

# End 7-Day Hearings On Valchem Collision

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## EXTEND SIU OPTICAL PLAN TO PHILLY, SAN FRANCISCO

Story On Page 2

How good is

# RADAR?

----- PAGE 7

Vol. XXI  
No. 8

# SEAFARERS LOG

April 10,  
1959

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



**How Four Died.** Force of collision between the Santa Rosa and SIU-manned Valchem was so great that Santa Rosa's bow sheared off the tanker's stack, cutting two-thirds through Valchem's after house. Among the dead were (top to bottom) Seafarers Ismael J. Romo, Joseph Mora and Shirley C. Butler. Four other SIU men are still hospitalized. (For report on Coast Guard hearings and eyewitness accounts by crew, see Page 3.)

# 'Frisco, Philly Get SIU Optical Benefit

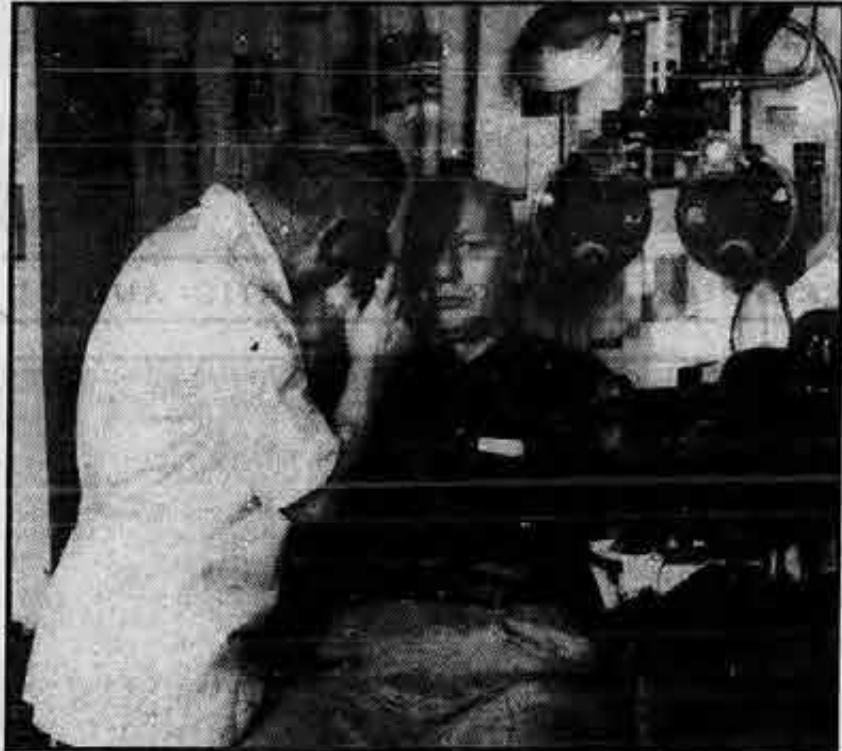
PHILADELPHIA—Seafarers here are taking advantage of the services of the latest SIU welfare benefit in this port. The SIU Welfare Plan has made arrangements for the free eyeglass benefit to be handled through Dr. Irving I. Criden here, and a number of Seafarers have already made use of the service. The Philadelphia optical service is located at 1015 Chestnut Street, Suite 417, and is open six days a week.

The trustees of the Seafarers Plan have also selected an optical firm in San Francisco to service Seafarers in that port. The benefit will be handled through Dr. Benjamin L. Babow at 168 Powell Street, San Francisco. The necessary paper work is now being completed and the service should start there within a few days.

#### Available In 7 Ports

With the addition of Philadelphia and San Francisco, the eyeglass benefit is now provided in seven ports in all. The others are Houston, New Orleans and Mobile in the Gulf; Baltimore and New York on the Atlantic Coast.

In the New York area, the Union Optical Plan, through which the free benefit is operated, has opened two new offices in Nassau and Suffolk counties. The offices are the East Nassau Optical Plan, East Nassau Medical Building, 350 South Broadway, Hicksville and the Suffolk Optical Plan at 10 So. Ocean Avenue, Patchogue. Three other offices, one in Hempstead, Long Island, and two in Manhattan, are available to Seafarers who qualify for the eyeglass benefit.



Seafarer Stan Orkwiszowski is examined by Dr. Irving Criden in Philadelphia optical center as new service for Seafarers went into effect in that port.

## More Ships Than Men In Houston

HOUSTON—A wage issue with one of the harbor's tug companies has been settled, resulting in a five percent increase on the tidelands and deep-sea scales and an improved overtime rate for all hands, Port Agent Bob Matthews reported.

Meanwhile negotiations are still being conducted with another towing and offshore operator for a new contract but there is nothing to report yet.

Shipping for the port has been terrific with grain cargoes still forming the bulk of the activity. There was such a large turnover in men on vessels hitting the port during the last two weeks that there were only ten class A men registered in the steward department at the start of the new period.

#### 28 Ships In Port

There was a total of 28 vessels stopping here during the past two-week period. Ten of them paid off, one signed on and the other 17 were in transit.

Paying off were the Lucile Bloomfield, Neva West (Bloomfield); Helen (Olympic); Barbara Fritchle (Liberty Nav.); Atlantis (Petro); Pacific Wave (Pegor); Alcoa Pilgrim (Alcoa); Steel Surveyor (Isthmian); Coalings Hills (Marine Tankers) and the Antinous (Waterman). The Lucile Bloomfield was the only vessel signing on during the period.

In transit were the Steel Age, Steel Apprentice (Isthmian); Fort Hoskins (Cities Service); Seatrain Savannah, Seatrain New Jersey, Seatrain Texas (Seatrain); Mae, Carolyn (Bell); Bienville, Beauregard (Pan-Atlantic); Morning Light (Waterman); The Cabins (Texas City); Ocean Dinny (Ocean Clipper) and the Del Rio and Del-Campo (Mississippi).

## Ship Injuries At 8-Year Low

Another set of "statistics" purporting to show the annual rate of illnesses and injuries in the maritime industry has just been turned out by the Marine Index Bureau. But even in reporting its own figures the Bureau isn't clear what they mean and its "statistical" procedures leave much room for doubt.

The misleading activities of the Bureau in representing itself as a source of marine safety information were detailed in a LOG story last fall (Nov. 7). This followed stories in daily newspapers that seized upon the Bureau's figures and projected them as showing an 81.1 percent "accident" rate in the industry.

Questioned on its reporting methods at the time, the Bureau conceded a number of shortcomings in its "analysis" and even indicated some changes might be forthcoming. This has not been the case, however.

The latest Marine Index figures, which treat reports, including duplicates of accidents and illnesses as actual "injuries" and "sicknesses" and then projects them as representing the "safety" picture in the industry, show the following:

- The ratio of injuries to average seamen's jobs in the industry last year went down;
- The same ratio using illnesses went up, and
- The total of the two also increased.

Actually, using the Bureau's own weighted figures on the two types of reports (on injuries and illnesses), here's what they really show:

- Reports of injuries fell way down in 1958 and hit an 8-year low;
- Reports of illnesses also decreased, and
- Total reports are the lowest since 1955.

Another Bureau breakdown, obscured by its preoccupation with ratios and weighted percentages, shows these critical facts:

- Fatal injuries were cut in half last year and are the lowest since at least 1952;
- Fatalities due to illness are

off a third from 1957 and are the lowest since 1954.

Thus, while a casual glance at the Bureau's annual report tells the public one thing the facts are quite different, keeping in mind that "reports" do not represent actual "injuries," or "illnesses," or anything specific, for that matter.

And, as noted in the last LOG story, a whopping 36.3 percent of the accident "reports" again refer to minor cuts and bruises and nearly ten percent more are "un-

specified" injuries. In the "illness" category the largest portion—22.6 percent—is listed as "miscellaneous" illnesses and the next biggest—16.7 percent—as "respiratory infections (non-TB)" covering minor colds and sore throats.

Nowhere does the Bureau's figures tell how many accidents, injuries, illnesses or men are involved in its figures nor how much lost-time may be involved. These are the critical questions in any safety analysis.

## Bridges Sets Pro-Red Asia Conference May 11

SEATTLE—Definite plans to go ahead with the proposed "All Pacific and Asian Dock Workers Trade Union Conference" were announced by Harry Bridges at the 13th annual convention of the International Longshoremen's and Warehousemen's Union here. Bridges said that the conference will be held in Tokyo on May 11, 12 and 13th.

The SEAFARERS LOG of January 2 described the proposed conference as, "A transparent effort to blacken US foreign policy in non-Communist Asiatic countries." The LOG article pointed out that all of the unions sponsoring the conference were clearly identified as pro-Communist and Communist-dominated groups. It also noted that the agenda for the conference, as spelled out in Bridges' newspaper, the "Dispatcher," included political topics out of the Communist propaganda armory, involving matters of "working class importance" as nuclear bomb testing and disarmament.

(Recent reports from the US Atomic Energy Commission noted a sharp increase in radioactive fall-out over the US as the result of

Russian A-bomb tests in the Arctic last summer and fall.)

#### Invited Russian Delegates

Further evidence of Bridges' increasingly-aggressive role on behalf of Communist Party line programs was his invitation to the Transport Workers Union of the Soviet Union to send a "fraternal delegation" to Seattle. The delegation was refused visas by the State Department since Seattle is on the list of cities which are restricted insofar as Soviet visitors are concerned.

An obvious point to the invitation would be to attempt to give legitimacy to the Soviet trade union machine, which, as an arm of the Communist Party, carries out the political function of keeping Russian workers in line.

Bridges recently returned to the US from a lengthy tour abroad during which he visited a number of Iron Curtain countries and com-

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## India Would Tax US Seamen

WASHINGTON—The US Government is reported as having informally protested a move by the Government of India to impose income taxes on the wages of American seamen. The tax rate would be in the vicinity of 40 percent and would apply while the seamen are aboard ships in Indian ports.

The SIU Washington office is keeping close tabs on the situation as are several of the steamship companies. Should the tax proposal go through, it is expected that a very strong US protest would be made.

Since it is not unusual for ships to spend as long as a month in some Indian ports, the tax proposal would certainly hit US seamen a mortal blow in the pocketbook. It might amount to as much as \$240 on the average seaman's pay for a month spent in Vizagapatam, for example, where grain is sacked in bags and unloaded by hand onto lighters, a few tons an hour.

SIU ships that would be affected by any such move would include many of the tramps and T-2 tankers on the farm surplus run to India, as well as the cargo liners of Isthmian Lines Inc., which regularly service Indian ports.

## British To Build Cargo Atom Sub

LONDON—After a year of intensive experimentation, a British engineering firm has announced plans to go ahead with the construction of a 50,000-ton atomic-powered cargo submarine. The vessel, to be named the "Moby Dick," will cost an estimated \$54 million and will take eight years to construct.

However, by the time it is completed, the builders, the Mitchell Engineering Company, predict the costs of construction will come way down for subsequent ships.

The British firm announced in

January, 1958, that it was tank-testing models of a submarine hull for the purpose of developing a 100,000-ton nuclear-powered submarine oil tanker.

#### Modify Original Plans

The follow-up announcement last week involved considerable modification of original plans with the submarine tonnage to be cut in half. Instead of being an oil-carrier, the proposed submarine would carry bulk ore. It would operate into Canada's Hudson Bay all year round and carry out ores which, at present, have to be stockpiled there until the brief summer shipping season.

The "Moby Dick" would be 600 feet long and would be capable of carrying 30,000 tons of bulk ore at speeds of up to 25 knots. A crew of 50 would be required for commercial operation, and refueling would be necessary only once in 18 months.

#### Commercial Subs Possible

Here in the United States, the successful voyages of the nuclear subs Nautilus and Skate under the North Pole icecap have led to considerable conjecture as to the commercial possibilities of an atomic submarine.

It has been pointed out that such a ship would be relatively immune to surface weather conditions and could cruise at speeds far greater than those of a surface ship.

Last month, a witness from the General Electric Company told the Joint Congressional Committee on Atomic Energy that an atom-powered plant for large surface tankers would be commercially-competitive in the next few years. Other companies, including Standard of New Jersey, Cities Service, and Isbrandtsen have indicated interest in construction of such a ship. However, there have been no concrete proposals made for a commercial atom-powered submarine in this country.

## SEAFARERS LOG

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PAUL HALL, Secretary-Treasurer

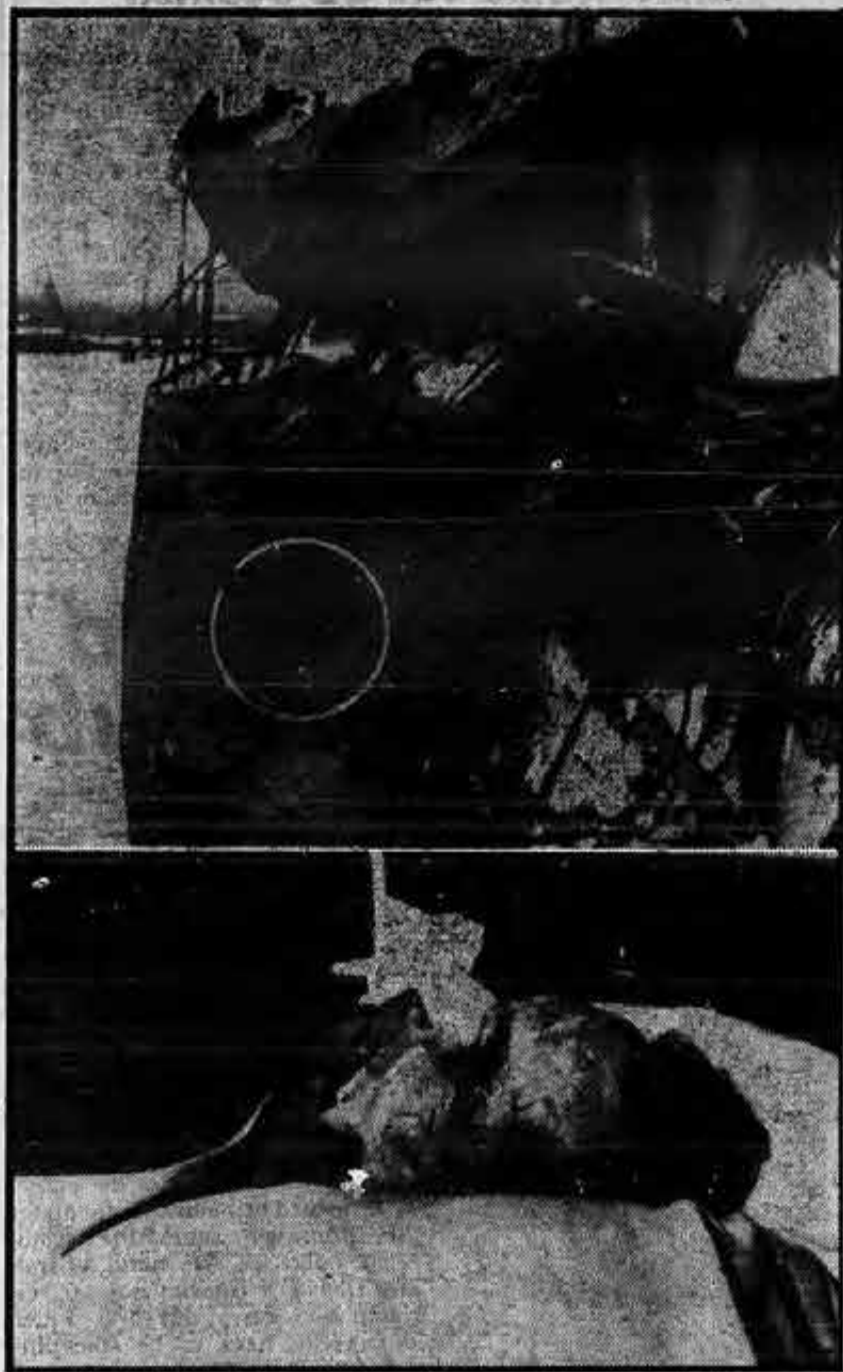
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## After-Effects Of Collision



Black circle (top) shows foc'sle where Seafarers Joseph Mora and Shirley C. Butler were killed. White circle and dotted line shows escape route of Seafarers John Kavanagh and Albert Castro, steward utilities, William Todd and Rafael Bertram, messmen. Below, Claude Blanchard, Valchem bosun, is carried ashore in New York. He is hospitalized with severe burns.

## Membership To Act On SIU Convention Nominees

SIU membership meetings in all ports will take formal action April 15 on the report of a six-man credentials committee elected this week to check the qualifications of Seafarers nominated as delegates to next month's SIUNA convention.

The ninth biennial convention of the international will convene in Montreal on May 25 at the Sheraton-Mount Royal Hotel, bringing together delegates and representatives from 34 autonomous unions and districts. Hosts for the convention will be the SIU Canadian District, led by SIUNA Vice-President Hal C. Banks, secretary-treasurer of the District. Montreal was chosen as the site because of the Seaway opening.

Action on the naming of the SIU Atlantic & Gulf District delegation follows a communication sent to all A&G ports declaring nominations open April 1-6. On the basis of per capita tax paid to the International, the SIU-A&G delegation will have nine members representing 18 votes.

Under the procedure established under the constitution, the following were nominated: Joe Algina, A. S. Cardullo, Paul Drozak, Paul Hall, Robert Matthews, Earl Shepard, Al Tanner, Cal Tanner and Lindsey Williams.

The credentials committee is now verifying the credentials submitted and, in the absence of more than nine nominees, those named will be deemed elected once the membership acts on the credentials report.

## Survivors Tell Of Narrow Escapes

What is it like to be soundly asleep in your foc'sle one minute and to wake up in smoke and darkness the next, not knowing if your ship is going down? That's the way it was for most of the crew of the Valchem who, with the exception of men on watch, were in their sacks when the Santa Rosa came smashing into the crew's quarters at a speed of 21½ knots.

### Payoff In Hall

Still somewhat shaken from the effects of the collision, crewmembers of the Valchem who reported to headquarters on Monday, March 30 to be paid off, told of their personal experiences in the crash. After the first minutes of confusion and groping in darkness, all agreed that the crew and officers



Harris DeNobriga

# CG Ends Hearings; Crew Says Valchem Halted Its Engines

A mass of conflicting testimony has emerged from seven days of Coast Guard hearings into the cause of the fateful pre-dawn collision on March 26 between the SIU-manned tanker Valchem and the liner Santa Rosa 22 miles off Atlantic City, NJ. Three Seafarers and one engineer lost their lives and 21 crewmen were injured. Four Seafarers are still hospitalized.

The bodies of Seafarer Charles S. Butler, 48, wiper, and Vernon McKay, junior 3rd assistant engineer, were mangled in the wreckage when the speeding Santa Rosa hit the Valchem almost at right angles on the port side aft and nearly cut the tanker in two. Butler shared a foc'sle with Joseph A. Mora, 48, also a wiper, whose body is still missing. In addition, Seafarer Ismael J. Romo, 41, FWT, who was in the fireroom, died of burns while a helicopter was taking him ashore for emergency treatment.

Still hospitalized at the Staten Island marine hospital are Claude Blanchard, bosun; William Nesta, steward; A. Perez, chief cook, and Rafael Bertram, MM.

### Time In Dispute

Disputed testimony at the hearings which ended this week hinged on the maneuvering of both vessels and the crucial questions of speed, radar plotting, visibility and even the time of the crash. The time factor is important in determining the speed each ship was traveling.

The captain of the Santa Rosa, Frank S. Siwik, conceded his vessel's maneuvering was done at half a knot above her normal 21-knot cruising speed. "I figured that with my speed I could get away from the other fellow (the Valchem)," he stated.

Second mate C. S. Lupton, the Valchem's watch officer, said no matter what evasive steps he took, even after stopping dead in the water, "I couldn't seem to do any-

thing to get away." The Valchem's captain, Louis Murphy, was not on the bridge until a short time before the crash. Lupton also said he had been too busy the entire time to call the captain.

### Grace Line View

Prior to the start of the hearings, a statement issued by the Grace Line offered a version of the accident that appeared to be contradictory to the testimony. The statement indicated the two ships were approaching each other for a starboard-to-starboard passing but that the tanker suddenly veered sharply to the right across the liner's

course. News reports said that the original radio message sent out by the Santa Rosa claimed the liner had been hit by the Valchem. This was revised about an hour later.

A reconstruction of the events, based on the hearing testimony, indicated the ships had been approaching each other almost head-on, that the Valchem turned right for a port-to-port passing and that the Santa Rosa kept turning left for a starboard-to-starboard passing. These maneuvers produced no alteration in the collision situation. A sharp right turn ordered on the

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Seafarer Elmer Baker (center, rear) waits while member of three-man Coast Guard inquiry board poses question. Other two men are stenotype operators. Baker testimony supported claim that Valchem had stopped engines before crash.

whipped him while trying to seize the payroll. He was out of action for ten months following that incident, and the Valchem was the first ship he had gone to work on since the Tuxford, going aboard the tanker on April 17.

### Missed By Three Feet

He was asleep in his foc'sle on the port side when the Rosa came plowing into the after house and missed his bunk by a mere three feet. The bulkhead of his foc'sle opposite his bunk was crumpled and he was banged up by the force of the collision. Like the other injured men, he was taken aboard the Santa Rosa by the passenger ship's lifeboat and brought back to New York.

Seafarers Ben Martin, FWT, and A. Dokeris, oiler, were also asleep in their foc'sle on the port side, but to the rear of the after house. The first thing they knew they were awakened by hissing steam, smoke and water from broken lines.

At the direction of the chief mate, the two men got a stretcher and attempted to go down into the



Martin



Baka

fireroom to get out Romo, but the flames drove them back and they couldn't get down the stairway. "The chief pumpman, got him out," they said. "We don't know how he did it, for there were no lights and the smoke and flames were thick down there. Romo was still conscious when they brought him up but he couldn't talk. He kept pointing at his throat all the time."

Seafarer I. De Nobriga, the 8-12 AB, had just shipped to the Valchem out of the New York hall as a replacement on Wednesday and this was his first night on the ship. Like most of the deck de-

(Continued on page 10)

# Restricted To Vessel, Architect Men Get OT

NEW YORK—A restriction to their ship some six months ago meant from 12 to 17 hours extra pay apiece for members of the crew of the Steel Architect when the vessel paid off here last week, Bill Hall, assistant secretary-treasurer reported.

The Architect had been scheduled to sail from New York at 5:00 PM on a Saturday night last November, but the tugs would not take the ship out because of high winds. Although the vessel did not sail until 4:00 PM the following day, the sailing board was not changed and the men were restricted to the vessel. However the beef was straightened out by SIU patrolmen last week and the crew collected extra pay for the restriction.

### Valchem Payoff

The members of the Valchem crew who were not hurt in the collision last month or were no longer confined to the hospital, were paid off by the company here in headquarters, Hall said. However while the men received their wages, the Union is still negotiating with the company for an allowance for clothes and personal gear

# CG Rescues Red Sailor

WASHINGTON—In response to an emergency call from the Soviet Embassy, the State Department dispatched a Coast Guard cutter to the Bering Sea to aid a critically injured Soviet seaman aboard a Soviet trawler.

The seaman had suffered fractures of both arms and both legs through a fall into one of the ship's holds. Assistance was requested in getting the man to a hospital as soon as possible. He was taken to a hospital in Kodiak, Alaska, where he received immediate treatment.

The trawler, a refrigerator ship, was about 100 miles north of Dutch Harbor in the Aleutian Islands. It was part of a huge Soviet fishing fleet that has been operating near Alaska recently.

belonging to the crew which was lost in the collision.

Shipping for the port was good during the past period, although from the number of ships calling into the area, it could have been better. There was a total of 52 vessels in this port during the last two months. Twenty-nine ships paid off, eight signed on and 15 were in transit.

### No Tanker Charter

Although it was reported that the SS Atlas would come out of lay-up and take on a crew, the company has announced that it has been unable to secure a charter. However, it hopes to put the ship into service in the near future.

The following were the vessels that paid off in this port during the past two-week period: Robin Gray (Robin); Seatrain New Jersey, Texas, Louisiana, Savannah, New York, Georgia (Seatrain); Beauregard, Fairland, Raphael Semmes, Bienville (Pan-Atlantic); Kathryn, Elizabeth, Beatrice (Bull); Alcoa Runner, Pegasus (Alcoa); Wild Ranger, Andrew Jackson (Waterman); Mario H (Herald); CS Baltimore, Council Grove, CS Miami (Cities Service); Northwestern Victory, Coeur D'Alene Victory (Victory Carriers); Steel Designer, Steel Architect (Isthmian); Sandcaptain (Construction) and the Atlantic (American Banner).

Signing on were the Atlantic (American Banner); Longview Victory, Northwestern Victory (Victory Carriers); Alcoa Pegasus (Alcoa); Robin Gray (Robin); Steel Designer, Steel Architect (Isthmian); Penn Trader (Penn Trans); Mermald (Metro); Winter Hill (Cities Service) and the Alamar (Calmar).

In transit were the Seatrain Georgia (Seatrain); Gateway City (Pan-Atlantic); Steel Flyer, Steel Traveler (Isthmian); Robin Trent (Robin); Valchem (Heron); Ideal X, Coalinga Hills (Marine Tankers); Seastar (Traders); Michael (Carras); Kenmar (Calmar); Eagle Transporter (Terminal Trans.)

# Pick Up 'Shot' Card At Payoff

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

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

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

# SEC Warns Workers Of Stock Tips

WASHINGTON—The Securities and Exchange Commission has issued warnings that workers and others who are amateur stock speculators are in danger of losing their savings through stock manipulation.

The unusual warning followed similar statements by the New York Stock Exchange and several brokerage houses. The SEC statement emphasized that "investors should exercise caution and self-restraint when considering the purchase of securities upon the basis of tips and rumors."

Certain cases of stock manipulation are under investigation, the SEC said, and "may well result in criminal prosecution."

There has been a record increase in securities salesmen in the stock and bond business, with 3,700 new salesmen entering the field this month. Some of them may be involved in the sales of relatively worthless stock through "boiler room" high pressure sales pitches.

Seamen are a prime target for such pitches because of the fact that they generally have more disposable ready cash than shoreside workers.



# SIU SHIPS AT SEA

Smooth sailing is the report from a number of SIU vessels this month. From Bernard Overstreet, engine room delegate on the Wild Ranger, is the announcement that there is not one black gang beef to be settled, although the vessel has been at sea for the past 13 months.

On the Ines, they have seemed to have found the right ingredients for a perfect ship. Harry Connolly, meeting chairman, writes there are no beefs to report from any of the departments. Secondly, he reported, the galley gang was complimented, not only for their good food and service, but also for cooking the chow "to everyone's liking." That's a tall order to fill when you have 40-odd tastes and likes aboard a vessel.



Connolly

Back on the European run after spending six months in the Middle East, the Hastings reports that all is running smooth. "We have a good crew here and should have a good trip," Albert May, ship's delegate, reports. All of the delegate positions are in good hands," he said. The deck department delegate is Jack Gardner, Karl Treimann represents the black gang, and Ernest Perdomo the steward department.

Steward departments making the reports for their fine cooking and service are on the Massmar, Kathryn, Beauregard, Wang Archer, Alcoa Partner, Seafair, Pacific Carrier, Seatrain Texas, Irenstar, Ines, The Cabins and the Penn Mariner. On the Massmar, ship's delegate George Bejer noted that there were "no beefs, and a good steward department." Let's keep it that way, he said.



Bejer

Special thanks were given to the missileman's baker, Joe Suriso, for a job well done on the Coastal Sentry.

# MMP Signs Ore Boats

A first-time contract has been signed between Baltimore Local 14 of the Masters, Mates and Pilots and the Marven Steamship Company. The contract followed a 98 percent vote in favor of MM&P after a two-month organizing campaign on the eight ore carriers operated by the SIU-contracted company.

The agreement calls for an increase in officers' vacations from 21 to 60 days a year, and provides other provisions, similar to the standard MM&P dry cargo pact. One provision calls for day and night relief for ore boat mates, since the port time on these ships is extremely limited.



May

# 'Keep Your Shoes Clean'



A good deal of ingenuity has been put into manufacturing safety shoes that are reasonably skid-proof on all kinds of surfaces, wet or dry. The wise Seafarer always has a couple of pairs on hand for use on the job. But the best safety shoes are not much use if, for some reason, the soles become coated with oil or grease. Then the shoes become an invitation to the hospital.

Keep the bottoms of your shoes clean at all times. If they become so impregnated with grease that they can't be cleaned, turn them in for a new pair. They are well worth the investment.

An SIU Ship Is A Safe Ship

**Japanese Automobiles Arrive Via Waterman**



Shipment of Japanese automobiles, 26 sedans in all, arrives at Port Newark, NJ, aboard SIU-manned Chickasaw. Wild Ranger, another Waterman ship, is en route with another 25 cars as foreign-made automobiles continue to invade US markets.

**Canada Sued In Logger Strike**

OTTAWA—No change has been reported in the strike of 12,000 loggers in the woods of Newfoundland in the face of strikebreaking by the province's governor. But the war of words between the Newfoundland government and the Federal government of Canada continued as Newfoundland filed a lawsuit against the Canadian federal authorities.

The suit is a claim for damages in an unstated amount because of the refusal of Prime Minister John Diefenbaker to send a large contingent of Canadian Mounted Police into the province. The Mounties were being used by Newfoundland's Premier Joseph Smallwood to help break the woodworkers' strike.

Under the agreement between the federal government of Canada and several of the provinces, the Canadian Mounted Police also serve as provincial police. However, Prime Minister Diefenbaker refused to send additional Mounties in because of Smallwood's strikebreaking action.

The 12,000 members of the International Woodworkers of America have been on strike since the end of December against the Anglo- Newfoundland Development Company, a logging concern. The strike, which was approved by a 98 percent "yes" vote of the loggers, was called only after the company turned down a Canadian government conciliation board proposal calling for a 54-hour work week and a \$1.22 hourly wage. At the time the strike was called, the men were getting \$1.05 an hour, working a 60-hour week under extremely harsh conditions in the Newfoundland woods.

When the strike began, Smallwood stepped in, had the local legislature pass a law "outlawing" the union, set up a government-sponsored company union called the "Brotherhood of Newfoundland Woodworkers" and enrolled strikebreakers and vigilantes to smash the union.

It was at this time that the national government refused to supply any more Mounted Police to the province, and the head of the Mounted Police turned in his resignation. The Newfoundland lawsuit was the next step in the dispute.

The Canadian Trades and Labor Council, AFL-CIO, is rallying all Canadian unions to support the strikers and their families. The SIU of North America has already contributed \$5,000 and the SIU Canadian District has voted an additional \$1,500 to the strike fund.

**'50-50' Target Of British-US 'Conversations'**

With "conversations" on international shipping problems scheduled to come up in June between the US State Department and other major maritime nations, British shipowners may be angling for a horse-trade under which they would give up their opposition to runaway-flag shipping if the "50-50" act was undermined and aid to US shipping reduced.

The State Department has been a staunch defender of runaway-flags but has been a critic of "50-50" from the time it first went into effect back in 1949. Consequently, British operators may figure that they can wring some concessions on the "50-50" issue. Such an approach would get a warm welcome from the State Department which has long been hostile to US-flag shipping.

Meanwhile, the International Transportworkers Federation has scheduled another meeting, on April 14 and 15 in London, to draft further plans for direct organizing action on runaway ships. SIU of NA President Paul Hall will attend the meeting for the SIU and the National Maritime Union will also have a delegation in attendance headed by President Curran.

The last ITF meeting, January 19 to 22, produced agreement on the principle that the union in the country of ownership or control of a runaway vessel had the rights to organize the ship, no matter what flag the ship might fly. On the basis of this agreement the SIU Canadian District and the National Union of Seamen of Great Britain reached an understanding of their own, recognizing the Canadian District's right to organize certain Canadian-owned fleets under the British flag.

The British position on "50-50" was stated by Sir Nicholas Cayzer, president of the Chamber of Shipping of the United Kingdom, an organization that is roughly comparable to the American Merchant Marine Institute here. In a speech at Cardiff, Wales, he complained of

discriminatory practices by the United States, specifically mentioning "50-50" and declared, "I welcome the forthcoming inter-governmental talks in Washington in June, when a frank exchange of views will, in my opinion, do nothing but good."

Then taking a poke at US Government aid to maritime, he declared that "these subsidies have risen to very high figures indeed and I am sure must be concerning the American taxpayer."

While there is nothing new about British opposition to "50-50" and US aid to American-flag shipping, the meeting with the State Department was originally in response to British led opposition to recognition for Panama and Liberia.

The main topic of the State Department meeting with the European maritime nations was supposed to be the runaway issue, but it now appears that the British shipowners may use the meeting as a sounding board against "50-50" and other aid to US shipping.

**Boom Days Come Again In Baltimore**

BALTIMORE—As part of the SIU's policy of cooperating with the local and national AFL-CIO groups, members attending the last meeting in this port were requested to contact their Congressman with respect to increasing the minimum wage law to \$1.25 an hour, and to extend it to cover an additional several million persons not now brought under the act, Earl Sheppard, port agent, reports. This was done at the request of the local AFL-CIO.

In addition, a group of some 54 delegates was sent from this port to represent the SIU at the AFL-CIO Unemployment Conference which was held in Washington last Wednesday.

It's been a long time since this could be reported, Sheppard said, but shipping for the port has been very good over the past two-week period, and from all indications, it will continue that way for a couple of weeks more. There were 10 vessels paying off here. Seven signed on and 12 were in transit.

The ships paying off were the Jean, Emilia, Edith (Bull); Marore, Feltore, Santore (Marven); Penn Mariner (Penn Trans); Royal Oak (Cities Service) and the Robin Trent (Robin).

Signing on were the Marore, Feltore, Santore, Oremar (Marven); Pandora (Epiphany); Seastar (Traders) and the Flomar (Calmar). In transit were the Calmar, Bethcoaster, Pennmar (Calmar); Steel Flyer, Steel Traveler, Steel Apprentice (Isthmian); Alcoa Runner, Alcoa Polaris, Alcoa Pegasus (Alcoa); Northwestern Victory (Victory Carriers) and the CS Norfolk (Cities Service).

**SCHEDULE OF SIU MEETINGS**

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

- April 15
- April 29
- May 13

**AMONG OUR AFFILIATES**

The Constitution Committee of the Marine Firemen's Union has completed its proposed revisions of the union's constitution and has presented them to the membership. Starting in June and continuing for 90 days, a secret referendum will be held on the proposed changes.

Five Marine Cooks & Stewards members went into retirement during March, bringing to 169 that union's total number of pensioners. Since the union's welfare plan was started, \$447,990.37 have been paid out in benefits to retired members. In 1957, MCS incorporated its Welfare Plan with that of other West Coast unions in the Pacific District.

The Brotherhood of Marine Engineers has signed a new agreement with Ore Transport Inc. calling for 60 days' vacations for assistant engineers and an increased manning scale. Welfare benefits have also been increased with other provisions in line with the standard dry cargo agreement. Ore Transport operates two C-4 bulk carriers, the Hawaiian and the Californian.

Among the gains negotiated by the Sailors Union of the Pacific in

a recent agreement with Duncan Bay Tankships are a boost in vacations for unlicensed men to three days per month, a 14c hourly wage increase to \$2.69 in the standby rate, and substantial increases in subsistence and lodging allowances from \$10.50 to \$13 a day. The company also agreed to investigate the legal possibilities of providing social security and unemployment for the men, who otherwise receive no such benefits.

**1,000 Fired In Beef On 24-Cent OT**

DURBAN, South Africa — One thousand Zulu dockworkers have been fired in this port city because of refusal to work overtime at a rate of 24½-cents an hour. The overtime refusal had delayed unloading of some 42 ships including the SIU-manned Robin Hood.

The overtime refusal came after the daily wage scale was cut from \$1.96 a day to \$1.40 daily for a work day of over 8½ hours. The excuse of cutting the scale was that the longshoremen were going to be given a full weeks' work guarantee, amounting to \$7 weekly.

Strikes are illegal on the part of native workers but the use of the slowdown is a new tactic in this port.

Back in February there was a one-day strike of all longshoremen, who were promptly fired and new men hired. There is no union involved on the docks, but native workers complained that it was better to get \$1.96 a day and take a chance on a full weeks' work than to work for \$1.40 a day.

SEAFARERS

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### **Ships Carrying Radar Sets Not Collision-Proof**

Undoubtedly one of the outstanding technological developments of World War II was the miracle of radar—the system which could reach through fog and darkness, or beyond the line of vision and “see” objects through radio wave reflections. When the war ended, manufacturers hastened to adapt radar to peacetime use, and ship operators lined up to buy radar equipment. There were some opinions expressed that radar would enable seafaring men to wipe out the curse of ship collisions for all time.

Yet today, despite the fact that virtually every US shipping fleet and most foreign fleets are equipped with radar, serious ship collisions occur with discouraging frequency. Two recent collisions, both between passenger ships and tankers, have pointed up the deadly hazards that persist in seafaring.

Obviously then, radar has not turned out to be a cure-all. The judgment of navigation officers still is the deciding factor, and questions are being raised as to the actual role of radar in safe ship navigation. With this in mind, the SEAFARERS LOG has sought out the opinions of a number of men in various phases of the steamship business. The following consists of their views on the subject.

*Capt. Hewlett Bishop, Atlantic Coast Director, Maritime Administration*

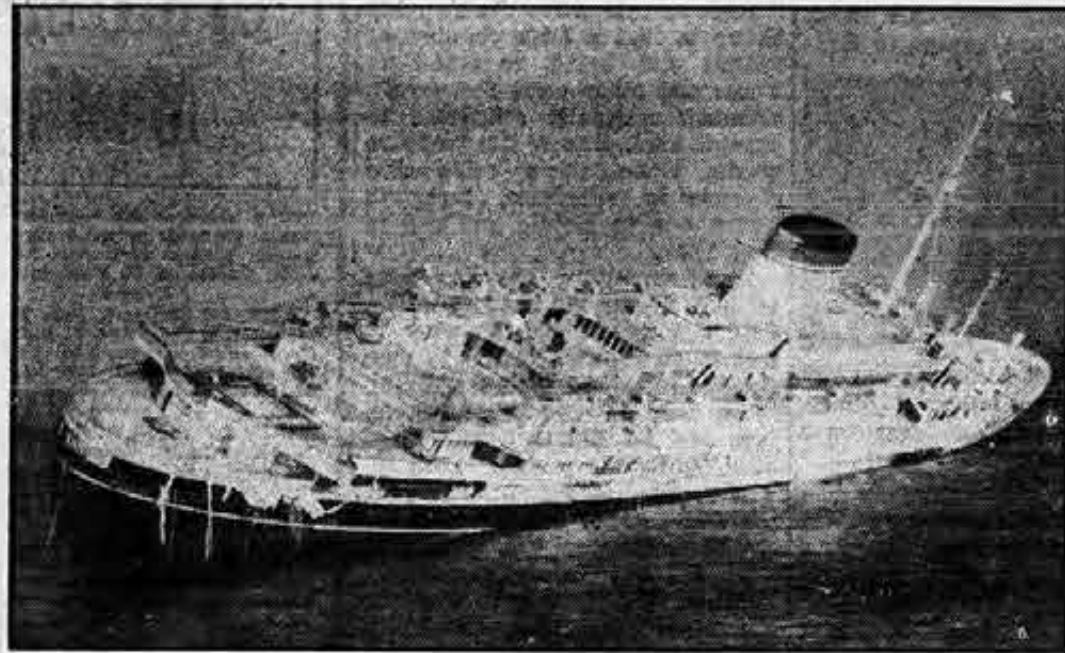
“At the spring meeting of the Maritime Section of the National Safety Council, held in March, 1937, I said in my paper ‘Bridge Safety For Ship Safety’ that, ‘we all know now that radar is no cure-all; that radar, unless intelligently used, is not only useless, but can be dangerous.’”

“Since the Maritime Administration’s radar school was inaugurated in late 1957, 936 men have successfully completed the one-week course. Of these, 480 already held their master’s papers, and their attendance was motivated solely by interest in their profession.” [Ed. note: candidates for 3rd mates’ tickets, or mates who wish to upgrade their licenses are now required by the Coast Guard to have radar training, but those who already had masters’ licenses do not have to have such instruction]. “In the course of instruction we stress that the navigator should ‘obey the rules of the road—radar is a navigational aid only.’”

*Capt. William Penney, Safety Director Seafarers Welfare Plan*

“Numerous serious collisions have occurred in recent years during periods of low visibility. These collisions might not

# HOW GOOD IS RADAR?



Best known collision of radar-equipped vessels was between Swedish liner Stockholm and Italy’s Andrea Doria (above) on July 25, 1956.



Radar-equipped Mission San Francisco blew up after collision.

have occurred had there been no radar. This is not to say that radar isn’t an extremely valuable aid to navigation, as are the radio direction finder and sounding machines, but radar must be regarded as an aid only.

“The part of any Coast Guard examination for ships’ officers which is most stressed is the Rules of the Road. Rule 16 must be memorized by every officer as follows:

16 (a) ‘Every vessel, or seaplane when taxiing on the water, shall, in fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting visibility, go at a moderate speed, having careful regard to the existing circumstances and conditions.’

(b) ‘A power-driven vessel hearing, apparently forward of her beam, the fog signal of a vessel, the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines and then navigate with caution until danger of collision is over.’

“If a vessel discovers through radar that another vessel is ahead, it is just the same as hearing the fog signal of another vessel ahead. This vessel is obligated to FIRST STOP HER ENGINES and then navigate with caution.”

*Capt. Milton Williams, Operations Manager, Bull Line*

“I consider radar a wonderful aid to navigation. In fact, I am sure we had the first radar-equipped freighter fleet in the US. However, radar is not the navigator. Masters and mates have to exercise their own judgment and not depend on the radar set to see them through. Radar will tell them what is around them and give them the opportunity to take evasive action.

“If a navigator doesn’t know what to do about the signal he is receiving then radar is a hazard. Like a lightship, a buoy or any other navigational aid it must be used intelligently.

“Unfortunately, radar gives some officers a false sense of security. With or without radar, a ship must slow down in fog, for radar cannot tell you what the other ship will do.

“It is claimed that collisions can be avoided when the radar signals are plotted but vessels that have staffs of plotters aboard still have collisions.

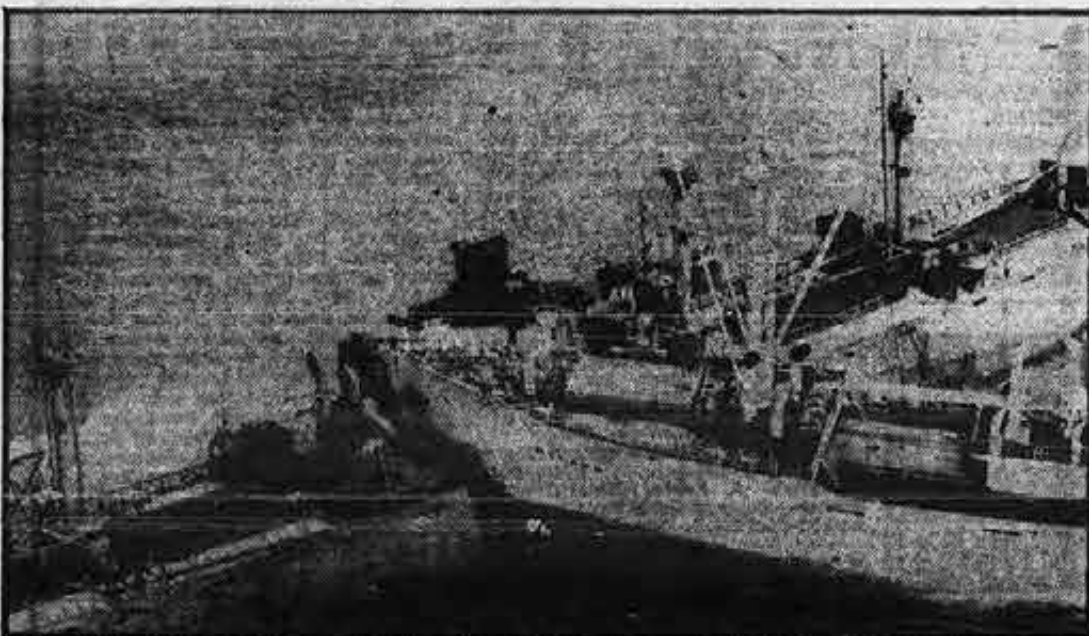
“Here in Bull Line, most officers have gone to radar school and our masters are asked to utilize the radar set in clear weather so that the mates can familiarize

themselves with its actual shipboard operation.”

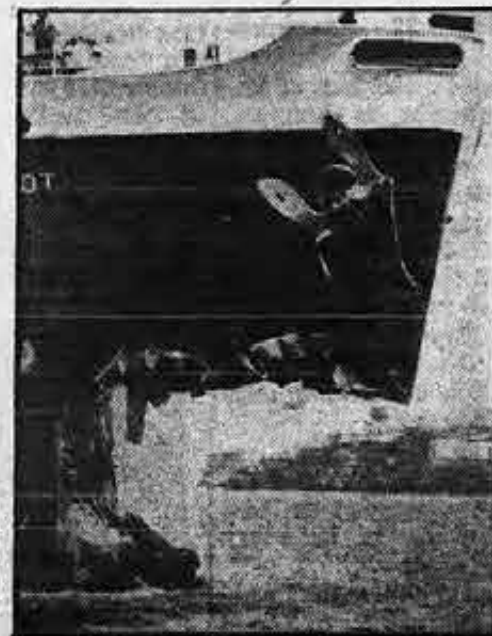
*Donald Smith, Vice-President, Seatrains Line*

“We have made a very careful study of the value of radar since it became commercially available after World War II. We have studied with great care every available report on collisions between vessels where one or both have been equipped with radar and we have followed the transcriptions of hearings before the Coast Guard as well as trials in the Admiralty Courts. The net result of these studies has been our considered judgment not to install radar on any of the vessels in our fleet, notwithstanding the fact that they operate in the most heavily-congested sea lanes in the world, namely, the approaches to New York, the Florida Straits, the Mississippi River and Galveston Bay.

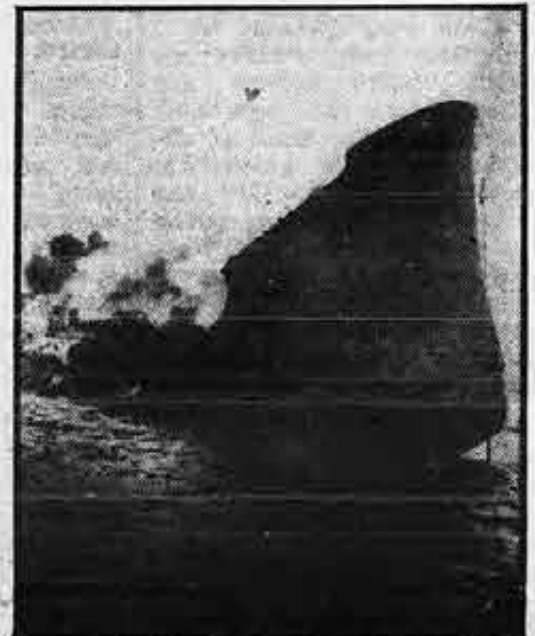
“In theory radar should be a perfect anti-collision device, but as a matter of practice it is not better than the skill or intelligence employed in its use. We feel that the presence of radar on a vessel tends to instill a false sense of confidence in those having charge over navigation. This false sense of confidence has resulted (Continued on page 15)



Swedish ship SS Nyland went most of way through midship section of the E. Kirby Smith in Norfolk, January, 1956.



Matson freighter Hawaiian Pilot hit Jacob Luckenbach in 1953.



Tanker Phoenix collided with tanker Pan Massachusetts near Philly.

# INQUIRING SEAFARER

QUESTION: What was the worst trip you ever made?

**John Wolden, FWT:** I'd say it was a trip to India, carrying bulk cargo. It was 2½ weeks before they unloaded the stuff, during which time I thought I'd go crazy. There was nothing to do in port. It was so filthy there I had no desire to go ashore. The weather was nothing to brag about either.



**Angelo Rohas, steward utility:** I shipped on a tanker once, and that was the first and last time. I kept thinking: What would happen if some guy drops a match or a cigarette in one of the tanks? I was worried half the time and didn't even sleep well.



**Enoch Collins, cook-baker:** Back in '42 I was on a ship in the South Atlantic that was rammed by a German vessel and sank five days later. We were in the water five days and no sooner had an American ship fished us out than a day later it ran out of fuel — with a German sub 25 miles away. That it never spotted us was the only lucky thing of that voyage.



**Conrad Gauthier, 2nd cook:** Several months ago I was one of the unlucky ones aboard the Valiant Effort when it struck a rock and went down in the Mediterranean. We were in the water for eight hours during the cold, damp night. All personal possessions were lost, but we got back okay, at least.



**B. C. Simpson, oiler:** Back in '42 I had one helluva voyage to Munksa. After running the gamut of enemy subs and planes going over, we finally got ours when we were docked in port. As if that wasn't bad enough, we were cooped up there for six months, with the city abandoned by all but the military, and nothing to do but keep warm and stay alive.



**Joe Ortega, cook-baker:** The worst trip I even made was on a tanker between the Persian Gulf and Japan, for one whole year, and with shore leave only once in every 42-day round trip. We weren't able to get off ship in the Gulf, so you can imagine how I felt every time I hit Japan.



## N'Orleans Stalled By Yard Beef

NEW ORLEANS—Shipping for this port hit a new low over the past two weeks, and the outlook for the coming period is just about the same. Two factors seemed to have brought on this slump, Lindsey Williams, port agent noted. One is that major companies are keeping their vessels out of the port here for fear of being held up in the event of a strike in the shipyards.

Another reason for the shipping slump is that a large number of vessels are being re-routed to Texas and other ports for payoff, although originally scheduled to pay off here. During the past two weeks alone there were five changes in schedules, three to Texas, one to Mobile and one to New York.

There were three vessels paying off here during the last two weeks, four signing on and 23 were in transit. In addition to the 78 men shipped to regular deepsea berths, there were 14 standby and relief jobs and 24 HIWD berths filled here during the period.

The ships paying off here were the Del Campo, Del Rio and the Del Norte (Mississippi). Signing on were the Del Valle (Mississippi), Frances (Bull), Steel Traveler (Isthmian) and the Chickasaw (Waterman).

In transit were Alcoa Ranger, Alcoa Cavalier, Alcoa Roamer, Alcoa Clipper (Alcoa); Seatrain New York, Seatrain Louisiana (Seatrain); Del Valle (Mississippi); Steel Age, Steel Traveler, Steel Apprentice (Isthmian); Hurricane, Chickasaw, Morning Light, Young America, Monarch of the Seas, Warrior, Claiborne (Waterman); Raphael Semmes, Gateway City (Pan-Atlantic); Suzanne (Bull); Natalie (Intercontinental); Ocean Clippers) and the Longview Victory (Victory Carriers).

## SIU Lines Fight Over Subsidy Bid

WASHINGTON—The SIU-contracted Seatrain Lines has attacked the bid by the SIU-contracted Waterman Steamship Company for an operating subsidy. Seatrain's complaint is that such a subsidy would prop Pan Atlantic Steamship Company, a subsidiary of Waterman and Seatrain's rival in the coastwise trade.

Testimony by Donald W. Smith, vice-president of Seatrain, declared that Seatrain's profits have dropped from over \$4 million in 1955 to only \$250,000 in 1958 as a result of Pan-Atlantic competition.

Spokesmen for Waterman have strongly denied charges by Seatrain and other companies, claiming that Pan Atlantic is standing on its own and is not receiving assistance from the parent company.



Send 'em to the LOG

## Ships Take Lashing From Atlantic Storm

A vicious Atlantic storm lashed out last week, causing widespread seasickness, throwing several vessels off schedule and battering one so badly that she had to return to New York after setting out for South America two days earlier.

The hapless 11,300-ton vessel, the Rio Tunyan, was battered mercilessly by 100-mile-an-hour winds and mountainous seas, limping into port with 13 injured passengers and crewmen and 70 percent of its accommodations wrecked.

The mute story of the ship's 48 hours at sea was told throughout the vessel. Staterooms were thrown in disorder, beds ripped loose from walls, doors torn off hinges, mirrors knocked from walls and furniture and luggage strewn about.

### Nearly Capsizes

So rough had the storm been that at one point the ship rolled sixty degrees, which is about as far as she could lean without capsizing.

There were 99 passengers aboard, including 33 children.

Others too, felt the lash of the storm, though not as severely. The Queen Mary, the world's second largest passenger liner, en route to England, was hit by one wave so immense that, despite the vessel's electronic stabilizer fins, she rolled 22 degrees in one direction and 16 in the other.

Her sister ship and the world's largest liner, the Queen Elizabeth, lost over half a day in her shipping schedule.

The German liner Berlin arrived in New York to report the loss of four crewmembers who were swept overboard by heavy seas.

Two other huge ocean liners, the America (United States Lines) and the Constitution (American Export Lines), were slowed down by as much as a day.

## Prove Eligibility For Hospital \$

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

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

ation of ship for roaches. Keep crew pantry & laundry clean at night!

**IRENESTAR (Traders), March 19—**Chairman, C. Steck; Secretary, J. Brown. No beefs. Fund to be taken up if ship makes next for library. Vote of thanks to steward dept. for job well done. One minute of silence for departed brothers.

**DEL AIRES (Mississippi), Feb. 19—**Chairman, I. Morgavi; Secretary, R. Boytt. \$14.50 in ship's fund. Some OT disputed. One man logged. No beefs. Discussion re keeping crew and shore-side personnel out of passageways.

**BARBARA FRITCHIE (Liberty), Feb. 21—**Chairman, E. Villapio; Secretary, V. Monte. Ship's fund \$13.88—request additional money for emergency. No beefs. Some OT disputed.

**STEEL ROVER (Isthmian), Feb. 15—**Chairman, C. Bush; Secretary, J. Long. Draw put out in Balt.—50 percent on OT will be able to draw in outports draws will be issued in travelers' checks. To see about steak knives. New secretary-reporter elected. No beefs. See chief mate re room keys. Requested 21 mattresses, but only three received. New mattress covers to be issued. Keep washing machine clean. Ship's fund \$20.

**DEL CAMPO (Mississippi), Jan. 17—**Chairman, R. Jensen; Secretary, L. Munna. Ship's fund \$41.73. No beefs. March 21—Chairman, L. Munnay; Secretary, C. Breaux. \$52.17 in ship's fund. 40-50 hrs. OT disputed. Suggest more cots be ordered. Request more quiet in passageways while watches are asleep.

**ALCOA PATRIOT (Alcoa), March 18—**Chairman, F. Rowell; Secretary, R. Hebert. No beefs; everything running smoothly. Request cooperation when using washing machine. Ship's fund \$13.60. Television needs fixing. Cooperation requested with all linen.

**ALCOA PEGASUS (Alcoa), March 21—**Chairman, L. Phillips; Secretary, J. Melton. No beefs. New delegate elected. Discussion on fumigation of ship.

**PENN MARINER (Penn), March 21—**Chairman, R. Howse; Secretary, F. Nozan. Much OT disputed. Some logs to be turned over to patrolman. Discussion re man being accused of selling job; to place charges in Balt. Vote of thanks to steward dept. for job well done. Repair lists turned in.

**SHINNECOCK BAY (Veritas), Feb. 14—**Chairman, F. Brady; Secretary, J. Jelleff. Request men put in for draws and not come up after list is submitted. Delayed sailing disputed. New delegate nominated. Request deck dept. shower room be cleaned and painted. Refrain from leaving cups and dishes on deck. Complaint about washing machine drain being too small. Do not throw cigarette butts out of porthole.

**THE CABINE (Texas City), March 25—**Chairman, S. Frank; Secretary, W. Edwards. Repairs taken care of. No beefs. Request first aid kit in engine room and galley. Vote of thanks to steward dept. for job well done.

**COASTAL SENTRY (Suwannee), March 21—**Chairman, B. Dornelles; Secretary, A. Fredrickson. Men short in all departments. Letters written to headquarters and British authorities as to why members were prohibited from going ashore in Ascension Island. Letters read re OT and difficulty cashing checks for American money. Wired hq. requesting replacements for men leaving ship. Bought electric iron for crew's use. Ship's fund \$3. No beefs; everything running smoothly. Varied menu and fresh fruit & vegetables suggested. Vote of thanks to baker for job well done.

**ANDREW JACKSON (Waterman), March 21—**Chairman, G. Sauer; Secretary, G. Schmidt. Repair list turned in. Two men sick—unable to attend meeting. Food not up to par. Shortage of milk and coffee. Request hospital be cleaned.

**SEATRIN SAVANNAH (Seatrain), March 25—**Chairman, R. May; Secretary, W. McBride. Complaint on deck dept. repairs. Some OT disputed. Vote of thanks to baker who is leaving ship, for his good work. Discussion on payoff days. Shortage of linen and cot. Will try to get items suggested for night lunches.

**DEL MAR (Mississippi), March 22—**Chairman, H. Maas; Secretary, B. Bourgeois. \$277 in ship's fund; \$325 spent on movies and parts for projector. Ship's fund to be used for benefit of crew only. Motion made and seconded that any crewmember who has donated to ship's fund and is taken off ship in foreign port for hospitalization, injury or sickness, be given \$50. No results on fixing or replacing washing machine and dryer. Delegate to post laundry cleaning detail list and slop chest price list.

**ALCOA CLIPPER (Alcoa), March 22—**Chairman, L. Nicholas; Secretary, F. Blalock. No beefs. Discussion on fire and boat drill. New delegate elected. Motion to have sanitary piping replaced in deck—crew heads present pipe clogged beyond repair. Discussion on care of film and laundry situation.

**INES (Bull), March 15—**Chairman, H. Connelly; Secretary, J. Byrne. No beefs—everything going smoothly. Refrain from slamming doors. Discussion on recreation room—request it be locked to keep stoves from stealing books & magazines. Discussion on having washing machine moved from aft to midships. Vote of thanks to steward dept. for nice service.

**SEATRIN NEW JERSEY (Seatrain), March 15—**Chairman, R. Stough; Secretary, C. Kreiss. No beefs; everything fine. Ship's fund \$59.30. Request cigarette butts not to be thrown in eng. dept. head.

**ALCOA PILGRIM (Alcoa), March 15—**Chairman, C. Inman; Secretary, L. Meyers. Ship's fund \$5. Refrain from

## Digest Of SIU Ship Meetings

letting washer run without clothes. Dump garbage in cans aft in port. Return glasses and cups to pantry. Jelly glasses to be used in rooms.

**KENMAR (Calmar), Feb. 18—**Chairman, None; Secretary, F. Buhl. Everything running smoothly. Few hours OT disputed. Repair lists to be made up. New delegate elected.

**CITY OF ALMA (Waterman), March 1—**Chairman, C. Ridge; Secretary, R. Schaeffer. Four launchers to be issued at Incheon. Draws to be issued one day before arriving at port. Captain ok'd early meals if desired. Suggest conserving water. \$13 in ship's fund. Some OT disputed. No beefs. Incumbent delegate re-elected. Steward advises milk supply sufficient.

**JOSEFINA (Liberty Navigation), March 14—**Chairman, C. Rice; Secretary, C. Brinton. Three men missed ship—clean payoff. One OS and one dayman short. New delegate elected.

**STEEL WORKER (Isthmian), Jan. 4—**Chairman, W. Schultz; Secretary, W. Fitch. No beefs. Request checking of sailing board times; time being changed too often. Check bad leaks in pantry—has been on repair list for three trips; also check on improper equipment for repairing fans. March 13—Chairman, L. Tyburcy; Secretary, P. Wilkinson. \$30.25 in ship's treasury. No beefs. Food not properly cooked. Request fumigation of ship in States for bugs. Get ample supply of DDT bombs. Give delegate repair list for special washing machine. Shelves for lockers—new lockers. Request cooperation with sanitary worker.

**STEEL MAKER (Isthmian), Feb. 14—**Chairman, none; Secretary, T. Gaspar. \$13.40 in ship's fund. New delegate elected. Request cooperation of three depts. to clean passageway. Suggest raising fund.

**SOALINGA HILLS (Penn Shipping), March 15—**Chairman, J. Rieff; Secretary, W. Miles. One man missed ship in Houston. Patrolman to see about draws being put out before entering port. One man fired due to failure to return to job after three days—taken up with patrolman in Wilmington. No beefs. Some OT disputed. Messhall to be painted. Request repair list be made and turned in. Suggest better variety of contents in slop chest, and sizes as well.

**PACIFIC CARRIER (World Trampers), March 1—**Chairman, A. Bell; Secretary, F. Paylor. Turn in repair lists. Some OT disputed. New delegate elected. Cleaning of recreation room and laundry to be done by three depts. Vote of thanks to steward dept. for job well done.

**ALCOA RANGER (Alcoa), March 15—**Chairman, None; Secretary, S. Anderson. No beefs. Request better meals be served. Check with patrolman on paying off procedure.

**SEATRIN TEXAS (Seatrain), March 21—**Chairman, P. Patrick; Secretary, C. Tukey. Repair list to be submitted. No beefs. One hour OT disputed. Vote of thanks to steward dept. for job well done. Donations to be taken up to fix tv and form fund for repairs, etc.

**TIMBER HITCH (Suwannee), March 16—**Chairman, W. Newsom; Secretary, G. Cullen. No beefs. \$7.55 in ship's fund. One man short. Suggest better care of washing machine. Request roster list be made for gangway watch. Baker requests that all-purpose flour be obtained.

**VALIANT EXPLORER (Ocean Carr.), Jan. 16—**Chairman, P. Livingston; Secretary, J. Coyle. New delegate elected. Suggest checking all repairs before docking in Honolulu.

**ALCOA PEGASUS (Alcoa), Feb. 15—**Chairman, A. Gregoire; Secretary, L. Phillips. Two men in hospital in Honolulu. Few hours OT disputed. One man missed ship in Kailua—joined ship next day in Honolulu. New delegate elected. Request fum-



# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### Auto Insurance In A Mess

In the past year, 28 states have increased auto-insurance rates, typically 15 percent, in some cases for the ninth time in the last 12 years. In general, the cost of insuring a car has jumped 72 percent in the past ten years compared to a 31 percent increase in the price of cars themselves, and an average rise for all goods and services of 24 percent. In many metropolitan areas, owners now pay \$100-\$200 a year for insurance, and families with young drivers, as much as \$400 in the largest cities.

In New York and Massachusetts, where further boosts were denied in recent years by the state insurance departments, the companies went to court to compel increases. In New York, after the previous administration of Governor Harriman had denied a requested rate increase as excessive and premature, auto insurance even became a political issue. Agents formed an "Insurance Agents for Rockefeller" committee to help defeat Harriman for re-election.



In general, insurance companies blame the present chaos in metropolitan areas on the increase in accidents, high jury awards, high repair costs, increased hospitalization costs and steep attorney and doctor fees.

For example, it costs \$100 and up to replace a shattered windshield in a modern car. One authority points out that it cost only \$10 to replace a smashed fender on a 1949 car. But a fender replacement on a modern car requires a whole new quarter panel for about \$160.

Some of these arguments are true, but not the claim that increased accidents are a major cause. There were ten million accidents in 1957 compared to eight million in '39. But the number of cars has more than doubled from 30 million in '39 to 66 million in '57. Thus there now actually are fewer accidents per car.

Two reasons for the climbing rates and the difficulty many motorists have in getting insurance at all, are not publicized by the companies. One is the big cut of the insurance dollar they demand for selling and administration expenses, and profit. They want 40-50 cents of every premium dollar for themselves, and expect to pay out in claims only 50-60 cents.

Also, while the insurance companies complain about high repair costs, they themselves have contributed by condoning exaggerated claims. Automotive writer Joseph Ingraham reports that an estimated 25-40 percent of all repair bills paid by insurance companies consist of bribes, secret commissions and padded charges.

At the same time, the insurance industry, especially the stock companies and agents' associations and some state insurance departments, are hampering efforts to introduce economy methods which would keep down insurance costs. One of the most promising is group auto insurance, in which labor unions are pioneering.

But efforts to secure group auto insurance by unions at Sperry Rand on Long Island in New York State have been hindered so far by a rule of the State Insurance Department that insurers can't give a reduction except when vehicles have common ownership, as in the case of fleets.

Similarly, the Oregon Insurance Department refused permission for a group plan worked out by the State Labor Council and Nationwide Mutual Insurance Co. It did permit a modified plan, now operating and offering union members there savings of five to 30 percent from standard rates.

One of the most shocking attempts to stop competition occurred in New York. The state assembly passed a bill aimed directly at Allstate Insurance Co., a leading rate-cutter and a subsidiary of Sears Roebuck. It would have banned mail-order companies or department stores, as the Sears stores, from selling auto insurance. The bill was killed by the state senate.

Several assemblymen backing the bill charged that Allstate refused to "cooperate" in settling liability claims and tended to force disputes into court for settlement. Actually, the State Insurance Department informs this writer that Allstate had no record of refusals to settle claims that would require disciplinary action. If it had, the insurance department itself would have taken action. Actually two of the assemblymen trying to legislate Allstate out of business were lawyers with clients who had claims against the company.

Until group insurance is available or the states themselves provide auto insurance as does the Province of Saskatchewan in Canada, we advise:

(1) Concentrating on liability insurance rather than collision coverage, since a liability suit is your greater danger, and non-reimbursed damage to your own car collision is tax-deductible anyway; (2) Shopping for lowest rates in your area and your particular classification among mutuals and other companies, such as Factory Mutual of Providence, RI, Government Employees Insurance Co., State Farm, Nationwide, Allstate, Safeco, Lumbermen's and its affiliated companies, your local auto club and others;

(3) Making sure you get proper classification and a reasonable rate if you buy through a car dealer or finance company—they have been known to charge buyers the rate for higher classifications than necessary;

(4) Driving with great care and avoiding small nuisance claims or exaggerated claims.

# Scab Printer Ring Uncovered

The existence of a highly-organized strikebreaking ring in the newspaper business has been turned up by an investigation of strikebreaking against the International Typographical Union. The investigation by a three-member special committee appointed by the New York State Labor Department was an outgrowth of a strike against the Macy newspaper chain in Westchester County, operating eight daily papers and three weeklies.

The investigation became enmeshed in a political controversy when the new State Industrial Commissioner, Martin P. Catherwood, ordered the committee to wind up its hearings. The group had been appointed by the outgoing commissioner, Isidor Lubin, who was succeeded by Catherwood when the Republicans took control of the state administration on January 1. The Macy chain had objected to the expose of its strikebreaking operation.

While the investigation was functioning, the committee said it had turned up the following information:

•There is a firm "which engages as a commercial venture in the regular business of providing strikebreakers."

•The business is systematically organized "to recruit strikebreakers from all over the country, transport them . . . provide board and lodging . . . while the dispute continues and to move the strikebreakers on to other 'trouble' points when the strike is over."

•Further, the committee said,

there is evidence that strikebreaking services are retained by the newspaper industry on an annual basis and that "similar problems may exist in industries other than newspaper publishing."

•The committee added that strikebreaking firms are often called in secretly even before collective bargaining sessions begin.

### Macy Used Them

Testimony given the committee by strikebreakers themselves showed that they had been recruited for the Macy strike from all over the country by a midwest

attorney, Bloor Schleppey, assisted by a Miss Shirley Klein. Three of the witnesses were young deaf mutes who had attended a printing school in Florida which operates under the sponsorship of the state and Federal government.

The three men testified they were recruited through the school and received living expenses over and above their wages. One of them testified to earnings of almost \$400 a week all told.

ITU Local 468 has been on strike against the Macy chain since December 9, 1957.

### Bids For Membership Votes



Seafarer Mike Olenchik holds up book for membership approval as he bids for post on rank-and file quarterly finance committee at April 1 headquarters membership meeting.

# Sugar Run Big Boost For Philly

PHILADELPHIA—It has been a very active period, shipping-wise, with a good turnover of men on the beach, Port Agent Steve Cardullo reports. In many cases, especially with tanker berths, the dispatcher was hard put to fill all of the vacancies. The membership is requested to take these berths as they are called so that vessels will not leave the port shorthanded or have the job filled off the pier-head.

There were only two vessels, the Pennmar (Calmar) and the Bradford Island (Cities Service) paying off in the area over the past two weeks. Signing on were the Atlantis (Cargo Tank.) and the Dorothy (Bull).

The in-transit ships were the Steel Flyer (Isthmian); Evelyn, Jean (Bull); Atlantis (Cargo Tank.); Morning Light (Waterman) and the Coeur D'Alene Victory (Victory Carriers).

The resumption of the Bull Line sugar run is a welcome sight to the men on the beach here, Cardullo said. For it means more vessels calling into the area and more opportunity for berths for the men on the beach.

# Tanker Trade Still Slow Despite New Oil Quotas

WASHINGTON—Despite the imposition of quotas on oil products, there has been no appreciable pick-up in the volume of coastwise tanker activity. A side-effect of the quotas had been the belief that they would bolster US-flag shipping, which operates uncontented in the coastal trade.

One reason offered by oil spokesmen for the continued slack is that with the warmer weather approaching, northern fuel needs, which generally account for a heavy share of the oil, have been slight. The real test is believed to be around the start of fall, when colder regions should begin stocking up fuel supplies for the fall and winter.

Although the sharp reduction of oil imports from the Caribbean

was not immediately compensated for by a similar increase in the coastwise trade, experts feel it won't be long before the local demand increases and shipping picks up.

### Many In Lay-Up

With business presently on the quiet side, many privately-owned American flag tankers have been in lay-up. This has led a group of 12 tanker companies to request the Military Sea Transportation Service to lay up some of its Government-owned tankers to provide work for the inactive privately-owned vessels. They gave assurance that their rates would be as reasonable as the MSTS and that such rates would still enable the MSTS to carry out its functions.

The group went on to state that the Government's policy of employing its own ships when there were private vessels available was contrary to the national maritime policy as set forth in the 1946 Merchant Ship Sales Act.

While the picture was not exactly rosy for the private operators at the present, some oil officials believe that when the oil demand here begins to grow, there will be enough business not only for all the tankers available, but that some grain tankers might have to be put back on the oil run.

### Notify Union On LOG Mail

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

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

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

# Valchem Testimony In Conflict

(Continued from page 3)

Santa Rosa at the last moment never took effect in time.

At issue, however, is the question of the tanker's speed. Lupton's statement that he had ordered the tanker stopped 8-10 minutes before the crash was reinforced by helmsman Charles V. Tyler, standby watch E. D. Baker, who was in the galley, oiler William N. Safos and others on the Valchem. Watch officers on the Santa Rosa claimed the tanker was "moving fast" and never stopped.

The question of visibility in the area also came into play, with everyone on the Valchem, the bow lookout on the Santa Rosa and the skipper of a nearby Grace Line ship testifying that the area was closed in by fog. This view was disputed by the Grace Line and the bridge watch on the Santa Rosa.

### Radar Use Limited

Both ships utilized radar in determining their respective positions, but there were admissions on both sides which tended to show the limited usefulness of the radar equipment. After two fixes had been made on the Santa Rosa



Wreckage in Valchem messroom testifies to force of impact when Santa Rosa came poling through the tanker's after house. Rosa penetrated two-thirds the way through the tanker.

riedly scampers aft at the moment of the collision.

### Fire Heightens Danger

A fire also raged for a short time on the Valchem and for seven hours in the Santa Rosa's forward paint locker until crewmembers brought them under control. The Coast Guard had to drop a supply of CO2 bottles on the liner to help fight the paint fire. This fire, combined with the gas still in the Valchem's tanks, for a time heightened the danger of a major disaster with heavy loss of life. The liner made it to New York under her own power a few hours after the fire was put out.

The collision two weeks ago followed by less than a month a similar mishap between the liner Constitution and the Norwegian tanker Jalanta off Ambrose Light. Almost the same conditions prevailed in that collision, with the Jalanta also reported dead in the water when the two ships hit. There were no injuries and, with the tanker gas-free, no more than the usual collision danger.

Other SIU crewmembers on the Valchem who required medical treatment or hospitalization for a time included: Hans Richardson, AB; I. De Nobrega, AB; H. Won, OS; G. Malensky, OS; A. Dokeris, oiler; B. J. Martin, FWT; Ernest C. West, FWT; William M. Safos, oiler; John J. Tobin, oiler; Lowell Harris, baker; B. B. Henderson, 3rd cook; Albert Castro, Jr., utility; John Kavanagh, utility; and William Todd, MM.

Next of kin of the Seafarers lost on the Valchem include Butler's mother, Mrs. Bernice Butler of Waco, Texas; Romo's mother, Mrs. Fern Romo of San Francisco, and Mora's wife and five children in New York City.

SIU A&G Secretary-Treasurer Paul Hall told the April 1 headquarters membership meeting that the "Union mourned the loss of its brothers. We do not wish to prejudge this accident, but we will pay close attention to the facts when they are all in. The Union will then press for maximum effort to prevent unnecessary loss of the lives of seamen."

# Narrow Escapes Told By Valchem Crewmen

(Continued from page 3)

partment men, he was on the starboard side of the after house, opposite the port side collision. He too was awakened by steam, smoke and fumes from broken lines and the boiler fire, and found himself groping in the dark in the confusion.

The ship had just discharged a load of heating oil and the tanks were still gassy," he said. "If the Santa Rosa had hit us midships, she would have cut us right in two.



Dokeris



Westcott

"We probably would have exploded, the stern section gone down, or both."

Second pumpman William Westcott, along with chief pumpman George Baka, was asleep in his room on the starboard side aft, yet the force of the collision hurled him several feet out of his bunk.

In the darkness he managed to find his flashlight and hearing yells from the dayman's room, broke down the door and released Seafarer Peter Sheldrake who was trapped there but otherwise unharmed. Meanwhile Baka went down into the fireroom for Romo.

"The only thing that kept running through my head," he said, "was the thought of at least getting half a chance to get out of there."

After the initial confusion and shock wore off, Westcott said, "Everybody kept their heads and kept calm. They showed their concern with their shipmates well-being and did all that was necessary."

Once the injured had been taken off and the Valchem taken in tow, the men left aboard searched the wreckage of the ship for bodies, but failed to find any of the missing three men. One of them, Joseph A. Mora, wiper, had apparently gone through a porthole to get out of his fo'c'sle and was seen floating on the water before he disappeared. The bodies of the other two men, wiper Shirley Charles Butler and junior 3rd engineer, Vernon McKay were found in the wreckage by shipyard workers at Todd's Shipyard in Brooklyn, where the Valchem berthed for repairs.

**FORT HOSKINS (Cities Service), March 26—**Chairman, G. Stanley; Secretary, A. Capete. Request getting rid of roaches. Suggest leaving TV set up to discretion of crew mess. Delegate to take up new washing machine problem with patrolman.

**WILD RANGER (Waterman), March 8—**Chairman, N. Lambert; Secretary, C. Lane. Repair items to be given to delegates. Ship's fund \$10. Some disputed OT. No beefs. Discussion on leftover food in boxes.

**KATHRYN (Bull), March 22—**Chairman, T. Osterzash; Secretary, S. Beeble. One man hospitalized in Ponce, PR. Condolences sent to bosun and family on death of his father. No

ted to captain. Few hours OT disputed. No beefs. One man logged. Motion made to have all draws made in American currency. Complaint re turning in cigarettes two or three weeks before arrival at any US port, also on receiving draws in travelers' checks.

**CHIWAWA (Cities Service), March 22—**Chairman, D. Smith; Secretary, E. Achée. No beefs. One man left ship—Port Everglades. Water tanks to be cleaned in shipyard. New delegate elected.

**CANTIGNY (Cities Service), March 29—**Chairman, J. Phillips; Secretary, F. Reese. Vote of thanks to negotiating committee for recent Welfare Plan gains. No beefs. To elect new delegate; J. Sweeney acclamation. Collection to be taken for wreath for member's father's death. Return cups to messroom. See mate for flashlight re watchstanders at night.

**YOUNG AMERICA (Waterman), March 28—**Chairman, H. Carmichael; Secretary, W. Heater. No beefs. New delegate to be elected; chief cook elected. Keep laundry room clean.

**ALCOA PARTNER (Alcoa), March 11—**Chairman, D. Parker; Secretary, L. Pierson. Washing machine has been fixed. No beefs; everything running smoothly. Keep screen doors locked in Casablanca to keep Arabs out of house. Vote of thanks to steward dept. for job well done.

**SEAFAR (Colonial), Feb. 22—**Chairman, W. Cullispepper; Secretary, F. Hicks, Jr. No beefs. Some OT disputed. Repair lists to be turned in. Request US currency in foreign ports. Vote of thanks to steward dept. for fine food and service.

**DEL RIO (Mississippi), March 22—**Chairman, A. Dumas; Secretary, J. Arnold. To receive safety award for no lost time accidents for one year and efficiency and economical rating from company. No luck obtaining milk in South America. One man logged. Ship's fund \$50.40; \$22.60 spent on radiogram and flowers to funeral of member's child. No beefs. Food beef to be settled.

**EDITH (Bull), March 22—**Chairman, Hank; Secretary, J. Parker. One man left in NY, but replacement was made. One man fired in Boca Grand, Fla. No beefs. Motion was made and seconded to have small ship's fund (\$50 each). Request fruit be put in icebox in messroom.

**ALCOA POLARIS (Alcoa), March 18—**Chairman, A. Johns; Secretary, E. Hannon. Two men hospitalized. One man left ship at San Juan. Ship's fund \$2.40—paid for radio repairs. Blood type to be put on medical card. See about having fire & boat drill one week in morning and following week in afternoon.

**MADAKET (Waterman), March 15—**Chairman, N. Genoi; Secretary, R. Taylor. No beefs. Captain to give American money draws as long as it lasts. Request no eating ashore in India. Ship's fund \$65. Suggest mailing discharges to headquarters after 12 years' seetime. Request \$1 donation be given for ship's fund.

**ANTINOUS (Waterman), March 22—**Chairman, F. Timmons; Secretary, W. Anderson. Repairs to be taken care of. No beefs; everything running smoothly. Ship's fund \$26. Some OT disputed. Sougees all engine dept. rooms. Vote of thanks to steward dept. for fine food.

**ALCOA CORSAIR (Alcoa), March 29—**Chairman, R. Roberts; Secretary, M. Cox. Collection taken up for member's grandson. Ship's fund \$408.30. No beefs. Request drain on washing machine be repaired. New delegate elected. Suggest better grade of apples. Keep longshoremen in Trinidad out of passageways below.

**FELTONE (Marven), March 22—**Chairman, P. Murphy; Secretary, W. Thomas. To see if new washing machine can be obtained. No beefs. Letter to be sent to Baltimore agent to have those not signed on ships to stay off. Steward seen re new cot. Refrain from throwing coke bottles over side. Do not pay off until ok'd from patrolman. Return cups to pantry.

**JOHN B. KULUKUNDIS (Martis), March 22—**Chairman, G. Hansen; Secretary, T. Pops. No beefs. Request forwarding mail of members getting off. Larger sheets requested. Suggest getting new icebox & washing machine. See about having American money for voyage to India.

**BIENVILLE (Pan-Atlantic), March 29—**Chairman, W. Moore; Secretary, P. Cathcart. One man missed ship in NJ. Ship's fund \$53.65. No beefs. Request fumigation for roaches & rats.

**DOROTHY (Bull), March 27—**Chairman, G. Seeburger; Secretary, E. Kress. New delegate elected. No beefs; everything running smoothly. It was agreed to keep heads & showers clean.

**CS MIAMI (Cities Service), March 29—**Chairman, B. Padgett; Secretary, C. Wood. One man hospitalized. New delegate elected. Ship's fund \$10.40. 8-12 oiler reports chief engineer refuses to grant him change from 8-12 to 4-8.

## Digest Of SIU Ship Meetings

beefs. Discussion on repair list. Vote of thanks to steward dept. for job well done.

**BEAUREGARD (Pan-Atlantic), March 23—**Chairman, A. Masciallo; Secretary, S. Doyle. Nothing done about heavy rust in tank. Ship's fund \$14.75. Motion made and seconded that SIU members work no more than 12 months aboard SIU ship. Request awning on fantail. Motion made and seconded that crew members of Pan-Atlantic be given time off—same privilege as Seatrain. Vote of thanks to steward dept. for job well done.

**ALCOA RUNNER (Alcoa), Feb. 11—**Chairman, F. Bischoff; Secretary, R. Hell. Turn in repairs on day after leaving PR. Ship's fund \$4.70. No beefs. One man getting off.

**March 13—**Chairman, F. Simmons; Secretary, R. Hall. Check on repairs; if not done in Baltimore take it up with patrolman in Newark. Ship's fund \$3.20; \$1.50 to Merchant Marine Library. Few hrs. OT disputed. 12-4 oiler requests a closer check on repairs—has been unable to lock door all voyage. Question on gangway in St. Croix; to get platform for same in Baltimore.

**WANG ARCHER (North Atlantic Marine), March 15—**Chairman, L. Smith; Secretary, A. Meglio. Ship's fund \$2.50. Few hours OT disputed. No beefs. Request patrolman speak to captain re insufficient draws in India and Jopside personnel doing crew's work. Vote of thanks to steward dept. for excellent food and good service.

**HASTINGS (Waterman), March 21—**Chairman, A. May; Secretary, J. Wells. Everything running smoothly. Each dept. to appoint safety delegate. Minor repairs to be taken care of. No beefs. Repair list to be made up at last port before sailing for States.

**SEAFAR (Colonial), March 18—**Chairman, F. Hicks, Jr.; Secretary, C. Jennette. New delegate elected. No beefs. Deck dept. rooms to be painted. Repair steam valve in galley and leak in steward dept. Check drains in black gang showers & heads to see what can be done about smell.

**YAKA (Waterman), March 18—**Chairman, Hancock; Secretary, Sankenberg. New delegate elected. Repair list made up March 19th so shipboard repairs can be completed before arrival in States. Keys to fo'c'sles missing and must be replaced.

**ROYAL OAK (Cities Service), March 23—**Chairman, P. Hennes; Secretary, J. Edwards. Request new icebox in messroom. Money in advance for draw in Southern ports. Ship's fund \$7. No beefs. One man missed ship in Baltimore.

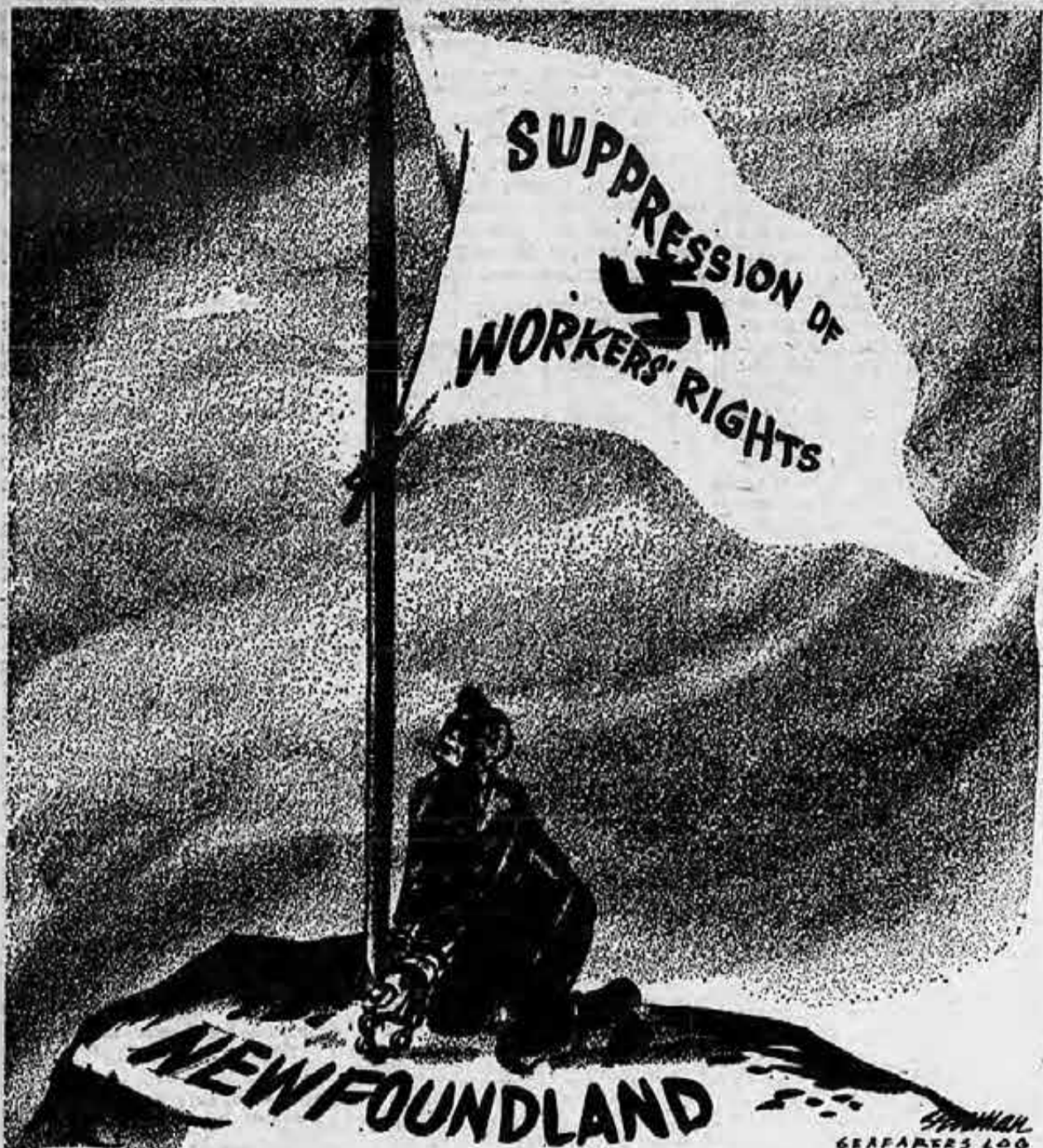
**MASSAR (Calmar), March 8—**Chairman, J. Eichenberg; Secretary, W. Schafer. No beefs. New delegate elected. Washing machine broken and cannot be fixed—to get one in Long Beach. Request quiet on starboard side during day.

**March 22—**Chairman, J. Eichenberg; Secretary, W. Schafer. Two men from engine dept. left ship in San Francisco on hospital slips. On man (OS) missed ship in Baltimore. Washing machine came in, but burned out in less than one hr.—try to have it fixed in Seattle as there is guarantee. No beefs.

**OCEAN DINNY (Maritime Overseas), March 22—**Chairman, S. Winborne; Secretary, T. Delaney. Ship's fund \$8.82. One man short. Motion to have communication for hdqtrs, re responsibility of handling of keys for rooms and fo'c'sles. New delegate elected. Several items brought up for repair list. Delegate has supply of Welfare Plan beneficiary designation cards and Federal income tax forms.

**STEEL DESIGNER (Jahman), March 21—**Chairman, C. Borellino; Secretary, W. Stucke. Repair list submit-

# 'Sieg Heil'



## Wilmington Eyes Local School Vote

WILMINGTON—With local elections less than a week off, the membership at the last regular meeting was urged to give consideration to the list of candidates for the office of members of the Board of Education of Los Angeles County, Reed Humphries, port agent, reported.

Literature has been distributed containing names of individuals endorsed by the Maritime Trades Department Harbor Council and all are asked to take time out and read it.

The news of the death of Seafarer Ismael Romo, FWT, in the collision between the Valchem and the Santa Rosa in New York last March 28, was quite a shock to many of the men on the beach in this port. Romo, a resident of Los Angeles County, was well known to all here and shipped out of this hall regularly.

Shipping for the port remained about the same, with the deck department being somewhat slower than usual, Humphries said. The slump was caused by the fact that there were no vessels paying off or signing on during the past period and all of the men shipped were replacements on the five in-transit ships that called into the port. These ships were the Steel Admiral, Steel Advocate (Isthmian); Seamar (Calmar) and the De Soto (Waterman).

The traditional pattern for the destruction of human rights and the substitution of a totalitarian government has been clearly defined many times in the past three decades. Whether it was in the Soviet Union, Germany, Italy or in any of the less notorious fascist regimes, a key item was the destruction of free trade unions and their right to strike.

In all of these regimes, unions as such were not outlawed but were simply replaced by government-controlled syndicates which dictated the terms of employment to workers on a take-it-or-leave-it basis.

For practical purposes though, the action of these totalitarian regimes involved the destruction of the rights of individuals as workers, as well as all other groups including teachers, lawyers, writers, artists and businessmen.

That in essence, is what is happening in Newfoundland where the premier of the province, Joseph Smallwood, has rammed a law through the legislature "outlawing" the Woodworkers Union and establishing a Government-sponsored union to break a strike of loggers in that province.

Naturally, the terms and conditions of work of these "union" members are being dictated by the government at the behest of the logging companies, who, in turn, may find themselves next in line under the gun of totalitarian procedure.

Nothing that has happened here is new. What makes this development so disturbing is the fact that it is taking place not in Asia or in Eastern Europe but in neighboring Canada, one of the nations that has been regarded as a keystone of Western democracy.

Newfoundland's destruction of workers' rights has some other meanings for American workers and for members of Congress who seek to restrict labor's bargaining rights here in the United States. Proposals are constantly being made—and some are presently before Congress—that the United States pass legislation calling for compulsory secret ballots before a strike can be called and/or for compulsory arbitration or conciliation of the issues in a labor dispute.

Well, in the Newfoundland situation there was just such a secret ballot, under which over 90 percent of the loggers approved the strike, and there was a national government conciliation board which handed down an award to settle the dispute—an award that was concurred in by the management representative but rejected by the company. But the union's acceptance of these procedures did not protect it from government-sponsored strikebreaking.

Once it is accepted that government has a hand in deciding terms and conditions of employment, it is a big step toward the destruction of free unions. For the maritime unions, this is a lesson which cannot bear repeating too often.

## US Jobless Aid Gets Three-Month Reprieve

WASHINGTON—A bill extending the US temporary unemployment compensation program for three months until July 1 was signed by President Eisenhower last week. An estimated 405,000 workers will benefit by the action but many thousands more who had already exhausted their emergency benefits are left out on a limb.

Also not eligible for extended benefits in New York State are workers who were on their "normal" unemployment benefit and had not previously received extended benefits. Thus the new program lops off workers at both ends and covers only a narrow segment who are on the emergency benefit right now.

The result has been a good deal of confusion and resentment as many unemployed workers in New York State and elsewhere are being denied extended benefits because of the technicalities of the law.

Meanwhile the White House, with great fanfare, announced that March employment was down by 387,000 to 4,362,000. AFL-CIO President George Meany had discounted the jobless drop the week before by pointing out that the seasonal decline at this time of the year normally accounts for 250,000 to 300,000 drop.

"Even a substantial drop, far in excess of 300,000, would still leave us with a serious unemployment problem," he declared.

Particularly serious in the labor point of view, is the large number of long-term unemployed who have exhausted all benefits and are thrown onto local relief rolls in many instances.

When the unemployment extension bill was before Congress, Union spokesman in Washington had demanded basic improvement in minimum standards. However, a move to extend the benefits for one year was abandoned after meeting Administration opposition.

Ideally, the objectives of the unemployment insurance program are to provide one-half of the

workers' average earnings, but none of the state programs meet this objective in all instances.

Workers in most industrial states receive regular state benefits for 26 weeks, and if eligible for emergency benefits get an additional 13 weeks. However, many states do not meet the 26-week standard, with some state benefits as low as 16 weeks.

## Seattle Has Job Filling Open Berths

SEATTLE — Shipping here picked up considerably during the past two weeks with the result that there was some difficulty finding enough men to take the open jobs in the deck and black gangs, Ted Babkowski, port agent, said.

It seems everyone on the beach here is waiting for a run to Japan and are being choosy about the jobs they will take. However most of the vessels going through the port are on the grain run to India which makes it difficult to get qualified men. As it was, a total of 43 men were shipped from the hall here to nine vessels. At present there are only nine class A men in the engine department registered on the beach here.

Paying off in this port during the past two week period were the Maiden Creek (Waterman); National Liberty (American Waterways) and the John B. Kulukundis (Martis). The Maiden Creek, National Liberty and the Pacificus (Colonial) signed on.

In transit were the Texmar, Masmar, Losmar (Calmar); Jean LaFitte and Kyska (Waterman).

## PERSONALS AND NOTICES

Finn Ostergaard  
Eric Risberg  
Theodore Calapothakos  
Richard Schultz

Please contact Jack Lynch at Room 201, SUP Headquarters, 450 Harrison St., San Francisco. Concerning income tax refund checks.

K. H. Datson

You are urged to get in touch with the Home Hotel, Lake Charles, La., at your earliest convenience.

Jessie Kraus

Important you contact George Rojas, 526 Audubon Bldg., New Orleans or phone collect JA 2-7192.

George Summerell

Urgent you get in touch with your wife in Picayune, Miss. immediately.

Ben LeBlanc

Please get in touch with Billy at the Savoy Hotel, 114 Royal St., New Orleans, concerning your income tax.

Pietro Picataggio

You are urged to contact your family at 721 N. Rendon, New Orleans, or phone AUdubon 8865.

Anyone having any information on the car owned by late Brother Eddie Harris is asked to contact

his father at 3001 Oak Lane, Hopewell, Va., or call GL 8-8276. The car is a light blue, two-door 1954 Ford sedan, Maryland license plate number CC-9386.

John M. Poturalski

Your gear off the Ocean Eva has been deposited in the baggage room at headquarters.

William T. Cahill

Write to Bob Alvarado, 4805 Broadway, Galveston, Texas.

### Speak Out At SIU Meetings

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

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



### SIU Welfare Tops In Service

To the Editor:  
I would like to take this opportunity to express my thanks to the SIU Welfare Services Department and Joe Compolei of Philadelphia in particular, for the excellent job they are doing in behalf of the membership.

During one of my recent trips, while out at sea, my mother was forced to go to a hospital, and Brother Campolei took complete

the crew on this ship it was noted that in the past lives have been needlessly taken because there is little or no time to launch a lifeboat from a vessel. However it was felt, and this feeling was unanimous among the members, that if lifeboats were placed aboard these ships, they could be launched in a matter of minutes, thus saving our brothers from a watery grave.

In view of this fact, be it hereby resolved that headquarters contact our shipping companies and request that lifeboats be placed aboard our contracted ships.

This motion was carried unanimously by a full vote of the membership aboard this vessel.

Victorio D'India

### Letters To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

charge of all the arrangements. He made sure she was well taken care of so that on my return there was nothing for me to settle.

It is indeed a pleasure knowing that you can go to sea today with complete peace of mind that your family will be taken care of in the best SIU tradition.

Thank you again for a job well done.

Joseph "Butch" Zhemeck  
SS Pennmar

### Flowers Comfort Family In Loss

To the Editor:  
We wish to take this opportunity to thank the SIU for its very kind message of sympathy on the death of our son, Thomas.

Your beautiful flowers arrived early and were such a comfort. While we were deeply crushed by this sad news, it was comforting to know you were thinking of us.

Gold bless and keep you all safe.

Mr. and Mrs. John T. Keegan and family

### Liferrafts, Not Lifeboats, Needed

To the Editor:  
I thought the following motion made by the crew of the SS Seafair would be of interest to the rest of the membership and am submitting it to the LOG.

Following a discussion among

### US Companies Ducking Wages

To the Editor:  
The following is a copy of a letter which I wrote to the newspapers condemning the practice of American companies registering their vessels under foreign flags. The letter appeared in the February 27th edition of the "San Francisco Examiner."

"Strange as it may seem, maritime tonnage registered under the flag of tiny Liberia exceeds that of the United States merchant marine by more than three million tons.

"Of course, US companies own most of these vessels, and by registering them under Liberian and other foreign flags, they deprive US seamen of thousands of jobs and the Government of needed tax revenues. Can it be that these great corporations are ashamed of the American colors?

"They do this to escape US taxes, maritime regulations and the paying of union wages to the crews. Far too many seamen are on the beach, and we have a second rate merchant marine precisely because the Administration and Congress do not move to alter this shameful situation."

As a member of the SIU, and an American citizen, I am in complete accord with the position taken by the SIU-NMU on this continuing threat to the livelihood of American seamen. I find this practice of registering vessels under foreign flags a shameful means of avoiding US regulations, taxes, and wage scales.

Ralph H. Baxter, Jr.

### Skipper's Letters Do Not Count

It has been called to the attention of headquarters that some skippers have been claiming that they have "clarifications" on various sections of the standard agreement in the form of a letter from the Union or some other communication.

The only official clarifications are those which have been approved by the joint Union-employer clarifications committee and have been printed up as such as clarifications to the contract. All other so-called "clarifications" have no contract status whatsoever.

As previously reported, the clarifications committee is currently in the process of rewriting and condensing the existing clarifications, but until official notice is received from the Union all ships are to proceed on the basis of the existing documents.

### Savannah Gang In Dumps — Baker Leaves

It's a sad crew aboard the SS Seatrain Savannah these days, according to the latest meeting reports. The cause of their sorrow is the loss of baker Chris Voss, a long-standing member of the Savannah's crew.

Voss got off the Savannah last trip for medical reasons and his loss is more than just that of a good baker. Chris, the report said, has been a good friend and Union brother to all the men on the Savannah, and best wishes and a vote of appreciation from the vessel's crew go with him.

A resident of Brooklyn, Voss joined the SIU back in 1952, and since that time has made many trips on Seatrain ships as baker.

Outside of the usual beefs about repairs and night lunch, all is running smooth aboard the Savannah. The gang is starting to break out the cots and summer gear for a run down south, and, with continued cooperation from all hands, it should be a good trip.



Voss

### SEAFARERS IN DRYDOCK



Seven Seafarers from the SS Valchem, spent several days in the USPHS hospital at Staten Island undergoing further treatment. They are Claude Blanchard, bosun; A. Perez, chief cook; William Nosta, steward; R. Bertram, messman; John Tobin, oiler; Hans Richardson, AB, and A. Castro, utilityman. Tobin, Richardson and Castro were discharged late last week.

The other men are resting comfortably but will have to remain in the hospital for an indefinite period. A number of other members of the Valchem crew were previously discharged from the hospital.

An aftermath of the Valchem collision is the report that headquarters and the SIU Welfare Plan had difficulty in locating the families of some of the brothers involved in the crash because of changes of address which were not reported to the Plan. The membership is reminded to keep their beneficiary cards up to date, in order to avoid such difficulties and delays.

From Boston comes word that Francis Murray, former AB on the Steel Navigator, is making good progress licking an intestinal infection and will be discharged in a couple of weeks. Frank has lost some weight, they say, and looks a lot better.

Also in the Brighton Hospital are Robert Wiseman, OS, who last shipped on the Alice Brown and who is undergoing a checkup and tests, and Dalton Gabriel, a BR from the SS Atlantic, who discovered he had a small hernia when he went in for a checkup.

Down in the Gulf, in New Orleans PHS Hospital, Seafarer James Patterson, is reported doing well after an eye operation. He will have surgery on his other eye before being released. Patterson's last trip was as a waiter on the Alcoa Cavalier.

Although he missed the Mardi Gras because he was in the New Orleans hospital, Paul Signorino, night cook and baker, was relieved to find he did not have a heart condition. However an examination disclosed he was suffering from gallstones, and surgery was performed to remove them. He expects to be back at sea soon. Signorino's last vessel was the SS Wacosta.

In Baltimore the word is that David Cincore, former 3rd cook on the Kenmar, is doing as well as can be expected after a shipboard knee injury laid him up. Also in Baltimore hospital are Seafarers Granville Matice, wiper, ex-Pacific Star, who is recovering from a back injury, and Domingo Orbigo, utility, who is doing very well recuperating from a heart ailment. Orbigo's last ship was the SS Steel Age.

All of the brothers in the hospitals appreciate visits and mail. If you are on the beach, or have port leave, drop in and see them, or write them when you can. The following is the latest available list of SIU men in the hospitals:



Sigorino



Cincore

- USPHS HOSPITAL BALTIMORE, MD.
  - Joseph T. Arnold
  - Robert Belyea
  - David Cincore
  - Francis M. Clawson
  - Clarence Davis
  - Leonard Davis
  - Clarence Gardner
  - Gorman Glaze
  - Anthony Matello
  - Granville Matice
  - Domingo Orbigo
  - Abner Raiford
  - John E. Ross
  - William F. Smart
  - Jose Soares
  - George Warrington
- USPHS HOSPITAL BOSTON, MASS.
  - Dalton A. Gabriel
  - Chas. A. McCarthy
  - Francis L. Murray
  - Paul C. Norton
  - Raymond L. Perry
  - Robert J. Wiseman
- USPHS HOSPITAL GALVESTON, TEXAS
  - William R. Dixon
  - John W. Graves
  - Leonard Hixans
  - Paul S. Howe
  - Cecil Manning
  - Harold Romero
- USPHS HOSPITAL NORFOLK, VA.
  - Lucien Drew
  - John J. Harrison
  - Widdie C. Hinson
  - Olavi Y. Kivikoaki
- USPHS HOSPITAL NEW ORLEANS, LA.
  - Robert G. Barrett
  - W. J. Barrilleaux
  - Carey J. Beck
  - Rodney L. Bennett
  - Claude Blanks
  - Ira C. Bridges
  - Herbert Burgess
  - Fess Crawford
  - Eugene Crowell
  - Jeff Davis
  - James R. Douglas
  - Benjamin D. Foster
  - Henry Gerdes
  - James G. Gibson
  - Herbert E. Grant
  - Wayne F. Harris
  - J. H. Hudson, Sr.
  - Sidney Irby
  - Vincenzo Iacono
  - Frank F. James
  - Jasper U. Jones
  - Nicholas K. Katoul
  - Woodridge King
  - Edward Knapp
  - Leo H. Lang
  - W. A. G. Marjenhoff
  - Louis T. Marshall
  - Alexander Martin
  - William E. Nelson
  - E. H. Northrop
  - William Paris
  - James Patterson
  - Winford H. Powell
  - Wm. N. Rollins
  - James H. Shearer
  - Paul F. Signorino
  - Angel J. Urth
  - James E. Ward
  - L. C. Wilson
  - Clifford T. Wuertz
- USPHS HOSPITAL SAVANNAH, GA.
  - R. W. Cenichovich
  - Thomas M. Peacock
- USPHS HOSPITAL STATEN ISLAND, NY
  - A. R. Castro, Jr.
  - T. Cordova
  - Clarence O. Daire
  - John V. Dolan
  - Richard B. Doupe
  - Ralph W. Duffell
  - Peder Espeneth
  - Jesus Fernandez
  - Arthur J. Fortner
  - A. W. Gowder
  - Keith Hubbard
  - William J. Kane
  - Patrick T. Kelly
  - Charles Krausch
  - Nils H. Lundquist
  - Roy L. McCannon
  - Michael Machusky
  - Harold J. Moore
  - Jose R. Moro
  - Bernard Murphy
  - Francis Napoli
  - Robert F. Nollan
  - Charles Oglesby
  - Aciscio Perez
  - Anthony Pisano
  - Albert G. Pfisterer
  - Carl Pietranton
  - L. E. Pretious
  - Joseph Prindexis
  - Frank Prxybyska
  - Michael A. Reges
  - Pedro Reyes
  - N. Remnichenko
  - Marcelino Santiago
  - Wm. G. Sargent
  - Chow G. Song
  - F. A. Stephen
  - William Stevens
  - Fernando Tiaga
  - Christos Tsambis
  - R. L. Uguland
  - Richard L. Welch
  - Bozo G. Zelencic
- USPHS HOSPITAL BROOKLYN, NY
  - Manuel Antonana
  - Eladio Aris
  - Fortunato Baroco
  - Matthew Bruno
  - Leo V. Carreon
  - James F. Clarke
  - Joseph D. Cox
  - Juan Denopra
- John J. Driscoll
- Friedof O. Fondila
- Otis L. Gibbs
- Bart E. Guranick
- Taib Hassan
- Frank Hernandez
- Donald Hewson
- Ludwig Kristiansen
- Thomas R. LeMay
- Kenneth Lewis
- Leo Mannough
- Jeremiah O'Byrns
- C. Oinski
- George G. Pbfier
- Winston E. Renny
- George Shumaker
- Almer S. Wickers
- Luther E. Wing
- Pon P. Wing
- Royce Yarbrough
- USPHS HOSPITAL FT. WORTH, TEXAS
  - Lawrence Anderson H. Ladwell Jr.
  - B. F. Deibler
  - James Laur
  - Woodrow Meyers
  - John C. Palmer
- USPHS HOSPITAL HOUSTON, TEXAS
  - R. J. Arsenault
- VA HOSPITAL RUTLAND HEIGHTS, MASS.
  - Charles Bartlett
  - SAIORS SNUG HARBOR STATEN ISLAND, NY
    - Victor E. Cooper
    - Thomas Jaakson
  - VA HOSPITAL BROOKLYN, NY
    - E. T. Cunningham
  - VA HOSPITAL KEOUGHTAN, VA.
    - Joseph Gill
  - PROVIDENCE HOSPITAL MOBILE, ALA.
    - Benjamin Huggins
  - VA HOSPITAL BOSTON, MASS.
    - Thomas W. Killian
  - USPHS HOSPITAL SAN FRANCISCO, CALIF.
    - Woodrow W. Balch
    - Joseph Neuhauer
    - Joseph H. Berger
    - R. V. Boston, Sr.
    - Michael J. Coffey
    - Joseph R. Ebbols
    - Michal Michalik
    - Arthur Schoving
    - Florentine Teigebe
    - Wm. E. Thompson
    - Willie B. Toomer
    - Norman West

### SEA SPRAY

— by Seafarer Red Fink



"Here, let me try."

PHOTOS

LETTERS

DRAWINGS

ARTICLES

POETRY

are welcomed by your LOG

### Moving? Notify SIU, Welfare

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

# Steel Ship Itinerary: Golden Gate to Bali

"Around the world in eighty days, by no standard means, Using celestial sextant, with few familiar stars, and blessings of the Lord,

Have I considered it something rare or something strange, Looking back now, through pages on my traveling log . . .

"Camel caravans in Egypt farewell, and pagodas of India by the sea,

To madonnas yearning for my love in Hong Kong, and also in Bali,

Silk sarongs and kimonos of Indochina and Burma, Borneo and Siam,

Sayonara to cherry blossoms in Japan, and hashish smokers of Arabia, Salaam."

These are the feelings a seaman experiences when he walks down the gangway after making two complete trips around the world, according to Seafarer Ernest Ibarra. Some 50,000 miles of experience on land and sea and adventures in 25 ports in 17 countries around the world passed in review during his eight months aboard the SS Steel Admiral.

It all started when the vessel made its first port of call after leaving the States, the Aleutian Islands, where, according to Ibarra,



Seafarer Ernest Ibarra is pictured in front of a statue during the course of one of his 25,000-mile trips around the world.

the "birds dress, look, walk, and sometimes even think, like officers."

Although it was a mild trip to the Siberian coast was quite different. Piercing hail, snow and winds brought the full force of King Neptune down on the ship. Waves, he said, seemed to jump up to the sky, trying to slap old man Sol in the face. "Riding the giant waves, he said, 'I thought we would surely beat the Pentagon in the rocket race to the moon.'"

Safely anchored in Singapore, Ibarra's experiences took a new turn. "After finding out that I

made a tacksan big money draw, Susie Wong Lee, with the help of some seducing oriental sandalwood perfume and a bottle of whiskey, tried to convince me I should miss the ship and stay under her personal care and affections forevermore."

According to Susie, who learned it through an owner and captain of a six-foot sampan, who in turn got it from the owner of a two-wheel imported shanhie (a rickshaw express convertible), "my vessel was soon leaving for Bali, home for all weary seamen . . . and roving lovers . . ."

Seafarers who have hit ports in Bali will long remember the Island of girls who possess what the tourist books call the world's best formed figures. No comment from Ibarra.

Soon Ibarra was walking down the streets of Indonesia where, with the girls "taking all of the plastres in cash and the jungle mosquitoes taking the rest out in red blood, a man no longer has any incentive to fight for self-preservation, much less to serve any cause or country."

As with everything else that is good, the trip must come to an end. To the crew and officers of the Steel Admiral, a fine group of men, "Salaam amigo, may Allah be with you," Ibarra wrote.



## Atlantic's 'Elvis'



Showing he has all it takes to be another Elvis Presley, Seafarer Marion Payne, of the SS Atlantic strikes up a tune on his guitar.

### LOG-A-RHYTHM:

#### Resurrection

By Charles W. Cothran

When spring showers begin to fall  
And warm breezes gently sweep  
the earth,  
What makes the little daisy raise  
its head,  
Or the bluebird's throat fill with  
mirth?  
I wonder!

Is there not a secret well hidden  
That makes the fishes jump and  
play,  
Or the old setting hen cluck  
As she sets on her nest all day?  
I wonder!

Ah! 'tis springtime, yes of course,  
Look at the buds on the trees!  
But who told them it was time to  
bud,  
Who put the wings on the bees?  
I wonder!

Why does a snake shed its skin?  
What makes a seed open in the  
ground?  
Is there not something Divine  
about,  
Or are these questions unsound?  
I wonder!

When you have done an unkind  
deed,  
How do you know it was wrong?  
Why do you feel an urge to atone  
Before you go traveling along?  
I wonder!

There are answers to all the ques-  
tions,  
But where, how and when will we  
know?  
Is there not a resurrection,  
Or a God to make it so?  
I wonder!

### Throw In For A Meeting Job

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

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

**COE VICTORY (Victory)**, March 8—Chairman, L. Curry; Secretary, T. Gray. Request less drinking in port. Repairs coming along slowly because company has no day engineer to help 1st asst. Ship's fund \$15.75. One hour disputed OT. Two men missed ship in Milford Haven, but rejoined in next port of Zeebrugge, Belgium. Request more cigarettes.

**SANTA VENETIA (Elam)**, Feb. 27—Chairman, A. Sistrunk; Secretary, R. Maldonado. Ship's fund \$18.05. Two men logged. No beefs. Discussion on draws. Return glasses and cups to pantry from deck and foc'sles. Better care requested to cot and linen.

**DEL VALLE (Miss.)**, March 8—Chairman, C. Murree; Secretary, J. Henke. Brother put ashore in BA due to heart condition—to be sent back

ning smoothly. Poor condition of hospital discussed. Request new mattress. Porcholes to be repaired. Launch service in Inchon discussed.

**PACIFIC WAVE (Pagar)**, March 1—Chairman, D. Emarick; Secretary, P. Lukens. Some OT disputed. No beefs. Open discussion on all repairs, shortages, money, etc. and things not lived up to in Union contract.

**EVELYN (Bull)**, March 8—Chairman, J. Blaks; Secretary, T. Rainey. Repairs being taken care of and everything running smoothly with no beefs. \$18.50 in ship's fund. New delegate elected. Washing machine & refrigerator to be repaired while in port.

**ROYAL OAK (Cities Service)**, March 8—Chairman, A. Peura; Secretary, D. Beard. Repairs taken care of with exception of cold water system. New foc'sle be readied for use. Ship's fund \$7. Icebox in poor condition. Galley force give vote of thanks for job well done. Request messhall be kept clean at night.

**WACOSTA (Waterman)**, Feb. 22—Chairman, R. Hodges; Secretary, J. Pursell. No beefs—everything OK. Few hours OT disputed. Delegate re-elected. Request extra table set up. Suggest outside passageways doors repaired. Request proper amount of water in washing machine. Slop chest inadequate.

**ALCOA CORSAIR (Alcoa)**, March 8—Chairman, R. Roberts; Secretary, A. Conli. No beefs; everything running smoothly. Brother Brown sent thanks to crew for thoughtfulness. Ship's fund \$391.05. Request larger spreads. Request cooperation with movie director re movie fund.

**MAXTON (Clover)**, Feb. 14—Chairman, J. Gribble; Secretary, T. Jenkins. No beefs. Still awaiting travelers checks. New delegate elected. Discussed late sailing in Port Said. One minute silence for departed brother.

**DEL SOL (Mississippi)**, Feb. 8—Chairman, D. Ramsey; Secretary, O. Payne. Ship's fund \$35. One man logged. Few hours OT disputed. No beefs. Vote of thanks to chief electrician for fixing up Xmas tree and fixtures.

**ROBIN SHERWOOD (Robin)**, March 7—Chairman, S. Bojke; Secretary, A. Beck. No beefs. Rooms painted—request messhalls painted this trip. Ship's fund \$14.25; \$2 donated for library. Some OT disputed. Discussion on cutting down of foods such as steaks, prime ribs of beef and table condiments. Discussed keeping laundry dry clean and locking same after 9:00 p.m.

**ALCOA PENNANT (Alcoa)**, Feb. 5—Chairman, G. Fargo; Secretary, R. Stewart. Items on repair list which were not completed, to be put in again this trip. Ship's fund \$45.50. One man paid off in San Juan. Replacement came in San Juan. New delegate elected. Request better quality of ham, bacon, and coffee; also, better steak meat. San Juan water very bad.

**WANG JUROR (North Atlantic Marine)**, Feb. 27—Chairman, W. Morris; Secretary, W. Seltzer. Request repair list be turned in before pay off. 1½ hours OT disputed. To see chief engineer about cleaning water tanks and take care of foc'sle. Two men short; one man hospitalized. Icebox in messhall to be fixed. Keep refrigerator clean.

**STEEL DIRECTOR (Isthmian)**, March 1—Chairman, Stanley Gotowicki; Secretary, S. Nielsen. Everything running smoothly. New delegate and treasurer elected. Crew messhall to be painted. Crew in favor of anchor pool to build up treasury.

**DEL SUD (Miss.)**, March 1—Chairman, Kelly; Secretary, J. Zimmer. Ship's fund \$25.00. No beefs. New delegate elected. Crew advised to put in for subsistence. Ascertain about installing independent light switches for recreation lounges. Return cups to pantry.

**MONARCH OF THE SEAS (Waterman)**, March 8—Chairman, Jarratt; Secretary, Thompson. No beefs; everything running smoothly. \$50 in ship's fund. Request more cups & silverware at night.

**STEEL APPRENTICE (Isthmian)**, March 8—Chairman, J. Baugher; Secretary, J. Olive. Small draw to be put out before arrival. Ship's fund \$60. All rooms painted. Some OT disputed. Two men logged. Turn in keys to cabins. Request fumigation for rats and roaches. Water condition getting worse.

**JEAN (Bull)**, Dec. 7—Chairman, D. Dirksen; Secretary, W. Lachance. No beefs. New delegate elected. Request proper attire be worn in messroom at all times. Garbage being dumped by No. 4 hatch and to be brought back aft. Vote of thanks to steward dept. for job well done.

**WINTER HILL (Cities Service)**, March 15—Chairman, J. Declinque; Secretary, B. Myanalkas. Beef with mate to be taken up with patrolman. One man missed ship in Phila. Delayed mailing disputed. No beefs. Ship's delegate resigned.

**MARORE (Marvon)**, March 15—Chairman, W. Morins; Secretary, J. Mercier. Some OT disputed. No beefs. Steward required to personally check all food stuffs when stores are loaded at Sparrows Point; food seems to be second rate. Request scarce items such as fruit and steak be stricken from menu, suggest canal crew be served cold meal.

to NO on Del Mar. Few minor beefs. \$136 in ship's fund. Few hours OT disputed. Complaint re no fresh fruit or frozen vegetables. Dissatisfied with quality of meats.

**MAIDEN CREEK (Waterman)**, March 1—Chairman, J. Fuller; Secretary, J. Belliday. Everything running smoothly. Ship's fund \$30.88. Few hours disputed OT. Suggestion to see boarding patrolman re one day lodging when there was no heat on Feb. 11, 1959. Also pertaining to certain repairs that were not done previous trip. Vote of thanks to steward dept. for good food and service.

**STEEL DESIGNER (Isthmian)**, March 1—Chairman, G. LeStrange; Secretary, J. Chelton. Repair list handed out. Some OT disputed. No beefs. See patrolman on rusty F. W. tanks and heavy duty washing machine. Discussion on menu. Vote of thanks to cooks & baker for job well done.

**HURRICANE (Waterman)**, Feb. 24—Chairman, E. Dooley; Secretary, J. Cahral. Vote of thanks to all departments for job well done. Telephone system to be installed in crew mess for benefit of watch standbys. One man hospitalized in Barcelona. Three men logged. Ship's fund \$19.24. No beefs; everything running smoothly. Washing machine to be installed for topside personnel. Request ladder for men who sleep on top sacks. Have foc'sle head deck painted with non-skid paint and have hasps and locks installed on all passageway doors on crews deck. Have repair list turned in.

**SEAGARDEN (Peninsular)**, March 8—Chairman, L. Williams; Secretary, R. Lendry. Warning about behavior at payoff. 15 hours OT disputed. Repair list sent in. Painting of foc'sles, icebox repaired, mess hall painted, and new linen & mattresses.

**ALAMAR (Calmar)**, March 13—Chairman, E. Hogg; Secretary, R. Mills. Ship's fund \$18.50; \$3 paid for delivery of books. New treasurer elected. No beefs. Check as to why chief cook goes to hospital so often. Take up with patrolman re letter to HQ on men missing ship in NY. Request feet be kept off chairs.

**CS NORFOLK (Cities Service)**, March 14—Chairman, F. Reid; Secretary, A. Hebart. One man hospitalized. Ship's fund \$18.25. No beefs. Request better care in messhall and pantry at night.

**CANTIGNY (Cities Service)**, March 14—Chairman, J. Phillips; Secretary, J. Sweeney. No beefs. See steward re some food changes—request more fresh milk and fresh vegetables. Care of washing machine discussed.

**COUNCIL GROVE (Cities Service)**, March 8—Chairman, T. Faulkner; Secretary, D. Nagy. Two hours delayed sailing disputed. Two men missed ship. Replacement of washing machine in fire room. New delegate elected. See that old meats, vegetables, etc. are disposed of and are not re-cooked as in the past. Insufficient milk. No variety of preserves. Request assorted cakes at coffee time.

**SUZANNE (Bull)**, March 8—Chairman, E. Goulding; Secretary, A. Jones. No beefs. Some disputed OT. Fan taken down in messroom not replaced. Repair list to be made. Messroom needs painting.

**EDITH (Bull)**, March 8—Chairman, W. Parker, Jr.; Secretary, M. J. Akins. Some OT disputed. No beefs. New delegate elected. Request icebox be kept colder in messroom.

**FELTORE (Marvon)**, Feb. 28—Chairman, J. Miller; Secretary, T. Yablonsky. Several OT and departmental beefs to be taken up. New delegate elected. Discussion on wash water—to see captain on same. Request cooperation on keeping night pantry clean.

**FAIRPORT (Waterman)**, Feb. 15—Chairman, B. Conner; Secretary, J. Coyte. New delegate elected. Ship's fund \$24. No beefs; everything run-

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.  
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Taking A Breather On The Yaka



M. J. Danzey, left, an AB on the Yaka, poses for the traditional sea picture at the wheel. However it looks like the ship was safely at anchor at the time. Above, one of the wipers, known only as "Jr.," takes in the salt on deck. That big "W," of course, stands for Waterman.

Butterfly's Spouse? Mike Doesn't Know

He swears he's not an opera fan, but one Seafarer, whom we shall call Mike, has a problem that sounds suspiciously like the plot of "Madame Butterfly" with a seafaring twist.

According to his story, back before World War II, Mike, riding a Waterman vessel, made a stop in Moji. According to the story it was a rough trip, under a rougher skipper, so the gang, in order to sooth jangled nerves, made for the nearest grog emporium as soon as they hit port.

"Dozed" Off

Feeling no pain after imbibing a few with the boys, Mike said, he dozed off or else had an attack of amnesia. However he awoke with a start when he felt a poke in his chest and to his surprise, found himself in a room bare of furniture, with straw mats on the floor and in the company of a beautiful girl.

All he remembers, he noted, was she said "you, me hu hu amerika?" Being only half awake, he muttered "yea, yea," and went back to sleep. When he awoke the second time, the room was filled with giggling girls led by a weird specimen with black dress stockings put over her shoes no less.

Married?

"Amidst a lot of noise and bowing and scraping, a ring was placed on my hand by this fair maiden and the leader of the procession recited what apparently was a set incantation. Much more to my surprise was the fact that I was then married, they said, and it was intended that I should take her back to America with me." Needless to say Mike beat it out of there at the first opportunity.

Now Mike's problem is this. Though his present wife is wonderful and understanding, she would certainly object to being the No. 2 spouse. So if there are any sea lawyers who are acquainted with oriental customs and laws, Mike would like to know if the Moji marriage bureau sanctions such procedure, or has the passage of years left his present wife No. 1?

Valchem Halls Rosa Crew, CG

To the Editor:

I am writing this letter in behalf of myself and the other crewmembers on the tanker Valchem to express our sincere thanks for the aid and assistance we received from the crew of the Santa Rosa when our vessels collided on March 26.

I am sure that the prompt and unselfish aid given to our injured men by the gang on the Santa Rosa helped cut down the

termaster painting, sougeeing etc, while the vessel is on automatic pilot, instead of taking care of his duty, which is to steer the ship. Many times the mate on watch is in the chart room doing some navigational problems and the QM is some place out of the wheelhouse doing some work in exchange for a few lives of the crew.

This is a good time for the US Coast Guard to step into the picture and prohibit companies using quartermasters for work other than steering the ship, and in this way save a few lives instead of a few cents.

Orlando L. Guerrero

Letters To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

SIU's Benefits Suit Him Fine

To the Editor:

I would like to take this time to thank the officers of the SIU for the fine pension I am receiving. I would also like to thank my brothers with whom I sailed for 46 years for the many good times we had.



Vesagas

If any of my friends would like to write to me, I would only be too happy to answer their letters. My address is 60 Caselli Avenue, San Francisco, Calif.

I appreciate very much the good that the SIU Welfare Plan has done for me, and I wish all my brothers the best of luck.

George Vesagas

Retired, Keeps In Touch Via LOG

To the Editor:

I would appreciate it very much if you would put me on the SEAFARERS LOG mailing list.

I retired my book last September for the first time, except when I went into the Army. Outside of this I have been sailing since January, 1945, so you know I would like to keep up with what is going on in our SIU.

I sure do miss a lot of my buddies and some of the good times we used to have, but there is nothing like being home with my wife and two children.

Another thing that I sure do miss is all of the wonderful advantages that the SIU has given me. I truly know that we have the best Union on the sea today.

I want to wish all the luck in the world to my buddies, to the SIU and to the LOG which is doing such a good job for all our boys in the Union, and also for the ones such as I, who have retired for a while.

Thank you very much for the LOG. I know I will surely enjoy reading it.

H. L. "Jack" Horton Jr. (Ed. note: The LOG is being sent to you as requested.)

number of casualties we could otherwise have suffered, and certainly made it easier for those in pain. Not only did they go overboard in seeing that we received prompt medical treatment in the Rosa's hospital, but many of them went so far as to donate their clothes to those of us who lost them in the collision, and to see to it that we had plenty of cigarettes.

In addition, we would also like to extend our thanks to the crew of the Coast Guard cutter which stood by our vessel all night. The Coast Guardsmen supplied the ship with hot meals, coffee, and water to wash with, since the tanker's boilers were out of commission and we could not make it for ourselves.

Although their vessel was on fire, the crew of the Santa Rosa first made sure our injured men were taken care of, and had all they needed until they could be transferred to a hospital ashore.

They may rest assured that their assistance in that time of emergency will always be remembered by myself and the rest of the Valchem's crew. Thanks again for everything.

George Baka Ship's delegate SS Valchem

Cites Unsafe Tanker Practices

To the Editor:

This letter is in reference to the collision of the SS Santa Rosa and the oil tanker, Valchem, off the New Jersey coast in which over 20 casualties have been reported, all of them members of the tanker's crew.

As a member of the SIU who almost signed on as a member of the Valchem's crew, and who probably could have been one of the casualties, I would like to expose certain practices found aboard tankers.

It is a practice on almost all tankers to have the AB quar-

SIU HALL DIRECTORY

Table listing SIU, A&G District, MFW, Great Lakes District, Canadian District, SUP, MC&S, and other regional offices with addresses and phone numbers.

LET 'EM KNOW! Write TO THE LOG



# Runaways Cry Over Oil Company Taxes

The maritime unions' belief that American oil companies pull virtually all the strings under runaway flag operation has been further substantiated as a result of a statement by Erling D. Naess, chairman of the "American Committee of the Flags of Necessity," the runaway shipowners' lobby. Naess rushed to the defense of the oil industry's tax depletion allowances after these allowances had been criticized by SIU of NA President Paul Hall and NMU President Joseph Curran.

Naess' concern for the oil depletion allowance was expressed in letters to Congressmen in which he attacked the unions' demand. The unions had pointed out that the depletion allowance greatly reduces the taxes of major oil companies, who also place their ships under runaway flags to escape further taxation and to avoid paying US wage scales.

### Allowance Covers US Cost

The unions declared that the amount of the depletion allowances obtained by these companies was more than enough to cover the cost of paying US wage scales on US-owned ships.

It has been the union contention all along that the runaway tanker fleets are directly-controlled by American oil concerns, operating through the mask of subsidiary foreign corporations and so-called "independent" tanker operators under long-term charters. The sensitivity of the runaway operators'

lobby to any change in oil depletion allowances is considered by the unions to reflect the actual control of virtually all runaway ships by these companies.

## Bridges Calls Pro-Red Meet

(Continued from page 2)  
mented favorably on the local regimes.

The Tokyo conference next month is being sponsored by the Waterside Workers Federation of Australia; the Madras Harbour Workers of India, a 2,500-member pro-Communist group; the All-Japan Dock Workers Union, and the Waterside Workers and Seafarers Union of Indonesia, along with Bridges' union. All these unions have been closely connected with local Communist movements. No non-Communist waterfront unions in Asia are participating as sponsors.

It is expected that a strong pitch will be made at the conference for more trade with Red China and possible admission of the Red Chinese government to the United Nations.

## 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:

**Helten Penny Burch**, born December 18, 1958, to Seafarer and Mrs. Richard A. Burch, Sunset, La.

**Terrill Ray Clark**, born March 15, 1959, to Seafarer and Mrs. Terrill Clark, Spring Hill, Ala.

**Cheryl Ann Flaherty**, born March 5, 1959, to Seafarer and Mrs. John M. Flaherty, Wellston, Mass.

**James Arthur Gilmore**, born March 8, 1959, to Seafarer and Mrs. James Gilmore, Glen Burnie, Md.

**Shirley Jane Hansen**, born March 8, 1958, to Seafarer and Mrs. Arne W. Hansen, Galveston, Tex.

**Edith A. Ayson**, born March 11, 1959, to Seafarer and Mrs. Faustino Ayson, NYC.

**Wanda Grimes**, born March 3, 1959, to Seafarer and Mrs. Gordon Grimes, Baltimore, Md.

**Alice Marie Hanback**, born March 7, 1959, to Seafarer and Mrs. Burt T. Hanback, N. Tarrytown, NY.

**John Dennis Harvey**, born January 31, 1959, to Seafarer and Mrs. Robert Henry Harvey, Baltimore, Md.

**Peggy Sue Henderson**, born March 4, 1959, to Seafarer and Mrs. Roy E. Henderson, Fairhope, Ala.

**Glenn Joseph Hoffman**, born November 21, 1958, to Seafarer and Mrs. Eugene Hoffman, New Orleans, La.

**Teri Michelle Jones**, born March 5, 1959, to Seafarer and Mrs. Farris M. Jones, Portsmouth, Va.

## She's Suspicious Of Strangers



Maureen Cann, 22 months old, keeps a wary eye out for LOG photographer as she perches on her dad's knee. Father, Seafarer Ken Cann, dropped in at SIU headquarters to pick up a vacation check.

## How Good Is Radar?

(Continued from page 7)

in such tragedies as the Andrea Doria-Stockholm collision, the Santa Rosa-Valchem collision and the recent collision between the Consitution and the Norwegian tanker. It is clear to us that none of these collisions would have taken place if the master or officer on watch had simply obeyed the Rules of the Road.

"Since World War II vessels of our company have been involved in three collisions. In one instance, the collision took place in the Narrows under conditions of perfect visibility where both vessels had each other in full view for at least ten minutes before the collision took place. In the second instance one of our vessels was at anchor in the Lower Bay when she was struck by another vessel proceeding through heavy fog by use of radar. In the third instance one of our vessels was struck in heavy fog in the Mississippi River by a vessel which was equipped with and was using radar.

"From the above, it is quite clear to us that the presence of radar in two instances did absolutely nothing to prevent an avoidable collision and in the third instance radar would have been useless since there was perfect visibility at the time.

"Accordingly until we are convinced that the installation of radar on our vessels will make a real contribution to safety, we do not propose to commit to this equipment and will continue to instruct our masters to abide strictly by the time-tested Rules of the Road.

⚓ ⚓ ⚓  
**Rear Admiral Roy M. Graham** (USN-Ret.)  
(from a talk delivered following the 1956 Doria sinking)

"... Radar already provides the anti-collision information but in a manner which is not yet simple, reliable and foolproof. The need for plotting the anti-collision situation has been stressed again and again. The human element is still a major factor...

"When approaching low visibility: (1) Establish a radar lookout who is known as such by all hands on the bridge. (2) Use your radiophone for appropriate communication with vessels which you think might involve you in danger of collision... Serious consideration is being given on a standard short range radiophone set for worldwide use as part of the radar.

"(3) When you are close to say within five miles of another vessel which you think is involving you in

the danger of collision take a standard avoiding action. This action can be agreed to, now. It will be something like 'Right standard rudder, new course 30 to 60 degrees to the right of present course.'

"You 'see' him on your radar but don't know that he 'sees' you. Your action avoids the danger of collision whether or not he sees you.

"If for any reason... you don't consider it safe to take the above avoiding action, then STOP and proceed with caution as you are now required to do when you hear his fog signal.

"Thus you use your radar information to keep out of the danger of collision and not wait until you hear his fog signal or actually see him—when it is usually too close for comfort."

⚓ ⚓ ⚓  
**Capt. Gordon H. Grant, (Ret.)**  
United Fruit Co.  
(from letter to "NY Times," March 29).

"... During hazy weather, I have had radar-plotting-trained mates plot with several targets on the scope. It took them, on occasion from 15 to 20 minutes to do this. When the vessels came in sight... the plots were found to be wrong. When calculations must be made, errors are always possible...

"For merchant ship use, radar should be reduced to its simplest form. That is a scope that can be used only on relative..."

"... In clear weather, during the day or night, a careful mate takes bearings of approaching vessels to see whether or not they appreciably change.

"With radar on relative he can, in fog, do exactly the same thing. In addition, radar can give him his distance from an approaching vessel. To navigate with safety that is all a skipper or a mate need know. Plotting, with its possibility of error... can only lead to trouble."

### Get That SS Number Right

Seafarers filing vacation money claims should make sure that they use their correct Social Security number. Use of the wrong number means a clerical headache for the Vacation Plan office and slows up the handling of payments.

Also, a Seafarer who uses the incorrect Social Security number is crediting his tax deductions to some other US worker.

## Final Dispatch

The death of the following Seafarers has been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries:

**Henry Ferree, 70:** One of the Seafarers on the disability pension list, Brother Ferree died of a circulatory ailment at his home in South Gate, Calif. on March 4. An SIU member since 1947, he sailed in the deck department. Mrs. Maude Ferree, his wife, survives him.

**M. J. Kavanaugh, 58:** A circulatory disease was the cause of the death of Brother Kavanaugh March 2 at his home in Savannah, Ga. He joined the Union in 1939, sailing in the engine department. Surviving him is his sister, Mrs. Elizabeth Bass.

**Phillip Ryan, 38:** Brother Ryan died in Dallas, Texas, on October 30, 1958. He was a patient in the city's Jefferson Davis Hospital at the time. A brother, David Ryan, survives him. No information was received in headquarters as to the place of burial.



EVERY |  
SUNDAY | DIRECT VOICE  
| BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN  
AND SOUTH AMERICAN WATERS

## "THE VOICE OF THE MTD"

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

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

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

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

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

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

**WCO-16908.8 KCs**  
East Coast South America

**WCO-22407 KCs**  
West Coast South America

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

**WMM 25-15607 KCs**  
Australia

**WMM 81-11037.5**  
Northwest Pacific

MARITIME TRADES DEPARTMENT

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

## State Tax Applies Only To NY Resident Seamen

The new New York state withholding tax system, which went into effect on April 1, has created no end of confusion in the steamship industry. Because of the nature of the industry, with ships spending most of their time outside New York state waters, many questions have arisen as to how the state tax will affect Seafarers.

An additional complication is the dispute over whether steamship companies have the right to withhold a state tax from seamen's wages. The industry claims that under Federal law, it is illegal to deduct any taxes from a crewmembers' earnings other than Federal income taxes and Federal Social Security taxes. The New York State Tax Commission, on the other hand, has ruled that such deductions are legal.

However, some of the steamship companies are refusing to deduct from seamen's wages pending action in Congress to clarify their right to do so.

In any case, whether or not a company does deduct such taxes, many Seafarers will be liable for payment to New York State. The following is a summary of the regulations which apply on the state tax.

### Who Is Liable?

Any seaman who is a resident of New York State is liable to the state income tax whether or not he is working for a company that does business in New York State. It does not matter whether he is on an Isthmian ship, which operates out of New York, owned by a New York company, or a Bloomfield ship out of Houston. If he has a New York residence he must pay New York taxes.

The one difference is that if he works for an out-of-state company, that company has no obligation whatsoever to deduct from his wages.

Where the company does not make any such deductions, the Seafarer has to file an estimated tax return. After filing that return, he pays his taxes every three months, beginning with July, 1959.

### What Is NY Residency?

Every individual in the US has to have a legal residence in some state. State residence is determined by where a man actually resides. However, lacking proof of resi-

dency it may be assumed to be: 1) The address used on a Federal Income Tax return; 2) The address a seaman gives when he signs on a ship; 3) Where the seaman votes; 4) Where he owns any property; 5) Where he receives his mail; 6) Where he has previously paid local taxes, taken out driver's licenses and so on.

### What About Non-Residents?

If a seaman is not a resident of New York State, he does not pay New York taxes, no matter what company he works for, as long as the ship travels from New York to a port in another state or another country. The only instances in which a non-resident would pay taxes would be for work performed on a ship stationed in New York waters, the SS Sandcaptain for example, or for standby or relief work performed in New York on a ship in port. In the Sandcaptain case, if the vessel is traveling between New Jersey and New York, a 50-50 rule has been worked out to tax half the seaman's earnings. Jersey has no state income tax.

### What About Meals, Lodging?

Although the Federal Government does not count meals and lodging as income for withholding purposes (except for Social Security) the state counts these as wages subject to taxation. For this purpose an unlicensed seaman has \$1.20 a day added to his daily earnings, a licensed man \$1.60 a day. The SIU opposes consideration of a man's meals and lodging as pay for tax purposes.

### Do I Pay On Vacation Money?

Yes. The Vacation Plan has started deducting state taxes from resident seamen in the same way

as Federal taxes are deducted, using of course, the state rates of taxation.

The Vacation Plan application has provision on it for seamen to name the state they reside in. A seaman using a New York mailing address pays New York state withholding on his vacation money.

### What If I Overpay?

Since many seamen do not work 12 months in a row, they will have more money withheld from their earnings than they should have been taxed for. To get a rebate on an overpayment, they file a tax return next spring which serves as a claim for a tax refund. It should be noted that the current rate of taxes is somewhat higher than it will be in 1960 because 12 months' taxes are being collected in nine months, and many New York Seafarers will then be entitled to rebates.

### What About Other States?

Further complications have arisen because other states also have withholding taxes. Massachusetts, for example, is trying to tax seamen for time spent in Massachusetts waters, whether or not they live in that state. The companies involved are fighting this effort, and no clear-cut conclusion has yet been reached.

### What About '58 Pay?

The Tax Commission has agreed that where a voyage started in 1958 and paid off in 1959, only the 1959 earnings of the Seafarers will be taxable.

## Mobile Signs New Tug, Yard Pacts

MOBILE—Negotiators for the Harbor and Inland Waterways and the Marine Allied Workers Divisions of the SIU have been successful in signing a couple of new contracts over the past two weeks, Cal Tanner, port agent, announced. There are a number of other contracts in the process of being negotiated which should be wrapped up shortly.

The first of the new agreements, the pilot boat contract, was settled on the basis of five percent across-the-board increase and an additional week's vacation for all men with over one year of service with the company.

The other contract covered the shipyard here and provided for a 30-cent hourly wage increase spread over the two-year life of the agreement. This settlement also applied to the shore gangs in the port whose wages are patterned after the shipyard contract.

SIU Ships Collide  
There was another collision in the river here recently, Tanner reported, this time between a tugboat and a new supertanker which was moving out of the yards after being commissioned. Both ships were manned by members of the SIU.

The tug was the Colonel of Mobile Towing and Wrecking Co., an HIWD affiliate, and the tanker was the Eagle Transporter of Terminal Transport Corp. While the tanker emerged intact, the tug reported considerable damage in the collision. None of the SIU crew members aboard the tanker or the tug were injured.

Shipping for the port over the last couple of weeks was on the slow side because the majority of vessels calling here were in-transits or of the short trip variety. The outlook for the coming period is about the same as there are no longer-trip vessels scheduled for payoff.

Calling during the past two-week period were the Morning Light, Monarch of the Seas, Claiborne, Chickasaw (Waterman); Alcoa Clipper, Alcoa Patriot, Alcoa Roamer, Alcoa Corsair (Alcoa); Suzanne, Frances (Bull); Del Valle (Mississippi); Ocean Dinny (Ocean Clippers) and the Longview Victory (Victory Carriers).



Winners of Public Health sanitation award second year in a row, Seatrain Lines officials receive the award in their office. Donald Smith, Seatrain vice-president in charge of operations (3rd, left) accepts plaque from Sylvan C. Martin, PHS regional director. Looking on are (left) Richard S. Mark, assistant regional director and John Weller, Seatrain president.

## Seatrain Wins PHS Award Second Year

Seatrain Lines became the fifth SIU-contracted company to win a PHS sanitation award in recent months with presentation of the special citation to the company on Monday, April 6. It was the second year in a row that Seatrain has been cited as having a 95 rating or better on all six ships in its fleet.

The presentation was made to J. L. Weller, president of the company, by Sylvan C. Martin, regional director of the PHS, in the company's offices.

Previously, awards had been given to Marven Steamship Company, Calmar Line, Bloomfield Steamship Company and American Banner Line, all of whose ships scored a minimum of 95 on the sanitation inspection of 166 items.

Calmar and Marven had also won the award last year. In fact for the ore carriers it was the third citation in a row.

## Cubans, SIU Meet Over CNS Ships

An exploratory meeting between SIU officials and representatives of the new Cuban government was held at SIU headquarters in New York this week to discuss the disposition of the eight strikebound Canadian National ships.

The fleet was purchased by the Cuban Bank of Foreign Trade last summer in a deal engineered by the Canadian government to break a strike by the SIU Canadian District. The sale followed a series of unsuccessful moves by the Canadian government-owned company to transfer the ships and have them manned by strikebreakers. The Canadian District has been on strike against Canadian National since July, 1957, in an economic dispute over wages.

Arrangements made by the old Batista government to man the ships with Cuban seamen and move them from behind Canadian SIU picketlines were dropped after protests by the SIU and the intervention of the Cuban labor movement.

The Cuban officials at this week's meeting were briefed on the developments so far and the talks are expected to continue. Attending for the SIU were Paul Hall, as president of the SIU of North America, and Hal C. Banks, SIUNA vice-president and secretary-treasurer of the Canadian District. Also present was Harry O'Reilly, executive secretary of the AFL-CIO Maritime Trades Department.

## NY State Tax Table

(Based On Daily Earnings)

WAGES		Exemptions Claimed						
At Least	Less Than	0	1	2	3	4	5	6
		Tax To Be Withheld						
\$10.00	\$11.50	\$.20	\$.10	\$.10	\$.10	\$.10	\$.10	\$.10
11.50	12.00	.20	.20	.10	...	...	...	...
12.00	14.00	.30	.20	.10	...	...	...	...
14.00	14.50	.40	.20	.20	.10	...	...	...
14.50	16.50	.40	.30	.20	.10	...	...	...
16.50	17.00	.50	.40	.20	.20	.10	...	...
17.00	18.50	.50	.40	.30	.20	.10	...	...
18.50	19.00	.60	.40	.30	.20	.10	...	...
19.00	19.50	.60	.50	.40	.20	.20	.10	...
19.50	20.00	.60	.50	.40	.30	.20	.10	...
20.00	21.00	.70	.50	.40	.30	.20	.10	...
21.00	22.00	.70	.60	.50	.30	.20	.10	...
22.00	23.00	.80	.80	.50	.40	.30	.20	.10
23.00	24.00	.80	.70	.60	.40	.30	.20	.10
24.00	25.00	.90	.70	.60	.50	.40	.30	.20
25.00	26.00	.90	.80	.70	.50	.40	.30	.20
26.00	27.00	1.00	.90	.70	.60	.50	.30	.20
27.00	28.00	1.10	.90	.80	.60	.50	.40	.30
28.00	29.00	1.10	1.00	.80	.70	.60	.40	.30
29.00	30.00	1.20	1.00	.90	.70	.60	.50	.40
30.00 and over	1.20	1.10	.90	.80	.60	.50	.40	