior to the "commercial" grade product.

The 23 latest companies are in addition to 24 others announced earlier as participants in the steak upgrading program. A listing of the companies now storing "good" grade beef includes the following:

Albatross, Alcoa, Atlantic, Bloomfield, Bull Line, Calmar, Colonial, Consolidated Mariners, Construc-

tion Aggregates, DeBardeleben, Elam, Epiphany, Fenway, Globe, Isthmian, Lion, Marine Carriers, Marine Tankers, Metro Petroleum, Mississippi, National Transportation, New England Industries.

Also, Oceanic Petroleum, Olympic, Ore, Overseas Oil, Pan American, Penn Marine, Penn Navigation, Penn Tankers, Penntrans, Petrol Shipping, Ponce, Robin Line, Rye Marine, Sea-Land, Seatrain, Sea Transport, Tankers and Tramps, Texas City Refining, Transoceanic, Transocean Petroleum, Tramp Shipping, US Tankers, Valentine Chemical, Victory Carriers and Waterman.

Runaways' Quick Switches Seek To Evade Unions

Runaway shipowners are continuing their complicated maneuvers to avoid the possibility of their crews being organized by the International Maritime Workers Union. The latest sampling of transfer devices shows the following complex switches by the Niarchos interests:

A T-2 tanker, the World Treaty, was previously under the Liberian flag, owned by a Liberian corporation which was, in turn, controlled by US citizens. Technically then, the vessel would be subject to IMWU organizing activities. The ship was switched to another Liberian corporation, this one allegedly alien-controlled, and then transferred to the Greek flag—all with the approval of the Maritime Administration.

The new allegedly alien-controlled owners of the World Treaty, the Achilles Shipping Company, and a second company in the Niarchos stable, the Statel Cia de Yapo-

res, owners of record of the tanker World Toil, are making an agreement with the Maritime Administration to be bound by the terms of the US foreign transfer policy.

The Panamanian corporation, also allegedly alien-owned, has agreed that its ship, the World Toil, will be under the "contractual control" of the United States.

Actually, the principal stockholder of record of both ships and companies is Niarchos.

Obviously, the motive here is to evade union organizing by switching a citizen-owned ship to an alien corporation and the Greek

flag, while at the same time, placing another alien-owned ship under US "effective control."

International maritime union policy, as agreed to under the International Transportworkers Federation, is that unions from the countries exercising ownership or control over a vessel have the right to organize the vessel, no matter where she is registered—hence the complicated switches of ownership.

The Maritime Administration can then argue it is retaining "effective control" over a specific number of ships while letting others go to Greek registry as a haven from unions.

President's Pre-Balloting Report

(The following is the text of the president's pre-balloting report as submitted to membership meetings of July in all SIU constitutional ports.)

Under the Constitution of our Union, the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, Article X, Section 1 (E), the President shall submit a pre-balloting report at the regular meeting in July of every election year. The Constitution of our Union also calls for seven (7) constitutional ports of the Union, which are: New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit.

As your President, in consultation along with the Executive Board of the Union, a careful appraisal has been made as to what we feel will be the needs of the organization in all the constitutional ports, including the Port of New York and Headquarters, for the coming term of office of the officers and other elected representatives of our Union. Since the Constitution provides for seven (7) constitutional ports, it was felt that it was advisable to place on the ballot the elective jobs of those ports. Where necessary, the personnel for other than the constitutional ports may be assigned as needed from those constitutional ports, where possible. As the membership is aware, it is necessary for the Union to keep abreast of the changes in the shifting of the job requirements of the companies with whom we have contracts, as well as in being prepared to meet the opportunities for expansion through the means of organizing. This will enable the Union to maintain maximum services to the membership, and to meet the needs of the organization resulting from the changing character of the industry.

As a result of the foregoing, it is the recommendation of your President, in this, the pre-balloting report, required under Article X, Section 1 (E) of our Constitution, that the following offices be placed on the next referendum ballot of the Union for the election of the officers and other elected representatives of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District:

Headquarters

- 1 President
- 1 Executive Vice-President
- 1 Secretary-Treasurer
- 1 Vice-President in Charge of Contracts and Contract Enforcement
- 1 Vice-President in Charge of the Atlantic Coast
- 1 Vice-President in Charge of the Gulf Coast
- 1 Vice-President in Charge of the Lakes and Inland Waters
- 3 Headquarters Representatives

New York

- 1 Agent
- 10 Joint Patrolmen

Philadelphia

- 1 Agent
- 2 Joint Patrolmen

Baltimore

- 1 Agent
- 4 Joint Patrolmen

Mobile

- 1 Agent
- 4 Joint Patrolmen

New Orleans

- 1 Agent
- 4 Joint Patrolmen

Houston

- 1 Agent
- 2 Joint Patrolmen

Detroit

- 1 Agent

Your President also recommends, pursuant to Article X, Section 1 (E), and Article XIII, Section 4 (E) of the Union's Constitution, the depository to which the Polls Committees shall deliver, or mail, be certified or registered mail, the ballots after the close of each day's voting in the coming Union election, be as follows:

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

It will be the function of the depository to receive all the envelopes delivered, or mailed in, as aforesaid, to safeguard them properly in the bank, and to surrender them only to the duly authorized Union tallying committee, in accordance with Article XIII, Section 5 (D) of our Union Constitution, on or about the first business day in January, 1961. Proof of authorization shall be a certification by the Vice-President in Charge of the Minutes, Claude Simmons. The Union tallying committee shall be authorized to sign a receipt for the said envelopes. The depository shall be requested to certify that all the envelopes received by the depository have been properly safeguarded, have been surrendered only to the said tallying committee, and that no one, other than appropriate bank personnel, have had access to them.

The polls committee is especially urged to insure that, whether delivered or mailed, the envelopes are properly addressed, properly stamped if mailed, and certified as per the Constitution.

It is the further recommendation of your President that, in addition to the regular constitutional requirements, each candidate for office be requested to furnish a regulation passport picture of recent taking as well as a statement of not more than one hundred (100) words, giving a brief summary of his Union record and activities, such picture and statement to be run in the Seafarers Log just prior to the commencement of voting. This is to be done in accordance with previous membership action to familiarize the membership with the names, faces, and records of all candidates for office.

As provided for in Article XIII, Section 1, nominations open on July 15, 1960 and close August 15, 1960. All documents required for eligibility of candidates for Union office must reach Headquarters no earlier than July 15th, 1960 and no later than August 15, 1960.

Your President wishes to point out that this pre-balloting report provides for one of the largest number of elective posts to be placed on the ballot since the inception of the Union. It is strongly recommended that the maximum number of qualified members, who feel they can be of assistance to the Union in an official capacity, should submit their credentials. In this connection, the membership is reminded that the Secretary-Treasurer, Al Kerr, is available to assist them in properly filing their credentials for nomination to Union Office, if they desire such assistance.

Fraternally submitted,
Paul Hall, President

THE INQUIRING SEAFARER

Question: What are the most unusual foods you've eaten aboard ship? What are your favorites?

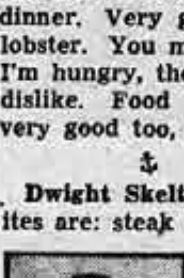
Joseph Savoca, bosun: Well, we got fried oysters and shrimp cocktail quite frequently on Delta Line ships. And some Waterman vessels I've been on served Eskimo pie—a frozen dessert which is quickly heated and then covered with a chocolate



topping. Best I've ever had. Again, certain other Waterman ships used to serve pizza to the crew. I think this goes over pretty big, too.

Stanley Rowe, AB: I like to sample foreign fruits from foreign lands—such as

mangoes, pomegranates and avocados. They're tasty and unusual. I was once on a ship in Australia and they brought a huge crayfish aboard and served it for dinner. Very good—and just like lobster. You might say that when I'm hungry, there isn't anything I dislike. Food on these ships is very good too, I might add.

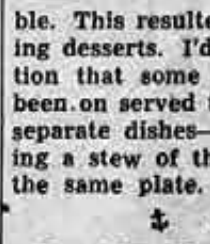


Dwight Skelton, DM: My favorites are: steak (medium), hot rolls,

fresh pie, fresh milk and fresh fruits. Speaking of fresh fruits, they never seem to last the whole trip and consequently, I miss 'em a lot when the supply is exhausted. I think

the food on these SIU ships is out of this world—especially compared to that I had to exist on during the past two years, when I was in the Army.

Glenn Lawson, AB: I found that the variety of fresh fruits, vegetables, fresh oysters and other fresh items served on the Seastar appealed to me greatly. And there was a baker on board who used genuine flavoring whenever possible.



Dave Van Horn, wiper: My favorite food is ice cream. Also like

minute steak with my eggs for breakfast. We get beef steak on here regularly, but I don't care too much for it because I just am not a steak-loving sailor. So you might say I am easy to please as far as food is concerned, and I can't complain about the quality or quantity I have eaten on any ship, for that matter.



Harry Baum, OS: I guess the most unusual dish served to me was pizza. But I'm a spareribs and sauerkraut man myself and like the way the cook aboard this ship (De Soto) prepares them. I remember getting shrimp gumbo on another Waterman ship and lobster tails on a Robin vessel.

Seafarer's Son Tops In Physical Fitness

When it comes to physical achievement, Seafarer Julio Evans' 17-year-old son, Angel Luis Evans, doesn't have to take a back seat to anybody. In his junior year at Eli Whitney Vocational High School, young Evans ran away with the school's physical fitness contest, scoring 173 points out of a possible 200 in a series of physical exams devised by the US Marine Corps. His nearest competitor got 115 points.



This is the physique which helped win Angel Luis Evans physical fitness crown in high school contest.

The test is comparable in some respects to an Olympic decathlon competition, calling for all-around excellence in a variety of skills. Included are rope climbing, sit-ups, push-ups, running high jump, chin-ups, basketball shooting and an obstacle race. Evans ranked number one in 12 students who qualified for Marine Corps athletic certificates.

The sturdily built 125-pound youngster also scored well in his schoolwork, with an average between 80 and 85 in all major subjects, and won several certificates in the process, including one for machine shop achievement. He will enter his senior year in the fall, and expects to become a machinist upon graduation.

He has been a resident of the United States for four years, having lived in Puerto Rico before that. His father sails as bosun on SIU ships.

Business Is Business



Ever since the mass rush to the runaway flags got underway, the SIU and other maritime unions have been warning of the danger to American security that was involved in relying on these ships to carry US cargoes. To counter these union warnings, the State Department and the runaways came up with a label, "effective control" with which they plastered over all the evils of runaway operation.

The argument used was that ships were not needed under the American flag because we can always count on the runaways.

The State Department, the Maritime Administration and the Defense Department all turned a deaf ear to charges that they were gambling with the nation's security. The maritime unions, time and time again, warned the US that there was no substitute for having a vigorous merchant marine, manned by American seamen, so that both ships and men would be on call at all times. But these obvious truths were put aside by the Government in its eagerness to appease giant oil and metals companies and enable them to ship their raw materials on vessels which did not pay taxes on earnings, or American wage scales to their crews.

Now it appears that the warnings of American maritime unions are being justified by the press of events. The Soviet Union has entered the international oil trade with a vengeance. It is determined to wrest control of oil markets from the US and other western countries. But the Russians, while they have plenty of oil, have very few tankers. Here's where the runaways come in.

If the Russians succeed, as they have in Cuba and elsewhere, in winning contracts to supply oil, then they, and not the American companies, will have the cargo charters to give out. In order to keep their oil contracts they will have to assure delivery, and since they can dangle attractive terms under the noses of the runaways, they undoubtedly will wind up with many a runaway tanker operator in their corner.

In fact a major operator in the runaway field, Stavros Niarchos, already has a long-term contract to move Russian oil on Greek-flag ships, and numerous European-flag operators are following suit.

Obviously, if all of the runaway-flag ships owned or controlled by the American oil companies and their allies, were under the American flag where they belonged, or were subject to American union contracts, then it would not be possible for the Soviets to get enough tankers to break into the international oil trade in a big way.

The fact remains that the only allegiance of a runaway tanker operator is to the charterer who gives him business. "Effective control" as justification for the existence of a runaway-flag fleet is simply a slogan which deludes only those Government agencies who framed it and parrot it.

Duty-Free Souvenirs?

For years now, seamen have been complaining about the injustice of US regulations whereby American tourists can bring home hundreds of dollars worth of souvenirs duty free and seamen are deprived of the same privilege. Now, for the first time, there is a chance that legislation on this issue may be acted on.

The issues at stake here are simple. Any American traveler can go abroad, buy cameras, perfumes, silks, suits, chinaware or other items and bring them back duty free as long as they are within the prescribed dollars and cents ceiling on duty-free allowances. This can be done, and is done, year after year by passengers on ships or planes.

Crewmembers of these same ships and planes are denied that privilege. It would seem only fair that they receive the same privileges in that area as all other Americans, with the limitation that this would be confined to professional seamen and on a calendar year basis.

FROM THE SIU in WASHINGTON

Waterman Subsidy Case. FMB has decided that Section 605 (c) of the 1938 Merchant Marine Act does not bar it from awarding an operating-differential subsidy to Waterman on the following services: (1) Eighteen to thirty sailings per year with cargo between U. S. North Atlantic ports and ports in continental Europe north of Portugal (not including Baltic and Scandinavian ports); (2) One out-bound sailing per month from North Atlantic ports with cargo destined to the same continental European ports; and (3) Eighteen to thirty sailings per year with cargo from Far East ports to U. S. Atlantic and Gulf ports. U. S. Lines has filed an action in the U. S. District Court for the District of Columbia, asking that Court to reverse and set aside the FMB decision on the grounds that it is beyond the scope of FMB authority, arbitrary and unreasonable, and unsupported by substantial evidence in the record. The basic U. S. Lines contention is that the areas indicated are already adequately served.

Grace Great Lakes Operation.—Grace Line sought to discontinue its service between the Great Lakes and the Caribbean, contending that it is losing and will continue to lose money in the operation, and that it could profitably sell the ships involved. The FMB staff, Operating Subsidy Branch, believes the prospects are good for stabilization of rates at a compensatory level, and therefore had asked Grace to continue its present services for at least a two-year experimental period. However the Board subsequently agreed to let Grace drop the run.

FMB Chairman.—Secretary of Commerce Frederick H. Mueller has administered the oath of office to Vice-Admiral Ralph E. Wilson, retired Deputy Chief of Naval Operations, as a member of the FMB. Admiral Wilson assumed his new post as of July 1, 1960, and it is expected that he will be designated as Chairman by the President. As Chairman, he will also have the title and authority of Maritime Administrator.

Subsidies and Automation.—The war against the Maritime industry continues on all fronts. Recently, in a report known as "Project Walrus," the National Academy of Sciences recommended that the government and the maritime industry review the entire subsidy program with a view to reducing or terminating subsidies, and making the American Maritime Industry more competitive. To that end, MA has asked Steven's Institute to make a study of the U. S. Maritime Industry in order to aid in the development of a program which would make it plausible to reduce subsidies. MA has also authorized studies of ways and means to increase mechanization and introduce automation into the maritime industry. Experts have indicated that, by adaptation of existing automation devices, it would be possible to operate either a large cargo or passenger ship with a crew of 3 or 4 button-pushers. Indeed, science-fiction dreamers are talking about superliners without crews operated exclusively by electronic devices. Query: How do you organize electronic devices?

Legislative Summary.—The President has signed the following bills previously passed by Congress, so that they are now law: S. 3189, P. L. 86-583, which provides that no vessel of more than 500 gross tons can engage in the coastwise trade if construction work on its hull or superstructure is performed in shipyards outside the U. S. or its possessions; S. 2618, now P. L. 86-575, which will permit war-built vessels owned by American companies to be exchanged for more modern and efficient war-built vessels in the U. S. Reserve Fleet; and S. 2481, now P. L. 86-577, giving the Interior Department power to establish a program of government mortgage insurance for fishing vessels. . . . The following legislation was not passed by both houses and is therefore still pending: (1) Wage Hour Legislation; The House killed the Roosevelt Bill backed by labor, and adopted a substitute which would raise the minimum wage to \$1.15 for those now covered, and establish a \$1.00 rate for an estimated 1.4 million retail employees. (2) Common-situs picketing; this bill which would have legalized common-situs picketing by the building trades at construction sites, was pigeon-holed by the House Rules Committee; (3) The House passed a bill providing a very inadequate program of medical care for the aged, which is now pending before the Senate Finance Committee, and will be acted on after the recess; (4) Dirksen Bill: This bill would eliminate the legal compulsion for employers under the Railway Labor Act and Taft-Hartley to bargain with unions on "creation or discontinuance of positions and would authorize Courts to issue injunctions against strikes in support of demands for such bargaining.

SEAFARERS

PORT O' CALL



New York and Baltimore
675-4TH AVENUE • 1216 E. BALTIMORE
BROOKLYN BALTIMORE

Just back from a long run to the Far East, crewmembers aboard the DeSoto (Waterman) were getting in their last licks in Port Newark when these photos were taken. A couple of hours later, the gang lined up for a fat payoff and several of them piled off to spend some time ashore with their families. The De Soto then picked up cargo down the coast before heading out for another Far East run, including Yokohama and Inchon among its ports of call.

Seafarers

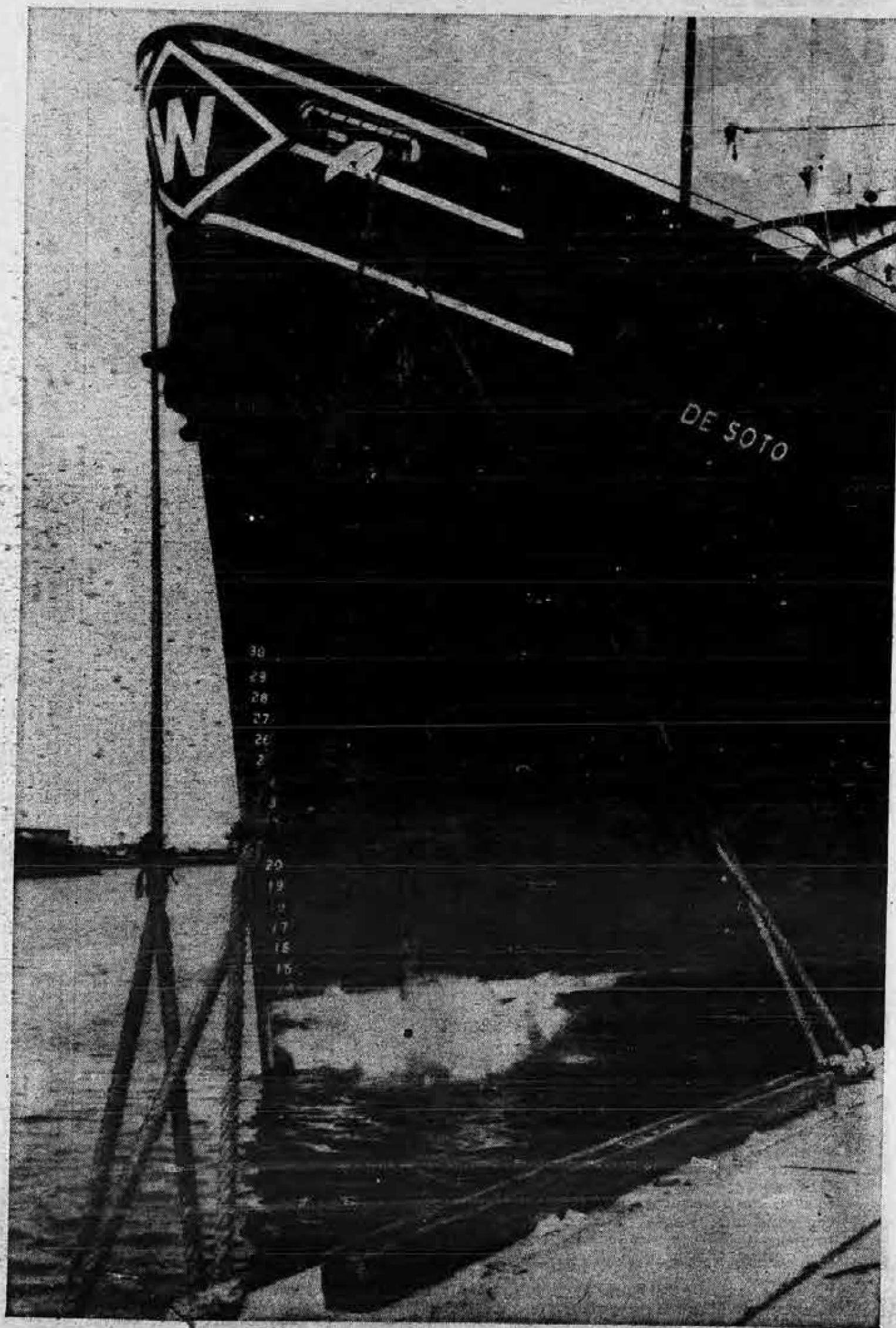
Aboard The De Soto



D. L. Skelton, DM, totes bag of clean laundry up De Soto's gangway. Looks like a spic and span weekend coming up.



Carving "bird" in De Soto galley is night cook-baker Frank Hall. In background: 3rd cook L. A. Mitchell.





Oiler Al Saunders does a little oiling, namely, filling sump on manifold pump with lubricating oil.



Discussing menu preparation (L-R): chief cook Sam Merkerson and L. A. Mitchell, 3rd cook.



Checking out anchor windlass brake on foc'sle of De Soto is Joe Savoca, bosun. Brake had recently been realigned.



Squaring away drill rack in De Soto workshop in engine room is Dave Van Horne, wiper. Dave believes in neatness.



Wiper Preston Smith coils extension light used on a little repair job in engine room. Good housekeeping pays off.



Pantryman A. S. Villariza slices into juicy, ripe watermelon which was served for dessert at crew's lunch.



Heaving a 4x4 board on De Soto are (l. to r.) F. P. Childress, AB and Harry Brown, OS. In background watching: Joe Savoca, bosun; Glenn Lawson, AB and ship's delegate, and Tom Moriarity, deck engineer. Hatches had been opened to load cargo.

News of SIU COMMERCIAL FISHERMEN'S UNION

OF THE SIU ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT
OF THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA

SIU Set For Election At PR Tuna Cannery

The SIU has been successful in organizing activities at the Star Kist tuna factory in Puerto Rico, reports Mrs. Andrea Gomez, Vice-President of the SIU of NA. Mrs. Gomez, who represents fish and cannery workers on the International Executive Board, said that the SIU had a significant majority of the 440 workers at Star Kist's Puerto Rican plant, and was confident of a victory in any forthcoming election.

Mrs. Gomez had been invited to inspect the plant and investigate, in behalf of SIU cannery workers, a charge that she made—namely that the Star Kist company had "run away" from California to Puerto Rico in order to find "cheap labor."

Star Kist is scheduled to begin operating its Puerto Rican plant on August 1, and the SIU hopes to have the plant organized shortly after this time.

Originally, the tuna canning industry was centered in California, but in recent years, the packers have set up shop in such far-flung areas as Samoa and Puerto Rico, partly in the hope of evading SIU fish cannery wage scales, working conditions and other benefits.

WC Canneries Are Picketed

WILMINGTON—A reduction in the price of albacore caused albacore fishing boat owners in Southern California to picket several canneries.

Most of the albacore fishermen own their own little boats and occasionally have a hired man or two assisting them with the fishing.

The albacore fishermen, who are not organized have been consulting with the SIU. Vice President Gomez reported the SIU is ready to assist them.

Violation Disputes

Several disputes, due to the violation of contracts, were on the verge of going to arbitration, but have been settled. Many of the disputes were concerned with violations that had been pending for some time, but matters were eventually ironed out to the satisfaction of all.

Frozen Foods

The union is conducting an organizing drive on several small frozen-food packers, some pet food plants and a "by products" processing plant, and the union's membership should increase if all goes as is expected.

Safety Studied At New Bedford

The New Bedford Fishermen's Union, an SIU affiliate, is tackling one of the perennial problems that plague fishermen—the matter of safety at sea.

A meeting was held recently by the Safety Committee, which is composed of members of the New Bedford Fishermen's Union, and the New Bedford Seafood Producers Association in an effort to improve on the safety practices of the fishermen

and to obtain the best safety devices for the ships.

Howard Nickerson, secretary-treasurer of the union, was elected chairman of the Safety Committee and it was agreed that meetings would be held monthly, on the second Wednesday of every month.

Attending the meeting also were Robert Moore, representing the American Universal Insurance Co., and John Murray, safety director of the US Fish and Wildlife Service.

The group drew up a list of 18 safety measures which they recommended. Some of the measures suggested were: resurfacing of decks with skid-resistant surfacing and companionway ladder tread and winch platforms, installation of ladders on all scallop booms, guard lines or rails on forecastle heads, bollard guards on all deck bollards, installation of self-inflating life-rafts, use of safety hats while unloading and self-actuating fire alarm systems.

Among unions in the SIU are a number of groups of commercial fishermen on all coasts, as well as shoreside fish canneries and processors. They are involved in such widely-diversified fishing operations as scalloping, tuna fishing, salmon fisheries, cod, halibut and many others. Groups involved include the New Bedford Fishermen's Union, Alaska Fishermen's Union, tuna fish and cannery unions operating out of California ports and groups in Bristol Bay, Kodiak, and elsewhere in the far northwest Pacific.

Memorial Day Rites Held In New Bedford



Visitors and guests crowd around Memorial Day services conducted at docks at New Bedford, home of scallop industry in America. The services were in memory of fishermen lost at sea.



John Burt, New Bedford Fishermen's Union, and Chaplain Gene Landry of the Seamen's Bethel wheel a 13-year-old organ to Memorial Day Services. Bethel was made famous in "Moby Dick."

Scallop Festival Due

Sixteen thousand hungry scallop-lovers assembled in New Bedford last year, and an even larger turnout is expected this year for the Third Annual Scallop Festival, to be held August 12, 13 and 14. The event will cost one dollar, with all the scallops one can eat, cooked every way imaginable. The festival is supported by the New Bedford Fishermen's Union and the local scallop-dragging industry.

Scalloping is the major activity of the New Bedford fishermen.

Scallops 'Plentiful'

The US Dept. of Agriculture has declared scallops on its "plentiful food" list for August, national food distributors are going to promote scallops, and an annual scallop recipe contest will be held to find some new, interesting, delicious way to serve them.

The scallops will be donated to the promotion venture by the 80-vessel New Bedford scallop fleet. Cooking will be done by the Exchange Club, sponsors of the event. Sometime during the event, a new 'Miss Scallop Festival' for 1960 will be chosen from among a bevy of charming young ladies.



Vivacious Teresa Lou Sweeney reigned at last year's scallop festivities.

Alaska Fishermen Proud Of Their Pension Plan

Members of the SIU-affiliated Alaska Fisherman's Union, the oldest of its kind (founded in 1902) are proud of their welfare plan, which includes one of the few pension plans, if not the only one, in existence for fishermen.

The Union covers gill net fishermen, men working aboard cannery tenders and vessels picking up fish from fishermen, plus workers employed in canneries and beachmen, tallymen and others.

The union's Health Welfare and Pension program is doing much to bring the benefits of organized labor to the men. As a rule fishermen have no welfare plans or other union protection because the seasonal nature of their work has hampered organizing efforts in the past.

However, the Alaska Fishermen's Union has shown that fishermen can have workable welfare

plans and can have the same benefits and protection that other workers have, even though they are a small element as compared to many other worker groups.

The various fishermen's unions in this industry are now working towards finding a solution to the problem of protecting their legitimate rights as workers, and preserving the supply of fish.

In addition to this union protection, Alaska fishermen and others will receive financial help from the US Government which will go toward the purchase of newer and better fishing equipment, enabling them to better compete in the world fish market.

on the ball

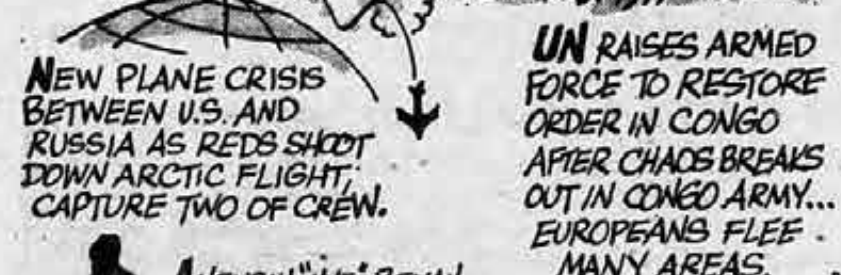
NEWS
HEADLINES
IN REVIEW



EISENHOWER CUTS OFF PURCHASES OF CUBAN SUGAR BECAUSE OF CASTRO SEIZURE OF AMERICAN PROPERTY... KHRUSHCHEV COMES TO CUBA'S SIDE, WARNS OF RUSSIAN ROCKETS.



DR. BARBARA MOORE, HIKING ENGLISH VEG-ETARIAN, CROSSES U.S. BY FOOT IN 85 DAYS... CELEBRATES WITH CHAMPAGNE AND RAW CARROTS.



NEW PLANE CRISIS BETWEEN U.S. AND RUSSIA AS REDS SHOOT DOWN ARCTIC FLIGHT, CAPTURE TWO OF CREW.

UN RAISES ARMED FORCE TO RESTORE ORDER IN CONGO AFTER CHAOS BREAKS OUT IN CONGO ARMY... EUROPEANS FLEE MANY AREAS.



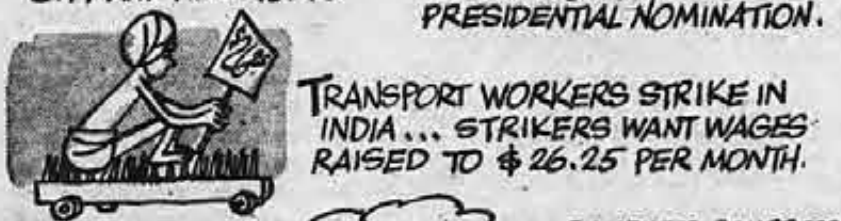
ANEURIN "NYE" BEVAN, WELSH COAL MINER WHO ROSE TO LEADERSHIP IN BRITISH LABOR PARTY AND WARTIME COALITION GOVERNMENT, DIES AT 62.

KING OF THAILAND VISITS U.S., PLAYS CLARINET AND SAX AT BENNY GOODMAN JAM SESSION.



NATIONAL LEAGUE DEMOLISHES AMERICAN LEAGUE TWICE IN ROW IN ALL-STAR GAMES AT KANSAS CITY AND NEW YORK.

WELL-OILED KENNEDY MACHINE STANDS OLD PROS ON THEIR HEADS TO WIN DEMOCRATIC NOMINATION ON FIRST BALLOT... JOHNSON GETS VICE-PRESIDENTIAL NOMINATION.

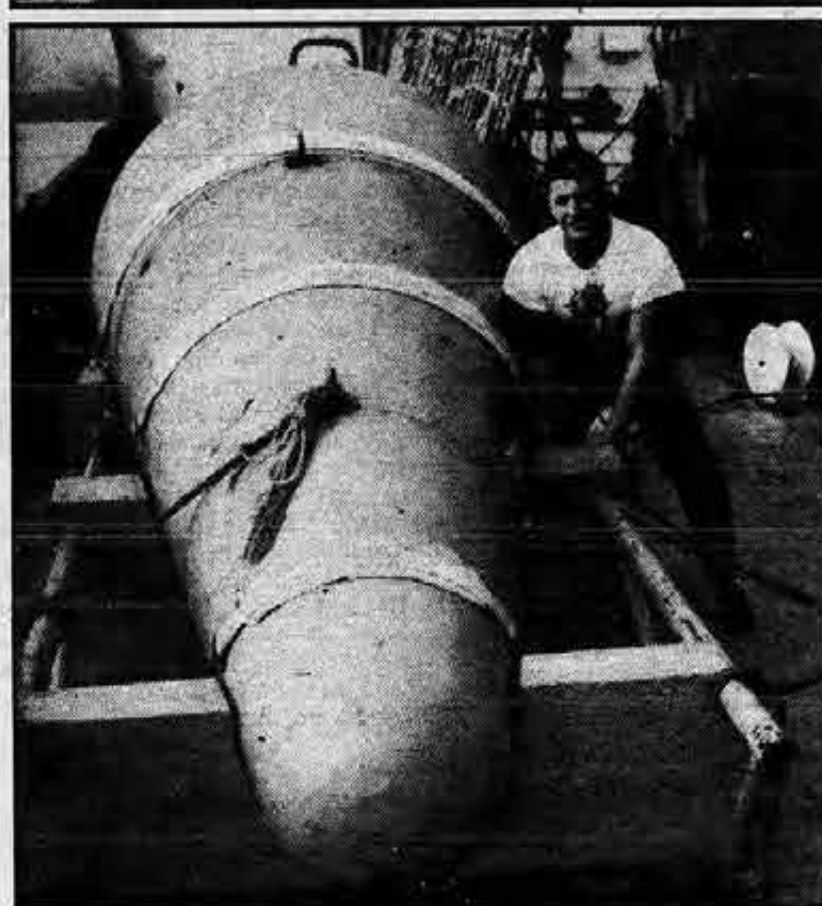


TRANSPORT WORKERS STRIKE IN INDIA... STRIKERS WANT WAGES RAISED TO \$26.25 PER MONTH.



MILANESE DOCTOR LEADS FOLLOWERS TO MOUNTAIN RETREAT TO AWAIT END OF WORLD... AFTER APPOINTED HOUR, LED THEM OUT, SAYING "ANYBODY CAN MAKE A MISTAKE."

COMPUTER CONGRESS IN PARIS FINDS NEW MACHINES WILL BE ABLE TO THINK...



Missile Chasers In South Africa

When the US fired an Atlas missile 9,000 miles, all the way from Cape Canaveral to the waters off South Africa, the SIU-manned Timber Hitch was on the spot to track the flight with its electronic gear and visually as well. Pictured above is the Hitch standing off Capetown's famed Table Mountain. At left, Seafarer Joe Smith, OS, poses on deck with a model of the Atlas nose cone. The Hitch did not attempt to recover the cone which splashed into the ocean about five miles from the ship. (Photos courtesy The Cape Argus, Capetown.)

NY Straightens Out Medical Beef

Shipping in the port of New York was moderate to slow during the last period, Headquarters Representative Bill Hall reports. The outcome for the next period is for it to "remain the same."

An agreement has been reached with Isthmian Lines on the matter of health inspections for men. In the past men often lost out on jobs with Isthmian because the company doctor turned them down and they didn't have enough time to go to the USPHS for its final say on a "fit-for-duty" slip before the ship sailed.

The SIU and Isthmian have agreed now that when this particular situation arises in the future, the man will be allowed to sell, but must check at the USPHS at the next port of call. If he receives an okay, he will be able to remain on the ship. If he is turned down by the USPHS, Isthmian will pay his transportation back to New York.

Another innovation in the New York headquarters was made when the service counter was divided into two areas—one for dues, beefs, and registration, the other for vacation and welfare. It is hoped that this new plan will enable the staff to give the membership better service.

The Ocean Evelyn paid off recently after a trip to the Great Lakes and on its way to Europe. SIU patrolmen were able to collect more than 500 hours of disputed overtime for the men who had performed work outside of the contract specifications.

The SIU Training School is progressing and an increasingly large

number of ordinary seamen and wipers are upgrading themselves to AB and FWT. Also, the lifeboat school is still going strong, and is open to all departments.

The various ships and depart-

ment delegates on the ships paid off in New York were lauded by Hall for bringing in real clean ships. "Except for a few minor beefs, mostly on repairs, the ships were all in fine shape," he said.

Gov't Sees Overcharging On MSTs Freight Rates

WASHINGTON—The Federal Maritime Board has issued orders for the investigation of possible collusion and price rigging by steamship companies carrying MSTs cargoes during the 1950-1956 period.

Companies involved in the hearings that are contracted to the SIU and its affiliates include American-President Lines, Isthmian Lines, Moore-McCormack Lines, Waterman Steamship Corporation and Bloomfield Steamship Co.

Conspiracy Charged

The FMB is looking into the possibility that a number of the companies were acting jointly to "control, prevent or destroy competition" in bidding for MSTs contracts, and were conspiring together to keep rates high.

If the Board decides that there was overcharging, the repercussions could be rather serious for the ship operator. The Government might take steps to recapture any excesses it paid out, and might investigate the subsidies which it is granting to many of the shipping

companies. Such a move by the Government could conceivably cause economic difficulties to any company "padding" its charges.

Companies Notified

No specific time has been set for the hearings but all of the shipping companies involved have been notified to be ready.

Houston Meeting In Oil Union Hall

The next meeting of the Houston membership will be held in the Oil Workers Union Hall at 2306 Broadway in Houston. The change was made to accommodate Seafarers in this port because the growth of SIU shipping activity in this area has outstripped the meeting capacity of the SIU Houston hall.

Court Eases Picketing Ban; Splits On IMWU Activity

Attorneys for the International Maritime Union are now preparing for the third round in court over the IMWU's right to picket the runaway-flag Ince Line ships. An appeal will be filed in the New York State Court of Appeals after the Appellate Division split, 3 to 2, in favor of State Supreme Court action in issuing an injunction against the union.

IMWU attorneys were heartened by the split in the Appellate Division's findings and also by the action of the majority in sharply limiting the scope of the injunction.

They pointed out that two of the five judges agreed with the union's stand, namely, that the case involved a labor dispute under Federal labor law and was consequently not within the jurisdiction of the state court. Such an interpretation would leave the IMWU completely free to resume picketing.

The majority decision, while holding that the state court did have jurisdiction in the matter, cut down on the blanket injunction against picketing issued by the lower court.

As a result of the action of the majority, it appeared that the IMWU has some leeway in taking picket line action for protest purposes, to object to substandard conditions aboard the vessels.

In presenting its case, the IMWU had argued that the Ince Line was doing business here in the United States and operating out of the Port of New York. Consequently, the union said, the company was subject to the laws of the United States, including the Labor Relations Act, in the same manner as any shoreside concern here that might be owned by foreign nationals.

The IMWU tied up the runaway-flag passenger ships Victoria and Nassau in May as crewmembers of the vessels refused to sail without union representation and a contract. Previously, the Ince Line had rejected union demands that it be recognized as the bargaining agent for the crews.

The Ince Line went to the New York State Supreme Court and obtained an injunction ordering the IMWU not to picket the ships or

organize the crews. Nevertheless, crewmembers of the Nassau refused to take the vessel out until they won agreement from the company for improvements in wages,

overtime, hours of work, and various working conditions aboard the vessel. Before this, the operator had been paying \$60 a month and working the men long hours.

Hoffa Gets Feature Billing In Bridges' Union Paper

The alliance between Harry Bridges, fellow-traveling head of the International Longshoremen's and Warehousemen's Union, and James Hoffa, president of the International Brotherhood of Teamsters, is getting a big play in "The Dispatcher," official organ of the Bridges union. Hoffa got top billing in the June 17 issue of Bridges' newspaper, elbowing Fidel Castro and Communist China into subsidiary spots.

The occasion was the joint

negotiating of a warehouse contract with a Northern California Employers Association. To celebrate the event, a joint meeting was held in the Longshoremen's auditorium addressed by Bridges.

Speaks Via Phone

Hoffa, who was in Washington, addressed the meeting in absentia by telephone and called cooperation between the two unions "just the beginning." Bridges, in turn, declared "I'm proud to know Hoffa and to work with him... we are going to pool our efforts."

Recent efforts by the ILWU included an unsuccessful attempt to raid SIU-contracted tuna fishing boats on the West Coast, where the Bridges union was set back on four boats, and an equally-unsuccessful move to block 1,200 Crockett sugar workers from affiliation with the SIU, despite angry threats made earlier by ILWU lieutenants in a desperate effort to defeat the SIU.

Boston Has Eye Benefit

Optical benefits under the Seafarers Welfare Plan are now available to SIU men in the Boston area. Free eye examinations and eyeglasses, if needed, may be obtained at the office of Dr. Morris I. Cowin, 1 Meridian Street, East Boston, Massachusetts.

The optical benefit may be used by Seafarers once every two years, with the Welfare Plan paying the cost.

This brings to eight the number of ports where the Optical Benefits Program functions. Others are: Houston, San Francisco, Philadelphia, Baltimore, New Orleans, New York and Mobile. Any Seafarer desiring this service should go first to the port agent to make sure of his eligibility and then to the designated optical service.

Tell it to the LOG



Stubborn About It All



Cruise ship North American, under contract to SIU Great Lakes District, firmly resisted efforts of several tugs to pull her off sand bar in St. Lawrence River for several days. All 347 passengers had to be taken off before ship finally got free.

Award Engineers 5 Percent In East Coast Arbitration

An arbitrator has awarded the Marine Engineers Beneficial Association a five percent increase in wages, overtime, penalty time and night relief rates for engineers sailing on passenger and dry cargo ships, tankers and freighters.

Dr. Donald F. Shaughnessy made the award after an arbitration proceeding between the MEBA and the American Merchant Marine Institute in New York on June 17, 1960.

The A&G Committee also gained an additional increase of about two or three percent by eliminating

certain inequities between engineers' wages and the pay rates of mates and other unlicensed seamen.

As a result of the decision, junior 3rd assistants will get an increase of \$48.16 a month on class B freighters and \$46.32 a month on the average tanker. The increases are retroactive to June 16.

FELTONE (Ore Navigation), June 24—Chairman, James West; Secretary, Richard N. Foster. On June 10, 11 and 12, wash water was salt water. This constituted a just cause for applying for compensation (\$5 per day, 3 days, total \$15) for insufficient quarters, and will be applied for on the OT sheet. Utensils for night lunches should be available in the pantry. A rack will be built to hold the cups. Some insecticide needed to keep roaches under control.

DEL NORTE (Mississippi), June 24—Chairman, W. Kaiser; Secretary, E. Leonard. Ship's delegate reports few minor beefs taken care of in New Orleans. \$199.40 on hand at end of last voyage. Spent \$136.00 to have movie machine completely overhauled. Balance on hand \$22.52. Movie director purchased seven movies for this trip. Spoke to movie men in both New Orleans and Houston. NO man says he will not change his prices. The man in Houston is much cheaper so will consult the Sud and Mar before decisive action is taken. M/S/C to have a list of all B and C card men posted by their respective delegates and they be informed that they must re-register after 60 days or two trips. M/S/C to elect F. Simple new ship's delegate.

CITIES SERVICE NORFOLK (Cities Service), June 24—Chairman, Robert Fink; Secretary, Ted Jones. Ship's delegate reports no beefs—everything running smoothly. One man missed ship in Baltimore. His possessions are with captain. Ship's delegate has his book and papers. All agree we have a good running ship and crew.

ELEMIR (Marine Carriers), July 1—Chairman, S. Gray; Secretary, J. Balderston. Disputed OT to be taken up with patrolman. Need clarification as to our status—signed on at tanker rate of pay carrying dry cargo. Due to local weather conditions and a strike of longshoremen we have been unable to get launch service. Started ship's fund with \$1 contribution by each crewmember, to be used for ship's business only. Discussion re launch service and time of staying on "hook." Ship's delegate to take this

up with captain. Also matter of getting our mail. Captain instructed steward to use coffee urns temporarily to replace worn out percolators and cords.

PENN EXPLORER (Penn Shipping), June 12—Chairman, W. B. Yarbrough; Secretary, Cruz Mata. Captain will put travelers checks out in all ports. Steward had to be put off in Freeport—Injured arm. No beefs reported. Suggest ship's delegate see captain and chief engineer about a jury toilet and water on deck for natives. Also see mate about having the screen doors fixed. Don't mistreat natives—it can cause trouble.

ALCOA PARTNER (Alcoa), July 2—Chairman, Joseph McAndrew; Secretary, K. C. Smith. Movie fund to be

DIGEST of SIU SHIP MEETINGS

collected at first draw. Salt shakers wanted for messhall. Short stores on board for coastwise trip. No library on board for this trip. Man off watch to clean messhall for next watch. Man on watch to make coffee for men on watch. Foc'sles need painting.

MYRIAM III (International Navigation), May 29—Chairman, J. T. Sigmon; Secretary, John Straka, Jr. Most repairs taken care of. Captain will put a draw a day before we get to Madras, India. Chief cook doesn't want anyone to sleep in room with him. Steward department will take care of this. Everyone to take better care of fans and washing machine.

FRANCES (Bull), July 10—Chairman, L. Williams; Secretary, N. Lambert. No major beefs reported. Men are not cleaning washing machine

properly after use. Steward has ordered more citrus fruits and other fruits but port steward has been cutting down. Steward and delegate to see patrolman and food program representative about shortages and cutting of regulations; also about storing earlier in port.

FAIRLAND (Sea - Land Service), July 10—Chairman, J. Sweeney; Secretary, R. Simpkins. No beefs; everything running smoothly. Delegate to see patrolman about cab expenses to hospital in San Juan for two men. Discussion on buying radio, electric iron and Spanish checker set. All three to be bought this trip in Newark. Company has not had messroom chairs fixed yet. These chairs have been on the repair list for the past six trips.

CALMAR (Calmar), June 25—Chairman, Walter Kohut; Secretary, M. Kondyles. Captain to give port discharges in Long Beach. Should have screens for portholes. No wind scoops. Ship's delegate resigns with vote of thanks from crew.

ALCOA CORSAIR (Alcoa), July 3—Chairman, R. M. Roberts; Secretary, D. Marins. Ship's delegate reports day's lodgings not received by men who had rooms painted a good while back. Everything running smoothly. No beefs reported. Movie director's report on hand at end of voyage No. 223, \$256.12. Men asked to leave safety pamphlets and literature on bulletin board so all members can read same. Washing machine put on repair list, pump broken. Polish stow-away found one day out of Trinidad. Complained that the food wasn't too hot. Gained ten pounds before arrival in Mobile.

ORION STAR (Orion), June 26—Chairman, G. Creggs; Secretary, J. Sanchez. Ship's delegate reports C-cards are not producing work and refuse to cooperate with other Union brothers. Lots of disputed overtime. Engine delegate reports three men picked up in Yokohama. Steward delegate reports they have 4 "A" books, 3 "B" books, 1 "C" book and one freeloader. Discussion on return-

ing cups to pantry. Do not scream in passageways as it wakes up the watch. Fans are no good—they are constantly under repair. At the beginning of the trip we received 11 new 18-inch fans but the chief engineer stashed them away and has refused to put them out. Those fans were put on board for the crew. Also we should see the Union about white table cloth for the crew and larger sheets and spreads.

EAGLE TRAVELER (United Maritime), June 24—Chairman, Robert Grant; Secretary, James A. Ray. Answer from headquarters on time allotted sanitary men (4 hrs.), read. Letter re disputed OT sent to headquarters. One man hospitalized in Yokohama; one man missed ship in Yokohama. Air conditioning to be repaired in recreation room. M/S/C that no one sleep in recreation room.

DEL SOL (Mississippi), June 12—Chairman, C. Thompson; Secretary, Ramon Irizarry. Fred Carpenter elected ship's delegate. Discussion to see chief engineer to clear lines in washing machine as it takes a long time for water to drain. Repair lists to be made up. New mattresses to be ordered as they are in bad shape.

EDITH (Bull), June 26—Chairman, S. Boxer; Secretary, J. Kucharski. No beefs reported by ship's or department delegates.

MAE (Bull), June 12—Chairman, W. Morris; Secretary, T. Drzewicki. Harry Byrd elected new ship's delegate. Discussion to let coffee perk till ready. Donate for new TV.

TITAN (Cargo Tankship), July 4—Chairman, J. McKreth; Secretary, R. Ransome. Two brothers hospitalized. Reports sent to headquarters. Crewmembers leaving ship are reminded to strip bunks of linen and return to steward. Also to collect shot cards. Vote of thanks to steward department for job well done although short three men. Suggestion to have fan installed in laundry. Suggestion that masks be supplied for gangway watch during

loading and discharging grain. Crew reminded to return glasses to pantry.

STEEL APPRENTICE (Isthmian), June 19—Chairman, Paul Whitlow; Secretary, Everett Perry. Captain was unsuccessful in getting Pail Mail cigarettes. Milk in Okinawa must first have approval by the American consul before it goes to ships, to be taken up with Union upon arrival. All current repairs to be turned in to me and all disputed overtime after we leave the Islands for the States. No major beefs except a 14-hour call-back in deck department in Okinawa to be taken up with patrolman. Vote of thanks given to steward department for their work in the absence of chief cook who died at sea. M/S to discontinue issuance of travelers checks in overseas ports and dollars be issued as we lost money on the exchange. Crewmembers to come to messhall and pantry properly dressed. Suggestion that collection be taken up for flowers for chief cook.

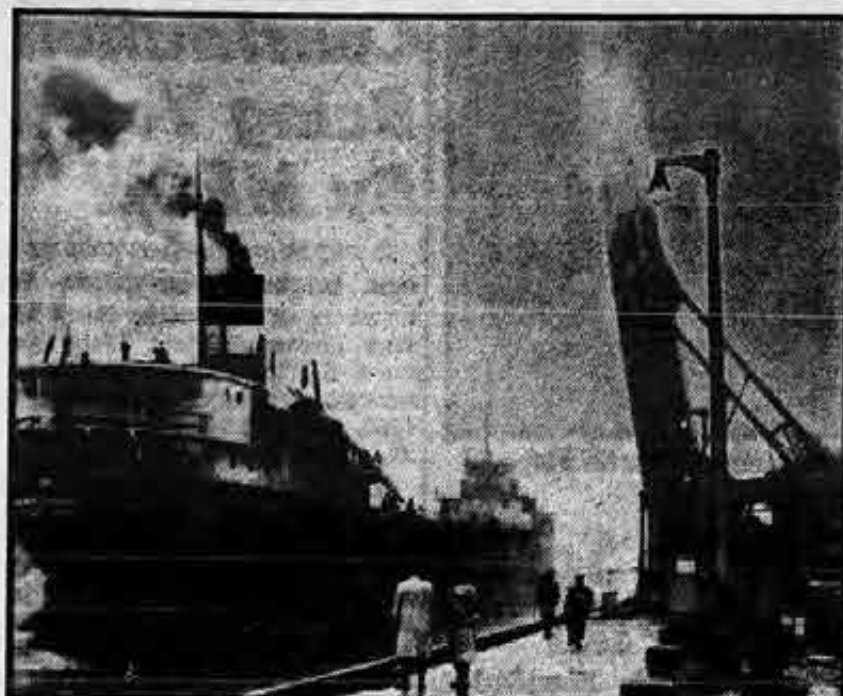
MARORE (Ore Navigation), July 4—Chairman, F. O'Neill; Secretary, C. Redell. Ship's delegate reports beef re exterminator not doing a thorough job when he comes aboard. Steward to order new washing machine as the old one is beyond repair. Patrolman will have to settle port OT beef for steward dept. Radio operator and dayman's beef explained to the members. Election of new ship's delegate put off till payoff as there are quite a few men leaving the ship. Need new toaster.

ATLAS (Cargo & Tankship), July 2—Chairman, Robert McDavitt; Secretary, A. Johansson. Deck delegate reports one "C" book AB was first signed on as a non-working workaway. Was later signed on articles as AB when one man failed to join ship. This man is to be paid off under mutual consent in Port Said. Suggestion to buy lounge chairs for crew's recreation hall out of ship's fund in Japan.

YORKMAR (Calmar), July 4—Chairman, E. Brown; Secretary, W. Crossman. No beefs reported. W. Crossman elected new ship's delegate.

News of SIU CANADIAN DISTRICT

OF THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA



Canadian-flag Burlington, manned by members of SIU Canadian District, is shown entering the Welland Canal at Port Weller, Ontario. Canada shipping is facing stiff Seaway competitors.

Canada SIU Seeks Seaway Flag Curb

Two Canadian maritime unions and Canada's largest shipping firm have demanded that the Government do something about stopping foreign-registered vessels from turning the Seaway into what they describe will become a "graveyard for Canadian ships."

Canadian sailors receive about four times as much as their British counterparts, and because of this many vessels in the Canadian fleet have runaway to an English flag registration.

The Canada Steamship Lines, largest Seaway carrier; the SIU Canadian District and the Canadian Merchant Service Guild have combined to fight the inroads made by English vessels in the Seaway.

"Canada's sailors didn't pay taxes to build the Seaway to be put out of jobs by cheap labor

'World Fair' Planned On Canada Ship

Plans are underway to establish a "floating fair" to celebrate Canada's hundredth birthday, the centennial of her Confederation, in 1967.

The floating fair would be turned into a mobile "world's fair," and used to promote Canadian industry the world over. A group of Canadian businessmen working on the plans estimate that it would cost about \$500,000 to keep the fair, which would be set up on the "Empress of Canada," in operation. However, it is estimated that the floating exhibit might bring in as much as \$400 million in orders.

Canada is trying to get the World's Fair for Montreal during 1967, but this is being fought by Russia. The Canadians see the mobile "floating fair" as the cornerstone of what might develop into some kind of a Canadian International trading agency.

ships," said Paul Gagne, SIU representative in Thorold.

The British sailors receive about \$100 a month, on vessels that carry all sorts of cargo between Toronto and Newfoundland. The British ships stay nine months and pay no taxes while Canadian sailors and officers have to go on unemployment insurance.

No Domestic Rules

Canada, unlike the United States, has no regulations requiring that shipping in its domestic trades fly the Canadian flag. As a result, there are many British-flag vessels operating exclusively in the Canadian domestic trades. These ships never go near England, but ply Canada's waters while paying British wage scales to the seamen, plus a modest bonus for service in Canadian waters.

The set-up deprives Canadian shipping and Canadian seamen of employment opportunities. It also works a severe hardship on the crewmembers of the British-flag vessels who have to try to live in the Canadian economy on an English wage scale.

We have "no quarrel with foreign vessels engaged in international trade," said Gagne, "but we want to keep them out of domestic shipping."

Canadian SIU Shipping

June 1 through June 30

Port	Jobs Shipped
Montreal	279
Toronto	103
Thorold	219
Fort William	85
Vancouver	109
Quebec City	43
Owen Sound	16
Halifax	18

Total Jobs Shipped... 872

Union Gets Credit:

Gov't, Canadian Shipping Hopeful Of Canada-Flag Deep Sea Revival

MONTREAL—Canadian ship operators and government officials are talking hopefully of a rebirth of the once-great Canadian deep-sea fleet, and members of the SIU Canadian District are getting much of the credit. Recent developments indicate that there will be a modest build-up of Canadian ships on the deep sea trades, although it is doubted that Canada will ever regain the position in deep sea shipping it once enjoyed.

At the end of World War II, the Canadian deep sea fleet was composed of more than 400 vessels and was the fourth largest in the world. However, Canada had no program for maintaining a deep-sea Canadian-flag fleet and the result was that Canadian ships transferred en masse to British and other flags to escape payment of Canadian union wage scales.

Canadian seafarers' contracts and wage scales are comparable to those enjoyed by seamen on SIU-manned American-flag ships.

Canadian Crews Efficient

Two reasons are being given for the revival of deep-sea maritime in Canada. Ship operators are crediting Canadian seamen with greater efficiency than crews obtainable under other flags, thus making up for the low wages of foreign seamen.

A second reason is the development of shipping to the Canadian Arctic because of economic growth in the Canadian northland, largely sponsored by the Canadian government. While Canada has no laws



Canadian District President Hal Banks has fought for revival of deep-sea shipping under Canada's flag.

requiring that ships in its domestic trade fly the Canadian flag, Canadian ships are generally favored for such operations, particularly since many of them involve defense installations.

New Ships

At present, a new Canadian-built freighter, the Eskimo, is in regular transatlantic service, while the newly-formed Canuck Lines Ltd., has transferred two deep sea ships back to Canadian registry. Another ship, a new 40,000-ton tank-

er just launched is being placed under the Canadian flag.

Canada maintains a thriving fleet under its flag in the Great Lakes and St. Lawrence River trade, in addition to the operation of ships on the Canadian West Coast.

Last year, two of the world's largest ore carriers began plying the Great Lakes and St. Lawrence River under the Canadian flag.

Seaway Activity On Rise

It's anyone's guess as to how the Seaway did last year. The statistics are all available, but there's some question as to their significance.

Upbound cargo tonnage passing through the locks in April was 132 percent ahead of April last year, but this year the Seaway opened a week earlier.

Downbound cargo showed a gain of 45 percent, too, though the average increase in tonnage per ship was only 52 tons.

Bigger Ships

However, certain general facts are evident, and they are generally encouraging — for the shipowner anyway. There is a trend toward bigger ships in the Seaway, with more cargo on the ships, and this, of course, means bigger profits for the owners and means more business.

Canada earned 73 cents out of every dollar earned in the canal, leaving 27 cents for the US which is proportional to the investment by each country in the Seaway. The Canadians put up about 70 percent of the cost of the waterway.

Lewis B. Castle, administrator of the US St. Lawrence Seaway Development Corporation, predicted that traffic would double in the next ten years of operation.

The Seaway, which first opened to traffic in 1958, has had a great effect on shipping and other business in the Great Lakes on both the US and Canadian sides.

SIU Canadian District Halls

FORT WILLIAM	408 Simpson St. Ontario Phone: 3-3221
HALIFAX, N.S.	128 1/2 Hollis St. Phone 3-5911
MONTREAL	634 St. James St. West Victor 2-9161
QUEBEC	44 Sault-au-Matelot Quebec Lafontaine 3-1509
THOROLD, Ontario	52 St. David St. Canal 7-5212
TORONTO, Ontario	272 King St. E. Empire 4-5125
ST. JOHN, NB	177 Prince William St. OX 2-5431
VANCOUVER, BC	208 Main St.

Drowning In Montreal Averted By SIU Tugmen

SIU men helped rescue other SIU men as a tragedy was narrowly averted recently when a Swedish freighter, the Polaris, jammed her rudder and out of control, rammed into a small coaster, the Federal Express, anchored in Montreal Harbor.

Quick work by SIU men aboard the tug Mathilda, which had drawn near in the course of an assignment, enabled all the men to escape as the Federal Express, fatally holed, sank in less than 15 minutes.

The skipper of the Mathilda saw that the Express had little time, so he quickly directed the bow of his tug against the stern of the sinking Express.

The crew of the Express and the longshoremen who were below when the accident happened, were thus able to jump onto the Mathilda's deck without injury, though many of the men were "shaken up" a bit.

Afterwards the men, 18 in all, were given quarters in the Montreal Sailors Institute for the night.

As one Canadian Seafarer, Paul Therrien, 29, described it:

"I was tired and hit my bunk ten minutes before the mishap. I was half asleep when I heard a loud noise and the ship listed heavily. I grabbed some clothes, put them on and rushed on deck with my valise. We found out that we couldn't launch the lifeboat and were we

glad to see that tug. It was an eight or ten foot jump to her deck but it didn't seem far, with us going down so fast.

"When I got ashore," he continued, "I called my mother and father. Will I continue as a sailor? Of course, I will."

Canadian Seafarers, members of the SIU Canadian District, are a vital element in the maritime picture generally and in the SIU family of unions. They man ships under Canadian flag across-the-board—deep sea off the Atlantic Coast, on the Canadian West Coast, on the Great Lakes and the Seaway. The Canadian SIU also represents large groups of Canadian tugboatmen, dredgemen and allied crafts. The Canadian District works closely with the other SIU unions throughout North America and the mutual relationship has been of great advantage to all SIU members.

News of SIU PACIFIC DISTRICT

SAILORS UNION OF THE PACIFIC, MARINE FIREMEN'S UNION, MARINE COOKS & STEWARDS UNION • SIU OF NA

Skipper, Company Hail SUP Crew Rescue Action

Deck gang crewmembers of the President Van Buren, members of the Sailors Union of the Pacific, were applauded by the skipper for their efficient handling of a transfer at sea, despite dangerous weather conditions. The transfer involved the surgeon of a Japanese passenger liner to treat a dangerously-ill woman passenger aboard the Van Buren.

The incident took place on June 5, 1960, while the Van Buren was en route to San Francisco, at Latitude 44 degrees north and 162 degrees east longitude. A rendezvous was made with the Japanese vessel at dawn, but the weather was such that the skipper and chief mate were uncertain as to whether to risk a transfer.

However, it was decided to go ahead with the attempt because of the serious condition of the passenger. The number one lifeboat was launched with the chief mate out a ten man boat crew. A half hour later, the Japanese doctor off the Yamakiku Maru boarded the lifeboat and 31 minutes after that, the boat was alongside the Van Buren.

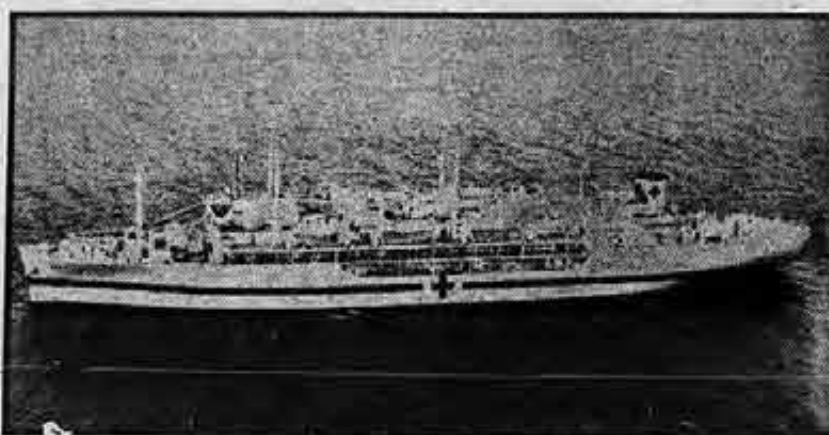
The doctor remained aboard the

Van Buren for over two hours treating the passenger and leaving instructions for the crew. Meanwhile the winds, already strong, had freshened considerably. Nevertheless, the boat crew again made it back and forth, returning the Japanese doctor to his ship.

Writing to the American President Lines on the subject, the Van Buren's skipper put it this way: "I wish to take this opportunity to express my appreciation and my admiration for the willingness with which the men responded to this call of duty. And I further wish to commend the chief officer and the men of the boat crew for the manner in which the mission was accomplished without any injuries being sustained."

SUP members in the crew who manned the boat were Anthony S. Morris, bosun; Bradford G. Templeman, Charles S. Lawrence and William E. Northern, DMs; John Segale, William Yesko, John Battelf, William A. Muldoon and Herman V. DeMarkque, ABs; George Wong and Denver S. Church, ordinary seamen.

The letter was passed on to SUP Secretary-Treasurer Morris Weisberger from APL headquarters, with the comment that the crew's action was accomplished "with enthusiastic willingness and cheerful disregard of the physical dangers surrounding the duty performed. . . . 'all of us in the American President Lines wish to extend our sincere congratulations to the Sailors Union of the Pacific and particularly to each member of the boat crew.'"



Navy hospital ship, SS Constellation, renamed the SS Hope, is due to take Pacific District crew shortly.

Medical Ship Set To Sail For Asian Ports in Fall

SAN FRANCISCO—The People To People Foundation, which has been raising funds to send a fully-equipped floating hospital to Southeast Asia, has announced plans to get the project underway sometime in September.

The foundation has obtained the Navy hospital ship Constellation, to be renamed the SS Hope, which will be the base for the project. A crew of doctors, nurses and medical specialists will serve aboard the vessel which will call at various Southeast Asia ports and offer medical treatment as well as instruction to local medical men. In addition,

Indonesia will be the first na-

tion to be visited by the ship, which will go on to other Southeast Asian countries depending upon the availability of funds.

SIU to Furnish Crew

American President Lines will operate the hospital ship and the SIU Pacific District will supply the unlicensed crew. The ship is due to arrive in San Francisco the week of August 24 and to crew up for the Orient a couple of weeks after that.

Constitution Being Voted By MFOU

A secret referendum vote on a new proposed constitution for members of the Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Union is now underway. Voting started June 1, 1960, and will wind up on August 31, 1960.

The constitution makes certain changes to comply with the requirements imposed upon unions by the Landrum-Griffin law. In addition, the proposed constitution seeks to broaden and make more effective the democratic guarantees available to MFOU members.

A revision of the constitution was indicated because of constant changes and amendments to the existing MFOU constitution over the years. The MFOU membership has been urged by Sam Bennett, MFOU president, to eliminate this "patchwork quilt" and come up with a new document.

Among the provisions contained in the document are specific guarantees of membership rights including a trial and appeals procedure that follows the established methods used in US courts—namely the right to confront the accuser, cross-examine and the like.

SIU Pacific District Halls SUP

HONOLULU... 51 South Nimitz Highway
PHONE 5-0277
NEW ORLEANS... 523 Bienville St.
JACKSON 5-7425
NEW YORK... 675 4th Ave., Brooklyn
HYACINTH 9-6605
PORTLAND... 211 SW Clay St.
CAPITOL 3-4336
SAN FRANCISCO... 450 Harrison St.
DOUGLAS 2-8363
SEATTLE... 2505 1st Ave.
Main 2-0290
WILMINGTON... 505 Marine Ave.
Terminal 5-6617

MC&S

HONOLULU... 51 South Nimitz Highway
PHONE 5-0774
NEW ORLEANS... 523 Bienville St.
RAMOND 7-428
NEW YORK... 675 4th Ave., Brooklyn
HYACINTH 9-6600
PORTLAND... 211 SW Clay St.
CAPITOL 3-2222
SAN FRANCISCO... 350 Fremont St.
EXBROOK 7-5000
SEATTLE... 2505 1st Ave.
Main 3-0088
WILMINGTON... 505 Marine Ave.
Terminal 4-8538

MFOU

HONOLULU... 56 North Nimitz Highway
PHONE 5-0777
NEW ORLEANS... 523 Bienville St.
MAGNOLIA 0404
NEW YORK... 130 Greenwich St.
CORTLAND 7-7094
PORTLAND... 522 NW Everett St.
CAPITOL 3-7297-8
SAN FRANCISCO... 240 Second St.
DOUGLAS 2-4592
SAN PEDRO... 296 West 7th St.
Terminal 3-4485
SEATTLE... 2333 Western Ave.
Main 2-6326



MCS Open Hearing Scheduled For August 8 In Headquarters

At the request of Ed Turner, Secretary-Treasurer of the Marine Cooks and Stewards Union, SIUNA President Paul Hall has scheduled an open hearing on issues raised within the union. The hearing has been scheduled to begin Monday morning, August 8, 1960, at 8 A.M. As per the text of the following two wires sent by President Hall, the membership of the MCS has been notified to be present, if possible at this open hearing. News of the hearing has been displayed prominently in the "Stewards News" official publication of MCS, and in the various MCS halls and ships.

The following are the texts of the two messages:

Ed Turner, Secretary-Treasurer
Marine Cooks and Stewards Union
350 Fremont Street, San Francisco

"This will acknowledge receipt of your wire of June 17, 1960, requesting an investigation. Have also received communications from other sources reference the same subject.

"In light of your telegram and communications an investigation will commence forthwith to be followed by an open hearing.

"Union business requires my and other international officers' presence at the ITF congress to be held in Berne, Switzerland, through July 30. I am therefore directing that an open hearing on these matters be held at the MCS hall, San Francisco, California, commencing at 8 AM Monday, August 8, 1960. I am further requesting that all members of the MCS desiring to file complaints are to make such complaints in writing to be mailed by registered mail return receipt requested to Paul Hall, president, SIUNA, 675 Fourth Avenue, Brooklyn 32, New York. All such complaints shall bear the signature, the book number of the complainant and must be received at my office above not later than Saturday, August 6, 1960. At the open hearing all complaints will be given full opportunity to present evidence in support of their complaints and the open hearings will continue until all complainants have been fully heard.

"In the interest of the entire membership of the MCS, I further request that you give the contents of this message the widest publicity by posting the same in the union halls, publishing the same in the next issue of the "Stewards News" and by such other means that you normally have of contacting the membership. Advise as soon as possible the steps you have taken to comply with this request. Copies of this wire have been sent

to all members of the executive committee of the International."

Paul Hall, president
Seafarers International Union of
North America, AFL-CIO

The second wire also addressed to Turner, reads as follows:

"In view of the public hearing to commence on August 8, 1960, at 8 AM in the MCS headquarters building, and in order to give every member and officer full opportunity to attend such hearing, I hereby request that you do the following:

"1. Under the terms of the constitution of the MCS, call for a special meeting of all members on the beach for 8 AM, August 8th, at the MCS headquarters building, 350 Fremont Street, San Francisco, Calif.

"2. Notify all members aboard ships in and near the Port of San Francisco of such special meeting so that they will have available the information regarding this special meeting and public hearing in the event they wish to attend same.

"3. Pursuant to MCS constitutional procedure, call an agents' conference of the MCS to be held at the MCS headquarters building, 350 Fremont Street, San Francisco, to commence at 8 AM, on August 8th.

"4. In calling for this special membership meeting and agents' conference, it is further requested that the point be emphasized to all members and officers alike that this special membership meeting and the agents' conference are being held for the express purpose of allowing a maximum attendance in the open hearing as referred to in my wire to you of July 6, 1960.

"5. Please cause this wire or an identical copy of same to be posted in all MCS union halls forthwith and, further, if in the event publication of the next issue of the "Stewards News" is prior to the open hearing, that this wire be carried verbatim in same."

Paul Hall, president
Seafarers International Union
of North America, AFL-CIO

Pacific District Shipping

Port	SUP 6/1 to 6/27	MFOU 6/1 to 6/30	MC&S 6/1 to 6/30	Total
San Fran.	638	169	389	1,196
Seattle	63	53	36	152
Portland	147	42	36	225
Wilmington	296	(no hall)	89	385
New York	88	30	38	156
New Orleans	41	(no hall)	11	52
Honolulu	19	31	20	70
San Pedro	(no hall)	71	(no hall)	71
Total	1,292	396	619	2,307

News of SIU PACIFIC DISTRICT

SAILORS UNION OF THE PACIFIC, MARINE FIREMEN'S UNION, MARINE COOKS & STEWARDS UNION • SIU OF NA

WC Ships Facing British Threat

The "declaration of war" by British shipping interests against West Coast American-flag operators points up the value of combined action by Pacific District unions on mutual problems.

British ship operators are obviously going all out to grab off a big chunk of West Coast passenger and freight trade. The merged P&O and Orient Lines is putting 18 ships into service, including passenger vessels. The director of the merged service described the union of the two companies as "adding strength to strength" and predicted a "decisive turning point" would come soon in the Pacific trades.

The targets of the combined operation are principally Matson Lines and American President Lines, the biggest operators in the West Coast trades.

Since the SIU Pacific District mans all the passenger ships on the West Coast, including around-the-world, trans-Pacific and Hawaii passenger runs, the ability of the District to pull together on the challenges facing West Coast shipping will have an important bearing on the outcome.

Progress Since '55

Undoubtedly, since the Pacific District was set up in 1955, including the Sailors Union, Marine Firemen and Marine Cooks, considerable progress has been made in the form of improvements for their respective memberships and in smoother and more stable relationships with the steamship operators on the West Coast.

The initial success of the new alignment was the victory of the District over Harry Bridges and his ouster from the shipboard steward departments on the West Coast vessels. This, of course, has considerable bearing on the successful operation of West Coast passenger vessels.

In the 1955 election on the ships, the Pacific District trounced Bridges 3,931 to 1,064.

Subsequently, the three combined unions went on to record important gains in the area of wages, welfare and pension benefits.

Must Surpass Service

A key element in the competition now facing the American-flag passenger ship operators on the West Coast is the ability of American shipping to match and surpass

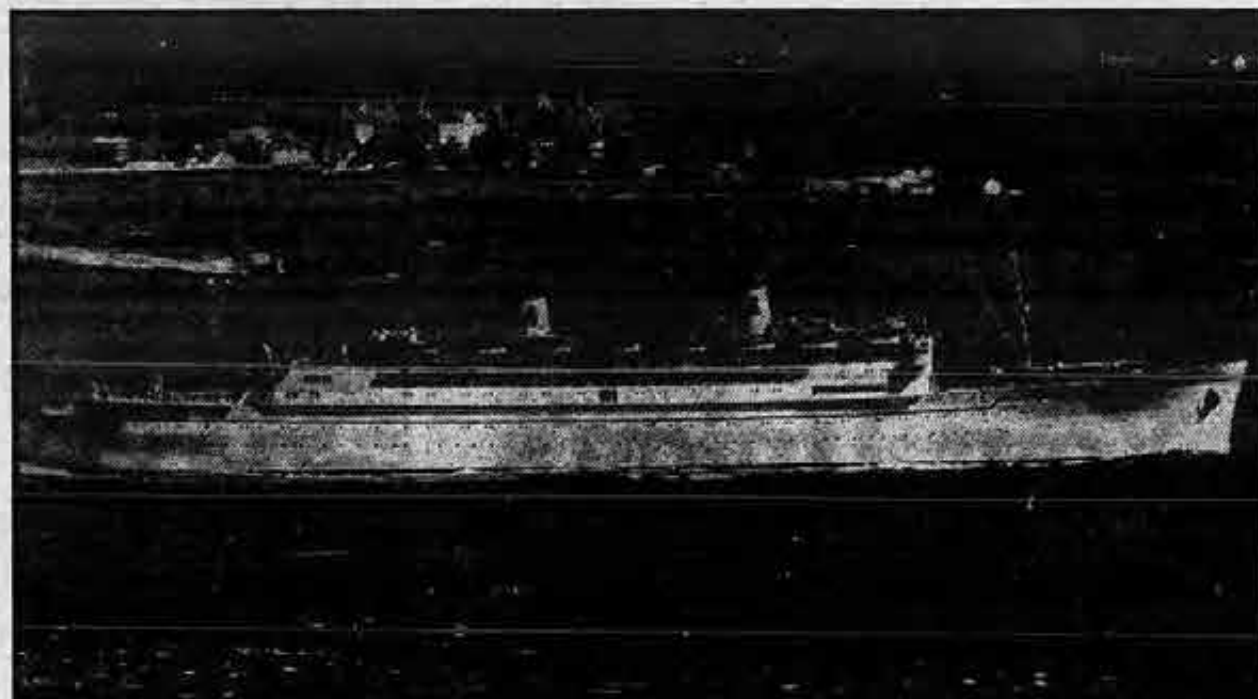
the service offered to passengers. Here, undoubtedly, the training school operated by the Marine Cooks and Stewards Union at Santa Rosa, Calif., is an invaluable asset. The school upgrades men working in shipboard steward departments and also offers apprentice training for those entering the field.

The P&O-Orient combine is not the only issue confronting West Coast maritime. Like American-flag shipping operations elsewhere, West Coast operators have had to compete with runaway-flag shipping, the Military Sea Transportation Service and the destruction of coastwise and intercoastal ships by railroad rate cutting.

Discuss Pooling Facilities

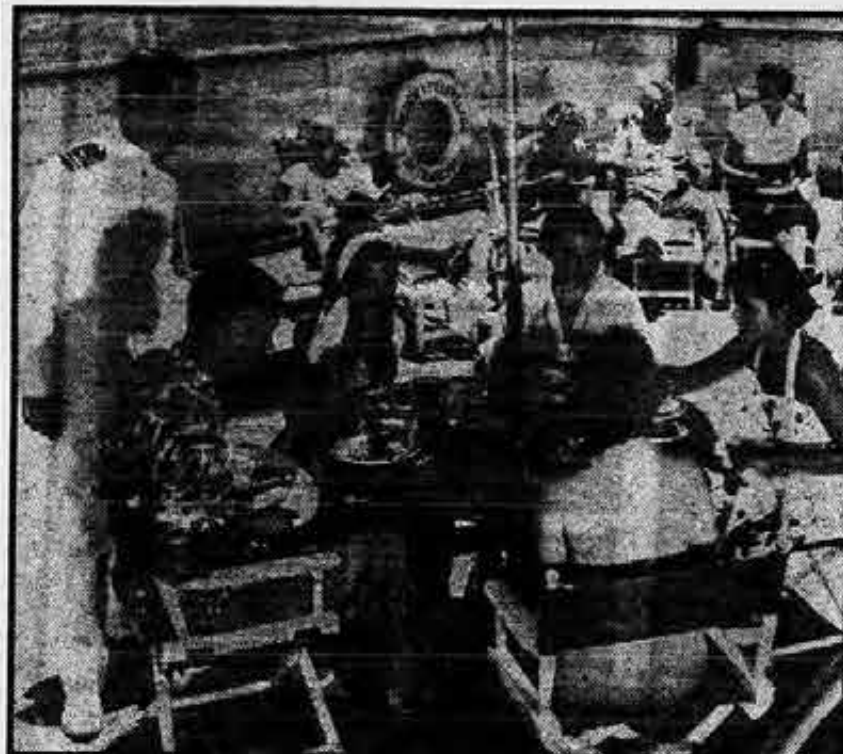
In order to meet competition in trans-Pacific freighter operations, Coast operators are now talking of pooling facilities so that they can halt the decline in cargoes carried by American-flag vessels. The companies involved are American President Lines, Pacific Far East and American Mail. The percentage of outbound cargo carried by American-flag ships in this area has dropped sharply in the last four years.

The Pacific trade offers rich prizes, with Alaska and Hawaii becoming the 49th and 50th states, and the industrialization of Australia, the Philippines and other Far East countries promising growing trade in that area.



SS Matsonia, of Matson Lines, is one of passenger vessels manned by members of SIU Pacific District unions. Ships like these are facing increased competition from British, especially from new P&O-Orient Lines combine.

On these pages is news of activities of the SIU Pacific District representing the three West Coast unlicensed unions, the Sailors Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards Union, who sail under the SIU banner predominantly in the Pacific trades to Hawaii, Alaska, the Far East and on 'round-the-world runs. The SIU Pacific District Unions are a key group in the SIUNA, representing as they do the entire maritime industry on the West Coast.



Passengers aboard President Cleveland, of American President Lines, demand top service during lunch on deck. MCS training school in Santa Rosa prepares and upgrades men for this work.

MCS Voting Ends On One-Year Rule

The Marine Cooks and Stewards Union special referendum on the one-year rule came to a close on July 30, 1960, with all indications of heavy balloting on the issue.

The proposed rule would limit a member's maximum time aboard ship to one year. Its backers argue it would encourage job turnover and get men off the beach more easily.

Voting has been in progress at MCS headquarters and all

branches since June 1, 1960. All indicators point to a minimum of 2,000 ballots cast. The proposition calls for anyone who has been on a ship for a period of one year to pay off and make room for a replacement.

Acted On August 17

Should the membership vote for the one-year rule, the report will be submitted to the August 11, 1960, meeting. The proposition calls for the incorporation of the one year rule into the shipping rules at the wage review coming up with the Pacific Maritime Association on September 30, 1960.

When the original proposal was submitted to the MCS headquarters membership on May 5, 1960, a standing vote showed 358 for and two votes against putting the issue up for referendum.

SUP Has Rule

The Sailors Union of the Pacific had an overwhelming vote for a seven-month rule back in 1958 and the Marine Firemen's Union has long had a similar time limitation on the books.



This is a typical stateroom aboard a Matson Lines passenger vessel. Matson and APL are biggest operators in West Coast trades.

New Wage Gains Expected On Coast

In line with the Pacific District contract negotiated in 1958, the three Pacific District unions come up for a wage review on September 30, 1960, with every expectation of emerging with wage gains for their members.

Indications of a wage increase pattern in West Coast maritime are emerging as the result of increases granted in contracts with other maritime unions. These include a five percent boost for members of the Marine Engineers Beneficial Association on the Atlantic and Gulf, and hourly increases for shoreside longshore and related crafts on the West Coast.

WHEN CHANGING
ADDRESS ON LOG
MAILING LIST PLEASE
INCLUDE
POSTAL ZONE
NUMBER
TO SPEED DELIVERY



Both Presidential Hopefuls Seen Concerned By Maritime Problems

WASHINGTON—Whichever way the national election comes out this November, the United States is going to have a President from a maritime state in the White House. Whether this will make any difference as far as the maritime industry and working seamen are concerned remains to be seen. But there is hope that the incoming administration, Republican or Democrat as the case may be, might tend to be more sympathetically inclined to the problems of seafaring men and the industry in which they work.

the maritime industry has long played a leading role. For example, Rep. John MacCormack, the majority leader in the House of Representatives, has often sponsored legislation of interest to seamen and fishermen. On the Senate side, the senior Senator from

legislation backed by the SIU and other maritime unions.

Kennedy himself has indicated concern with the deteriorating position of the US merchant marine and has stated that he would tackle the problems faced by American-flag shipping, such as

Democratic nominee John Kennedy, the Senator from Massachusetts, comes from a state in which

the maritime industry has long played a leading role. For example, Rep. John MacCormack, the majority leader in the House of Representatives, has often sponsored legislation of interest to seamen and fishermen. On the Senate side, the senior Senator from Massachusetts, Republican Leverett Saltonstall, has also been an active supporter and sponsor of

legislation backed by the SIU and other maritime unions.

Kennedy himself has indicated concern with the deteriorating position of the US merchant marine and has stated that he would tackle the problems faced by American-flag shipping, such as the runaways, coastwise shipping problems and similar matters, if elected to the presidency.

The front-runner for the GOP, Richard Nixon, vice-president of the United States, started his political career in California, which is also a major maritime state. In his service as Representative, Senator and Vice-President he has been known to express views which were sympathetic to the problems of the maritime industry.

California, like Massachusetts, has long been a state in which maritime problems have been of major concern, particularly, since much of its prosperity rests upon a flourishing shipping industry. Congressional representatives from California have long been associated with legislation dealing with maritime matters and many members of the California delegation have served on House and Senate maritime committees, such as Senator Clair Engle (Dem.-Calif.) now a member of the Senate Commerce Committee, and ex-Representative John Allen, Republican, who is currently Undersecretary of Commerce.

Apparently, some of the first decisions the new Administration is going to have to make will deal with maritime problems that have been hanging fire for some months now. Among them are the question of reserving a percentage of oil imports for US flag tankers, re-vamping the Interstate Commerce Commission's approach to coast-wise and intercoastal shipping, the role of the Military Sea Transportation Service in the shipping industry and, of course, how to deal with the flight of American shipping to the runaway flags.

Family Setting In Cafeteria



Caught by camera at SIU cafeteria are Seafarer John Sorel, AB, with his wife, Isabella, son Mark, 2½, and Robert, 4. Another son, 5-year-old Ian, was at school when photo was taken.

Follows States Marine Lead

Waterman Seeks Subsidy, OK On Alien Flags, Too

WASHINGTON—With the recent States Marine waiver paving the way, another US-flag operator, and a Government subsidiary hopeful, has petitioned the Federal Maritime Board for permission to continue its foreign-flag activities. The company, Waterman Steamship Lines, was unopposed in its bid for permission to continue acting as agent in Puerto Rico and Antwerp for three foreign-flag steamship lines.

Waterman's bid came close on the heels of recent decision of the MA allowing States Marine to continue its foreign-flag operations, in spite of the fact that the company has approval for a Government subsidy for its American-flag vessels. Waterman's bid was a re-phrasing of the States Marine petition in stating that their foreign-flag activities were in no way competing with US-flag vessels operating regularly over any essential trade route.

As has been expected in maritime circles, the States Marine decision will open the door to many US-flag operators to expand their foreign flag activities. The decision reversed a 26 year precedent in which the Board had refused a subsidy to any American flag companies who maintain foreign-flag operations.

The lack of opposition to Waterman's move, after the bitter fight made by many US operators on States Marine's bid, indicates that

the subsidized companies will follow the policy of "if you can't lick 'em, join 'em." It would surprise nobody if the bulk of the US subsidized steamship industry now invests money in foreign-flag shipping, rather than in expanding American-flag operations.

Isbrandtsen Steamship Company, another subsidy bidder, also has a waiver petition in process and is expected to win swift approval. The action by the Federal Maritime Board involves waivers of the provision of the 1936 Merchant Marine Act which bars foreign ties for those operators receiving US subsidies.

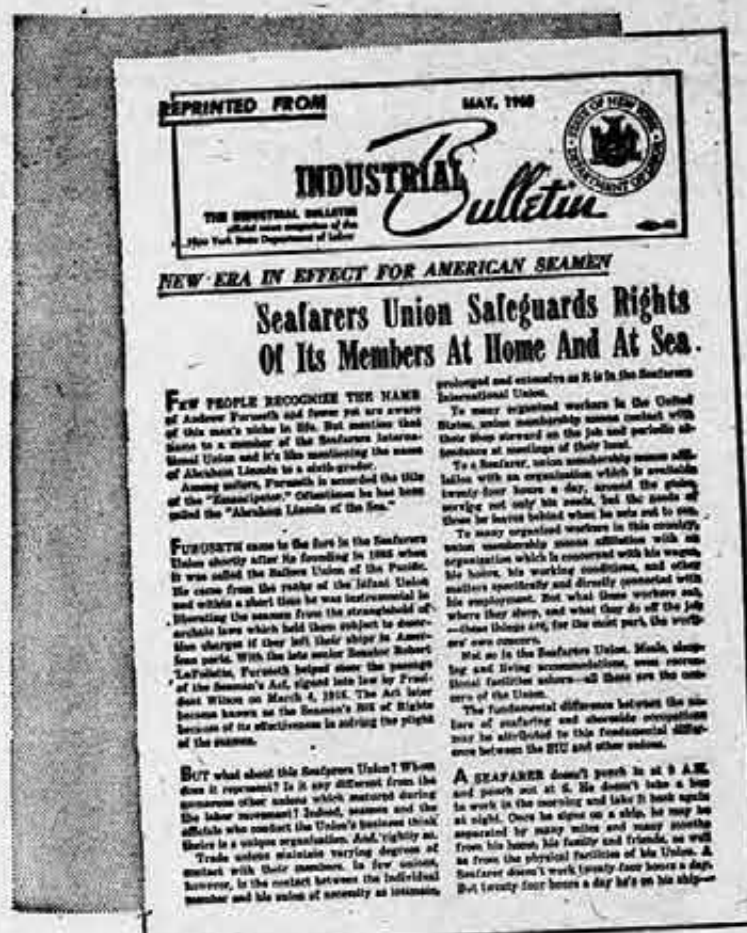
'Quakes In Chile Increase Hazard Of Floating Mines

The recent earthquakes in Chile and the tidal waves which followed it mean additional hazards for shipping, an insurance group reports. The quake and disturbances associated with it are believed to have spread floating mines over a wider area of the world's oceans.

Minefields put down in World War II and during the Korean War are the source of the peril. As recently as March of this year, a French coastal motor vessel was damaged by a floating mine, and a German ship also suffered mine damage last January. Since the end of World War II there have been 451 vessels sunk or damaged by mines.

Additional sightings have been reported on several occasions during the month of June off Japan and in the waters around Great Britain. It is estimated that about 500,000 mines were put down by various nations during World War II, plus an unknown number involved in mine-laying operations since then.

Your Union's In The News!



Yes, the activities of the Seafarers International Union in behalf of its members is continuously being noted in the most important maritime publications, both newspapers and magazines. Recently, for instance, The Industrial Bulletin, the official news magazine of the New York State Department of Labor, published a comprehensive article regarding the Union's activities. This article has been reprinted by the SIU and is now available for free distribution. If you have not yet seen this article, and would like a copy, just clip the enclosed coupon and mail it to THE SEAFARERS LOG.

Editor
SEAFARERS LOG
675 Fourth Ave.,
Brooklyn 32, N.Y.

I would like to receive a copy of the article reprinted from
The Industrial Bulletin.

(Please Print Information)

NAME

STREET ADDRESS

CITY ZONE STATE

(If you would like more than one copy of the above publication, please indicate the number here)



MEET YOUR OLD SHIP
MATES AT THE SILVER

Port O'Call
IN THE BALTIMORE
AND N.Y. HALLS. SWAP
YARNS AND WATCH
THE FIGHTS ON TV.
NEW LOW PRICES
AND YOU'RE ALWAYS
WELCOME HERE AT
YOUR OWN PLACE.
OWNED AND OPERATED
BY THE SEAFARERS
INTL UNION-AEG-AFL

Moving? Notify SIU, Welfare

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving or plan to move are advised to immediately notify SIU headquarters or the Welfare Plan, at 11 Broadway, New York, NY.

TANKER DOLDRUMS MAKE T-2 PRICES NOSEDIVE AGAIN

Reflecting the sorry predicament of the tanker industry, several American and foreign T-2 tankers have been sold in recent months for between \$225,000 and \$315,000. This is less than one-tenth the asking price for T-2s at the time of the Suez War in the fall of 1956.

Right after the war and the blockage of the Suez Canal, the Niarchos interests put some foreign-flag T-2s on the block with an asking price of over \$4 million. American-flag T-2s could have gone for some \$2 million—and undoubtedly many an American tanker operator is kicking himself today for not having sold out.

Now, the prices of T-2s are little more than their scrap value, the

major reason being the construction of large numbers of supertankers which have made the T-2 largely obsolete, plus the slack in the ship market.

Actually, prices of T-2s on the world market are dropping down to the level of the Liberty ship, a vessel of considerably less deadweight tonnage capacity.

The world shipping depression has led to the lay-up of 674 dry cargo ships as of June 1. The big backlog of idle shipping is encouraging the scrapping of older vessels.

As a result of the depression, which is even more severe in the tanker field, owners of American-flag supertankers are pressing for a moratorium on Government-guaranteed ship mortgages, to keep the Government from foreclosing on their vessels. The moratorium is being opposed by operators of US-flag Liberties and T-2s, who argue that such assistance would give the supertankers an unfair advantage in competing for Government farm surplus cargoes and other dry cargo freight charters.

However, all of the independent tanker operators are agreed that an American-flag oil import quota, such as exists in all other major maritime nations, would solve the problems of the American tanker fleet at no cost to the Government.



Remember When...

AUGUST 4, 1939: The crews of three P&O ships, in Miami, Tampa and Port Everglades, went on strike against a company policy of paying only for overtime work performed on Saturday afternoons, Sundays and holidays. . . . Company supervisors aboard the Chicago, Duluth and Georgian Bay Transit Co. ships have been practicing a "checkoff" system. Money is taken from men they hire. They let the oldtimers alone for the most part, but they make their killing by intimidating young employees, some of whom earn as low as \$30 a month. In some instances they have forced these boys to pay as high as \$9 for the right to work on the job.

AUGUST 18, 1939: The worst fog in the history of Boston, which delayed ships and shipping, has cleared. The fog lasted for eleven days. . . . An approaching boom in maritime transportation is expected by the tanker outfits, who look for trouble in Europe before the end of the year. (P.S: It was to come in exactly 14 days.) SIU officials want boosted wage scales to meet the new need, with bonus scales for members on ships navigating dangerous waters or carrying "dangerous" cargoes. Also, compensation rates for seamen injured or shipwrecked, etc.

* * *

AUGUST 5, 1940: Sign of the times: A new kind of beef beset the Dutch Oranje Line's Prins Willem III, which lay outside the breakwater at Chicago. The crew refused to sail aboard an unarmed vessel. Crew members said that the 2800-ton freighter was the target of German bombers off Flushing, Holland, on May 10 and that they wanted armament to protect themselves in the event of future attacks. . . . Representatives of seamen offered an abundance of evidence at Maritime Commission hearings that American merchant ships have been woefully understaffed. Particularly stressed was the fact that the type of ship which used to carry eight AB's carries five or at most six. Union representatives called the undermanning of vessels detrimental to safety at sea.

AUGUST 14: An overwhelming majority of members of the SIU voted for the amalgamation of the Atlantic and Gulf districts of the organization. . . . "The Seagull" reminisces on the founding of SUP. He says—"In 1885 I was sitting on a lumber pile in San Francisco, when a group of seamen organized what they called a union. Thinks I to myself: It sounds good, but I'll stick around a while, because these guys are goofy and can't do any good to themselves. Why, at this time, if they even as much as quit a ship they are due for the brig. Every time they take a drink they are liable to wake up at sea under some bucko mate worse than the last one. Some young square-head called Furuseth did a lot of talking and seemed able to sway the men. So I decided to keep an eye on this lad."

We may look for quite a number of young fellows trying to join the Union if the draft act passes. There will be quite a few who, faced the alternative of either getting married or going to sea to avoid the draft, will choose the latter.

Seafarer's Son Lives Dangerously—On TV

Seafarer John R. Webb, 67, leads a comparatively quiet life aboard SIU ships, but he has a son who lives dangerously—on the television screen, that is.

Webb's son, Richard, is star of a TV cops 'n robbers series called "US Border Patrol." Once a week he catches smugglers and assorted nefarious characters in 27 minutes' running time on the WABC television network.

If it's necessary, in the process, to drop his prey with a pistol from an outboard runabout at 50 yards,



Webb, Sr.

or drop them in an alley, Webb is equipped for that, too. He spent four years in the US Army in which he became an instructor in judo and the use of small arms.

The senior Webb, who sails in the steward department on SIU ships, started out as a seminary student. His family had turned out Baptist preachers for many generations, but Webb broke the pattern and turned to the prosaic life of a shoe salesman in Chicago.

In 1934, he tired of fitting shoes to customer's feet and went to sea instead, starting out on a tanker. Subsequently, in 1940, he joined the SIU and has been shipping steadily ever since. Among his experiences he counts a submarine sinking in 1943 in which the entire crew survived unscathed.

Webb's son, Richard, also started out in the family tradition. After three years in theological school, he took off for New York and an acting career which included performances on the Broadway stage and in Hollywood movies.

In "US Border Patrol" he plays the role of Deputy Chief Don Jagger. He has also played the lead in "Captain Midnight," another TV mayhem show.



Shown here in his TV role in "US Border Patrol" is Richard Webb, son of Seafarer John R. Webb.

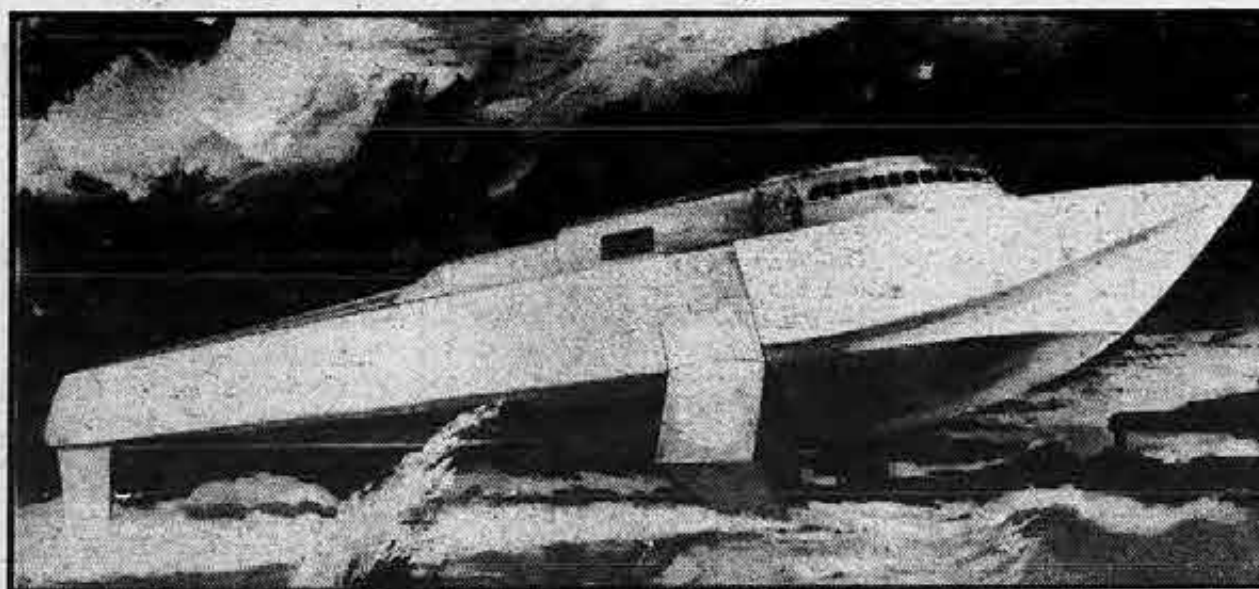
Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every two weeks to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, three copies of the LOG, the headquarters report and minutes forms are then airmailed to the company agent in the next port of call.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer so requests it by notifying the LOG office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the LOG and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.

HYDROFOILS—SHIPS OF TOMORROW?



Artist's sketch shows hydrofoil ship in action.

A report issued by a House Committee on Science and Astronautics states that high-speed cargo vessels operating on hydrofoils would be of great value in supplying American military forces, should they ever become involved in overseas hostilities. Such vessels, operating at speeds of 60 knots and over, would be capable of outrunning the nuclear submarines certain to be lurking in the waters of the world in any future war.

Navy Investigation Urged

The report suggests that the US Navy investigate the possibility of developing such vessels in the 1,000-ton range.

Hydrofoils work when the forward motion of the vessel is speeded up sufficiently to lift the hull out of the water and onto the hydrofoils. The vessel then rides along on them like water skis. With-

out the usual amount of hull friction, the vessel reaches extremely high speeds.

The drawback is that few funds have been allotted for the real work to be done in bringing these ships to a stage of commercial reality. About all that has been done so far is that a contract has been awarded for an 80-ton ship which could travel at 80 knots.

If such a future ever comes, it might possibly revolutionize the maritime picture, giving American shipping an insurmountable advantage over foreign competition.

News of SIU INDUSTRIAL WORKERS' UNION

OF THE SIU ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT

Welfare Plan Benefits Reach \$133,446 Total

Welfare Plan payments to Marine Allied Workers Division members and their dependents during the last reported period—the month of June—totalled \$9,163.98. New York payments in June totalled \$2,208.10, bringing the grand total of payments in the New York area to \$55,149.36 through the end of June.

MAWD members outside the New York area received \$6,955.88 during June, bringing the overall total of payments to \$133,446.87.

Benefits paid to date by the MAWD Welfare Plan to all members and dependents now total \$188,596.23.

Eight maternity claims were paid during the month of June. They went to:

Mr. & Mrs. S. Andrzejewski, \$182.50 for the birth of a child at St. Mary's Hospital, Philadelphia, May 21, 1960. Andrzejewski is employed at the Alumacraft Manufacturing Company, Philadelphia.

Mary and Robert Green, \$180.50 for the birth of a child at Woman's Hospital, Philadelphia, May 21, 1960. Green is also employed at Alumacraft in Philadelphia.

Nancy and John Estrada, \$182.50 for the birth of a child at North-eastern Hospital, Philadelphia, May 30, 1960. Estrada is employed

at Porter-Mathews Company, Inc., Philadelphia.

Edna and Charles Gares, \$173.50 for the birth of a child at the Kensington Hospital, Philadelphia, June 7, 1960. Gares is employed at Air Master Corporation, Philadelphia.

Virginia and Gary Dryden, \$180 for the birth of a child at Temple University Hospital, Philadelphia, February 22, 1960. Dryden is also employed at Air Master, Philadelphia.

Dora and Isadore Saunders, \$62.50 for the birth of a child at Coney Island Hospital, Brooklyn, June 25, 1960. Saunders is employed at the Edward L. Durham Company, Inc., Brooklyn.

Mary and Albertus Shaw, \$120 for the birth of a child at the Germantown Hospital, Pa., June 12, 1960. Shaw is employed at the Belfield Welding Company, Philadelphia.

Elizabeth and John Dwyer, \$167.95 for the birth of a child at Cooper Hospital, Philadelphia, June 7, 1960. Dwyer is employed at the Air Master Corporation, Philadelphia.

'MISSING' MEMBER OF MAWD, BUDDY TURN UP SAFELY

Two youthful boaters, one an SIU-MAWD man, kept the harbor patrols of the Delaware River busy recently when their parents reported them as missing following a boat outing.

Seven hours later, Frank McCafferty, 19, and John Berger, 20, sailed into the Riverton, N.J., area from which they had left, not knowing that a full-scale search was in progress. McCafferty, an MAWD member three months, is employed at the Mallard Manufacturing Company in Pennel, Pa.

The two youths brought their 14-foot outboard motorboat to safety at one of the municipal piers in Riverton only after the Berger's father had reported to the police that the boys had never reached their destination nor had they returned. Fearing something had happened to them enroute, the search began.

Motor Harbor Police all along the Delaware River area were alerted. Patrols kept up their constant search for seven hours until the unharmed youths reappeared at the New Jersey pier, near where their trip had originally started. Motor trouble had caused their delay.

Benefits For Disability Upped To \$50 A Week

The Marine Allied Workers Division membership is in line for a raise in weekly disability payments, under the MAWD Welfare Plan, in keeping with the recent increase in disability benefits by the State of New York.

At a special meeting of the Welfare Plan board of trustees, it was unanimously voted that the present \$45 benefit should be increased to \$50, the new New York State figure that became effective July 1. All members will receive the increase regardless of the state in which he or she resides and is employed.

Plan Under Study

Also adopted by the group was a plan to bring the Welfare Plan under a self-insurance program. Ways and means of placing such a plan in effect are being worked out by a two-man committee. Serving on the committee are trustees Al Kerr, representing the union, and Fredrik Paulsen, representing the employers.

The self-insurance program in effect will bring MAWD members additional convenience in insurance matters plus greater flexibility in the setting of payments.

Welfare Plan Administrator

Robert T. Creasey reported to the board that a report of the plan's funds had been filed both in New York State and Washington, as is required by state and federal laws.

Creasey also reported the formulation of new administrative policies within the Welfare Plan. All MAWD employees will be required to sign a specially prepared personnel data card.

The new card will show the required personnel data of each MAWD member, his personal qualifications, number and age of dependents and other pertinent facts. It was explained to the board that the card is necessary to facilitate more rapid handling of membership insurance, hospitalization and general welfare matters. The cards will be issued to the employer for the employee to complete, and is designed to give permanent documentation for each member.

Kept confidential, the cards will be maintained by the Welfare Plan staff and used for these purposes only.

\$1-An-Hour Minimum Wage Law In NY Takes Effect October 1

ALBANY—The New York State minimum wage law, providing for a minimum wage of at least \$1 an hour for all employees in the state, with certain exceptions, goes into effect October 1, 1960. The law, of course, will primarily aid non-union workers.

The former minimum wage law setting 75 cents as a minimum is repealed.

Formerly, a state minimum wage applied only to industries covered by a specific minimum wage order. The 10 industries covered by the old law were: retail trade, restaurant, hotel, building service, amusement and recreation, laundry, dry cleaning, beauty service, confectionery, and counsellors in children's camps.

Extends Coverage

The new law extends minimum wage protection to all employees in New York State with amended exceptions. Now exempted from the mandatory \$1-an-hour wage and from any minimum wage order are those in domestic service in the home of the employer, farm labor, executives, administrators and professionals, outside salesmen and taxicab drivers, clergymen, Government employees, workers in non-profit institutions that are religious, charitable or educational, students and apprentices.

Students, learners, apprentices and handicapped workers employed at profit-making firms are not exempted from the minimum wage order.

The State of New York has also made it clear in the new wage order that higher minimums may be established after the October 1 date, through an industry-by-industry wage board procedure.

Under the provisions of the new law, employers are ordered to keep

accurate records of the wages paid to all employees, the hours worked by the employees covered by the hourly minimum wage rate, and such other information as the Industrial Commissioner deems necessary.

All records must be made available to the commissioner upon request for inspection. Employers must also make available any employee or employees needed for interview in connection with work-wage practices, at their place of employment.

SIU Halls, Marine And Allied Field

HEADQUARTERS

675 Fourth Ave., Brooklyn, N.Y.
HYacinth 9-6600

Baltimore... 1216 E. Baltimore St.
EASTERN 7-4900

Houston... 4202 Canal St.
CAPITAL 3-4080

Miami... 744 W. Flagler St.
FRANKLIN 7-3564

Mobile... 1 S. Lawrence St.
HEMLOCK 2-1754

New Orleans... 523 Bienville St.
TULANE 8826

Norfolk... 416 Colley St.
MADISON 7-1083

Philadelphia... 337 Market St.
MARKET 7-1635

Santurce, P.R... 1313 Fernandus
Juncos Ave.
Phone 2-5996

With SIU Industrial Workers

This is one in a series of features which the SEAFARERS LOG will publish regarding members of the SIU-affiliated unions working on maritime production and allied fields.

Brother LUIS E. PAGAN is employed at the Display & Advertising Forwarding Company in New York. Luis is married and has a daughter, Janetta. The family lives in Brooklyn. Twenty-five years of age, Pagan has been working at Display & Advertising since April of this year and became an MAWD member in June, 1960. D&A Forwarding has been under SIU contract since August, 1959.



The news on this page deals with people working under the SIU banner in shoreside establishments engaged in maritime production and allied fields. Included among the items made are cordage, canvas, lifesaving equipment, ship's gear and related industrial products. Because there had not been any organization available to them, many of these workers were formerly without any union protection, until they came under the SIU banner. Developments in their area will be reported here because they are an important part of the maritime industry.

SISTER CLAIRE F. WARD is employed at Schaevitz Engineering of Camden, New Jersey. A resident of Camden, Claire has been employed at Schaevitz since October, 1959, and has been an MAWD member since December, 1959. Employed as a crimper and a solderer, Claire was a typist and bookkeeper before joining Schaevitz Engineering. The Camden firm has been under MAWD contract since April, 1958.



BROTHER RAYMOND DACOSTA is employed by the Air Master Manufacturing Company of Philadelphia, Pa. An assembler, DaCosta has been employed at Air Master since July, 1955, and has been an MAWD member since March, 1959. A resident of Philadelphia, DaCosta lives there with his wife and two daughters. The Air Master Corporation has been under an MAWD contract since February, 1959.



These Are Your Union Meetings —Attend Them!

All union members should regularly attend the membership meetings in their area.

These meetings are devoted to discussions of matters vital to the welfare and security of every MAWD member and his family.

What's more, these meetings provide every MAWD member with the opportunity to speak up and state his views about these vital matters.

Here is the schedule of the next meetings:

NEW YORK—Tuesday, August 2, at 7 P.M., SIU Hall, 675 Fourth Ave., B'klyn.

BALTIMORE—Friday, August 5, at 8 P.M., SIU Hall, 1216 E. Baltimore St.

SUNBURY—Sunday, August 7, at 2 P.M., Friendship Fire Company.

PHILADELPHIA—Tuesday, August 9, at 7:30 P.M., SIU Hall, 337 Market St.

Life's Just Devine



Sixteen-month old Devine Trevisano gives astonished glance as his proud father Dominic smiles down at her. He sails in the steward department.

Coe Victory Gets Suez 'Brush-Off'

Seafarers on the Coe Victory received quite a reception from Egyptian demonstrators while the vessel was transiting the Suez Canal, the ship's minutes noted.

The Coe Victory (Victory Carriers) came through the canal at the time that the SIU was picketing the Egyptian flag Cleopatra in New York. The picketline was protesting Egyptian blacklisting of some American-flag ships as well as mis-

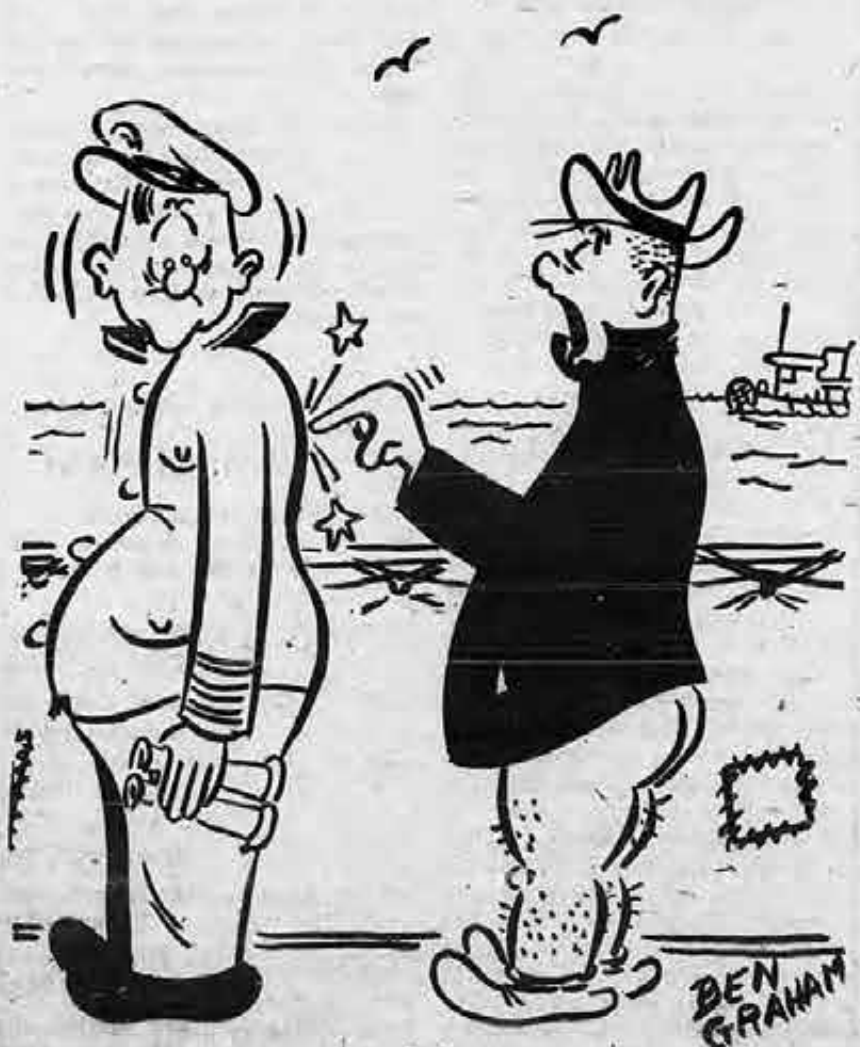
treatment of SIU crews in Egyptian ports.

"We were picketed with big signs which read: 'Arab workers stand together and can hit back violently.'"

"The pickets shook their fists and hissed and would not take or deliver mail to the ship," the report added. "But we did not pay any attention to any of the capers and only laughed."

SHIPBOARD SKETCHES

by Ben Graham



"Hey Buddy! Someone on the first floor said you give out 'drawers' here... that right?"

SANTA VENETIA (Blam Shipping), May 22—Chairman, Edward C. Burton; Secretary, Ralph R. Maldonado. Delegate reports everything running smoothly. No beefs. Sink in crew pantry has been installed. New repair lists to be made up.

CS NORFOLK (Chies Service), June 22—Ship's delegate, Ted Jones. Delegate reports one man missed ship in Baltimore. His book and papers will be given to patrolman at payoff in Philly, unless he meets the ship. His clothes are with the captain.

ALCOA PENNANT (Alcoa), June 19—Chairman, Jeff Davis; Secretary, O. C. Bailey, Jr. Delegate reports all repairs taken care of with exception of a few minor ones which will be made this trip. Ladders for top-side bunks have not been sent aboard as requested. This creates an unsafe situation for men in top bunks. Letter requesting donations for American Merchant Marine Library Association read. M/S/C to hold one meeting a trip because of the shortness of each voyage. M/S/C to get small ship's fund together. Discussion on keeping ship's laundry clean; also locked in port.

DOROTHY (Bull), June 12—Chairman, William Aycock; Secretary, Alfred J. Severe. One man paid off by mutual consent in Rotterdam. Four men hospitalized in Belgium. Food has improved. Draws have been heavy in every port.

STEEL CHEMIST (Isthmian), May 30—Chairman, E. A. Anderson; Secretary, R. L. O'Brien. Crew asked to turn in linen to steward. All minor beefs being taken care of by department delegates; the rest to be given to patrolman at payoff. \$4.65 in ship's fund. Check on washing machine for next trip. Sougee deck and steward department rooms before ship gets in. Try and give change or dollar to ship's fund. Some "B" cards ask to ride to their home ports where they got on, according to SIU shipping rules.

IBERVILLE (Waterman), June 12—Chairman, J. Lewis; Secretary, H. Carmichael. Ship's delegate reports things running smoothly. Most of repairs taken care of in Gulf—a few more will be squared away on the coast. Captain requests that all radio and TV antennae be made neat as possible, otherwise he will have them taken down. Suggestion made that all coffee cups be taken back to crew pantry. Discussion on "donation" toward the purchasing of a new or used TV.

ERNA ELIZABETH (Albatross), May 21—Chairman, David Jones; Secretary, Al Isaac. Headquarters to clarify the 60 day rule for "B" and "C" cards. Ship delegate and department delegate to call headquarters from Port Arthur. Vote of thanks to steward department for job well done.

SEATRAN LOUISIANA (Seatrains Lines), June 14—Chairman, Sam Nugent; Secretary, R. V. Gelling. No beefs reported. Mate informed the ship's delegate that the deck department would start on the steward department foibles on the way south next trip. He also has instructed the bosun about moving the "coffee bar." Accepted. Pillows should be replaced immediately. Deck chairs should not be left out on deck after they have been used as they could blow over the side.

CAROLYN (Bull), May 5—Chairman, Boyd H. Amberry; Secretary, Jose F. Santiago. Fans and ventilators in galley to be cleaned for sanitary reasons. No beefs reported.

MOUNT WHITNEY (Cargo & Tank-ship), May 22—Chairman, William Barth; Secretary, D. Julian. Copy of letter sent to Union about the death of Charles T. McAvoy, read to crew. Flowers were dropped over the side during a service off Capri, for Brother McAvoy. Captain spent \$10 for crew toward flowers and considered it a donation to the ship's fund. Everything else going okay. Some disputed OT. Repair lists are turned in to ship's delegate. Safety meeting was held.

JOHN C (Atlantic Carriers), May 29—Chairman, E. B. Sanders; Secretary, V. L. Harding. Reports repairs were not completed this past trip. Locks on doors, keys for same, were not taken care of. Crew to repair whatever is possible during voyage. No parts were received for various repairs. New washing machine received. All other repairs to be taken up at last meeting before arrival in States. Enough repair lists to be made up for department heads, delegates, boarding patrolmen, port captain and port engineer. Ship's delegate to see captain about locks and keys for doors. Bolt locks to be put on passageway doors. Only door to be left open in port is one by gangway. Gangway watch to watch same and to keep unauthorized persons from coming inside amidship house. Discussion on the way Arab countries are treating American seamen. Caution is to be taken when going ashore. Heat to be turned off in fo'c'sle. Dump trash over the side and not on deck.

AMES VICTORY (Victory Carriers), June 19—Chairman, R. E. Gannon; Secretary, Harry Lowther. Delegate reports one man paid off in Honolulu (medical). Some disputed OT. Wiper logged twice for failure to turn to. Have hospital cleaned, rooms sprayed and toilet fixed.

SAN MARINO (Peninsular Nav.), May 8—Chairman, Fred Minirth; Secretary, George Bryan. Fairly good

trip. Things running smoothly except for few hours disputed OT. Need clarification on port time in Galveston. Four-lice Toastermaster and one dozen ice cube trays ordered to be put aboard in New Orleans, not received. Aluminum paint requested for boat deck. Drinking water to be piped from fountain to deck to decrease traffic in passageway.

May 28—Chairman, J. Hacker; Secretary, O. Bryan. Screens and water line being taken care of. No beefs reported. Draws to be given in American money day before arrival. June 17—Chairman, Monroe Gaddy; Secretary, J. Hacker. Everything running smoothly so far. No beefs. Please flush heads. Take care of cots. Question about painting out overdue steward department decks and quarters.

OREMAR (Marven), June 18—Chairman, E. McNabb; Secretary, J. B. Rack. Everything going along fine. No beefs reported. One man missed ship. Crew requests that captain secure hospital slips.

DIGEST of SIU SHIP MEETINGS

ANGELINA (Bull), June 12—Chairman, A. Ferrara; Secretary, H. R. Hutchins. Beef regarding first assistant engineer to be referred to patrolman. All else okay.

ALAMAR (Calmar), June 15—Chairman, Shortie Miller; Secretary, Elbert Hogg. All repairs have been attended to except the ones that have to be done ashore. Few hours disputed OT. Department delegates elected to serve as safety committee.

MV PETROCHEM (Valentine Chemical), May 19—Chairman, Floyd Pence; Secretary, S. Riviera. No beefs reported. \$11.80 in ship's fund. Motion to get a patrolman down to the ship next trip by sending a radiogram to Houston hall or Philly.

SEATRAN SAVANNAH (Seatrains), June 21—Chairman, Joseph L. Czech; Secretary, John W. Parker. Few beefs settled satisfactorily. Because of lay-up, steward would like everyone to strip bunks and turn in all linen.

STEEL APPRENTICE (Isthmian), June 19—Chairman, Paul Whillow; Secretary, Everett Perry. Captain was unsuccessful in getting Fall Mail cigarettes. Milk in Okinawa must first have approval by the American consul before it goes to ships, to be taken up with Union upon arrival. All repairs to be turned in to me and disputed overtime after we leave the Islands for the States. Some disputed OT. Vote of thanks to steward department. Motion to discontinue issuance of travelers' checks in foreign ports and dollars only be issued as we lost money on the exchange. M/S that all brothers come to messhall and pantry in proper dress. "Proper" dress means pants and shirt, or shorts and tee shirt and at no time underwear or pajamas. Chief cook died at sea. Suggested that donations be made for flowers.

COTTONWOOD CREEK (Bulk Transport), June 5—Chairman, A. Hannasi; Secretary, S. Holden. M/S not to pay off or sign on until repairs are taken care of. No locks for doors. Slack to be made higher so soot and gas fumes do not come into the living quarters. \$14.25 in ship's fund. Some disputed OT.

YAKA (Waterman), April 23—Chairman, E. Conrad; Secretary, H. Manz. Ship's delegate reports repairs completed; slop chest okay. Messman rooms to be painted out this voyage. All disputed OT turned in. Crew asked to keep shoes off messroom chairs and to keep pantry clean after meal time; also not to put glasses in sink with cups. Crew wishes to thank Capt. E. Patronas; Chief Mate W. Epperly; Chief Engineer J. Bryant; 1st Asst. E. Hansen for cooperation given to crew on repairs.

CHILORE (Ore), June 27—Chairman, Pierce; Secretary, K. Turner. Discussion re money draws. Washing machine needs repairing. Water rusty. Don't dump paint cans down garbage chute. Vote of thanks to steward department for job well done.

BIENVILLE (Sea-Land Service), June 24—Chairman, Manuel Grazz; Secretary, Joseph Cayou. Ship's delegate reports everything running smoothly. \$33.50 in ship's fund. M/S that patrolman see company about awning for the after deck. M/S to get some chairs for recreation room. Ship's delegate to see patrolman about clothes dryer for crew's laundry. Officers have had one for a month.

DE SOTO (Waterman), May 1—Chairman, Tom Morlarity; Secretary, Red Berona. No beefs reported. General discussion to move deck engineer midships and put fireman and oiler on same watch in one room. See captain about place for crew to hang clothes.

June 26—Chairman, C. Garner; Secretary, J. B. White. Ship's delegate reports two men off sick. Chief engineer refuses to allow crew to dry clothes on the engine room rails, so our recreation space is cluttered up with two clothes lines through its middle.

STEEL ADVOCATE (Isthmian), April 28—Chairman, Jasper Anderson; Secretary, Louis Guellnitz. Repairs taken care of. Cabinet to be installed in electrician's room. \$19.05 in ship's fund. Beef on service in messroom. Table set up for watch only. Washing machine starting to go on the bum. Vote of thanks to ex ship's delegate Robert Flood. Robert Barrett elected new ship's delegate.

Chairman, Robert A. Barrett; Secretary, Louis Guellnitz. Discussion re noise in passageway. Keep recreation room clean. Washing machine should be kept cleaner. \$19.05 in ship's fund. Few hours disputed OT. M/S to keep outsiders away from crew's quarters. All hands to help gangway man.

ROBERT FORT (Chies Service), June 24—Chairman, William Mitchell; Secretary, R. Bunce. Repair lists to be submitted to department delegates. No. 2 washing machine to be kept clean after use. Galley messrooms, toilets and fo'c'sles need fumigation. Vote of thanks to Paul Gonsorhik, Norfolk agent, for settling beefs with chief mate who has been hard-timing the deck department.

NEVA WEST (Bloomfield), June 19—Chairman, O. Dowd; Secretary, W. R. Gels. Captain unable to put out draw before arrival. Everything else OK. \$28 in ship's fund. One man missed ship leaving New Orleans. M/S/C that man hours be set in port for deck and engine to work six hours per day so that men on day work having business to care for will have a few hours in the afternoon to do so. Discussion to have screen doors placed on galley and mess halls and pantry. Vote of thanks to the steward department.

ALCOA PLANTER (Alcoa), June 24—Chairman, Paul Morris; Secretary, Harold P. DuCieux. One man missed ship in Barcelona. Repair lists turned in. No beefs. Everything going along fine. \$14.60 in ship's fund. M/S to look into conditions in Houston clinic. Suggestion that due to crowded conditions on board C-1 ships, the company be contacted in regard to crew using passenger space. Also suggested that captain put out a price list slop chest stores; put aboard wider variety and better quality stores.

HILTON (Bull), July 2—Chairman, John S. Helley; Secretary, Barney Kelly. Ship's delegate reports everything in order. Beefs to be taken up with patrolman. Need clarification as to who is supposed to take care of the wrenches.

ROBIN KIRK (Robin Line), June 26—Chairman, Carl E. Harrovey; Secretary, Louis E. Meyers. Ship's delegate saw captain about men lodged. Captain said he would take it up with boarding patrolman. Steward delegate reports beef on baker's work and filthiness to be reported to boarding patrolman. Reefer doors in messrooms in need of repair. Repair lists to be turned in.

PORTMAR (Calmar), June 26—Chairman, Joe E. Thomas; Secretary, D. Catlin. Steward reported theft of cups and silverware at Baltimore, presumably by stevedores. "Up-grading" of beef on this ship is nonexistent; still shoe leather and rubber overshoes. Three departments to alternate care of recreation room and laundry room.

ALCOA RANGER (Alcoa), June 26—Chairman, Juan S. Rueda; Secretary, M. J. Morris. Repair list to be turned in to patrolman. \$16.69 in ship's fund. No beefs reported. M/S to have ship fumigated to get rid of roaches.

ERNA ELIZABETH (Albatross), June 30—Chairman, W. C. Snell; Secretary, Al Isaac. John Garber elected new ship's delegate. Vote of thanks for job well done to outgoing delegate D. L. Jones. Steward department commended for good food and service.

RAPHAEL SEMMES (Sea-Land), July 4—Chairman, B. Varn, Jr.; Secretary, W. Blakeslee. Charlie Henning elected new ship's delegate. Discussion on getting clothes dryer for crew. Not enough pressure on heads aft. Vote of thanks to steward for handling ships fund, etc. Rusty water in galley fresh water lines.

SEATRAN NEW YORK (Seatrains), June 28—Chairman, T. Keyser; Secretary, D. Cann. One man missed ship in Savannah. \$5.60 in ship's fund to be used for purchase of magazines. Crew asks for adequate linen and soap. Keep cigarette butts in cans instead of on decks.

PETROCHEM (Valentine Chemical Carriers), July 4—Chairman, Donald Peterson; Secretary, S. Rivera. Beefs to be taken up with patrolman in Philadelphia. Wind chutes to be ordered next trip.

OCEAN DINNY (Maritime Overseas), July 3—Chairman, H. M. Thomas; Secretary, E. Pappas. Ship's delegate reports captain uncooperative. Curacao—no fresh milk and vegetables; Rotterdam—no fresh vegetables; Sofi and Leghorn—no American money and no attempt to get any. Some disputed overtime. M/S/C everyone to pay two marks to ship's treasurer. Need new refrigerator. New wind chutes don't fit portholes. Melons wanted for the next port. Vote of thanks to steward department.

BEAUREGARD (Sea-Land), No date—Chairman and Secretary, B. Brown. Discussion on getting air blowers turned on. Need repairs on messhall deck. No hot water. Food OK.

LOG-A-RHYTHM:

Dickie

Margaret Kehrweider

I know what the "grand"
In Grandmother means
Sparkling blue eyes,
Faded blue jeans.

A scamp full of mischief
Wily and tricky
That boy who's my life
My own grandson Dickie.

Many miles separate us
I'm as lonely as can be
I think of the fun we had
What he'd say to me.

His favorite expression
As my hand he would touch—
Oh Nanny, Oh Nanny,
I love you too much.

Red's Pride and Joy



Charles "Red" Slater sits on the steps of his house with his daughter, Charlene, five-years-old.

Esperanto Offer To Seamen

To the Editor:

The Colonel John Turner Foundation will provide for any ship's library free upon request textbook, dictionary and reading material in the international auxiliary language, Esperanto. Sailors of all people in the world meet the people who are kept apart by the barriers of lingual diversity. The curse of Babel indeed grows worse as the nations multiply.

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.

Sailors above all people could best make use of the list of delegates of the Universala Esperanto Asocio in all the important ports of the world. And the language is at least 100 times easier than any of the hundreds of national tongues. From personal experience in Europe and Asia I know that it works!

If you would like to accept this offer, write at once to Glenn Turner, Middleton, Wisconsin saying that you read about it in the SEAFARERS LOG.

Mark Starr

Brother Thanks Chilore Crew

To the Editor:

I am a crewman on the SS Chilore and would like to place these few words in the SEAFARERS LOG: Mr. James Robinson thanks all crewmen on the SS Chilore for their donation and flowers sent to Charleston, SC on the death of his sister. Your generosity was greatly appreciated.

James Robinson

Welfare Check Is Appreciated

To the Editor:

We, the family of Joseph B. Murphy, (died March, 1960) wish to express our thanks and appreciation for the check sent by the Welfare Plan.

Thanks also to Mr. Patterson (NY office) with whom we corresponded and Mr. Dakin (Boston office) for calling up. Mrs. J. B. Murphy and daughter

Alcoa Planter Crew Reports

To the Editor:

To start off with, we have Lucky Yates, a newcomer to our ranks, who has proven to be a worthy addition, and has contributed many a story about fair play by Lady Justice in Jacksonville.

Dancing Joe Gross, a student of Arthur Murray, captivated many a crowd in the fleshpots of Spain and Greece with his toe stomping.

Our Skipper, Captain Letcher Bailey, one of the finest, was surprised to find a fellow striker of '34 in the deck department, and many a bloody yarn was spun.

Big Red Darley, as they called him around the Embarcadero, is a number one shipmate on anybody's list. Another well known old-timer out

of the Gulf is Porthole Grisard, one of our brothers who is equally at ease with a chipping hammer or telling a good story. Porthole is best remembered from his South Atlantic days.

Cool Breeze Bob Reynolds, by way of our 50th State, is always alert and on the job. But he has a beef about not being able to sleep 24 hours a day. Littleman Anderson, the West coast "Flash," became a member of the International set on our stay in Greece. Andy was viewed with some of the newer ruins of Athens.

Gentleman Paul Morris, the diplomat of our crew, was best remembered for his attempt to crew-up the model of Columbus' ship in Barcelona, along with Chuck Lindbaugh, who was trying to find a sailmaker with palm who would travel. Chuck, who is our serang, is our retired veteran, and can tell many a hair-raising tale about life in Germany.

Sailor Wentworth is second in command and no sturdier hand at the helm can be asked for. He has also called for a sober payoff and we all back him.

West Coast Charlie Johnson was always ready with a strong hand and a good word to help his fallen brothers get back on the path of good living. He has started a mission for fallen women in Spain, and he would appreciate any contributions.

Tex McCorvey, from Florida, was caught trying to trade choice underwater lots in Swampland, Florida, for those old ruins outside of Athens. We have a top SIU crew who work hard and play fast.

A couple of fellows wanted support in establishing a hall in Barcelona... someone then said why not Yokohama. One brother came up with a bit about being an American oil king... Another friend wanted to set up a ginmill in one of the old Greek temples.

The mate made the mistake of walking out on deck during a securing, and someone yelled "If you want to play AB, ship out of the hall." All in all we have a top Mate (Speedy Gonzales) and one heck of a skipper on the SS Alcoa Planter. The second mate, Bobby Parker, also SIU, is the photographer and will snap anything or anyone that crosses his lens.

Zee Young Ching
Ship's reporter

Sees US Begging For Needed Ships

To the Editor:

Anybody who has been listening to the radio, or reading the newspapers and magazines these days can see that the world is in pretty rough shape, and before long there might be a few of those international "police actions" going.

Along with that we can expect to find the orators telling us how vital the merchant marine is and how much it's needed to help preserve peace in the world. The only trouble is there isn't much merchant marine left to do the job.

With all that's going on now, you would think that the Government would own up that it made a sad mistake in permitting so many of our ships to go under the phony maritime flags. When we need them we will probably have to get down on hand and knee and beg them to take Uncle Sam's dollars—if the Russians don't get them first.

Al Carter

SS Titan Seafarers A Big Hit In Poland; Brought Grain Cargo

(The following article was submitted to the LOG by Seafarer J. E. McKreth.)

On the first voyage of the SS Titan we went to Gdynia, Poland, with a large cargo of grain. We received a very warm welcome at Gdynia upon our arrival, and movies were made on the ship and by air, and later the pictures were on the front pages of the newspapers all over the city.

This was the largest ship to go into Gdynia and it carried a record cargo.

(Ed. Note: The Titan is a 47,500-ton supertanker. Consequently it can haul a prodigious quantity of grain.)

While there in the port we spent much of our time in the Maritime Seaman's Club where the hospi-

talities of everyone was just wonderful. The club is clean and in mid-city—convenient for everything.

They have papers and magazines in many languages there, but not too many in English, so I suggest we send some copies of the LOG to the Polish maritime club.

They would certainly be welcome there, for seamen the world

over meet there and enjoy the fine hospitality of these wonderful people... I know that everyone on the Titan certainly enjoyed themselves on our many visits to this fine club.

On the Lucile

Helps Two Lost Boats

Things have been happening to the Lucile Bloomfield. The vessel recently won a 100 percent rating in the USPHS sanitary rating, and that's something pretty special in its own right.

But then, other things have been going on, too. On the 2nd of July while the Lucile was a day east of the Bahamas it rendered a bit of aid to a yacht, the "Calypso," which needed some navigational assistance.

Then, the following evening, while off Bimini, a power boat from Ft. Lauderdale intercepted the Lucile, flashing its lights on and off, indicating distress. The Lucile gave it some gasoline and oil and set it off for the nearest port, then proceeded on its way.

Which only goes to prove that sometime "lightening" does strike twice, and when you least expect it.

Otherwise, the voyage is going pretty well, reports Lee De Parlier, meeting secretary aboard the ship.

List Details In Cables To Union

When notifying headquarters by cable or wireless that a Seafarer has paid off in a foreign port because of injury or illness, ships' delegates should include the following information:

The man's full name, his SIU book number, name of the ship, the port of payoff and the hospital where he is being treated.

The response of ships' crews to the Union's request for these notifications has been very good. Sometimes though, not all of the above information has been included. Be sure to list all of this data so that the SIU can act as promptly as possible.

Big Family Man



Robert Leavy, OS, poses with three of his five children in the SIU headquarters hall. With him are: (l. to r.) Charlene, 7; Bob Jr., 3, and Laura Jean, 6.

Paradise Lost—Potluck With Potlicker

A Tall Tale Spun By An Anonymous Seafarer

(The following article was submitted by a Seafarer who requested that his name not be attached because of his natural modesty, and his fervent imagination).

Recently a group of members were lamenting the fact that many good "unbelievable" sea stories are not published, merely because no one goes to the trouble to write them down.

Burlington has its "liars club" and while I am sure no one would question the veracity of a fellow member of the SIU, some of their stories require unbounded faith to swallow.

In order to supply a vein of levity in an otherwise serious publication, why not run a contest in the LOG called the "Un-

believable Sea Stories" contest?

Perhaps prizes like a gold plated marlinpike or a year's supply of salt-water soap would urge such people as Red Campbell or Percy Boyer to put on paper, some of the preposterous (though true) events that surely must have occurred in their colorful careers.

If this idea is acceptable, please do not mention my name in connection therewith. In the first place, I do not like to see my name in print and secondly I might possibly be a contestant. In fact you will find enclosed "Paradise Lost" written on the backs of OT sheets, the only paper available at the moment.

"During the Administration of the late Huey Long, a movement

was started in Louisiana to nationalize the charming bayou custom of dunking corn bread in turnip green potlicker.

"A committee was formed, funds were appropriated and a brand new T-2 tanker was chartered. Local boys filled the crew list, and being a world famous navigator and a southern gentleman of distinction, as well as having a keen appreciation of fine foods including potlicker, I was selected from thousands of applicants to serve as master of the vessel on its maiden voyage to Boston.

"The tanks of the vessel, the SS Gastric Cilmax were filled with potlicker and an 18-foot deckload of corn bread was securely chained to the decks.

"Things went along swimming-

ly until we picked up the bar pilot to enter Boston harbor. Upon boarding the ship, he remarked that it was unusual for an empty oil tanker to come into Boston from oil-rich Louisiana.

"Looking around I agreed. We did seem a bit high in the water, and investigation revealed that we were empty. It seems that during the long night watches the bugalee crew had absentmindedly broken off bits of the deckload and dunked it into the cargo hold, consuming it all.

"This was not to be overlooked as a boyish prank, as the ship's manifest called for 125,000 barrels of high octane potlicker and 2,750,000 board feet of corn bread.

"Upon docking, I was summoned before the Coast Guard

and the US steamboat inspectors. A kangaroo court, composed mostly of carpet-baggers and Republicans treated me as mildly as circumstances seemed to warrant.

"After a lengthy trial, they tore up my master's license and suspended my seaman's papers for 99 years. In addition they cancelled my birth certificate and had my parent's marriage revoked retroactively for 75 years.

"While I appreciated their consideration, you may readily imagine what this made me feel like.

"P.S. Ever since then, shipments of corn bread from Louisiana have been banned in Boston."

FROM THE SHIPS AT SEA

No Breeze From Fans In Storage

Seafarers on the Orion Star are asked to subdue themselves because the racket has been waking up the watch. Also, the fans aboard are no good—always breaking down. The ship received 11 new 18-inch fans but the chief engineer stowed them away and has refused to put them out.

Bombay Stopover

Strikes by longshoremen aren't limited to the USA. Seafarers on the Elemir (Marine Carriers) discovered recently. When the vessel arrived in Bombay, the men discovered that the port had been tied up in a longshoreman's strike, which had just been settled, and they had to hang out the hook while some 22 ships ahead of them were unloaded.

This gave the men ten days or so to "do the town" and get their landlegs back in the mysterious land of India.

Corsair Food's Not For Him?

M. Phelps, meeting clerk on the Alcoa Corsair, has a note in the latest ship's minutes about a stow-away found aboard the ship one day out of Trinidad.

As he so tersely put it: "Polish stowaway found one day out of Trinidad. Complained that the food wasn't too hot. (Gained ten pounds before arrival in Mobile)."

Which makes us wonder—was this fellow a glutton for punishment? Or was he just a glutton?

Make Delicious Menu Materialize

On the Del Norte the men have suggested that pickles, fresh onions, radishes and other vegetables appear on the tables as well as on the menus. It always looks great to see a menu crammed with good things to eat, but its even better when the things on the menu materialize on table.

More Texmar Tall Tales

From the Texmar comes more reports about previously noted tall tales concerning the fishy prodigies of three anglers aboard. At last count Gene, Dutch and Stone, the three fanatical fishermen, have caught more than a hundred fish during the trip.

Speak Out At SIU Meetings

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

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



Little Charles Fox, 17 months old, son of Seafarer Charles H. Fox, takes a drink of water.

LOG-A-RHYTHM:

Cheerful Neighbor

—THURSTON LEWIS—

Supple as a sapling, the clean-limbed youth,
Hands in pockets, enjoying May,
Does not tax his mind with morals or truth
Though he will consider them another day.
Let him whistle and sing and laugh and shout
And soar through space while his heart is free.
Too soon must he ponder what life is about
And feel bound to solve its mystery.
Now he decorates earth with an innocent face . . .
Prime production of the human race.
Too soon will our systems stifle and bind him
And hard-wrought decisions furrow his brow.
Tomorrow we'll not find him
As cheerful as he is now!

Building Model Ships Is Seafarer's Hobby

One of the favorite hobbies of seamen is making models of ships, and one of the best model-making Seafarers shipping nowadays is Jacinto G. Guilles, who sails as a wiper.

Shown below is a photo of Guilles with a model of a C-3 type vessel, the first cargo-passenger ship he sailed upon, back in 1954, the Steel Maker.

He started the model on Sept. 13, 1958, and built it all by hand. Guilles worked without a plan of any kind, relying solely upon his memory.

There are 1,800 pins in the C-3 model, which gives an indication of the amount of detailed work

and painstaking effort involved in building good model ships.

The background for the model, a view of Manila harbor, was also made by Guilles, demonstrating his versatility.

"Making models is a good hobby," says Guilles. "It keeps you busy on the long trips, so that you're not troubled by too much time on your hands."

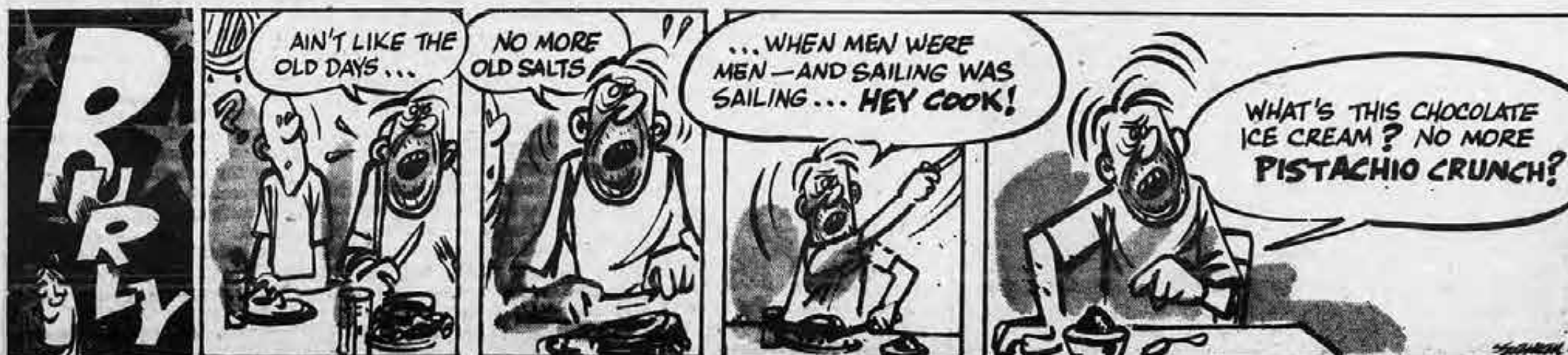
Guilles didn't say what ship he plans to make for his next project but rumor has it that he's been eyeing the Transeastern.

If he takes it on, it will be a lot of work since the Transeastern's about five times as big as a C-3.

Model Seafarer



Jacinto G. Guilles, wiper, exhibits a model of a C-3 cargo ship he built.



SEAFARERS IN DRYDOCK



Among the Seafarers currently in the USPHS hospital in Staten Island are N. N. Bathia, James Eichenberg, G. W. Faircloth, M. Y. Hamboussy and H. V. Morris.

Bathia, who sailed last on the Steel Chemist as an electrician, was laid up with a broken left foot when some steel fell on him. He is making good progress.

Eichenberg, last on the Massmar, underwent a chest operation which used four pints of blood received from the SIU Blood Bank. He sails in the steward department.



Morris



Eichenberg



Faircloth



Bathia

Faircloth was in for treatment of a hernia condition and is making rapid progress. He should be released shortly. His last vessel was the Steel Seafarer.

Hamboussy, last on the Steel Age, was hospitalized with a stomach ailment but is coming along well now.

Morris was laid up with a bronchial condition and stomach trouble, and is progressing rapidly. His last ship was the Steel Flyer.

Seafarers on the beach are urged to visit or write their buddies in the hospital. A visit or a letter from a friend comes in handy to those cooped up in the hospital.

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Sebastian C. Felt Adam E. Slowick
Lars Johansen Edwin Whitehead
William J. Jones

USPHS HOSPITAL
SAVANNAH, GEORGIA
Bellario Alonso Ernest H. Webb
Austin Kitchings John W. White
Jewel R. Rollins

USPHS HOSPITAL
STATEN ISLAND, NEW YORK
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A. A. Arancibia Thomas Lauer
Otho Babb Andrew Lewis
Henning Bjork Marcos E. Medina
Alexander Cherney James Mitchell
Victor B. Cooper Joseph Smith
Grady Faircloth Lawrence Smith
George Fiance Roy C. Stern
Michael J. Gaudin Richard L. Welch
Michael Hamboussy Arthur A. Wilfert
Rolf Karlson

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James M. Davis Walter M. Sikorski
William C. Dowdy

USPHS HOSPITAL
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Matthew Bruno Henry Osterwald
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Edw. H. Huizenga Leo Rondario
John F. Malyszko R. W. Williams
Waldo M. Oliver

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Howard J. Watts

USPHS HOSPITAL
SEATTLE, WASHINGTON
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PHILADELPHIA, PA.
Kosta Hatzimisis

US SOLDIERS HOME HOSPITAL
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STOCKTON STATE HOSPITAL
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ELmwood 4-3618

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Grant 2728

CLEVELAND... 1430 W. 25 St.

Main 3-0147

DULUTH... 621 W. Superior St.

Phone: Randolph 2-4110

FRANKFORT, Mich. PO Box 287

ELgin 7-2441

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Saginaw 1-0733

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FORT WILLIAM... 408 Simpson St.

Ontario Phone: 3-3221

HALIFAX N.S. 128 1/2 Hollis St.

Phone 3-8911

MONTREAL... 634 St. James St. West

Victor 2-6161

QUEBEC... 44 Sault-au-Matelot

Lafontaine 3-1569

THOROLD, Ontario... 52 St. David St.

Canal 7-5212

TORONTO, Ontario... 272 King St. E.

EMpire 4-5719

ST. JOHN, NB... 177 Prince William St.

OX 2-3431

VANCOUVER, BC... 298 Main St.

MFOW

BALTIMORE... 1216 East Baltimore St.

Eastern 7-3383

HONOLULU... 56 North Nimitz Highway

Phone 5-6077

NEW ORLEANS... 523 Bienville St.

MAGnolia 9-0404

NEW YORK... 130 Greenwich St.

Cortland 7-7094

PORTLAND... 522 NW Everett St.

Capitol 3-7297-8

SAN FRANCISCO... 240 Second St.

Douglas 2-4592

SAN PEDRO... 296 West 7th St.

Terminal 3-4485

SEATTLE... 2333 Western Ave.

Main 2-8326

SIU Welfare Plan
'Best Of All'

To the Editor:

I want to thank the SIU Welfare Plan for its prompt payment of my hospital claim. I received the check quickly and was advised that my doctor received his payment for services also.

Last night at my Sunday School Class Meeting the talk got around to the different hospitalization plans and I was very proud to say that my husband's

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.

Seafarers Welfare Plan was the very best of any that were discussed, and also the promptest in payment.

Mrs. John W. Parker

Kiel's The Place
To Get Sick

To the Editor:

I am in the hospital in Kiel, West Germany, and am being treated the best I've ever been... and I've sure been in hospitals the last three years.

I am a bed patient here and will be for at least six weeks and then I'll have to spend another month convalescing. If any brother feels any doubt about treatment here (if he has to get off a ship,) forget it.

My ship, the Galloway, is in Stetten, Poland, now, discharging grain. She will go to Belgium and Holland then to Korea, for a good long trip.

By the way, if any brother ever stops in Tampa, Fla., try to make the "Flaming Buddha." It is a swell joint and different—no drinks but the suki yaki is tops.

Also, for a nice quiet drink and to meet a swell brother, drop into the "This is It" Lounge there. Brother Ed Rush-ton is the owner. Its located at 313 Tampa St.

Good sailing to all.

Robert "Curly" Nielsen

Morning Light
Crew Praised

To the Editor:

Our sincere thanks and best wishes to the entire crew of the SS Morning Light for their kind expression of sympathy shown after the passing away of our sister.

It was deeply appreciated and is acknowledged by our family.

Mr. and Mrs.

Kenneth A. Hunter

Welfare Help
Aids Family

To the Editor:

I wish to thank you, as well as the members of the Seafarers Welfare Plan for their continued support, extended to my growing family.

My husband was out of job when my son was born and had it not been for the Welfare Plan it would be very hard for us.

Thanks again, and I hope someday my son will be of service to the SIU.

Mrs. F. L. Ayson

Thanks Welfare
For Bond, Aid

To the Editor:

My husband joins me in thanking you and the SIU for the bond sent to our son John, and the lovely letter. The bond will be used towards his college education.

I would also like to express my thanks for the aid the Union gave towards our child's expenses during his 30-day in the hospital.

Words can never express our thanks for such a great kindness.

Mrs. Alice Coker

Thankful For
Union Aid

To the Editor:

Although I have only been with the SIU a short time, I have much to be thankful for; especially the welfare help which was offered to me while in the hospital and now while I'm taking outpatient treatment.

My hope is to continue to sail and to make a good Union brother always.

Edward Polakoff

Welfare Aid
Appreciated

To the Editor:

My family and I gratefully appreciate the kindness you and your Welfare man Mr. Gillette extended to us.

The money sure has taken a burden off my shoulders.

My late husband was so proud to belong to such a good Union. Many thanks again.

Catherine Stevens

Operation Came
Just In Time

To the Editor:

I wish to thank the SIU for their wonderful Seafarers Welfare Plan. I had to have a sudden operation eight weeks ago and they took care of me wonderfully.

They also have an outstanding doctor and surgeon (Dr. Oscar B. Camp) here in Baltimore. Because of him I am home and well, doing fine.

My husband and I both wish to thank you again.

Daniel and Isabella Moyland

Seafarer's Wife
Likes LOG

To the Editor:

Enclosed is our new home address. I have sure missed reading the LOG since moving here in November of last year, and would appreciate getting it once more as I look forward to reading it while my husband is away at sea, which is most of the time.

Again I wish to thank you all for such a nice little paper.

Frances Ranev

Thanks Crew
For Wreath

To the Editor:

I should like to acknowledge through this medium my sincere appreciation to the crew-members of the Alcoa Planter for the beautiful floral wreath and most comforting words of sympathy received during our bereavement in the passing of our mother (Mrs. Irene Pembrick).

In behalf of my husband, my family and myself, let me say we are deeply grateful and may God bless you abundantly.

Mrs. Thelma P. Talliver

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

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

(Print Information)

NAME

STREET ADDRESS

CITY

ZONE

STATE

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

ADDRESS

CITY

ZONE

STATE



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:

Constance Rocita Cameron, born April 17, 1960, to Seafarer and Mrs. William R. Cameron, Mobile, Ala.

~ ~ ~

Jon Ira Crabtree, born June 25, 1960, to Seafarer and Mrs. Calvin A. Crabtree, Mobile, Ala.

~ ~ ~

Scott Brian Evans, born May 28, 1960, to Seafarer and Mrs. Zollie Evans, Jr., Lebanon, Pa.

~ ~ ~

Paul Shawn Loffler, born April 23, 1960, to Seafarer and Mrs. John C. Loffler, Grafton, W. Va.

~ ~ ~

Hariel Ortiz, born June 20, 1960, to Seafarer and Mrs. Francisco Ortiz, Bronx, N. Y.

~ ~ ~

Jane M. Treittler, born May 22, 1960, to Seafarer and Mrs. Carl T. Treittler, Arabi, La.

~ ~ ~

Ralph Tracy Wright, born June 15, 1960, to Seafarer and Mrs. Norman R. Wright, Houston, Tex.

~ ~ ~

Lorraine Mary Bertolino, born June 16, 1960, to Seafarer and Mrs. Joseph Bertolino, Galveston, Tex.

~ ~ ~

Thelma Jean Black, born June

21, 1960, to Seafarer and Mrs. Wilmer G. Black, Dallas, Tex.

~ ~ ~

Perry Michael Bush, born June 21, 1960, to Seafarer and Mrs. James P. Bush, Hialeah, Fla.

~ ~ ~

Susan Ann Guiliano, born June 21, 1960, to Seafarer and Mrs. Anthony Guiliano, Elizabeth, N.J.

~ ~ ~

Elizabeth Marie Maillho, born June 22, 1960, to Seafarer and Mrs. Milton P. Maillho, New Orleans, La.

~ ~ ~

Erico Basilio Menor, born June 26, 1960, to Seafarer and Mrs. Victor A. Menor, Brooklyn, N.Y.

~ ~ ~

Bettina Louise Messana, born May 17, 1960, to Seafarer and Mrs. Andrew Messana, Framingham, Mass.

~ ~ ~

Joseph Mosakowski, born June 22, 1960, to Seafarer and Mrs. Joseph Mosakowski, Philadelphia, Pa.

~ ~ ~

John Joseph Mucia, born June 4, 1960, to Seafarer and Mrs. Joseph R. Mucia, Brooklyn, N.Y.

Put Postal Zone On LOG Address

The Post Office Department has requested that Seafarers and their families include postal zone numbers in sending changes of address into the LOG. The use of the zone number will greatly speed the flow of the mail and will facilitate delivery.

Failure to include the zone number can hold up delivery of the paper. The LOG is now in the process of zoning its entire mailing list.

Atomic Ship Gets Checks On Radiation

Crewmembers of the SS Savannah, the nation's first nuclear merchant ship, will be the most thoroughly examined seamen in America under the terms of an elaborate shipboard program, to maintain a careful check on radiation. The vessel will be operated by States Marine Lines.

A staff of technicians, operating under the joint supervision of the Atomic Energy Commission and the Public Health Service, will check out the crew exhaustively to determine how much radiation they might be absorbing as well as their general physical reaction to working on a nuclear-powered ship.

The technicians will have at their disposal a variety of radiation detectors, monitoring instruments and other devices. Where ship's personnel may have to service the container in which the reactor is installed, they will be equipped with protective clothing, respiratory equipment to breathe only filtered air and other safeguards.

'Featherbed' Saves Train After Engineer Is Stricken

A diesel locomotive fireman—whose job would be abolished as "featherbedding" by the railroads—saved a speeding train from going off the tracks when the engineer suffered a fatal heart attack, the "AFL-CIO" News reported.

Fireman R. M. Berland took over the controls of the train, en route to Portland, Ore., and brought it to a stop after the engineer had slumped over in his seat and did not respond to his name.

The engineer's foot was resting on a device called the "dead man's pedal" which is supposed to bring the train to a stop in the event the engineer is stricken. In this case it didn't work.

Berland, who is a member of the Locomotive Firemen and Engineers, said that the train was headed down a steep incline at the time and would have left the tracks had it not been halted.

The Association of American Railroads has been campaigning for the elimination of firemen's jobs on diesels. Railroad unions have fought the move, basing their argument, in part, on the need for a fireman to backstop the engineer and assist in emergencies.

Musicians Hit Runaway Notes

First it's runaway ships, then runaway whiskey making the news these days. Now add another to the list: runaway music.

In this case, the opponent is the Musicians Union, in cooperation with the Ruppert Brewery in New York. Both have struck sour notes on the use of 'runaway' musical scores used in US-made TV shows which are on film. Ruppert, which is sponsoring the half hour "Sea Hunt" drama has announced it won't renew its contract with the ad agency handling the package unless the programmers agree to cease using the foreign music. Ruppert charges that the use of the background music is detrimental to the jobs of American musicians.

FINAL DISPATCH



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

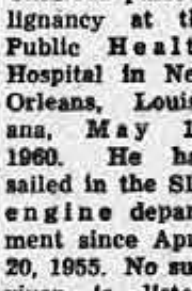
Hubert C. Gordon, 60: A cerebral hemorrhage after an auto accident



was fatal to Brother Gordon at the Mobile General Hospital in Mobile, Alabama, June 8, 1960. He sailed in the SIU steward department since December 27, 1938. He is survived by his brother, Claude C. Gordon, of Tampa, Florida. Burial was in the Pine Crest Cemetery, Mobile, Alabama.

~ ~ ~

Richard Chazarras, 60: Brother Chazarras passed away from a malignancy at the



Public Health Hospital in New Orleans, Louisiana, May 14, 1960. He had sailed in the SIU engine department since April 20, 1955. No survivor is listed. Burial was in the Metairie Cemetery, New Orleans, Louisiana.

~ ~ ~

Sidney Turberville, 61: Brother Turberville died at the Public



Health hospital in New Orleans, Louisiana, May 21, 1960. He sailed in the SIU deck department since July 31, 1939. His only listed survivor is his mother, Callip Turberville, of Pensacola, Florida. Burial was in the Pine Barren Cemetery, Pine Barren, Florida.

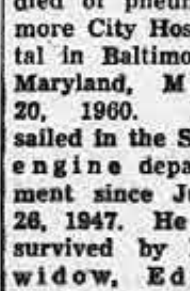
William R. Burch, 50: Brother Burch died of natural causes at the



Public Health hospital in New Orleans, Louisiana, May 14, 1960. He sailed in the SIU engine department since June 25, 1956. He is survived by his mother, Carolina Burch, of S. Pittsburg, Tennessee. Burial was in the Boligee Cemetery, Boligee, Alabama.

~ ~ ~

Floyd T. Hurd, 35: Brother Hurd died of pneumonia at the Balti-



more City Hospital in Baltimore, Maryland, May 20, 1960. He sailed in the SIU engine department since July 28, 1947. He is survived by his widow, Edna Hurd, of Baltimore. No place of burial was indicated.

Get That SS Number Right

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

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

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

Personals
And Notices

James G. Kellog, Sr.
Contact your wife, Gabrielle Kellog, at 75 Ranney Street, Springfield, Mass.

~ ~ ~

Rudolph Cefaratti
Contact your mother at 51 Clinton Street, New Britain, Conn. Urgent. Also get in touch with attorney Lawrence Drasin, at 233 Broadway, New York 7, NY, as soon as possible.

~ ~ ~

Moustafa Fadl (or Fadel)
Contact George J. Tomeh, consul general, United Arab Republic, 902 Park Avenue, New York 21, NY. Anybody knowing where whereabouts of the above seaman, should contact the consulate.

~ ~ ~

Audley Foster
Please get in touch with your wife, care of R. Toomey, 2701 Hudson Boulevard, Jersey City, NJ. Anybody knowing where Brother Foster is, is asked to transmit this message.

~ ~ ~

Nick Tator
Get in touch with Joseph Malazinsky, Millburn, NJ, DR 6-7635.

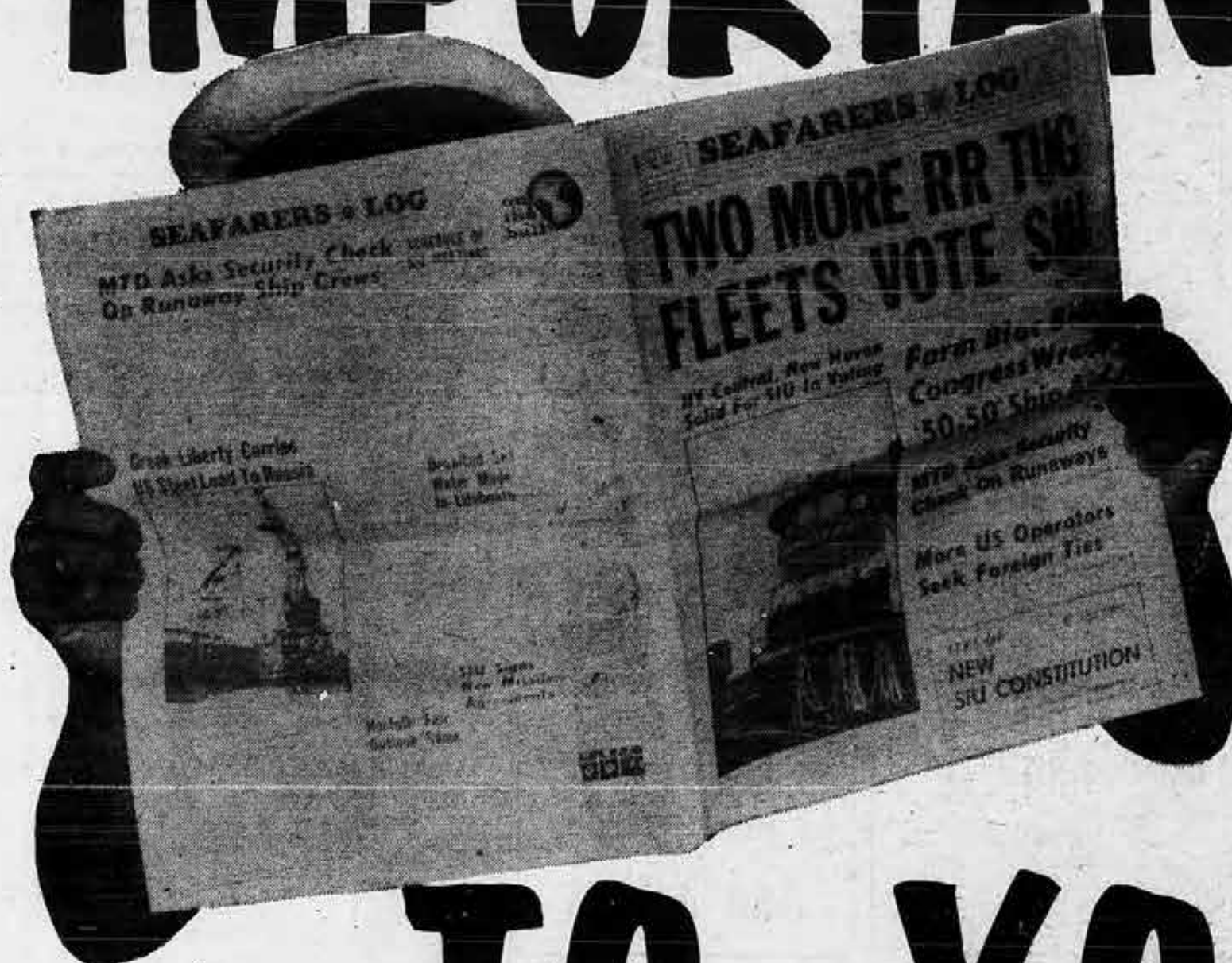
~ ~ ~

John Murray
Important you contact your son, c/o Gerner, same address as before.

~ ~ ~

Seafarers who knew the late King Elliott are asked to write Mrs. King Elliott at 813-41 Street, East Birmingham 4, Alabama.

IMPORTANT



...TO YOU

Developments in the world today affect all American workers, perhaps seamen more than most. Whether these developments come out of Washington, Tokyo, New Delhi, Cairo or any other major world center, seamen are among the first to feel their impact.

With that in mind, the SEAFARERS LOG is attempting to keep you abreast of developments in three vital areas that affect the livelihood and welfare of SIU men as Seafarers and citizens—the maritime industry, the national scene and international affairs.

