



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

UNIONS CHARGE ICC SCUTTLES SHIPPING

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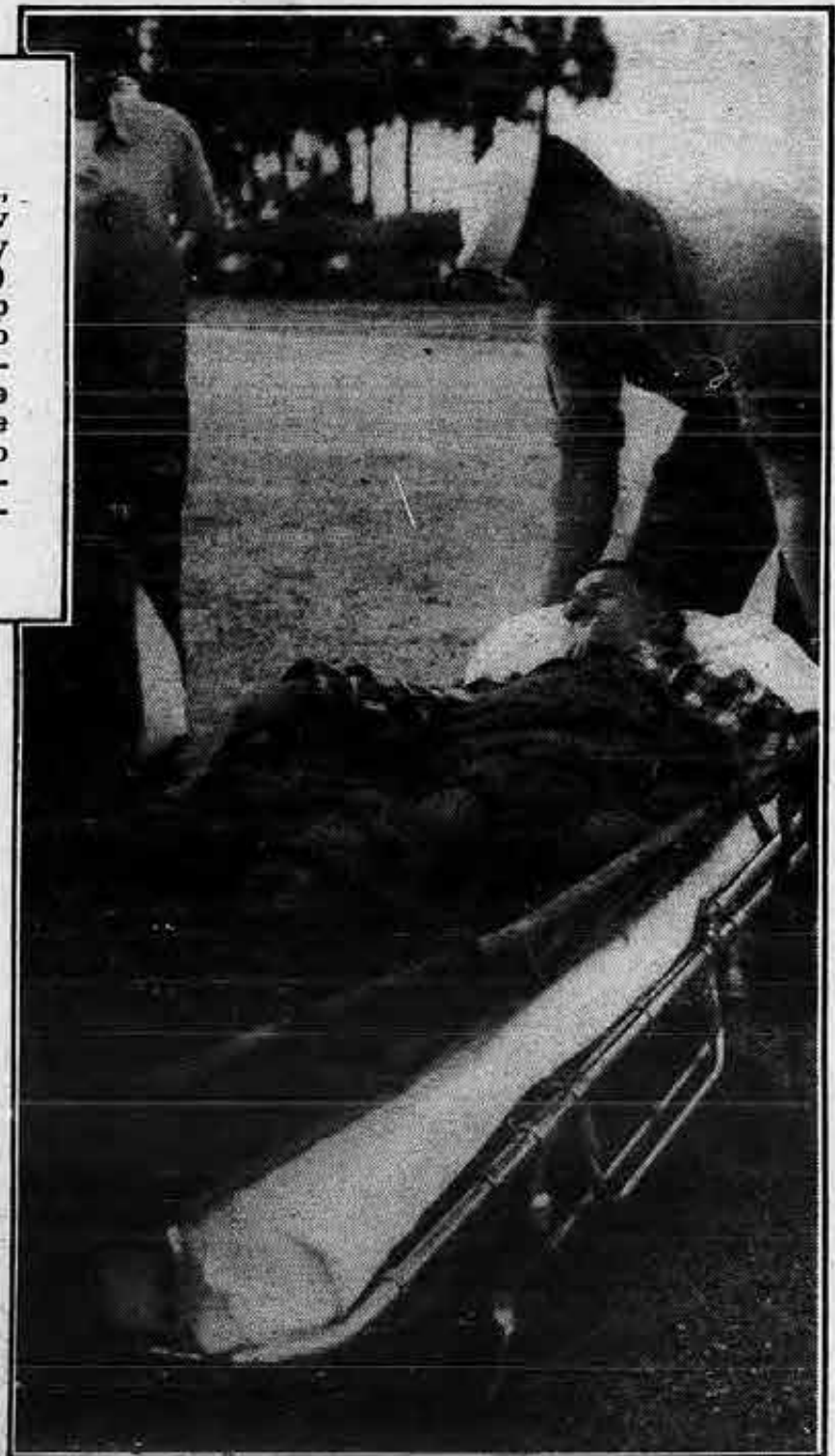
5 Win \$6,000 SIU Scholarship

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Rescue Flight

Seafarer Frank A. Rossi, baker on the Seatrain New York is helped onto litter by Coast Guardsmen (right) after being taken off ship by helicopter. Rossi, who was stricken with pneumonia, was taken off the ship at Egmont Key off the tip of Florida and flown to St. Petersburg, Fla., hospital. He is now recuperating satisfactorily.



Space Gain

Official Air Force photo shows technicians and other crewmembers of SIU-manned Coastal Crusader with first nose cone recovered after intercontinental ballistic flight.



A SPECIAL LOG FEATURE

OVERWEIGHT?

It can shorten your life!

See Page 9

Five Win \$6,000 SIU Scholarships

One Seafarer, two sons of Seafarers and two daughters of SIU members have been selected as the five winners of the \$6,000 SIU scholarship awards. The selections were made by the four-member board of college administrators on the basis of the applicants' previous school records and their performance on the standard College Entrance Examination Board tests.

The five \$6,000 scholarships enable the applicants to major in any course of study of their preference at any recognized college or university. They are awarded each year by the SIU Scholarship Plan.

An unusual note in this year's scholarship awards was the fact that for the first time since the Plan started operating, a second scholarship has been awarded in one family. Miss Rosemary Virgin, 17, of Atlanta, Georgia, daughter of Seafarer Claude Virgin, oiler, a winner this year, had been preceded by her older sister, Miss Anne Virgin. The latter won an SIU scholarship award in 1956 and

is currently doing graduate work at the University of Georgia.

The complete list of winners is as follows:

Miss Rosemary Virgin, 17, daughter of Seafarer Claude Virgin, Atlanta, Georgia.

Miss Virginia Lee Magboo, 18, daughter of Seafarer Eleuterio Magboo, Baltimore, Md.

Raymond Munna, 18, son of Seafarer Leonardo Munna, New Orleans, La.

Robert G. Hauser, 24, son of Seafarer Edgar Hauser, West Hartford, Conn.

Seafarer Donald Peterson, 26, Philadelphia, Pa.

The distribution of winners this year is a change in the pattern followed in previous years, when Seafarers had won most of the

awards. In fact, for the past three years, seamen have won four of the five awards given.

Of this year's winners, Seafarer Donald Peterson is currently attending Swarthmore College, with the objective of going into teaching. He has been a Union member since 1953.

Miss Virgin, who is graduating from Murphy High School in Atlanta, intends to major in biology either at the University of Georgia



Peterson



Scholarship winners who are children of Seafarers are (top, l-r) Rosemary Virgin, Virginia Lee Magboo; (bottom, l-r) Robert Hauser, Raymond Munna.

or at North Carolina. Miss Magboo probably will attend St. Johns College in Baltimore.

Robert Hauser is presently a student at the University of Connecticut, majoring in engineering. Raymond Munna hopes to enroll at Loyola University in New Orleans to specialize in physics.

The four-members of the board of college administrators who selected the winners were: Miss Edna Newby, assistant dean, Douglass College, Rutgers University; Bernard Ireland, assistant director of admissions, Columbia College; C. William Edwards, director of admissions, Princeton University; Elwood Kastner, registrar, New York University. Dr. Wilkinson of Howard University, the fifth member of the board was unable to attend because of illness.

instances to purchase health insurance, even if they have the funds, and often their insurance is cancelled at the first sign of illness. Consequently, the demand for some form of Government-sponsored coverage is on the increase.

Retired Seafarers who are eligible for the SIU disability-pension are covered by the hospital-surgical provisions of the Seafarers Welfare Plan as are members of their families. Similarly, dependent parents of Seafarers get this coverage. However, the great majority of retired and elderly people are unable to obtain this kind of protection.

The Health Department's study said that the cost of financing medical care for retired Americans would add less than one-half of one percent to present payroll taxes, to be divided evenly between employees and employers.

The opposition of the American Medical Association and other organized doctors' groups parallels their unsuccessful attack on disability benefits for Americans over 50.

Hospital Aid For Retired Backed By Gov't Report

WASHINGTON—A report by the Department of Health, Education and Welfare on medical care for retired Americans has been hailed by the AFL-CIO as clearing the way for passage of the Forand bill. The bill offered by Rep. Aime J. Forand (Dem.-RI) would provide hospital-surgical benefits under the Social Security program for retired Americans. It is running into vigorous opposition from organized medicine which traditionally opposes extension of Social Security benefits as "socialistic."

The report released by the Government department pointed out that the rising cost of medical care particularly affects people over 65. "As a group, they use about 2 1/2 times as much general hospital care as the average for persons under age 65, and they have special need for long-term institutional care. Their incomes are generally . . . lower than those of the rest of the population . . . They have less opportunity . . . to spread the cost burden through health insurance.

"Because . . . the number . . . of older persons in the population are increasing, a satisfactory solution to the problem of paying for adequate medical care for the aged will become more rather than less important."

The basic problem of medical care for the aged, as it now stands, is that they are unable in most



Committee of college administrators discusses selections (l-r) Elwood Kastner, New York University; C. William Edwards, Princeton; Miss Edna Newby, Douglas College, Rutgers University; Bernard Ireland, Columbia University.



Smiling Cuban premier, Fidel Castro, makes way through lobby of Montreal's Queen Elizabeth hotel. Castro met SIU of NA representatives at the hotel and consulted with them on struck Canadian National ships as well as Cuban-manned runaway ships such as SS Sea Level.

Castro, SIUNA Meet On Ships

MONTREAL—Cuban Premier Fidel Castro, while visiting this city last week, had a meeting with Hal Banks, SIU of NA vice-president in Canada, in further discussion of the disposition of the eight strike-bound Canadian National National ships. SIU of NA President Paul Hall participated in the meeting along with Banks and Castro at the Queen Elizabeth Hotel here.

The Castro-Banks session followed earlier meetings between SIU of NA representatives and spokesmen for the Cuban labor movement.

The Canadian National Fleet has been strikebound since July, 1957, in a straight wage dispute. Subsequently, the owners unsuccessfully attempted to transfer the ships to the flag of Trinidad, an attempt which was blocked by the world maritime labor movement which refused to handle the ships.

Last summer, the fleet was sold to the Cuban Bank of Foreign Trade in a deal made with the Batista government. Efforts to man the ships with Cuban seamen under the gun of Batista navy men were thwarted after protests by the SIU and the intervention of the Cuban labor movement.

The meeting with Premier Castro was set up when it became known that he would visit Canada following a tour of the eastern seaboard.

In addition to discussing the Canadian National ships, the SIU of NA representatives briefed Premier Castro on developments on runaway ships involving Cuban seamen. They familiarized him with the treatment of Cuban nationals by the runaway operators of the SS Florida, SS Yarmouth and SS Sea Level, all of which ships are the subject of SIU unfair labor practice charges before the National Labor Relations Board. All three of these ships operate to Havana and have large numbers of Cuban seamen aboard.

Premier Castro showed considerable interest in the details of the runaway ship operation as they affect Cuban seamen. As was reported in the last issue of the SEAFARERS LOG, the operators of the Sea Level fired Cuban crewmembers who signed SIU pledge

cards and subsequently escorted them to the NLRB under armed guard to recant their pledges. Similarly the owners of the SS Yarmouth fired crewmembers of that ship who struck the ship in Washington to obtain decent wages. Pay on the Yarmouth is as low as \$40 monthly for some ratings.

Used T-2's Dirt Cheap; Libertys Too

A T-2 tank ship, which back in 1957 might have sold for as high as \$2,750,000 was recently sold for \$320,000, establishing a new low resale price for tankers.

The main cause of the collapse of prices is that the oil trade has been slumping in recent years, causing a steady lay-up of older tanker tonnage.

Sold for the record low figure was the Norwegian ship Veni. It was purchased by Panamanian interests.

Last year, a similar vessel was sold by the same owners for \$500,000, indicating that the resale prices for tankers are still spiraling downward.

The resale price for Liberty ships has also dipped to a new low. A British-owned Liberty was recently sold to Italian owners for \$190,000. The World War II ships were selling for about \$600,000 after the war, with the price rising to up to \$900,000 in periods of crisis, such as the Suez invasion.

LET 'EM KNOW!
Write TO THE LOG

SEAFARERS LOG

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SEA UNIONS' POSITION ON COASTAL SHIP PROBLEMS

(The following consists of quotations from the testimony presented on behalf of the maritime unions to the Senate committee hearing dealing with a proposed bill, S.1507, which would turn Alaska shipping over to the Interstate Commerce Commission.)

"... We of maritime labor solemnly believe that if S. 1507 becomes law, Alaska shipping will be destroyed. We base this belief on what we have seen the Interstate Commerce Commission do to shipping in other areas ...

"In 1940 regulation and control of coastwise and intercoastal shipping was transferred from the Maritime Commission to the Interstate Commerce Commission. In the 19 years since ... the major portion of US coastal shipping has been destroyed ... by the preferential treatment accorded the railroads ...

"... We charge that the railroads have been destroying our waterborne commerce, and that in this deadly and illegal process they have had the ... enthusiastic cooperation of the ICC ...

"... If we go back to June, 1939 ... we find that there were 510 ships ... in coastwise trade. In February, 1959, the total had dwindled to 280 ... of the 143 common carriers, all except 15 have been driven from the seas; 12 on the Atlantic and Gulf Coasts and just three on the West Coast. This is our progress under the ICC ...

"... The impact on seafaring jobs, has ... been severe (with) ... a loss of 7,476 seafaring jobs ...

"... A similar picture prevails in the intercoastal trade. In June, 1939, there were 163 intercoastal ships, employing 6,327 seamen. By February, 1959, the number ... had fallen to 45 and employment was down to 2,101 ...

"... The steady shrinkage of coastal shipping contrasts violently with developments in the rest of our economy. During the same 20 years, every other major US industry expanded by leaps and bounds ... If maritime merely kept pace with the rest of the economy there would be 1,000 to 1,500 ships today in our domestic trades ...

"Had maritime not been the victim of outright bias ... we would be a healthy, flourishing industry offering employment to thousands more seamen, shipyard workers, ship supply workers, longshoremen and other crafts ...

"... The process by which the railroads and the commission are destroying the American maritime industry is the rate war ... our human assets, our army of trained and experienced seamen has been depleted by the railroad-ICC conspiracy by more than 20 percent ...

"... At the end of World War II, we let our merchant marine deteriorate ... Suddenly, the Korean War flared up and we were faced with the immense problem of rebuilding our merchant marine ... We faced a disastrous shortage of seamen. Our unions were obliged to take frantic steps to recruit men ... when we found them, all too often they were reluctant to return to an industry which offers only

(Continued on page 8)

Sea Unions Assail ICC-Railroad Plot To Kill Off Shipping

WASHINGTON—America's sea unions charged this week that the nation's railroads and the Interstate Commerce Commission are "engaged in a conspiracy to destroy our coastal maritime industry." The unions denounced a bill to place

Alaskan shipping under the jurisdiction of that agency. In testimony before the Senate Commerce Committee, they also called for passage of a measure which would safeguard all coastwise and intercoastal shipping from throat-slitting tactics by the railroads and ICC.

Paul Hall, president of the Seafarers International Union of North America, and head of the AFL-CIO Maritime Trades Department, appeared for the maritime labor movement, including the National Maritime Union. Joseph Curran, NMU president, was present at the hearing and fully endorsed the union presentation.

Hall presented extensive documentation showing the extremes to which the ICC and the railroads have gone to put domestic ship operators out of business. If the same ICC-railroad combine gets its

hooks into Alaska shipping, he warned, the economic growth of the new state will be throttled by extortionate freight rates on Alaska-bound commodities.

The ICC-railroad combine, Hall declared, holds major responsibility for the drastic decline of coastwise shipping from 510 ships in 1939 to 280 ships today, with the loss of thousands of jobs for seamen and workers in related maritime trades. The same picture prevails in the intercoastal trade where shipping has dropped from 165 vessels in 1939 to 45 today. All told, 350 ships have gone under with 12,000 seafaring jobs in the years since 1939.

Ignore Rate Spread

The situation has worsened in the past year because of the passage of legislation giving the ICC leeway to ignore the traditional rate differential between ships and the railroads. Without that differential the ships cannot compete because of slower delivery and the irregularity of ship scheduling as a result of weather conditions. The railroads have made use of this leeway to deliver a series of crippling blows to domestic shipping.

At present, Alaska shipping is under the jurisdiction of the Federal Maritime Board. But with the grant of statehood, a bill has been introduced in the Senate (S. 1507) to turn over jurisdiction to the Interstate Commerce Commission, as the ICC has jurisdiction in interstate matters.

Aside from the serious consequences to Alaska of permitting railroad dictation of freight rates to and from that state, the action could pave the way for similar legislation affecting Puerto Rico and Hawaii. In such an eventuality, past practice shows that the railroads would have further latitude to boost rates sky high on cargo bound for US offshore areas, thus crippling trade between them and the mainland, while at the same

time carrying cargo at a loss in the coastwise and intercoastal trade so as to put that segment of shipping out of business.

Hall cited numerous examples in which the railroads have done exactly that. Cargo bound for Alaska, via Seattle, he pointed out, has to pay a higher transit tag than the same kind of cargo over the same railroad run which is not going to Alaska. In fact, this cargo headed overseas to foreign countries gets the lowest rail rate,

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Start NY Lifeboat Training

A new lifeboat training center for Seafarers got underway in New York this week under the sponsorship of the Seafarers Welfare Plan. Operated in cooperation with the SIU-contracted Bull Line, the lifeboat training program will qualify entry ratings and experienced Seafarers as well, to take the Coast Guard examinations for lifeboatmen.

The new lifeboat school is the only one of its kind on the eastern seaboard other than facilities operated by various Government agencies and Government-operated maritime schools. A similar facility has been operating for a number of years at the Andrew Furuseth Training School in Mobile, also operated by the Seafarers Welfare Plan.

The facilities of the training center are in the Bull Line terminal, one block from SIU headquarters. They consist of a classroom with a lifeboat on a davit, plus another

(Continued on page 8)

SIU Rakes Coast Guard's Move To Hamstring Crews

WASHINGTON—Detailed objections to attempts by the US Coast Guard to expand its military authority over the livelihood of merchant seamen were made by the SIU at a hearing in Washington on April 27. SIU of NA General Counsel Seymour W. Miller appeared on behalf of the Union

and objected to several proposals by which the Coast Guard is attempting to whittle away seamen's civilian rights.

Miller was one of many witnesses to appear at the hearing who were highly critical of the Coast Guard's proposals. Hoyt Haddock, Washington representative of the National Maritime Union, also spoke vigorously against the Coast Guard move, as did other union representatives.

The Union spokesman was particularly critical of a provision which could possibly infringe on the Union's right to strike. He urged the Coast Guard to spell out that activities of seamen in a labor dispute may not be deemed a violation of any Coast Guard regulation, as long as the crew has done all work they can to secure the vessel in a safe port.

Otherwise, he warned, the proposed regulations place "unwarranted power in the hands of the Coast Guard to break a legal strike, irrespective ... of the provisions of the applicable collective bargaining agreement."

Initially, the SIU and the Maritime Trades Department AFL-CIO, had protested the short notice given them of the hearing and had unsuccessfully sought a postponement. As Miller pointed out, "the SIU and its component unions did not receive the Coast Guard's public hearing agenda containing the proposed regulations until mid and late March." Consequently, the unions were unable to make a complete study of the proposed

changes, and the objections filed by the SIU dealt only with that section dealing with the Coast Guard's powers to suspend or revoke a seaman's validated papers.

Subsequently, in light of the protests by the SIU and other unions, the Coast Guard has agreed to postpone implementation of the new regulations for six months pending further, written comment by interested parties.

It also agreed to consult with Union representatives before promulgating any regulations.

In prefacing his remarks, the SIU attorney noted that Union has "always opposed the regulations of civilian workers in peacetime by what is, for all practical purposes, a purely military agency."

Turning to the specifics of the proposed regulation changes, he made the following points, among others:

● Coast Guard suspension and revocation proceedings should be classified as penal in nature because they can deprive a seaman permanently of his employment rights.

● The chief examiner should not be permitted to participate in appeals from his decision.

● He sharply attacked a provision that "the Coast Guard is not to be bound by judgments of acquittal." The proposed regulations, he pointed out, would enable the Coast Guard to punish a seaman even where he has been acquitted of an alleged misconduct in a court of law.

● He assailed a proviso that a

Coast Guard examiner would have to be bound by the decision of the Commandant of the Coast Guard, even where such decision has been overruled by a court. And he added, "we see no reason why an examiner's determination should be superior to that of a court."

● Oral complaints should not be a basis for investigation.

● Seamen should be warned that statements they make may be used against them and that they have the right to have counsel.

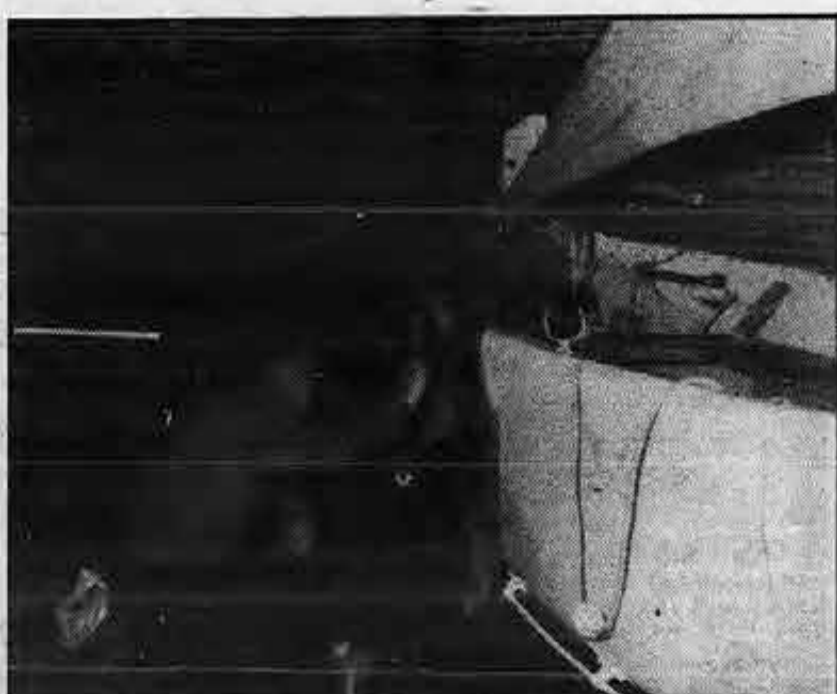
● The Coast Guard should not be permitted to place an admonition on a seaman's record, without any formal proceedings.

● A seaman should be able to go to court to appeal the Commandant's decision to revoke his document for life.

● A Coast Guard examiner should not "be granted the power to compel a surrender of a document before final determination of guilt or innocence ... Taking a man's document is equivalent to taking away his right to work in the calling of his choice."

● Log books should not be accepted at face value as the absolutely accurate rendering of facts involved, but should be treated as one piece of evidence, no more and no less than any other testimony.

● The suggested table of punishments makes little or no allowance for extenuating circumstances. They should be treated as the maximum penalties permissible, rather than the average penalty to be imposed.



Finishing touches are placed on one of two lifeboats being used in New York SIU lifeboat training course. Other boat is mounted on the dock for "wet run" training.



MCS Purchase For Oldtimers

Photo above shows Don Hotel in Wilmington, Calif., purchased by Marine Cooks and Stewards for use by West Coast oldtimers. At left, looking over lobby are (l-r); William Pro, MCS; MCS Sec'y-Treas. Ed Turner; Jack Sheather, Sailors Union; Joe Goren, MCS Wilmington agent; John Hall, SUP. Two SUP men were hotel guests.

Vote Labor Bill In Senate; Stiffer Measure Sought

WASHINGTON—After passing the Senate by a 90 to 1 count, the Kennedy-Ervin bill to regulate the activities of trade unions is now up in the House of Representatives. President Eisenhower announced that he was disappointed with the bill as it stands and made it clear that the Administration would go out for tougher curbs on trade unions.

Among the items specifically being sought by the Administration are restrictions on picketing rights and on so-called "secondary" boycotts where the business of an employer who himself may not be strikebound is attacked by a striking union.

The Administration's attitude in the face of the overwhelming Senate vote indicated that final passage of the "labor reform" measure might come in greatly altered form or not at all.

For what it is worth, the Senate version of the bill provides for several controls on union activities but also modifies some of the more obnoxious features of the Taft-Hartley Act. It alters the Taft-Hartley section that bans strikers from voting in a new collective bargaining election. This section had long been attacked by unions as a union-busting measure, and has been used in this manner on several occasions. It also would authorize the National Labor Relations Board to call an election without formal hearings in some instances, and specifically authorizes pre-hire agreements in the building trades.

Similar To Maritime

The building trades pre-hiring practices are similar to those in the maritime industry, but have not been specifically authorized by law up until now.

Other provisions of the bill deal with internal union activities. They call for secret ballots in union elections; set maximum terms of office for union officers; require filing of detailed financial reports with the Department of Labor; limit the power of international unions to place locals in trusteeship; and restrict loans to union officials out of union funds or by an employer. Embezzlement of union funds is also considered a Federal crime rather than violation of local laws.

Employers are also restricted from engaging in certain financial

activities which affect employees in their choice of a labor organization. They would be required to report funds spent on labor spying.

'Rights' Dispute

One of the most disputed sections in the bill was the so-called "Bill of Rights" amendment submitted by Senator John McClellan (Dem.-Ark.) chairman of the McClellan committee. It was bitterly attacked by Senators from both sides as being so loosely drafted that it would expose unions to endless harassment. Among other items, for example, it would have empowered the Secretary of Labor to go to court and get out an injunction against a union any time a member made a complaint about union procedures, thus making the Labor Department a policeman in every internal union dispute.

As finally passed, the section asserts the right of free speech, free assembly and due process for union members where they are brought up on charges. Also, it calls for dues changes by secret ballot only.

Bill Sets Up '50-50' On Oil Imports

WASHINGTON—Efforts by independent American-flag tanker operators to get a "50-50" law on oil imports have been seconded under terms of a bill introduced by Rep. Herlong (Dem.-Fla.). The bill would apply the same "50-50" rule to oil imports that now affects Government-financed exports from the United States.

Cannot Compete

The independents have pointed out that with the exception of Government charters, US-flag tankers are confined to the domestic trades because they cannot compete with foreign flags and runaway operators. The result has been a sharp decline in the US-flag tanker fleet, with many ships staying in business only by entering the US food surplus export trade.

A "50-50" law would result in a boom in the US-flag tanker fleet and, indeed, would probably require construction of new tonnage to meet the need.

However, Washington observers rate the bill's chances of passage as extremely small at this time.

Ship Schedules Hit By MMP

Substantiating a widely-held belief that ships' captains are under pressure to keep to their schedules, no matter what the weather, an official of the Masters, Mates and Pilots Local 88 has condemned the need to maintain schedules as a contributing factor in ship collisions. At the same time, Captain Tom Hampson, secretary of the New York local, struck at the theory radar is a

cure-all which eliminates the need to reduce speed or take other traditional safety measures.

Recent collisions such as that between the Valchem and the passenger ship Santa Rosa have aroused considerable interest in the efficacy of existing navigation practices.

As a matter of fact, radar is still an instrument subject to "all the ills of the home television set . . . plus a great many more," the captain maintains in an article published in the "Local 88 Bulletin."

Equipment Varies

What's more, he points out, radar equipment varies a great deal from ship to ship, with most ships equipped with "relatively primitive" sets that at best can give only a general approximation of a situation.

Despite this, the captain charges, shipowners share the views of the general public in accepting radar as "a perfectly functioning navigational aid." The result is "pressures upon a master to keep his vessel at top speed regardless of his intensive training in prudent speed values . . ."

Furthermore, he charges, "rationalizing based on dollars and cents has established a code of procedure which in effect says: 'Break all the laws you wish, but don't get caught, and if you do have an accident the blame is solely yours. That is why we rent your license and if you object to the procedure we will have no trouble finding another master to replace you.'"

These shoreside pressures—especially where costly arrangements have been made for a vessel's arrival at a specific time—limit a skipper's freedom of choice

and make his actions a "calculated risk" between what he may think is best, and what shoreside orders him to do.

"If a master has to take a calculated risk based on dollars and cents information from shore," he says, "the responsibility for the consequences of the risk should be assumed by the shipowner, the back seat driver."

The protests and genuine concern of the public, lawmakers and press, he says, "are justifiable if for no other reason than to warn shipping companies that they can no longer slacken off with impunity their responsibility to the public for its safety."

Norfolk May Crew Two Idle Ships

NORFOLK — Thirty-two men shipped during a two-week period which saw two ships pay off, three signed on and five in transit, according to Port Agent James Bullock.

Two ships are virtually certain of crewing up during the coming two weeks. One is the Cities Service Norfolk, which is awaiting charter while tied up in Newport News Shipyard. The other is a former Liberian-flag vessel, the William Tubman, which has been recommissioned by Penn Shipping and put under the American flag.

HIWD Gains

Bullock noted that the drive to bring the unlicensed personnel of various railroad tugs here under the Harbor and Inland Waterways Division has been picking up momentum, and despite several obstacles recently encountered, success seems not far off.

During the past period, the Cities Service Norfolk and the Westport (Transportation Utilities) paid off. The Westport, Yaka (Waterman) and the Valiant Power (Ocean Tramps) signed on.

In transit were the Yaka and Antinous (Waterman); Steel Worker (Isthmian); Alcoa Patriot (Alcoa) and the Valiant Power (Ocean Tramps).

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

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.

PENSIONERS' CORNER



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

Sherwood Piner, Jr. . . . 56 . . . retired in 1958 after 20 years in the Union . . . deck department man . . . sailed on Hog Island ships, C-2s, Libertys, Liberty-tankers and T-2 tankers . . . favored no one special run — "I took whatever came to me on the board" from the old sulphur wagons to the bauxite carriers . . . thankful to the SIU and its Welfare Plane "for all they have done for me" . . . divides his time between the outdoors—fishing, and the indoors—cooking . . . lives in a small Alabama town with his wife . . . manages to get over to the Union hall in Mobile about once a week to see some of his old friends . . . says keeping in touch this way is next best thing to going back to sea.



Piner and wife living it up in Alabama.

Charles Shrunck . . . 71 . . . started sailing in 1935 and joined the SIU four years later . . . had fireman-watertender's rating . . . sailed on tankers, freighters and Liberty ships . . . tried to get Baltimore-Corpus Christi, Texas run, which brought him right near his home town . . . among his more unpleasant memories is being torpedoed by a German vessel in 1942 while en route to Russia in a convoy . . . receives regular check-ups in Galveston for rupture and heart ailment, which earlier forced his retirement . . . feels "a little out of place, forever looking to ship at my age" . . . from a fine sailor, Brother Shrunck has become an equally fine fisherman . . . one fishing contest netted him an all-expense four-day trip to Oklahoma besides giving him something pleasant to do to pass his spare time while in retirement . . . lives with wife in Innsboro, Texas . . . has four daughters, all married, and three grand-children, one married.



Brother Shrunck poses in his backyard with some of the day's catch, out drying on the clothesline.

Hands Off '50-50', State Dept. Told

US maritime unions, which would like the 50-50 Cargo Preference Act maintained intact, have received strong support for their position from key members of Congress.

The approval came from the heads of the major maritime committees in Congress—Sen. Warren G. Magnuson, chairman of the Senate Interstate and Foreign Commerce Committee, and Rep. Herbert C. Bonner, head of the House Merchant Marine Committee.

In a joint letter to Secretary of State Christian A. Herter, the two committee heads warned the State Department not to make any commitments for changing US maritime policies or their administration without the advice and consent of Congress.

This, in effect, means no concessions on the 50-50 Act without Congressional authorization.

Aimed At June Meeting

The joint letter had specific reference to the June 8 meeting in Washington at which representatives of European maritime nations will confer with State Department officials regarding US Government shipping policies.

Among other things, the European representatives are expected to make a strong pitch for an easing up on the 50-50 cargo requirements. Up until now, the State Department has never been a strong supporter of the measure and has shared the Agriculture Department's view that US ships should get only the minimum amount of cargo required by the law. This view has been strongly condemned by US maritime unions and the AFL-CIO Maritime Trades Department.

Also under discussion, it is expected, will be the Government's

criticism with a written protest. attitude toward the runaway problem, an attitude which US maritime union have also assailed.

Unions' Stand Voiced

The unions' position was clearly stated at a meeting of maritime leaders called by the State Department last March 31, and attended by representatives of the SIU and NMU.

At that time, the union representatives outspokenly criticized State Department policies on the runaways, and followed up this

Among other things, the protest called the State Department's position on runaway ships "wrong, inconsistent, dangerous and shameful."

The unions, which have been waging a campaign against the runaways through the International Transportworkers Federation, will consider new moves in the campaign when the ITF's Fair Practices Committee convenes in Washington on June 8, at the same time the State Department conclave is being held.

NY Slow, But Key Ratings Are Scarce

NEW YORK—While shipping for the port was not up to the prior period's totals, Bill Hall, assistant secretary-treasurer, said the dispatcher had some difficulty in filling a couple of key ratings which were left on the board for several

calls.

In addition, Hall said the shipping figures show that a number of class C cards landed berths in the black gang. From these indications many of the A and B men are either laying back on the beach for a vacation or waiting for a special run of ship.

No Word On Lay-Ups

The Atlas and the Mermaid are still in the yards in this port with their future very uncertain. The Mermaid was scheduled to come out sometime this week but a charter it was supposed to have was cancelled, and as of now, there is no indication as to when these ships will take on crews.

Other shipping news this week was the announcement by Suwanee Steamship Company, operators of the missile-ship fleet, that it was laying up two of their ships, the 1834 and the 1837.

There was a total of 39 vessels calling into this port during the past two weeks. All of them came in very clean, with only a few

beefs to be settled by the patrolmen.

Of these, 22 vessels paid off, three signed on and 14 were in transit. The ships paying off were the Steel Worker, (Isthmian); Robin Locksley, Robin Goodfellow, Robin Trent (Robin); CS Baltimore, Royal Oak (Cities Service); Kathryn, Elizabeth, Beatrice (Bull); Seatrains Georgia, Texas, New York, Savannah (Seatrain); Yaka (Waterman); Raphael Semmes, Fairland, Beauregard (Pan-Atlantic); Alcoa Pennant, Alcoa Runner, Alcoa Polaris (Alcoa); Mermaid (Metro-Petro) and the SS Atlantic (American Banner).

Signing on were the Robin Trent (Robin); Yaka (Waterman) and the Steel Worker (Isthmian). The in-transit vessels were the Steel Designer, Steel Surveyor, Steel Worker (Isthmian); Sandcaptain (Const. Aggregates); Afoundria, Warrior, Topa Topa, Iberville, Wacosta (Waterman); Texmar (Calmar); Seatrains Louisiana, New Jersey (Seatrain); Gateway City (Pan-Atlantic) and the Alcoa Partner (Alcoa).

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.

Be a Little Tight-Fisted



COMMON among accidents in the galley are cuts on fingers resulting from the slicing of vegetables. Such accidents, which sometimes result in amputations, are almost always avoidable if proper procedure is followed—and such procedure is simplicity itself.

All that has to be done when slicing up vegetables like lettuce and cabbage is (a) cut the head in half so that the flat surface can be placed face down on the table; (b) make a tight fist on the non-cutting hand. That way, the vegetable being cut up will not slip and your fingers are shielded from the knife blade.

An SIU Ship Is A Safe Ship

YOUR DOLLAR'S WORTH

A Handy Guide To Better Buying

By Sidney Margolius

Credit Plans Multiply Like Rabbits

Banks, stores and loan companies are making a new drive to get people to buy on credit.

One new plan is "charge-account banking." In some cities, housewives now can have credit cards to use in shopping from store to store, and make just one payment each month, to the bank that issues the card.

Another fast-spreading new plan is "ready-credit." Here a bank grants you a loan. But it doesn't hand you the cash as in the traditional loan method. It credits the money to a checking account and you draw on it as needed.

Another development is the adoption of credit plans such as coupon books and monthly installments, by the five-and-tens.

One reason behind all the new pressures to borrow and buy on credit is that the public has been a little cautious about installment buying during the present recovery, or partial recovery, from last year's recession. Credit buying has not boomed as rapidly as in 1954-55 after the recovery from the 1953 recession. This time, more people are buying for cash, or making larger down payments.

Let's take a look at these new ways to borrow and buy on credit, and see where they might be harmful or useful to you.

Charge-Account Banking: This plan is generally sponsored by a bank. You can shop without cash at any of a list of participating stores, just by showing the card the bank gives you.

This sounds like a great convenience. Businessmen have used credit cards for some time with enthusiasm. They don't have to carry cash and for some, a credit card serves as a tax-evasion device.

One man wrote an especially enthusiastic letter to a credit-card organization. He reported: "I got my club directory in the mail. They won't let me get very far from here. But there's a broken lock on one of the gates so sometimes I do some traveling. I want to tell you that for the \$5 you charge for your card I have never seen such value. I've eaten hundreds of dollars in meals and bought lots of flowers. And all this for \$5. Sounds crazy to me, but maybe you make it up on volume." The letter was signed by an inmate of a mental institution.

More seriously, the thorn in this convenient plan is the cost. Typically, the bank sponsoring a city-wide charge plan collects six percent of the price of your purchases from the participating retailer, and another one percent a month interest from you.

The one percent a month you would pay amounts to a true interest rate of 12 percent a year. But the six percent participating retailers pay, also is of concern to you. For only higher-price stores ordinarily can afford to pay such fees. Even some hotels and restaurants are rebelling against honoring credit cards, or are charging card carriers an extra service to make up for the fee they must pay credit-card organizations.

The more competitive stores that try to shade prices can't afford to pay six percent to a bank for servicing charge accounts. Thus credit-card plans inevitably lead you to the higher-price stores. Even though some retailers may require a carrying charge of 1½ percent a month (18 percent a year), their merchandise prices may be lower than those offering the easier credit.

The new "ready-credit" also being promoted by banks has advantages and disadvantages. In this plan, the bank credits your loan to a special checking account and you agree to pay back one-twelfth or one-twenty-fourth of this sum each month.

The advantage of ready-credit is that you don't pay any interest until you actually use the money.

But the disadvantage is that you pay a higher interest rate than if you made a regular personal loan from the same bank. Most commercial banks charge true interest rates on personal loans of as low as eight percent per annum in several cities, to a more general rate of 12 percent. (These rates are generally stated as four to six percent a year, but because you are paying back monthly, the actual effective rate is approximately double the stated rate.)

In comparison with the 8-12 percent per-annum rate for personal loans, banks charge 1 or 1½ percent a month on the declining balance of ready-credit accounts, which is 12-15 percent a year.

This is still cheaper than the 18-22 percent charged by many retailers for revolving-credit or budget-charge accounts.

The other disadvantage is the encouragement to use credit constantly, and thereby add another permanent living cost. If you have a permanent ready-credit account of \$600, of which you generally use about \$300 and keep \$300 in reserve, you have a constant bill of \$3-\$3.75 a month for interest fees, or almost half as much as your phone or electric-light bill. The only way a working family ever will get to buy the maximum standard of living for its money is to get off the interest-fee merry-go-round.

The new charge and installment plans offered by variety stores are an especially futile type of credit. Credit needs to be reserved for emergencies or essential large purchases, not for small merchandise traditionally bought for cash.

Small-loan, "personal finance" or "beneficial" finance companies are the costliest of all credit sources. They charge 1½-3 percent a month on the declining balance, depending on the state laws and amount borrowed. This is the equivalent of true per-annum rates of 18-36 percent.



Cheers, Groans Greet Seaway

After 50 years of talking and five years of building, the US got its "fourth seacoast" late last month, and Great Lakes ports like Chicago, Milwaukee and Duluth laid out the welcome mat for the first deep-draft, ocean-going ships.

The long-heralded opening of the St. Lawrence Seaway, however, was dimmed in several respects.

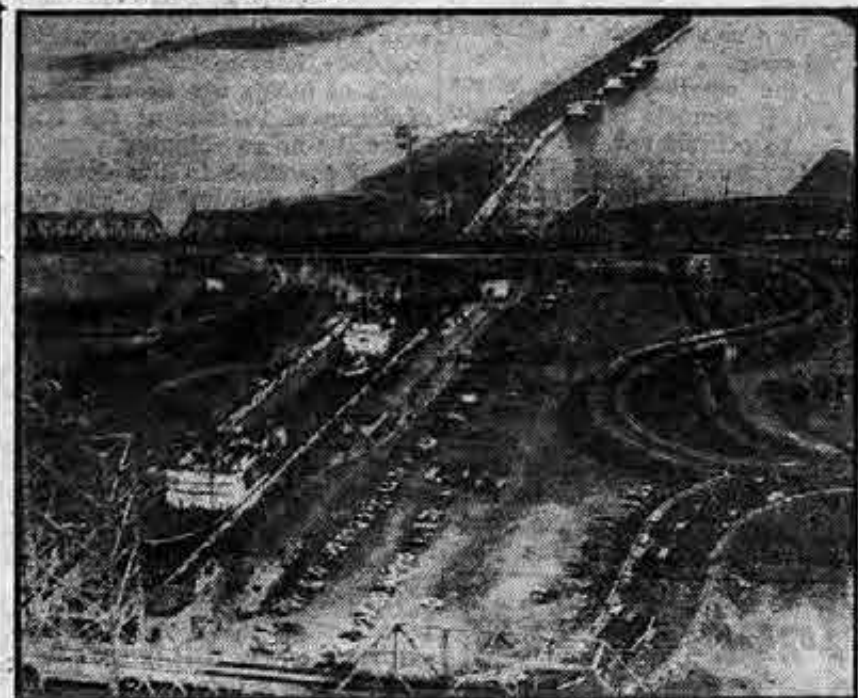
For one thing, there was evidence aplenty that Seaway traffic, at least for the present, will be dominated by the foreign flags.

For another thing, there were assertions that the Seaway was a tight-squeeze for the larger ships, with implications that perhaps somebody goofed in laying out the half-billion-dollar ditch.

There were also a couple of complaints from shoreside interests who objected to Seaway traffic speeding by their doorsteps.

The preponderance of foreign-flag shipping was evident even before the Seaway gates opened April 25, with some 10 different ensigns flying on the 70-odd ships lined up outside Montreal to await the opening gun.

Eventually, after a couple of Canadian icebreakers and "canalers" led the way, the Dutch-flag freighter Prins Willem George



Canadian icebreakers d'Iberville and Montcalm enter St. Lambert Lock to open service on St. Lawrence Seaway. At rear are cargo ships which followed the icebreakers into the Lakes.

American Export Lines has become the second US-flag company to get a Government operating subsidy for Great Lakes service. The first was Grace Line.

American Export's subsidy, approved by the Federal Maritime Board, calls for between 10 and 16 sailings a year between Great Lakes and St. Lawrence ports, and Mediterranean ports in Europe and North Africa.

Still pending are subsidy applications for Lakes-foreign service by US Lines, Isbrandtsen and T. J. McCarthy. McCarthy already operates domestic Lakes service.

Frederik copped the honor of being the first ocean-going vessel to navigate the Seaway's complex system of lakes, power dams, canals and locks.

Following the Prins Willem was a French freighter, the Charles L. D., while America's entry in the Seaway Sweepstakes—Grace Lines' Santa Regina—ran out of the money and ended up in 14th place.

The Santa Regina bumped a seawall at the approach to the first lock, scrapped off some of her paint, and encountered an assortment of other difficulties which led her skipper, Captain Hawley MacDermid, to assert that unless the Seaway changed its methods of operation, ocean-going ships would have to be redesigned to avoid damaging their hulls and superstructures in the narrow canals and locks.

He was backed up by the line's executive vice-president, who de-

clared that "the new Seaway locks seem to have been designed around the old lake freighters and with no thought for ocean ships."

As far as shoreside complaints, one oil terminal operator in Mas-

sena, NY, for instance, said he clocked some of the ships knocking off 20 miles an hour, although the speed limit is nine miles an hour. The waves churned up, he said, were smashing his docks.

LABOR ROUND-UP

Heads of 23 railroad unions have announced plans to launch a full-scale drive against "unjustified" abandonment and curtailment of railroad operations. Reduced service and automatic devices have resulted in a layoff of 170,000 railway workers since 1957 and has made today's total of 823,000 the lowest since the turn of the century. G. E. Leighty, chairman of the 23-union group, declared that the 1958 Transportation Act has made it too easy for a railroad to cease operations.

"Be Union-Buy At Bailey's" is the new slogan drumming up business for the first department store chain in Cleveland to sign union agreements. Retail Clerks Local 880 and Office Employees Local 17 coined the slogan urging union members to buy at the four-store chain to mark the event. The initial contract, which runs for three years, provides for wage increases of \$2 to \$8 a week the first year, with additional increases totaling \$4.50 a week for the second and third years. It also provides for sick leave, liberalized vacations, employer payments to a health and welfare program, and the union shop.

Negotiations have begun for a pay increase and other added fringe benefits for some 100,000 shirt and cotton garment workers, members of the Amalgamated Clothing Workers Union, who have not had a pay raise in the past three years. Union President Jacob Potofsky reported that the union will seek a 15-cent hourly wage increase, an additional paid holiday, severance pay, an additional one percent payroll contribution to the industry-wide insurance fund, an increase in minimums for time workers and for men and boys' knitwear to be made in Amalgamated shops.

A two-year \$500,000 campaign to promote the sale of men's caps and cloth hats was announced by the United Hatters, Cap and Millinery Workers International Union last

week. The union, in conjunction with some 240 cap manufacturers, is sponsoring the drive to promote the sale of union-made products and to help increase the number of job opportunities for its members. The union passed up a one-percent wage increase last July and agreed with the companies to build a fund to finance the drive. The companies are contributing the equivalent of one percent of their pay rolls into the fund. Some 400 other companies will also be requested to contribute when they negotiate contracts with the union in the future.

The final signing of a merger pact between two AFL-CIO international unions will unite some 35,000 insurance workers in a single labor organization. Final action on the agreement merging the Insurance Agents International Union and the Insurance Workers of America into the Insurance Workers International Union is scheduled to take place at conventions in Chicago the week of May 25. This is the second merger of autonomous international unions since the AFL-CIO came into existence nearly four years ago. In May, 1957, the two former unions in the paper industry, merged into the United Paperworkers and Paperworkers Union.

Organized labor in East Tennessee has started a "don't buy A&P" campaign in protesting the company's firing and mistreatment of members of the Retail, Wholesale and Department Store Union. The union had started organizing among the company's 170 employees working in eight supermarkets in Knoxville, Oak Ridge and Alcoa in May, 1957. Although the union claimed a majority, A & P carried on a drive against the union, firing 13 leaders and demoting and mistreating many other union supporters. Even in the face of this drive by A & P the score of the election was 81 to 50 in favor of the union. The clerks' charges on the 13 firings and its bid for a new election is under consideration by the NLRB.

Seattle Still Has Activity

SEATTLE—Four vessels paid off, three signed on and six were in transit as shipping held an even course here during the past two weeks.

Port Agent Ted Babkowski reported the following ships paying off: the Pacific Navigator and Pacific Star (World Tramping); Santa Venetia (Cargo and Tankships); and the Ames Victory (Victory Carriers).

The Pacific Navigator, Pacific Star and the Santa Venetia later signed on.

In transit were the Seamar, Calmar, Yorkmar and Pennmar (Calmar); and the Choctaw and City of Alma (Waterman).

Charge ICC Wrecking Shipping

(Continued from page 3)

that to a west coast city a higher rate, and that to Alaska, the highest of all, even though the handling by the railroads is identical in all cases.

In the coastwise trade where railroads compete directly with ships, he pointed out, the opposite tack is taken. He cited instances in which the railroads have cut rates back to the 1931 level to put coastwise ships out of business while getting increases of 158 percent on rates where there was no ship competition.

Business Paying The Cost

In effect, all of American business has been paying the cost of the railroads' rate war on ships, because the rails must boost rates in other areas to make up for carrying cargo at a loss in the coastwise and intercoastal trades.

Houston Hit By Slump

HOUSTON—Fifteen in-transit vessels made up the bulk of the activity here as shipping took a decided slump. The only other activity consisted of two ships paying off. Port Agent Bob Matthews said there were no indications as to how long the dip would last.

In transit were the Seatrans Savannah, New Jersey, Texas, and New York (Seatrain); Bents Fort, Fort Hoskins and Bradford Island (Cities Service); Del Monte and Del Aires (Mississippi); Bienville and Beauregard (Pan-Atlantic); Seagarden (Peninsular Navigation); Steel Vendor (Isthmian); Wild Ranger (Waterman); and the Margaret Brown (Bloomfield).

The two ships paying off were the Steel Voyager (Isthmian) and the Michael (Carras).

Other points made in the presentation were as follows:

- Not only seamen, but shipyard workers, steel workers, ship suppliers, longshoremen and thousands of others are losing out on employment because of the ICC-railroad war on shipping.
- If maritime in the domestic trades alone had grown along with the rest of our economy, there would be 1,000 to 1,500 ships today in that trade.
- The absence of a healthy domestic

trades fleet is a serious threat to national security, since there is no reserve at present to backstop our offshore ships, even in a minor international crisis. Railroads cannot deliver a pound of cargo overseas.

The record shows that the ICC is completely dominated by railroads, in that the agency's officers are almost always railroad men and go to work for the railroads upon leaving Government employment.

SIU Opens NY School To Train Lifeboatmen

(Continued from page 3)

boat out on the dock. Students will work on the boat in the classroom, familiarizing themselves with rigging sails, working releasing gear, lifeboat provisioning and equipment, use of the sea painter and sea anchor. Work on the boat will be supplemented with training films and other classroom instruction.

The boat on the dock, which can accommodate ten men, will be used for training in actual lifeboat handling in the water, and learning of boat commands.

The US Coast Guard has agreed to recognize attendance at the lifeboat school as qualifying a man to take a Coast Guard test for lifeboatmen. Any man with three months' discharges and 30 hours of actual boat handling will receive a letter from the school which the Coast Guard will accept as qualifying him to take the Coast Guard test.

It is expected that the 30 hours

of training in the boat, plus classroom instruction, will take two weeks all told for the entry ratings, and it is planned to handle 24 men a month in this fashion.

School Open To All

In addition to the newcomers, the lifeboat school facilities will also be open to men who already have lifeboat-handling experience aboard ship but never got a lifeboat ticket. Engine and steward department men with two years' seetime can get a refresher course of two or three days' duration and can then take their Coast Guard examination. Deck department men with a year's experience can do the same.

In order to qualify for the Coast Guard test, each trainee has to be able to command a boat and handle the sweep oar.

Physical facilities provided by Bull Line include space for the classroom in its passenger terminal and a dockside site for the outdoor boat and davit.



SIU SHIPS AT SEA

A good time was had by all when the Yaka docked in Holland last trip, according to meeting chairman Ceell Walliek.

The old man, Walliek said, seemed pleased with the crew and when one of the black gang, oiler Jack Groen, asked permission to miss the ship to get married, he readily gave his consent. In addition to this, the Captain also gave shore leave to a couple of other men in the engine department to help Groen celebrate. They saw him off in good style.

From the Shinnecock Bay comes the one sour note this week. The gang reports it had difficulty with draws all during the trip. Then to top it off, the ship was in a collision in Calcutta and it took 12 days to repair the damage to the vessel. "All in all, a bad trip," remarked one of the crew.

Also in line for a vote of thanks was the galley gang on the Steel Voyager, where, according to the meeting report, they had "quite a session" under good and welfare. But it was not as bad as it sounds for the meeting "was well taken and enjoyed by all and everyone has a chance to say his piece."

Recognition for a job well done was given to the steward departments on the Bradford Island, Warrior, Gateway City, Topa Topa, Antinous, Timber Hitch and the Sword Knot.

It was thanks all around on the Pacific Star at the vessel's last shipboard meeting according to John A. Sullivan, meeting chairman.

To start the ball rolling, the delegates' reports were that all was tip-top with no disputes. Then the steward department came in for a hand vote for a job well done, and finally the captain, mates and engineers were given a vote of thanks for their cooperation in assisting in making it a very pleasant voyage.

Workers in New York State covered by Blue Cross hospitalization insurance may find themselves paying higher rates come September 1 if the plan's latest bid for a rate increase is approved.

The boost of 34.2 percent has already passed by the plan's board and is being sent to the State Superintendent of Insurance for ratification. The increase, which would be Blue Cross' second in as many years, would affect six of the seven million persons covered by the plan.

Blue Cross Seeking NY Rate Hike

Cited as the leading reasons for the increase were the rapid depletion of the plan's reserve finances and the rising cost of hospital care and higher wages for hospital employees.

Under the proposed increases group rates for an individual under the standard plan will be upped from \$1.96 to \$2.80 and for a family from \$5.34 to \$6.96. Direct-payment under the standard plan would be boosted from \$2.46 to \$3.65 for individuals and from \$6.22 to \$8.25 for families.

Families of SIU men are covered by the Seafarers' Welfare Plan and are not affected except where they may be carrying Blue Cross as subsidiary coverage.

The SEAFARERS LOG has received a Public Interest Award from the National Safety Council for articles which display "exceptional service to safety."

Six other labor publications also received safety commendations. They were the "NMU Pilot," "International Woodworkers," "Voice" of the Cement, Lime and Gypsum Workers, the "Sentinel" of Steelworkers Local 1397, and the "British Columbian Worker."

Safety Council Cites SIU LOG

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Sea Unions' Position On Coastal Ships

(Continued from page 3)

insecurity. And indeed, they were rightfully reluctant, for in 1954, thousands of men . . . found themselves stranded again . . .

" . . . Take what happened . . . following the Suez crisis . . . our merchant fleet was strained beyond capacity. The Maritime Administration had to break out half-rotten hulks from our reserve fleets at great expense, and the maritime unions again had to scour the countryside and dislodge former seamen from shoreside jobs.

"I can remember how we combed our old membership lists . . . to determine how many men were available. Offhand I would say not one in ten responded . . .

" . . . What bearing does this have on the issue we are discussing today? This is the answer. A healthy . . . domestic shipping industry gives us an essential reserve of operating ships and men which can be diverted to meet an emergency . . . in the first year of World War II, we depended almost exclusively on . . . domestic trade ships . . . to fill the supply gap until the Libertys started coming out . . . We don't have that kind of reserve today, only the broken-down rustbuckets in the honeyard . . .

" . . . I cite the case of the Seatrain Texas, a coastwise carrier. When the Nazis were hammering at the gates of Alexandria . . . the British sent a desperate plea for help . . . They needed tanks and they needed them in a hurry . . . The Seatrain Texas was loaded with 180 tanks and . . . made a . . . successful run around Africa in three weeks . . . Everybody knows what happened at El Alemain after that.

"I wonder what would have happened if the ICC had been throttling the coastal trades in the 1930's. How many tanks could the railroads have delivered to Alexandria? Or for that matter, what could a railroad deliver to Lebanon, or Jordan, or Iran, or Formosa today, or to Alaska if things got hot in that area?

" . . . The pending legislation, S.1507, would transfer control of Alaska shipping . . . to the very agency which, in a period of 19 years, has practically exterminated our coastal maritime industry . . . if it is deemed desirable to maintain a domestic fleet, if it is important to have available, trained and experienced seamen for the Alaska trade . . . then . . . you have no alternative but to vote down this vicious legislation.

" . . . The potential growth . . . of the 49th state would be paralyzed . . . by the railroads and the commission, because of the practice of the railroads to set excessively high rates on cargo destined for Alaska as compared to domestic rail shipments or rail shipments to foreign countries . . . The undisputed record . . . reveals that freight . . . can be shipped from . . . midwestern cities to Yokohama cheaper than it can be shipped to Alaska . . .

" . . . The . . . railroads took the position that in the foreign business there was competition, but in the Alaskan trade, no competition was involved. In other words, what the railroads are saying is 'Let's soak Alaska, because we have a monopoly.' . . .

"Remember, Alaska is almost completely dependent on waterborne

commerce . . . Our Alaskan shipping trade must be preserved . . . the bill under consideration here would doom the Alaskan trade . . . It . . . would be followed by further extortionate rate charges by the railroads . . . and the shipping companies would be powerless to defend themselves . . .

" . . . Coastwise Line, a Pacific Coast operator, is being deliberately driven into bankruptcy . . . With callous disregard of the law, the conspiring carriers . . . put below-cost rates into effect for a 13-month period . . . That period was the time coldly calculated by the railroads as necessary to put the shipping company on the canvas . . . although Coastwise Line filed . . . protest . . . the Commission decided to deny the protest . . . without an investigation and without giving Coastwise a hearing . . .

" . . . Take the experience of another company, Pan Atlantic . . . in the canned citrus traffic . . . Pan-Atlantic must . . . maintain differential freight rates on this traffic to enable it to compete with the railroads . . . without rate differentials, no traffic moves via water . . .

" . . . The rail rates on canned citrus . . . have been changed 21 times since July 1, 1946 . . . During this same period, the rail carriers have . . . received from the ICC seven general . . . increases . . . The present 80-cent rate (on citrus products) is the same as the rate in effect on January 2, 1931 . . . although in the same period the ICC has granted the railroads cumulative . . . increases of 158 percent . . .

" . . . Pan-Atlantic has been forced to make corresponding reductions in its rates in order to remain competitive. The reductions in the rail rates . . . were aimed at diverting to the rails all of the traffic now being handled by Pan-Atlantic . . .

" . . . The ICC cannot have any incentive to preserve the merchant marine. The commission members are from a railroad environment . . . recently the chairman of the ICC, Owen Clarke, became vice-president of the Chesapeake and Ohio . . . another commission member, Robert W. Minor, became vice-president of the New York Central . . . it is little wonder that the Commission openly favors the railroads.

"In conclusion . . . (1) We vigorously oppose the bill S.1507 . . . because we believe it would enable the railroads . . . to destroy the Alaskan shipping industry. (2) We believe that the railroads, aided and abetted by the ICC, are engaged in a successful war against our coastwise and intercoastal shipping which will utterly destroy that shipping unless it is halted by legislative action.

"(3) We believe that coastwise and intercoastal fleets are essential to protect our national prosperity and defense . . . we should like . . . to present steps which we think would rescue the industry . . .

" . . . We propose that the Interstate Commerce Act be amended so as to require maintenance of a differential between water and rail rates which will enable shipping companies to live. Second, we request a legislative provision which would eliminate or reduce the opportunities for evasion by the railroads . . ."



FOR YOUR OWN SAKE DON'T BE OVERWEIGHT!



By Dr. JOSEPH B. LOGUE
Medical Director, Seafarers Welfare Plan

EVER since the opening of the New York clinic of the Seafarers Welfare Plan Medical Department, we have found that excess weight has been the biggest single health problem confronting Seafarers. It is a more severe problem than might commonly be supposed, because in nearly all instances, excess weight is accompanied by excessive blood pressure which leads to serious ailments of the heart and circulatory system.

Nor are circulatory ailments the only ones we find among overweight cases. Gall bladder conditions, diabetes and other serious illnesses are a common accompaniment to obesity. The chart on this page shows very clearly that excess weight, particularly for men of 40 or older, goes hand in hand with a shorter life expectancy.

Figures we have collected at the New York clinic for the most recent 12-month period show that out of 4,068 examinations given, there were 956 men with 15 percent or more excess weight. Of this group, 90 percent showed abnormal blood pressure.

Further, out of 103 new "C" card registrants who were found to have various defects, 18 were obese and had high blood pressure.

This picture is not as gloomy as it sounds because there is a simple and clear-cut remedy for the twin ailments of obesity and hypertension, or high blood pressure. We have found that no matter what the cause of the hypertension might be (and there are other causes for it besides excess weight) a reduction in blood pressure usually goes hand in hand with weight reduction.

There are several reasons why seamen are prone to overweight. The nature of shipboard living certainly contributes to the problem. Anybody who has been on a ship becomes keenly aware of the physical confinement involved, the lack of space for outdoor activity, the relative absence of opportunity for exercise off watch and the problem of how to fill spare time.

Under the circumstances, food often becomes the chief form of recreation. One of the few things there is to do

on a ship is sit in the messhall, eat, and shoot the breeze. Then there is the problem of food selection. In recent years the Union and the companies have made great headway, nutritionally speaking, in terms of placing a wider variety of food supplies aboard. Items such as fresh fruit, fresh frozen vegetables, fresh milk, and other dairy products and a variety of better-quality meats and poultry are now standard on SIU ships. These foods make it possible for a crewmember to have a well-balanced diet which is moderate in fat-producing elements.

Old Habits Persist

Unfortunately, old habits tend to die hard, and despite this progress in shipboard storing, too many seamen still concentrate on the bread, potatoes, gravy, doughnuts, grits, beans, bacon, sausage, and other starchy and fatty foods that they grew accustomed to years ago. It is a fact that by and large, the cheaper, less nutritious foods are often the items which add to the weight problem, while the costlier items like melons, fresh or frozen fruits and vegetables and the good quality, leaner cuts of beef are the ones which have more nutritive value and are less likely to pile on poundage.

Added to the tendency of some seamen to concentrate on fat-producing food items is the habit of eating between meals—the coffeetime snack, (usually doughnuts or pastry instead of fruit) and the raiding of the night lunch which puts on weight. Sea air, as is well-known, has a tendency to sharpen the appetite which makes it somewhat more difficult for a crewmember to control excessive eating. Nor is there necessarily any improvement when the overweight seaman comes ashore.

Here at the New York clinic we have developed a simple and effective procedure for dealing with overweight problems. It has achieved very satisfactory results with those men who are willing to cooperate. Wherever a man is found to be suffering from hypertension and overweight, I have a consultation with him and explain what the consequences are of carrying around the excess weight. The seaman is given a diet list with explanation as to what type of feeding is most likely to hold down intake of calories and result in weight loss.

Dr. Joseph B. Logue, the author of the accompanying article, has been medical director of the Seafarers Welfare Plan since the Medical Department was established.

Before taking charge of the medical department, Dr. Logue was medical director of the Isthmian Steamship Company. He retired from the US Navy in 1954 with the rank of vice-admiral after medical service with the Navy and Marine Corps since World War I.

It should be emphasized here, that dieting, as we see it, does not involve going hungry. On the contrary, the diet list offers a large selection of tasty and attractive foods including citrus fruits and melons; an extensive variety of vegetables such as asparagus, broccoli, cabbage, lettuce, cauliflower, squash, tomatoes, string beans, carrots, and many others; butter, bread, eggs, cottage cheese, milk, coffee, tea, fish, poultry and lean meat.

Items which are discouraged are pork, sausage, bacon, fish in oil, pies, cakes, spaghetti, rice, potatoes, sweet canned fruit, jams, and similar fattening foods.

In other words as the ads say, "No starvation diet is needed." Only two steps are necessary — a shift away from certain foods toward others, and a mild reduction in total food intake.

It is no secret that when the weight reduction program was started some crewmembers regarded it as a fad of the Medical Departments. But several unfortunate cases involving fairly young seamen who were cut down in what would ordinarily have been the prime of life convinced the skeptics. We are gratified that at present practically all of the men involved make some effort at weight reduction, most of them with very beneficial results.

We mentioned earlier that reduction in weight also results in reduction of high blood pressure. Where a man is under age 30, his systolic blood pressure reading should be around 150. Over 30 it tends to rise somewhat for the average man to about 160. A small excess over that figure is cause for concern but is not necessarily conclusive because a man's blood pressure will vary from day to day. However, if blood pressure gets up towards the 180 mark, steps should be taken promptly to reduce weight.

Pressure over 190 is cause for genuine alarm and often requires hospitalization in the Public Health Service hospital calling for more rapid weight loss under controlled conditions. Where the reading is 200 or more, hospitalization is automatic. To do anything less would be to put a crewmember in grave danger.

Excessive weight, and the hypertension that goes with it, also can create a problem in the area of shipboard safety. Men who are overweight are less agile and tire more rapidly, which makes them more prone to shipboard accidents, particularly on gangways and ladders, and in rough weather. It would not surprise me at all if a study of shipboard accidents were to show that men who are overweight suffer a higher proportion of accidents of this kind.

Weight reduction then, has many beneficial effects. It lengthens the life span. It reduces the chances of crippling or disabling disease which could deprive a man of his earning powers for long periods of time. It also reduces the chances of shipboard injury, other things being equal. These are the reasons why the Medical Department of the Seafarers Welfare Plan has placed such stress on controlling excess weight with what the evidence shows has been considerable benefit for Seafarers.

The advantages of losing weight are shown by the experience of Seafarer Herman D. Carney, Iberville chief steward. Now down to a relatively light 222 pounds, Carney weighed in at 250 pounds when examined at the Baltimore clinic in October, 1958. His blood pressure reading was 170 systolic, 100 diastolic and he had a four-plus rating on sugar in his urine, an indication of diabetes.



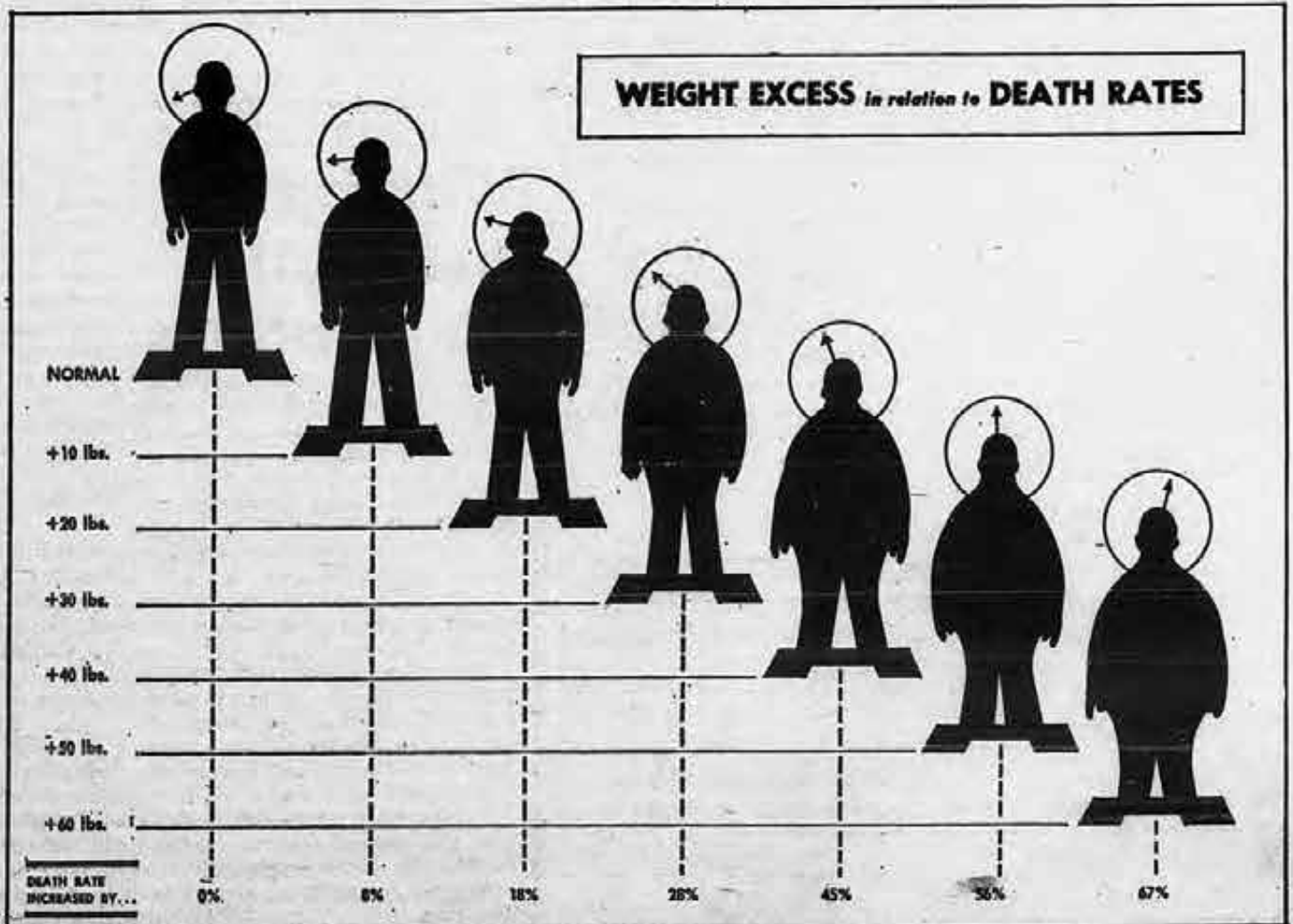
As he put it, the exam gave him a "good scare." He went to see his family doctor who put him on a diet. Two weeks later, he was checked through the New York clinic. He had already lost seven pounds.

He was examined again last week. Since October he has lost 28 pounds, with a further reduction in blood pressure and the diabetic symptoms have disappeared.

"I just used a little common sense pushing away from the table," he said. He also cut out alcohol entirely. "As a result I now feel the best I have felt in several years."

Herman Carney

WEIGHT EXCESS in relation to DEATH RATES



Fate Of Superships Up To Defense Dep't

WASHINGTON—The superliner replacement program now seems to hinge on the Defense Department, it was learned last week.

Commerce Secretary - Designate Lewis L. Strauss told a Senate committee that while his department favors building the two new liners for the Atlantic and Pacific trades, it will not ask Congress to appropriate construction funds unless the Defense Department requests the money.

At the same time, the British-flag Cunard Line confirmed that it was going ahead with plans to replace the superliners Queen Mary and Queen Elizabeth. The company said it would ask for government assistance to build the ships. Cunard said the ships would be lightweight superliners, match-

ing the Queens in everything but tonnage.

The superliner replacement program ran into a serious snag earlier when American President Lines learned that it would cost at least \$97 million to build its ship. Originally, when the super-ship was proposed last year, it was estimated that the vessel would cost in the vicinity of \$76 million. APL has indicated that it may be necessary to go back to Congress for an amendment to legislation authorizing construction. So far, no actual money has been appropriated for the superliners.

Congress Sets Sale Price

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

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

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

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

US May Act To Improve Jobless Pay

WASHINGTON — The AFL-CIO's campaign for more liberal unemployment benefits may be helped along by the personal intervention of Speaker of the House Sam Rayburn, it has been indicated here.

Any liberalization of the unemployment program would benefit Seafarers working on the ships of companies having their headquarters in states like Louisiana and Alabama, where unemployment benefits are considerably below those of the industrial Northeast and Midwestern states.

Rayburn's intervention, it's reported, is leading the House Ways and Means Committee to reconsider its stand against Federal standards for the size or duration of unemployment benefits. The committee recently voted 14-11 against such Federal standards, although the AFL-CIO has been pushing for a Federal bill which would force the states to increase their benefits and pay them over a longer period of time.

Labor, specifically, has been backing a measure sponsored by Reps. Karsten of Missouri and Machrowicz of Michigan. This would require the states to pay jobless workers at least half of their average weekly wages, up to a maximum of \$60, for at least 39 weeks.

Neither Rayburn nor the majority on the House committee is reported as favoring Federal standards as liberal as those in the labor-backed bill. However, they hope to devise a more modest formula which would still be more liberal than the present benefits.

Germans Build Enclosed Lifeboat



This submarine-like contraption is actually a lifeboat, fully-enclosed for protection of passengers. It is boarded by four hatches. Bubble domes are for steering and general visibility. Boat is made of plastic and fiberglass by German manufacturer.

A fully enclosed, watertight plastic lifeboat has been designed by German marine engineers. If it lives up to the claims of its designers, the boat will afford the most protection yet offered for victims of maritime disasters.

The boat is boarded through four movable hatches on the top. These can be hermetically-sealed to make the craft watertight in the roughest of seas.

Lookout Posts Provided

Even with the hatches sealed, the boat has been provided with two clear plastic domes at the bow and stern which allow visibility at all times for lookouts.

Twenty-six feet long, the craft

has a submarine-like double hull of fiberglass and plastic around hard plastic foam. This construction is said to provide great durability and buoyancy and requires little maintenance.

While seating 40, the boat is capable of holding considerably more. It is equipped with radio, floating anchor and complete survival gear.

It's Safe To Tell On Boss, Court Rules

PHILADELPHIA—Charged by several of his employees with failure to pay minimum wages and overtime rates, an employer has been rebuked by the US Court of Appeals in an effort to force a disclosure of the names of the workers who complained.

In a unanimous decision, the court held that disclosure of the employees' identities would not only expose them to possible retaliation by their employer but would tend to discourage other employees from reporting violations in their places of business in the future.

Operates Concessions

The employer, F. Roma & Brothers, runs a string of wash-room and barbershop concessions in several New York and Philadelphia railroad stations.

In the original trial, Secretary of Labor James Mitchell, to whom the employees' complaints were sent, was called in to testify and was ordered to reveal the employees' names. Upon refusing, the trial court dismissed the Government's suit against Roma.

In reversing the original decision, the Court of Appeals cited the principle of the "informer's privilege," which requires courts to withhold names of persons performing public service in bringing violators before the law.

AMONG OUR AFFILIATES

Several innovations in the traditional Mariner-type ship are planned for three cargo liners soon to be constructed by American Mail Line, which is under contract to the SIU Pacific District. The vessels will contain self-supporting king-post type masts for handy working of cargo. Key unlicensed personnel will have individual rooms with private bath. Other crewmembers will be berthed in two-man rooms with private or semi-private bath.

The Brotherhood of Marine Engineers has gained representation

Boston Slow

BOSTON—The port has been relatively quiet lately, reports acting agent Gene Dakin. Only one ship paid off during the last two weeks and five were in transit. There were no sign-ons.

Cities Service's Bradford Island paid off. In transit were the Robin Goodfellow (Robin); Bents Fort and Winter Hill (Cities Service); Steel Worker (Isthmian); and the Eagle Transporter (Terminal).



Wilmington Needs All Ship Ratings

WILMINGTON—The past two-week period was the busiest the port has seen in the last three years. So active was shipping that several jobs went begging.

Port Agent Reed Humphries reports that there were 65 jobs shipped as three vessels paid off, two signed on and six were in transit. The port is expected to remain equally active during the coming period.

Paying off were the Maxton (Clover Carriers); Jefferson City Victory (Victory Carriers); and the Captain N. Sittinas (Tramp Shipping). The Maxton and Captain N. Sittinas later signed on.

In transit were the Flomar, Kenmar and Seamar (Calmar); Atlantis (Petrol); Ocean Deborah (Ocean Transportation); and the Eagle Traveler.

rights for engineers employed by the Delaware River Ferry Company, operator of two ferries from Chester, Pa., to Bridgeport, NJ. The union also negotiated for a BME contract and coverage under the BME Welfare Plan.

Meanwhile, the BME Welfare Plan has voted to pay inhospital and accident and sickness benefits by the day, rather than by the week as in the past. The benefits will be pro-rated for periods of less than a week. Previously, no benefits were paid until after the first week.

The unions of the SIU Pacific District participated in the huge annual Union-Industry Show held in San Francisco during the past week. A 120-foot exhibit staged by the maritime unions featured live demonstrations by union members of the different aspects of seafaring. The unions of the AFL-CIO Maritime Trades Department were all represented in the show. Representing management were the West Coast Steamship Company and the Port Authority of San Francisco.

With the signing of contracts with the Upper Lakes Shipping Ltd. and Scott Misenor Steamships Ltd., the Licensed Division of the SIU Canadian District brought all of its major Great Lakes operators into the fold.

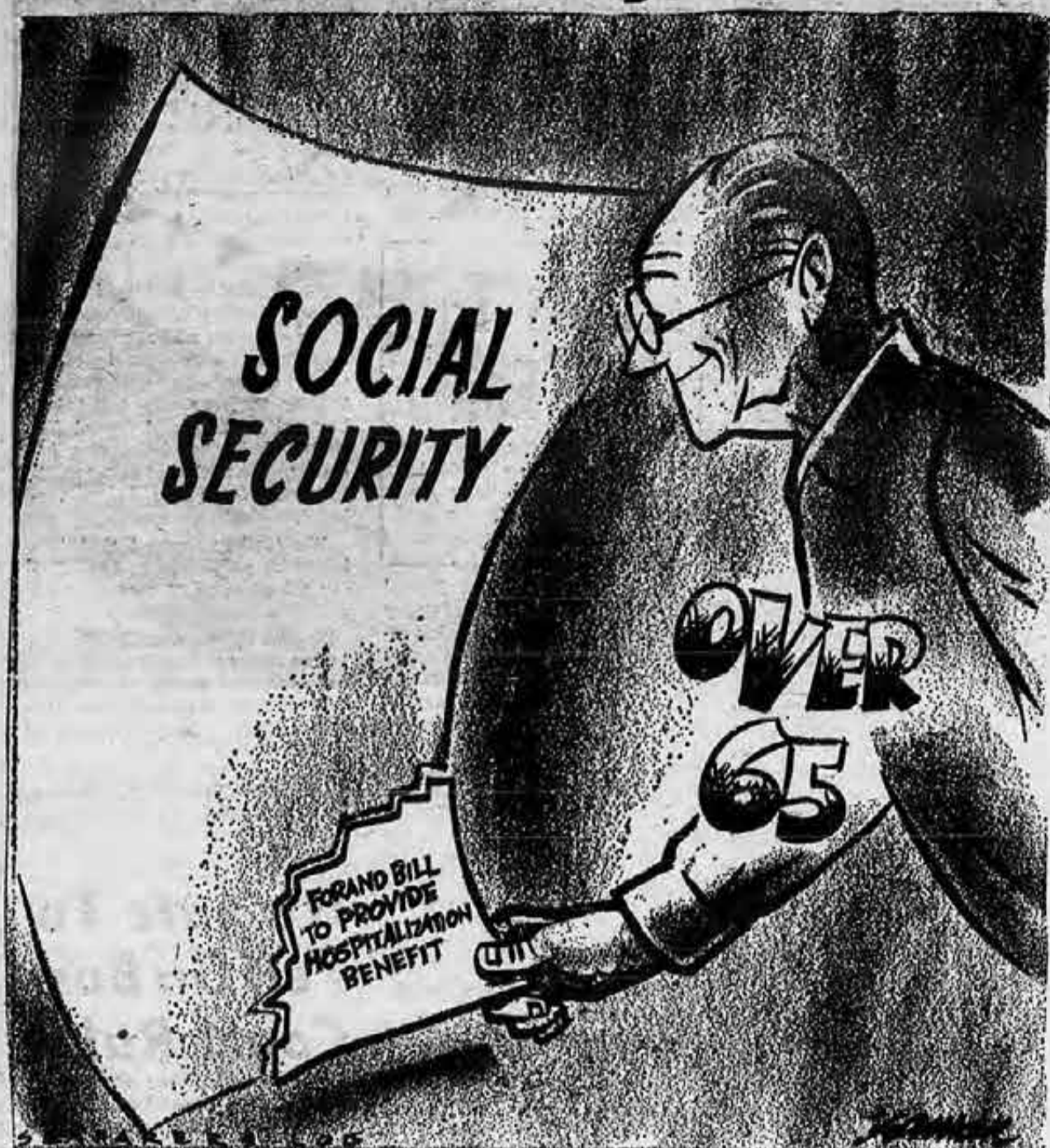
Eighteen new cottage apartments in the Marine Cooks and Stewards Training and Recreational Center are nearly under completion for use by the Marine Firemen's Union. They will be occupied by union pensioners and convalescents.

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

Get Polio Shots, PHS Urges

The Public Health Service urges Seafarers who have not already done so to get their polio shots as soon as possible. The shots can be gotten at any PHS hospital without charge. Plenty of vaccine is available so there is no delay in the administering of the shots. The few minutes a Seafarer takes to insure himself against the crippling disease by getting the shots are well worth the saving of time, money, and most of all, the avoidance of suffering and possible disability.

'It Belongs'



More Grain Cargo Likely

WASHINGTON—Currently the main source of cargo for US tramps and many tankers as well, the US agricultural surplus program would be extended through the end of 1960 under a bill introduced by Senator Allan Ellender (Dem.-La.)

Shipped Under '50-50'

The Ellender bill would authorize shipment of another \$1½ billion in agricultural surplus, mostly wheat and other cereal foods, bringing the total that would be shipped by the end of 1960 to \$3,750,000,000.

Since all agricultural surplus is shipped under the provisions of the "50-50" law, it has become a major item of US export cargo for American-flag ships, and actually is responsible for the return to the American flag of several Liberties in the past year.

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight.

One of the most significant pieces of legislation now pending before Congress is the Forand Bill which would provide hospital and surgical coverage for retired oldtimers under Social Security. Like another recent Social Security advance—the one which provided disability benefits for disabled workers over 50—the new bill would fill a serious lack in the existing Social Security program.

Why is the Forand bill needed? Simply because in the United States, people over 65, retired or not, find it next to impossible to obtain hospitalization and surgical coverage from the existing private health insurance plans. Even when they have such coverage, all too often it is cancelled by the company at the first sign of a serious illness.

The end product of this system is that older people with the least financial resources and the most need for medical protection are thrown to the wolves.

Fortunately for Seafarers, the SIU Welfare Plan provides hospital and surgical coverage for Seafarers receiving the SIU disability-pension, as well as for their families. But in most cases, retired people have no such coverage. For example, the Department of Health, Education and Welfare estimates that of the 15 million people over 65, only 5,200,000 have coverage, with Blue Cross carrying two-thirds of these, only because they got under the wire before their 65th birthday. The other 9,800,000 have no protection at all.

The need for action here is obvious, yet the Forand bill faces tough sledding for just one reason—the opposition of organized medicine spearheaded by the American Medical Association. In its pathological fear of any kind of Government medicine, the AMA's standard reaction is to oppose any and all needed improvements in medical care.

A recent article in the magazine "Medical Economics," which reflects the outlook of organized medicine, points up this negative attitude when it declared, "medical leaders breathed a sigh of relief" when Congress adjourned last year without acting on the Forand measure. It goes on to warn that the Forand bill "will pose a threat to private medicine . . . a crack in the dam is the beginning of no dam at all."

Nowhere in the article is there any suggestion as to how to meet the serious needs of the elderly. Hospital-surgical coverage of course, in no way alters the status of private hospitals and private physicians who will simply participate in such a program just as they participate in workmen's compensation and in the present Blue Cross and Blue Shield programs.

If the day ever comes that there is Government medicine in the United States, it will come about because of the refusal of organized medicine to make any adjustment to the changing needs of the population.

States Can't Bar Peaceful Pickets, High Court Rules

WASHINGTON—The United States Supreme Court has ruled that the states cannot interfere with the rights of unions to engage in peaceful picketing, no matter what the picketing involves. The high court held that Federal labor law prohibits state courts from awarding damages against peaceful picketing, a device that has been widely used to stop union organizing and job action.

Justice Felix Frankfurter, in the majority decision, set forth the general principle that state courts have no right to interfere in cases that are regulated by Federal law. He said the principle applies whether the activity is protected by the Taft-Hartley law or prohibited by it. In either case, he said, there is danger of inconsistent regulation that Congress intended to prevent.

The court excluded cases of violence and "imminent threats to the public order," in other words, cases where picketing activity was not peaceful. In these the states still have a right to act to maintain order.

The decision affirming the supremacy of Federal law over state statutes came in a three-year old case involving San Diego, Calif. building trades union that had been fined for peaceful picketing. An injunction had also been issued by the California courts, but was overturned in an earlier Supreme Court decision.

The decision deprives anti-union employers of a favorite weapon,

the right to go to a state court in labor disputes and sue for damages. Under the new interpretation, actions by employers will have to be taken in the Federal courts and will be subject to the Taft-Hartley law.

The decision supplements court findings in the SIU strike against Bull Lines in December 1957, when the high court upheld a lower court decision that the SIU had a legal right to peacefully picket the company. An injunction against the Union had been issued in a lower Federal court and reversed by the circuit court.

It also may affect American maritime unions' rights to picket runaway-flag shipping. Runaway operators had sought injunctions in state courts barring the unions from picketing the ships during the four-day ITF demonstrations last December.

Mobile Gets New Tanker, Food Ships

MOBILE—The last of the four Eagle supertankers, the Eagle Voyager, took on a full crew in this port last week, Port Agent Cal Tanner reports. The vessel will probably sail to France on a shake-down cruise and will then sign on eighteen-months' articles and shuttle in the Persian Gulf area.

Although the Persian Gulf is not the choicest place to be during the hot summer months, because of the slow shipping which has plagued this port for the past six months there was plenty of competition for berths on the Eagle Voyager.

A great deal of relief cargo in the form of sack flour has been passing through the port of Mobile recently, Tanner said, and from all indications, this movement will continue for some time to come.

There have been four shiploads of bag flour shipped out of the port in the last couple of weeks alone. Two of the ships, the Seafair and the Pacific Venture, are under SIU contract and are bound for Alexandria, Egypt.

There has been a great deal of interest expressed by the men on the beach here over the recent LOG story on the USPHS and the possibility of its reducing the health standards on cargo ship inspections because of the lack of funds.

It has been the SIU's contention that these standards must be maintained, in order to assure all Seafarers that the health and sanitary conditions aboard ship will be adequate.

Shipping for the port was only on the fair side during the past two weeks, Tanner reported. The outlook for the coming period is also on the dreary side as the majority of the vessels scheduled to hit the area will be in-transit or of the short trip variety, with little or no job turnover.

Calling into the area during the past two weeks were the Seafair, (Colonial); Alcoa Corsair, Alcoa Roamer, Alcoa Cavalier (Alcoa); Monarch of the Seas, Claiborne, Jean La Fitte, Antinous (Waterman); Pacific Venture, (Pacific Venture); Margarete Brown, (Bloomfield); Suzanne and the Francis, (Bull).

NY Taking New Look At Scab Ring

Protests by organized labor in New York State have caused State Industrial Commissioner Martin P. Catherwood to do an about-face and permit a further look-see into organized strikebreaking in the newspaper industry.

A highly-organized scab ring was first uncovered during an investigation of strikebreaking against the International Typographical Union, which last December struck the Macy newspaper chain in Westchester County.

The investigation was conducted by a special three-man panel appointed by former Industrial Commissioner Isidor Lubin, who was replaced by Catherwood when the Republicans took over the state administration January 1.

Tell Of Pressure To Quit

The investigation became the center of a political controversy when the committee members charged that Catherwood told them to drop their probe and quit.

Disclosure of the attempted cover-up led to wide protests by organized labor, and the State AFL-CIO called upon Governor Rockefeller to allow the investigation to proceed.

So effective were the protests that Catherwood, at a face-to-face meeting with the three-man panel, withdrew his order and told the committee to resume its hearings.

Catherwood's statement, however, leaves doubt about his intentions to grant the committee the right of subpoena, even though Lubin authorized this right.

The Macy chain, which publishes eight daily newspapers and three weeklies, has meanwhile indicated that it will not cooperate with the committee.

Pennmar's Bandit-Robber

Here is photographic proof of how desperate things were aboard the SS Pennmar, enroute to Seattle last month. According to ship's reporter Smoky Messenger, not only does the Pennmar have night lunch bandits who faithfully raid the refrigerator, but now it seems they have developed a "bandit's bandit," or one who raids the raiders raiding the refrigerator.



Determined to catch these chow hounds in action, ship's photographer Ray Moore set up his camera and prepared for a long wait. Much to his surprise, he not only caught the night lunch raider with the goods in his hands, but he also got a photograph of the bandit-robbing bandit too.

However there was not much surprise shown at the unmasking of the two refrigerator raiders, Messenger said, when it was revealed that the ship's faithful raider was Basilio "Boscomb" Boschi, while the gent with the mask and the "artillery" was none other than Joe "Butch" Zhemeck. Although it looks as if Boscomb had his hands on the platter first, he will probably have to turn it over to Butch.

It just goes to show you that when it comes to chow, you can't even trust your shipmate.

Missile Hunter—Sword Knot Special



Looking as alert as any missile-hunter should be is Jocko, mascot of the crew of the MV Sword Knot. Holding Jocko is Seafarer Jerry Kropp, an AB on the Suwannee vessel. The ship, on duty somewhere in the South Atlantic, is one of the fleet that will take part in the recovery of the first space-manned rocket.

So What's Wrong In Homesteading?

To the Editor: There has been much discussion pro and con about the matter of homesteading a ship. In the SEAFARERS LOG of March 27th, 1959, one of our Union brothers, Art Lomas, put forth a pretty good argument against the practice of homesteading.

While his arguments were good, until a hard and fast rule is voted upon and passed up and down the coast by the membership, the unwritten rule that prevails will continue.

There are many angles to be considered before a decision could be reached in this matter. True, it would cause a turnover of jobs, but could a man be reimbursed between jobs with unemployment compensation, or whatever is available, to tide him over until he lands another job off the shipping board?

Another situation is that in which a man ships overseas. If he is a married man and the trip is a long one, the very fact that he misses his wife and family practically guarantees he will get off after one voyage. There is no problem there, for our Union is composed mainly of married men. Homesteading used to be more of a problem when the men were single, I thought.

You must agree it is going to be most difficult to please everyone, whatever is decided upon. One solution seems to be to stipulate a set number of years as the required seetime which a member needs to retire from the industry and anything else, short of the actual homesteading rule, to facilitate the turnover in jobs.

This supposition assumes that many brothers homestead, among other reasons, to accumulate enough seetime to retire before death saves them the trouble.

I honestly believe my own case is typical. I joined up during World War II and have been a loyal member ever since. The Army, Navy, Marines etc., who were veterans of the wars, since that time have come by certain benefits in return for their services. All due honor and respect to them.

But we so-called "heroes in dungarees" were right there with the goods to back them up, if and when needed, and we were often needed.

I'm sure that the world owes me a living, but only if I'm willing to work for it. But I want it under certain conditions—union conditions. And job security goes with them.

Is that too much to ask for, after sailing on most every type of vessel in most every rating in the deck department. And doesn't homesteading come under the heading of job security?

As long as a man does his job and meets the obligations of his union membership, is there any shame he must bear for it re-

specting the rewards of his toil? Especially inasmuch as a seaman over forty who joined before or during the Second World War no doubt has taken his turn on the picketline and has been forced into unemployment more than once due to lay-up of vessels, change of registry etc.

I for one shall go along with the majority on this matter. The

Letters To The Editor

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only drawback is that I find conditions most satisfactory with few exceptions on this vessel, and this is the first one I've even come near to homesteading. There are other reasons why I would not homestead a ship, one being my young son and the other the sweetest girl in the Lone Star state.

If some rule is adopted, I hope it will exclude men in my category because of the above reasons.

Clarence Cousins

SIU Tops In Welfare Benefits

To the Editor: My wife and I would like to express our sincere appreciation to the Seafarers Welfare Plan.

On March 21, my wife had to undergo major surgery, and had a stay of ten days in the hospital. We are pleased to report that with the treatment she received, she is coming along fine now and well on the road towards full recovery.

She had nothing but praise for Dr. Camp, our Union doctor here in Baltimore. We think he is tops.

There is one major point I would like to draw to the attention of the membership. I am sure that if I had to pay this hospital bill, it would have cost me several hundred dollars, and at the time I certainly was not prepared for anything like that.

However the day I brought my wife home from the hospital, all I had to do was fill out a form and take her home. I didn't have to pay a penny.

Brothers, if you ever seriously need medical care for some one in your family, you will see now wonderful the Seafarers Welfare Plan really is. Again we say thanks.

Leonard Spivey

Which State Catches Them?

To the Editor: We, the undersigned, crewmembers of the SS Steel Executive, would like to know if we are going to have to pay state income tax in two or more states? If so, we request Headquarters to try to do something to keep us from paying out two or more taxes on the same income.

As some of us on this ship are non-residents of New York and Massachusetts, and are property owners and taxpayers in other states, we refuse to give our authority to have any taxes but Federal Income and Social Security deducted from our incomes. We feel that our constitutional rights are being violated.

We further request that this letter be published in the LOG for all of our brothers to read and give their comments.

Vincent Genco, deck delegate (this letter was signed by 22 members of crew).

Thanks Crew Of SS Kathryn

To the Editor: We would like the SEAFARERS LOG to publish this notice of the death of our father, Fernando Gonzalez, at Ponce, PR.

We would like to take this opportunity to express our sincere thanks and our heartfelt appreciation for the flowers sent by the members of the crew of the SS Kathryn, and the three crewmembers of the SS Suzanne. A special thanks to chief mate, Roger Meade, for his encouragement and understanding.

Once again the fraternal unity of the members of the Seafarers International Union was shown. Thank you all again.

Pedro Gonzalez, bosun
Gilberto Gonzales, OS
SS Kathryn

Sends Thanks For Welfare Benefits

To the Editor: I would like to give my sincere thanks to the Seafarers Welfare Plan for help in paying the hospital bills for my children. While they were hospitalized they received the best of care, which would not have been possible had it not been for the plan.

The benefits which are given to the Seafarers and their families, are truly helpful and appreciated very much.

Living in an era of such high prices, we find it very difficult to meet such medical bills. Thank God for the SIU welfare benefits, and the Union which cares for the welfare of its members' families. I can only repeat, thank you very much.

Mrs. J. Napolconis



Sends Thanks For Blood Donations

To the Editor:
I have been out of action since December 23, 1957, in the hospital in Galveston and here in Houston. Due to my injury, I'll never be able to return to the sea, my chosen profession. My injury has left me paralyzed from my chest down to my toes. I want to extend my thanks and appreciation to the SIU and to the Seafarers Welfare Plan for standing by me all this time. I don't know what I would have

men speak up against this unfair practice which large shipping companies are taking advantage of, we may get a little help in setting a limit.
Albert Schoonmaker
Beaumont, Texas

Doing Job Right? Why Not Stay Put

To the Editor:
This is in reply to Art Lomas who had a letter in the March 27 issue of the LOG.

I'm sorry that I can't agree with you at all on the home-steading issue. You say you wouldn't call a man a seaman because he has been on one ship for six years. Who would you call a seaman? Perhaps someone who ships out for three or four months a year. Would you call him a professional seaman?

Some people have obligations and have to work. I can't afford to make one trip and lay on the beach for 39 weeks collecting \$45 per week and support my family, while the Union has to issue new cards to fulfill our obligations.



Friend

Who are the men who make our Union what it is? The ones with obligations who have to work and by doing so, do their job right, not fouling up; or some of the fly-by-nighters who make only one trip, fouling up and not caring how they do their job. Doing this they damage us and have their actions and misdeeds thrown in the faces of our Union officials when they sit down to talk contract with the company officials.

I'm not very lucky. The longest I've been able to stay on any one ship is 22 months. Staying on one ship for a long time doesn't make anyone a bad union man.

I've been on my present ship, the Alcoa Runner, four months, yet I know what's going on, thanks to the SEAFARERS LOG and our headquarters reports. However there are plenty of guys on the beach who make the meetings only because they have to and still don't know what's going on.

Perhaps if we had more homesteaders we could get rid of all our deadheads who ship out only three or four months a year for Union benefits.

I say if a man wants to work, let him. If he has to get off after a year, then he can't say he has job security.

Good luck to anyone who feels like working.

Allen Friend

Tanker Ports Need Restrooms

To the Editor:
This is a letter for some thought and consideration for the membership and our contracted companies.

At all of the tanker ports, there are no facilities for a restroom for a seaman's wife and family to use. They usually have to travel from two to five miles to find a filling station or a restaurant that is open. This, as you can see, works a hardship on them.

Why can't the oil companies cooperate with this suggestion and build a restroom at or near the parking lots as they do in the country? It would not cost much and not be hard to keep.

E. Yeamans
SS Elemir

Letters To The Editor

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done without the hospitalization benefits.

I especially would like to express my sincere gratitude and thanks to Charles Kimball here in Houston and to the ten brothers who came to the VA hospital to donate blood for my last operation. I want to tell everyone that SIU brothers came up with their own blood to help a person in need.

Thanking everyone for everything, I remain, gratefully yours,

Raymond J. Arsenault

Partner Captain Rates With Crew

To the Editor:
We the crew of the Alcoa Partner, having heard so many stories about "bucko" skippers, would like to let the rest of the world know that there is another type of ship's captain too.



Simmons

We have in mind our own skipper, Captain Haagenesen. Here is a ship's master who is also a real gentleman. Not only is he very cooperative in such matters as giving out draws, but he also thinks of a seaman's feelings and integrity as a human being.

It is the little items such as allowing smoking at the wheel or always have a pleasant word for the crew that makes Captain Haagenesen one of the best skippers we have ever sailed with. We strongly feel that he deserves a word of public thanks for his efforts in making the Alcoa Partner a happy home.

William Simmons

Use Petitions To Attack Runaways

To the Editor:
I have read quite a few copies of the SEAFARER LOG and I think that it is a very informative and impressive newspaper.

An idea occurred to me about the runaway flag ship problem. Why does not the Union print a supply of petitions with lines on them for about 20 to 50 signatures and have every seaman in the United States take one and have all of their relatives, friends and everyone they do business with sign them and send them to his individual Congressman? If enough Congress-

SIU HALL DIRECTORY

SIU, A&G District

BALTIMORE.....1216 E. Baltimore St. Eastern 7-4900
Earl Sheppard, Agent
BOSTON.....276 State St. Richmond 2-0140
AL-Tanner, Agent
HOUSTON.....4202 Canal St. 2-4000
R. Matthews, Agent Capital 3-4000; 2-4000
LAKE CHARLES, La.....1418 Ryan St. Hemlock 8-5744
Leroy Clarke, Agent
MIAMI.....744 W. Flagler St. Franklin 7-3594
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MOBILE.....1 South Lawrence St. Hemlock 2-1754
Cal Tanner, Agent
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Lindsey Williams, Agent
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SAN FRANCISCO.....450 Harrison St. Douglas 2-8583
Marty Breithoff, Agent
SANTURCE, PR.....1313 Fernandez Juncos, Stop 20
Keith Terpe, Hq. Rep. Phone 2-5996
SAVANNAH.....3 Abercorn St. Adams 3-1728
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WILMINGTON, Calif.....505 Marine Ave. Reed Humphries, Agent Terminal 4-2674
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ASST. SECRETARY-TREASURERS
J. Algina, Deck W Hall, Joint
G. Simmons, Eng. J. Volpian, Joint
E. Mooney, Std.

SUP

HONOLULU.....51 South Nimitz Highway Phone 502-777
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NEW YORK.....675 4th Ave., Brooklyn HYacinth 9-6600
PORTLAND.....211 SW Clay St. Capital 3-4336
SAN FRANCISCO.....450 Harrison St. Douglas 2-8583
SEATTLE.....2505 1st Ave. Main 2-4334
WILMINGTON.....505 Marine Ave. Terminal 4-6538

MC&S

HONOLULU.....51 South Nimitz Highway Phone 5-1714
NEW ORLEANS.....523 Bienville St. Ramond 7428
NEW YORK.....675 4th Ave., Brooklyn HYacinth 9-6600
PORTLAND.....211 SW Clay St. Capitol 7-3222
SAN FRANCISCO.....350 Fremont St. EXbrook 7-9600
SEATTLE.....2505 1st Ave. MAIN 3-0088
WILMINGTON.....505 Marine Ave. Terminal 4-6538

MFO

BALTIMORE.....1216 East Baltimore St. Eastern 7-3383
HONOLULU.....56 North Nimitz Highway Phone 5-6077
NEW ORLEANS.....523 Bienville St. Magnolia 0404
NEW YORK.....130 Greenwich St. Cortland 7-7094
PORTLAND.....522 NW Everett St. Capitol 3-7297-8
SAN FRANCISCO.....240 Second St. Douglas 2-4592
SAN PEDRO.....296 West 7th St. Terminal 3-4485
SEATTLE.....2333 Western Ave. MAIN 2-6326

Great Lakes District

ALPENA.....1215 N. Second Ave. Elmwood 4-3618
BUFFALO, NY.....914 Main St. Grant 2728
CLEVELAND.....1410 W. 29 St. Main 1-0147
DULUTH.....621 W. Superior St. Phone: Randt lph 2-4110
FRANKFORT, Mich.....PO Box 287 ELgin 7-2441
MILWAUKEE.....633 S. Second Ave. BRoadway 2-3039
RIVER ROUGE.....10225 W. Jefferson Ave. Vinewood 3-4741 Mich.

Canadian District

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 2-8181
QUEBEC.....44 Sault-au-Matelot Quebec LAfohline 3-1503
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 2-5431
VANCOUVER, BC.....298 Main St. MU 1-3468

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.

Seafarers Ashore . . . in Havana

A labor dispute in Havana, Cuba, brought a welcome five-day vacation for the crew of the SS Natalie late in March, ship's delegate John McElroy reports.

The vessel ran into the hassle when she was assigned to what the longshoremen called the "wrong dock." Never ones to make hasty decisions, company representatives and union officials spent three days



Having a cool one in a Havana bar are Seafarers Bob Howland, BR, and Neil Meiler, crew mess.

straightening the matter out, and then, after the vessel was shifted to the "right dock," she was tied up an additional two days unloading.

During this time, McElroy said, the crew decided to "live it up in Fidel Castro's liberated Havana." Liberated or not, the report is that Havana is still the same old "pleasure town" it used to be back in pre-revolutionary days with business going on as before.

"The Cubans are still keyed up over their recent change of government," McElroy said. Castro's troops with their long haircuts and beards were on patrol throughout the city.

"It is a bit startling at first to observe so many uniformed men with sub-machine guns in their arms or wearing side-arms. However they are exceptionally well-behaved on or off duty," he noted.

Much to the disappointment of the "big bettors" among the crew, there was very little action in the city's gambling casinos, including the magnificent new Hilton Hotel, the one Castro uses as his headquarters.

"We had a chance to hear the revolutionary leader speak to a huge crowd in downtown Havana one afternoon on a labor holiday," McElroy said, "and some of the men heard him making a speech outside the Hilton the following day."

One new change in the town is the weekly national lottery which now takes the form of a national bond, guaranteeing a partial return on the investment after one year, and a profit to those who hold them more than five years. Drawings are held each week as usual for the customary cash awards.

. . . in Amsterdam

Making the most of their misfortune, the crew of the SS Atlantic spent two weeks roaming all over the port of Amsterdam, Holland, while their vessel was undergoing repairs in a local shipyard. The ship was put into the yards after she ran aground and damaged her shaft and propeller.

The Atlantic's crew is now nicknamed the "motorcycle fleet," accord-



"Elvis" Payne and Robert Land are pictured doing their "act" in the Cafe l'Esperance in Amsterdam.

ing to Seafarer Eugene Ray. About half the gang rented motorcycles and spent their time and money, cruising from one end of the town to the other.

"There were no accidents to the jockeys in the "motorcycle fleet," Ray said, but unfortunately the pedestrians among the crew did not fare as well. The ship's nurse was hospitalized for a couple of weeks recuperating from injuries she received after walking into a moving streetcar.

Among the musically-inclined members of the crew, the boys from New Orleans went to town with their electric guitars and singing in the local cafes. Leading the strummers with Elvis Presley records are Seafarers Marion Payne and Robert Land. When the boys started strumming their guitars, the local people, especially the females, stopped playing the juke box and sat around and listened.

The vessel returned to New York on April 28, and will continue on her regular schedule.

PERSONALS AND NOTICES

L. A. Wright
Your Union book is being held for you in headquarters after being found in Coos Bay, Oregon.

The following men have income tax refund checks being held for them by Jack Lynch, Room 201 SUP headquarters, 450 Harrison Street, San Francisco: **Richard King Ng, Finn Ostergaard, Arthur L. Craig, Jr., John J. Doyle, Ronald Mackinnon, John Roapiti, Richard W. Schultz, Karl Eriksson, George Lichtenberger.**

George W. Bowden, Jr.
Mrs. Kenneth McCullough would like to know if you are the brother of Pete Bowden, formerly of Bar-

rington, NJ. If so, please contact her at 38 Tower Lane, Levittown, NY.

~ ~ ~
Kenneth Lee Murphy
Please contact Frank from the Robin Kirk.

~ ~ ~
Tony Ferrara
Please contact Ted Nevola when you are in New York, Telephone LA 8-5937.

~ ~ ~
Ernest C. DeBautte
Get in touch with Lionel Miller 2603 Ursuline Avenue, New Orleans 19, La. Important.

~ ~ ~
Phillip Capling
Contact Mr. Bowman, Travelers Insurance Co., 80 John St., NYC.

~ ~ ~
Richard C. Green
Urgent that you contact W. M. Hudson, Constable, District No. 1, 5050 NW 7th Avenue, Miami 37, Florida.

~ ~ ~
Andres Ygama
Contact your wife c/o Scherer, 1440 Gates Avenue, Brooklyn, NY.

~ ~ ~
John D. Holpin
Please contact your wife at Foxboro, Mass. Important.

Shorthanded?

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

Schleider Family Get-Together



Four children of Seafarer Edward J. Schleider pose at New Orleans home. Baby is Patrick Henry, 1. Others are Thomas, 16; Cheryl, 10, and Donald, 12. Oldest boy, 19, wasn't around when picture was taken.

MTD Council Set in SF

SAN FRANCISCO—Representatives of 14 AFL-CIO international unions in the Bay area have established a San Francisco port council of the Maritime Trades Department. Participating in the group are representatives of the SIU Pacific District, as well as other maritime unions in the vicinity.

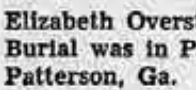
The organization of a San Francisco port council is another important step in arranging for joint union action on important matters affecting maritime labor; legislative, organizational and others.

Officers for the council will be elected as soon as the national office of MTD formally charters the new group.

FINAL DISPATCH

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

Thomas Peacock, 51: Brother Peacock died of pneumonia in the Public Health Service Hospital in Savannah, Ga. on April 13. A member of the Union since 1951, he sailed in the engine department. He is survived by his mother, Mrs. Elizabeth Overstreet, of Savannah. Burial was in Patterson Cemetery, Patterson, Ga.



James LaVelle, 39: Brother LaVelle died of natural causes on March 29 at the PHS Hospital in Staten Island. A member of the Union since 1951 he sailed in the engine department. He leaves a daughter, Miss Yvonne LaVelle, of Pittsburgh, Pa. Burial was in Calvary Cemetery in Pittsburgh.

Marinus Hansen, 70: A liver ailment was fatal to Brother Hansen, who died March 27 while in Recife, Brazil. He joined the SIU in 1942, working in the deck department. Mrs. Catherine Hansen, his wife, of Long Island City, NY, survives him. Place of burial was not indicated.

J. F. Mapp, 57: An SIU member since 1941, Brother Mapp died of a liver disease on April 5, in the Public Health Service Hospital in Galveston, Texas. He is survived by his wife, Mrs. Clara Mapp, of Lake Charles, La. Burial was in Ritchie Cemetery in Lake Charles.



Allan Ritchie, 58: A head injury proved fatal to Brother Ritchie, who died in the East Louisiana State Hospital on May 23, 1958. Joining the Union in 1952, he worked in the steward department. Surviving him is his wife, Mrs. Teddie Ritchie of Amite, La. Burial was in Amite Cemetery.



Thomas Keegan, 37: Brother Keegan died March 18 in Tel Aviv, Israel. A member of the steward department, Keegan joined the Union in 1958 and was a crewmember of the Akcoa Pioneer at the time of his death. His parents of Melrose, Mass. survive him.

'Pox' Scare Ties Up US Superliner

BREMERHAVEN, Germany — German port health authorities quarantined the superliner America here for about 12 hours last week after it was reported that a passenger might have smallpox. The restriction was lifted when it was learned that the sick man had chickenpox.

The United States Line ship was forced to hoist the yellow flag when health officials learned that one of its first-class passengers had to be isolated in the ship hospital. The passenger was identified as a lieutenant colonel of the US Army. He was removed from the ship and examined at the Bremerhaven Army Hospital.

Doctors there announced the patient had chickenpox and notified German port officials, who lifted the quarantine.

SS Atlantic Asks British Port Rights

American Banner Lines has asked the Federal Maritime Board for permission to make Southampton, England, a regular port of call on its service to and from Europe.

Citing the need for additional US-flag service in the North Atlantic passenger trade, the SIU-contracted operator asked the Government to modify its subsidy contract and authorize it to carry passengers, cargo and mail to England's major passenger port. The SS Atlantic, Banner's tourist class liner, now calls at Amsterdam and Zeebrugge.

Banner estimated that 40 percent of total North Atlantic passenger movement now is to and from ports in England. It noted that it has received many requests from travel agents and the public for service to Southampton, and pointed out that a service to that port would give the company an important revenue opportunity in booking tourist groups, particularly in the off-season. United States Lines, the only other American-flag company operating in the North Atlantic passenger trade, makes regular calls at Southampton.

The SS Atlantic has completed 12 voyages as the only American tourist-class liner on the Atlantic. She has accommodations for 812 tourist passengers and 40 first-class passengers.

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:

Donna Lynn Chaplinsky, born March 26, 1959, to Seafarer and Mrs. John J. Chaplinsky, Philadelphia, Pa.

Donna Kay Fooshee, born February 2, 1959, to Seafarer and Mrs. John Joseph Fooshee, Bruce, Miss.

Keith Bart Hansen, born March 1, 1959, to Seafarer and Mrs. Paul Hansen, San Francisco, Calif.

Paul Ford, born March 6, 1959, to Seafarer and Mrs. Paul E. Ford, Coden, Ala.

William C. Rackley, born March 14, 1959, to Seafarer and Mrs. William L. Rackley, Bayonne, NJ.

Lourdes Rodriguez, born April 4, 1959, to Seafarer and Mrs. Ovidio Rivera Rodriguez, New York City.

Roberto Salcedo, born April 9, 1959, to Seafarer and Mrs. Miguel Salcedo, New York City.

John Johnson, born April 15, 1959, to Seafarer and Mrs. John S. Johnson, Rahway, New Jersey.

Catherine Louise Murray, born March 6, 1959, to Seafarer and Mrs. Hugh A. Murray, Marshall, NC.

Terry Michael White, born March 31, 1959, to Seafarer and Mrs. Terrence J. White, San Francisco, Calif.

Jorge Gigante, born April 8, 1959, to Seafarer and Mrs. Jose Gigante, Brooklyn, N.Y.

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

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

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



the SEA CHEST

Minimum Wage Threat Haunts Runaway Ships

WASHINGTON—The nightmare of having to pay decent wage scales is haunting runaway shipowners again, the possibility being this time that Congress will act on the matter. Now facing union organization aimed at bringing up depressed wages of seamen on runaway ships, the operators are also battling a bill which would enforce Federal minimum wages and overtime on all ships owned by American operators.

Dispute Runaway Contention

Further, the bill would give sanction to union claims that the American-owned ships under the flags of Liberia and Panama are really US vessels. It defines a "vessel of the United States" as a "vessel belonging in whole or in part to the United States, or any citizen thereof, or any corporation created by or under the laws of any state, territory, district or possession thereof."

The impact of the minimum wage law, which is up for hearings before the Senate Labor Committee, would be to more than double existing wage payments on the runaways. Its major objective is to provide minimum wage coverage for another 6½ to 7 million workers.

Wages Are Meagre

Since the average seamen on a runaway ship makes between \$90 and \$125 a month, and usually works a minimum 56-hour week, even the present law, calling for a \$1 an hour minimum plus time-and-one half after 40 hours would boost his pay to around \$275 a month. Consequently, the runaways can be expected to fight the proposal tooth and nail.

Actually, one feature of the proposed bill would raise the minimum hourly wage to \$1.25 which would have an even greater impact on runaway ship earnings.

Aside from its impact on runaways the extension of minimum wages to maritime workers would affect thousands of workers on

harbor and river craft who do not now earn the minimum scale.

Shipowners are also beefing about the effect of the rule on American-flag ships since payment of mandatory time-and-a-half would tend to increase the existing overtime rates which are at a fixed dollars and cents figure in most US sea union contracts. But the main concern of the operators is with their runaway wage bills.

Bill Hits State Tax On Crews

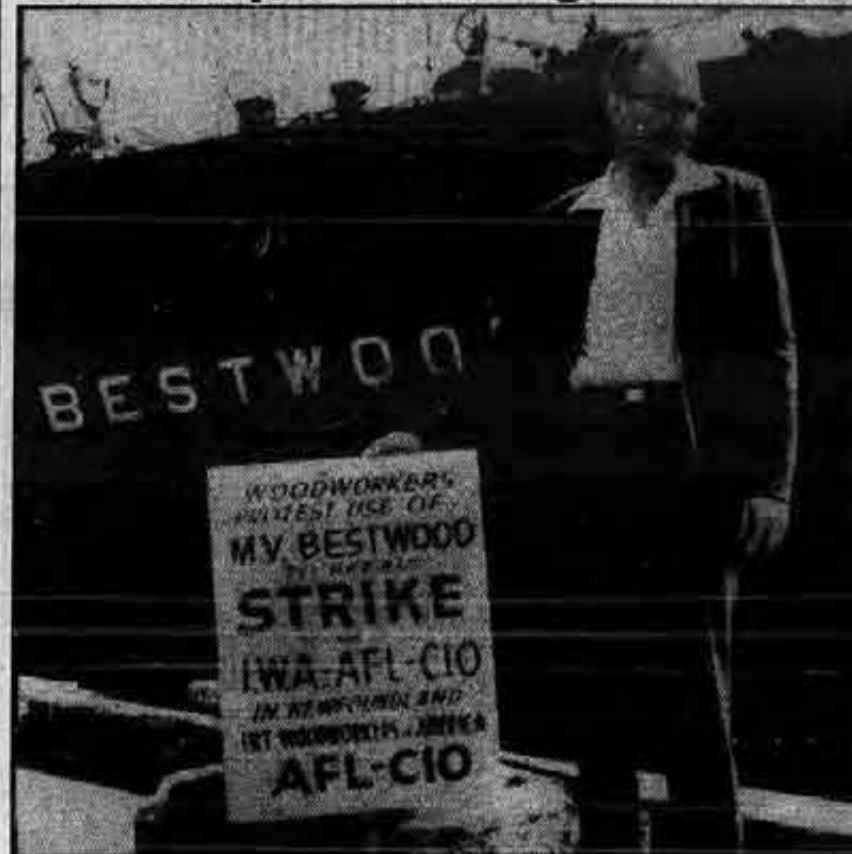
WASHINGTON—The New York State income tax withholding law is a direct target of a bill submitted in the House of Representatives jointly by Rep. Bonner (Dem.-NC) and Rep. Tollefson (Rep.-Wash.). The bill would prohibit any state from withholding wages of seamen.

The New York State tax department has instructed New York State shipping companies to withhold taxes out of the wages of seamen who are residents of the state.

A number of shipping companies have refused to withhold such wages, claiming it is against the law to take anything out of the men's pay except Federal taxes, slops and draws.

In any case, whether or not withholding is ruled legal, Seafarers who live in New York state are obligated to pay income taxes.

'Hot' Newsprint Gets Frigid Treatment



Floyd Collins, an official of Local 4-443, International Woodworkers of America, holds the fort in front of British ship Bestwood in New Orleans. Vessel was tied up because it was carrying cargo of newsprint from strike-bound Newfoundland company. The government of Newfoundland has "outlawed" the AFL-CIO union and has established a government-sponsored company union to break the strike.

Bridges Gets Tokyo Visa; Nix Goldblatt

TOKYO—The Japanese government has issued a visa for Harry Bridges to attend the "All Pacific and Asian Dockworkers Trade Union Conference," but has refused a visa for Louis Goldblatt, second in command of the International Longshoremen's and Warehousemen's Union.

Goldblatt, like Bridges, has long been closely-identified with Communist and pro-Communist activities both locally and internationally. He is secretary-treasurer of the West Coast dock union. The Japanese did not indicate why they were barring Goldblatt.

He, along with Bridges, Jack W.

Hall, the head of the union's Hawaiian section, and three other delegates had been designated to attend the conference to be held in Tokyo, beginning May 11.

As has been reported in the SEAFARERS LOG, the conference is sponsored exclusively by Communist-dominated unions in the Pacific area. It is expected to be used as a sounding board for denunciation of the United States policy in Asia, and to assist the Red Chinese in political and economic infiltration of the area at the expense of the United States.

As the LOG pointed out, if this move were to be successful, it would lead to a shrinkage of US trade with Asiatic countries and would have serious economic effects on the livelihood of seamen, longshoremen and other West Coast waterfront workers as well as on shipping and industry in the West Coast area.

The Red Chinese have been striving for some time now to enter the Japanese market on a large scale, to displace the United States, and have programs to penetrate other markets in southeast Asia as well.

Bridges' recent trip to Moscow and his other activities on behalf of the Communist cause, have caused open rumblings of discontent in his membership. He is facing unrest among longshoremen in Los Angeles following his admission to a House committee that he would favor a strike of longshoremen to keep supplies from the National Chinese armies in Formosa, should they try to retake the Chinese mainland.

The Los Angeles dockworkers protested this, and several pro-Communist resolutions passed at the ILWU's recent Seattle convention.

Crew Up 2 Ex-Liberians In Baltimore

BALTIMORE—It has been a good period on the shipping front in this port, Earl Sheppard, port agent reports. In addition to servicing a total of 24 vessels during the two-week period, two runaway-flag vessels that came back to US registry took on full crews.

Conditions aboard these two ships, Sheppard said, were "very sorry." However the company is cooperating with the SIU and has promised that all necessary repairs that could not be finished while the ships were in port will be handled at sea. In addition, all extra equipment, discarded when the ships went under the foreign flag, will be put aboard at the first opportunity. These ships are expected to be up to SIU conditions and standards by the time they return to the US.

The membership's attention was called to the mayoralty election which was held here the week after the meeting. While every person is guaranteed the right to vote as he pleases, all Union members are urged to give serious consideration to their various candidates and their records on matters affecting labor.

The vessels paying off in this port were the Jean, Carolyn, Evelyn, Emilia, Hilton (Bull); Feltore, (Marven); CS Norfolk (Cities Service); Bethcoaster, Oremar and the Texmar (Calmar). Signing on were the Valiant Hope (Hope); Feltore, Marore, Oremar, Cubore (Marven) and the Texmar (Calmar). In transit were the Steel Surveyor, Steel Worker (Isthmian); Robin Kirk (Robin); Baltore (Marven); Alcoa Runner, Alcoa Polaris (Alcoa); Valiant Power (Power) and the Marymar (Calmar).

SIU Vessel 100% Clean Third Year

HOUSTON.—Seafarers aboard the Lucile Bloomfield undoubtedly can boast of the cleanest ship in the entire American-flag fleet. For the third year in a row the vessel scored 100 percent in the annual sanitation inspection. Perfect ratings on PHS inspections are extremely rare, and the 100 percent score three years' running is probably an all-time record. As far as is known, no other American-flag ship has ever received top rating three years' running.

In a letter from the company to the skipper and all hands announcing the award, a company spokesman declared, "Needless to say, the company is extremely proud of this excellent rating . . . and we wish to take this means of commending the officers and crew of the SS Lucile Bloomfield for . . . making your vessel one of the cleanest afloat.

"... your vessel . . . can be classed as a model of cleanliness for other vessels of the American merchant marine."

New Orleans Mans Ship After Nine-Year Lay-Up

NEW ORLEANS—Shipping picked up considerably during the past two weeks with the immediate outlook equally promising, reports Port Agent Lindsey Williams.

Seven ships, including a

former Liberian-flag runaway that returned to the US-flag, signed on. Another former runaway that had been laid up in Singapore for the past nine years will also be crewed up sometime next week. "She is in one helluva shape," reports Williams, "but she will be squared away with all new gear soon."

Formerly Chinese Owned

The second runaway is the former Liberty ship Ben A. Ruffin, which was sold to the Chinese Nationalists in July, 1947, and renamed the Hai Hsuan. The ship was in operation until 1950, when her officers and crew mutinied, leaving her high and dry in Singapore. She was repossessed by the Maritime Administration in 1957 and sold later to a Cuban owner.

Those signing on were the Alcoa Pioneer and Alcoa Partner

(Alcoa); Del Oro and Del Monte (Mississippi); Neva West (Bloomfield); Steel Vendor (Isthmian); and the Antinous (Waterman).

Five ships paid off including the Alcoa Pioneer and Alcoa Partner (Alcoa); Steel Vendor (Isthmian); Wacosta (Waterman); and the Council Grove (Cities Service).

Twenty-one vessels were in transit. They were the Alcoa Ranger, Alcoa Clipper, Alcoa Roamer, and the Alcoa Corsair (Alcoa); Antinous, Warrior, Wild Ranger, Monarch of the Seas and the Clatborne (Waterman); Alice Brown and Margaret Brown (Bloomfield); Steel Voyager and Steel Vendor (Isthmian); Raphael Semmes and Gateway City (Pan-Atlantic); Suzanne, Frances and Edith (Bull); Del Oro (Mississippi); Jackie House (Marinus) and the Wang Archer (Marine Bulk).

The new Secretary of Commerce, if confirmed by the Senate, will go down the line with the runaway shipowners. This was indicated by his answers to questions posed by Senator Warren Magnuson (Dem.-Wash.) at confirmation hearings before the Senate Commerce Committee.

The appointee, Lewis L. Strauss, repeated the pat arguments offered by the runaways as excuses for their cut-rate wage scales. In fact, he declared that he "has heard" that crew conditions on the flags of convenience are comparable to our own.

Maritime union representatives in Washington pointed out that if that were true—which it isn't—then it would be hard to understand the near-panic the runaways are in over the prospect that they might have to pay their crewmembers \$1 an hour.

Before coming to the Commerce Department, Strauss was chairman of the Atomic Energy Commission.