

# Constitution Vote Starts Mar. 31

Story On Page 2

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No. 7

## SEAFARERS LOG

March 25  
1960

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



**SAFETY  
REPORT**

**1959 FIGURES  
ON SIU SHIPS**

*Two-Thirds Are  
'No Lost Time'*

**80 Percent Take  
Place On Watch**

*Slips And Falls  
Leading Cause*

*Early Reporting  
Usual Practice*

— Story On Page 2

### Expert's Report To US:

# 'UNION HIRING HALL IS BEST JOB SYSTEM'

— Story On Page 3

## *Major Oil Firms Step Up Fight On '50-50' Proposal*

— Story On Page 16

## Fishermen Hit 12-Mile Limit Plan

— Story On Page 5

## *Bienville, Tanker Crash In Houston*

— Story On Page 3

## *Operators To Post Bond To Guarantee Ship Wages*

— Story On Page 3



## Report Pinpoints SIU Ship Safety Issues

A detailed report on safety conditions and accident figures on SIU-contracted ships during the year 1959 has just been released by the Safety Department of the Seafarer's Welfare Plan. The report, the first of its kind issued by the department, is based on information gathered from a cross-section of the steamship industry and shows up some revealing details which have not

been available to date in any other data issued by various groups dealing with shipboard safety. On the basis of this information, the SIU and shipowners working through the safety department, hope to make their safety programs more effective.

Among the findings, the report noted that for both 1959 and 1958, two out of three accidents reported to the department did not involve loss of work time on the job. Up until now, total accident figures reported on an industry-wide basis

have generally ignored the distinction between lost-time accidents and those which were of such minor nature that the man could continue on the job. The standard procedure is to count lost time only if the injured did not return to work on the day following the accident.

It was also found that the great majority of accidents, 80 percent, occurred during the eight hours of work. This percentage should be considered in light of the fact that when off duty, the seaman is

still aboard the ship and is still exposed to the hazards of weather and rough seas.

Joe Alfina, safety director, noted in this connection that "We have no illusions about accidents aboard ship. Seamen on the newest, most modern ship, with the most safety-conscious crew aboard must still contend with the uncertainties of the sea and the weather. This department was set up to help reduce these hazards which can be controlled."

Other interesting information disclosed by the detailed report shows that the vast majority of accidents are reported promptly to supervisors. Within 24 hours after an accident 87 percent of all accidents are reported to department heads, and 71 percent of all mishaps are reported the same day they occur.

Experience is evidently another factor in a seaman's ability to work in a safe manner and avoid accidents. A study of age groups shows that older, experienced professional seamen generally have fewer accidents than others in proportion to their numbers in the Union. Consequently a higher degree of shipboard safety could possibly be a by-product of the seniority system which provides for preferred hiring of class A men, seamen who have eight or more years in the industry. Figures for future years should indicate whether this holds true.

The accident analysis is based on reports submitted by companies under contract to the SIU Atlantic and Gulf Districts. A total of 87 accidents, one of which was a fatality, were reported to the Safety Department.

The reports were then put through an IBM processing every three months, giving breakdowns of when accidents were reported; the age group involved; whether they were lost time; accident distribution by departments (as was to be expected, the deck department had the highest proportion); accidents by ratings; location of accidents and similar material.

## 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:

March 30  
April 13  
April 27

## Marine Index Discovers Reports Aren't Injuries

After years of calling accident and injury reports "accidents and injuries reported," the Marine Index Bureau has finally made it clear that there is a distinction between the two. In its latest report on shipboard injuries and illnesses, the agency, for the first time, has the following disclaimer on the cover:

"This year, we wish again to call your attention to the fact that these studies are based upon reports of injuries and illnesses as received from subscribers. It should be understood that not all the reports filed with this Bureau represent claims against the reporting companies nor do they necessarily represent actual disabilities."

The disclaimer is noteworthy because in previous years the SEAFARERS LOG had been critical of Marine Index habit of counting up

so many pieces of paper and then using them as an indicator of the "accident rate" in the industry.

Despite the disclaimer, the Marine Index Bureau follows the same dubious practices of failing to differentiate between lost-time and non-lost-time accidents and illnesses. Under its system of tabulating the total number of reports sent in, every running nose, headache and band-aid repair is counted up in the totals.

Legitimate safety procedures are confused with lost-time accidents and illnesses only, since the fact that the mate gave a man an aspirin or a band-aid does not involve any loss of the crewmembers' services.

Under system of throwing everything into the soup Marine Index comes up with a "percentage rate" of 84.23 percent for illnesses and injuries, which, if taken at face value would mean that 85 out of every 100 crewmembers were inmates of the sick bay or worse during the year—an obviously ridiculous figure.

Examination of the data shows 3,871 colds, running noses, coughs and the like (respiratory infection—non-TB); 3,432 upset stomachs (gastro-intestinal, excluding ulcers); 1,503 toothaches and 5,306 "miscellaneous illnesses"—whatever they are—out of a total of 22,502 reports.

On the accident side, of a total of 26,034 reports, more than half are "contusions and abrasions," or cuts and bruises as they are known. Another 1,989 are "unspecified injuries," which is about as useful a statistic as "miscellaneous illnesses."

The Bureau's findings also make no allowance for the fact that they could be a number of reports dealing with a specific individual injury or illness.

## Swedish Union Reports High Injury Rate

American seamen are not the only ones to be troubled by the safety risks particular to sailing.

In an article entitled "Some current problems facing Sweden's seamen," Johan S. Thore, President of the Swedish Seamen's Union, notes that 329 Swedish seamen have died as a result of accidents while at work during the past five years, and that the accident rate has climbed steadily from a total of 2,106 in 1954 to 3,398 in 1957.

Thore mentions that the Swedish union has been hampered in its attempts to cut down on accidents by reticence on the part of shipowners and certain authorities. They have resisted attempts to introduce safety regulations and training programs, which would eliminate many mishaps.

In contrast with the Swedish union's difficulties, American seamen are benefiting from, gradually-reduced accident rates and, as Seafarers know, SIU-contracted companies and the Union are working together through the Seafarers Safety Program on the safety problem.

The Swedish report should make interesting reading for shipowners and AMMI spokesmen who sound off at intervals about "lawsuit happy" and "accident prone" seamen on American flag-ships. For example, Marine Index claims that there were 61 fatalities among American seamen in 1959, whereas the Swedish five-year average, with a much smaller group of men involved, is just a shade under 66 deaths per year.

## Vote On Constitution To Begin March 31

With the proposed thirty-day voting period being approved in all ports, Seafarers will begin voting March 31 on the revised constitution for the A&G District. Members at the March 16 output meetings ratified the voting period proposal, which had been approved as a motion at headquarters on March 2.

The recommendations of the constitution committee and the text of the proposed new constitution had been read at all meetings on March 2. Seafarers then voted to place the constitution revision on the ballot.

The SIU constitution amending procedure calls for a two-thirds majority in a secret ballot referendum. The voting period runs from March 31 to April 25, inclusive.

### Adoption Recommended

In recommending adoption of the constitutional revisions, the six-man rank and file committee noted that the document, as it now stands, was largely-written before the A&G District established a number of affiliated divisions. Among them are the Marine Allied Workers Division, Puerto Rican Division, Harbor and Inland Waterways Division and others. The change in the structure of the Union requires constitutional

changes to accommodate these divisions.

Further, the constitutional revision takes note of the new executive structure within the Union which provides for an executive board of officers to meet regularly and act on Union affairs. Specific titles for board members and specific authority is written into the document. (For full text of the committee's report, see the March 11 issue of the LOG.)

Other changes in the present constitution were made necessary by the Landrum-Griffin Act. Among its provisions, the act sets certain requirements for elected officers of unions, conditions of union membership and similar matters. Accordingly, the revised constitution has provisions in it which meet the requirements of the new Federal Law.

## Seattle On Even Keel

Shipping in the port of Seattle picked up a bit over the last period with three payoffs that pulled the slack out of the report.

In the last period the following ships paid off: Steel Surveyor (Isthmian); Ocean Joyce (Maritime Overseas) and Madaket (Waterman). One vessel, the Steel Surveyor (Isthmian) signed on and three vessels were serviced in transit. These were: Marymar, Seamar (Calmar) and the City of Alma (Waterman).

## One For The Family Album



Little Bernadette Mace, 5, daughter of Seafarer Bernard Mace, steward department, took a tour of the New York hiring hall and managed to stop off at the LOG office long enough to pose for this photo, a memento of the visit.

## SIU Winner In San Juan Truck Vote

SAN JUAN, Puerto Rico — The SIU's Puerto Rican Division won a significant election victory here among workers of the Valencia-Baxt Express Company last Friday. Employees of the firm, which is the largest single trucking operation to and from the San Juan waterfront, voted 106 for the SIU to 64 for the International Brotherhood of Teamsters in a National Labor Relations Board election.

The outcome of the Valencia-Baxt vote is considered particularly important because of the firm's preeminent position in Puerto Rican trucking. It had been freely-predicted that the winner of the vote would have a considerable advantage in future organizing in the transportation field.

The SIU Puerto Rican Division has been representing workers in the shore-side marine and allied industries on the island of Puerto Rico for many years. The SIU also maintains a hall in San Juan for Seafarers manning SIU ships calling at that port.

Most of the ships operating in and out of Puerto Rico are operated by SIU-contracted companies—Bull, Alcoa, Waterman and Pan Atlantic.

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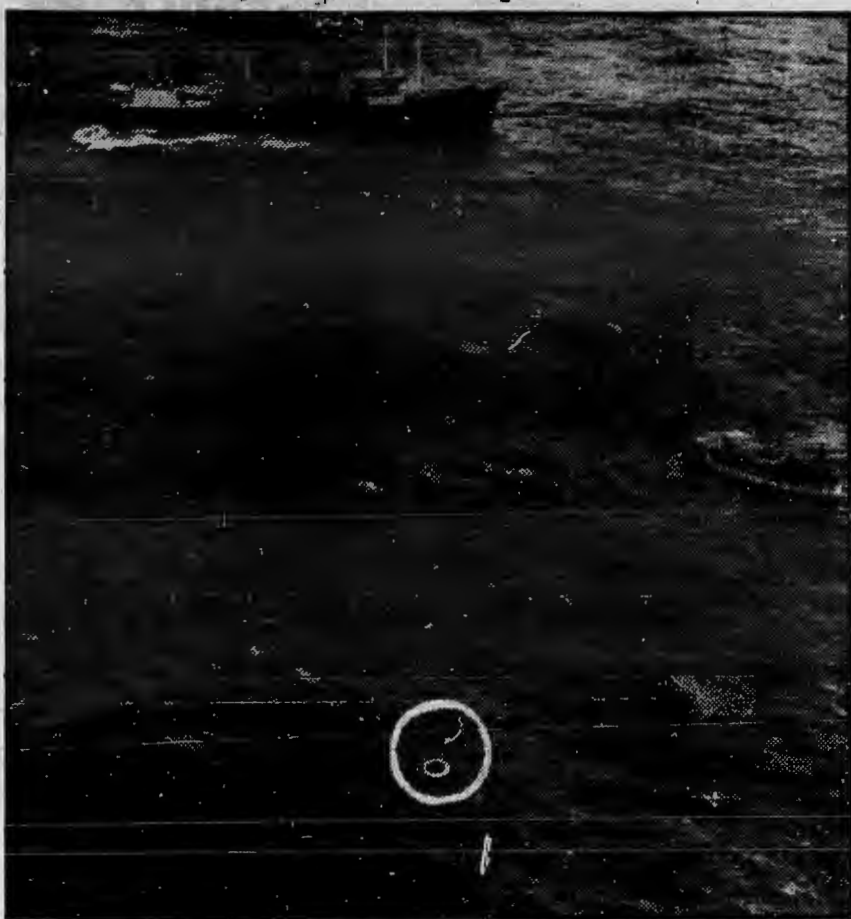


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## SUP Tanker Aids Japanese Vessel



The SUP-manned tanker Lombardi, en-route to the West Coast recently, from Canton Island, went to the aid of a Japanese training ship which had sent out distress signals. The ship, the Toyama Maru (at right) had a leak in its hull which was quickly repaired by a Lombardi rescue team. Circled are a lifeboat and liferaft which were used between the two ships.

## Sea Unions OK Uniform Wage Security Agreement

US maritime unions have set up a uniform policy to insure that American seamen are no longer victimized by operators who are in shaky financial condition. Arrangements have been made by agreement between the unions and the operators involved, most of them tramp or independent tanker agencies, for financial security to be posted by them for their ships. Performance bonds or actual cash deposits are to be set up guaranteeing crewmembers' wages, draws and allotments, and assuring payments to vacation and welfare plans as well.

Representatives of the SIU, the National Maritime Union, and the officers' unions reached agreement on the program which was subsequently ratified by the operators involved. The program calls for the following:

- Companies presently in debt to various vacation and welfare plans are to pay outstanding obligations immediately or make arrangements to put money in escrow out of future charters for such payments.

- Performance bonds, or money in escrow, will be set up to meet coming obligations on wages, draws, allotments and fund contributions.

In cases which will involve putting money in escrow, a clearing house is to be set up so as to handle all the cases in a uniform manner. Shipping firms which fail, or refuse to comply with the proposed program, will be subject to liens for money owed them.

This latest move by the maritime unions was brought about by the recent bankruptcies of Ocean Carriers, North Atlantic Marine and World Tramping, which left many seamen without pay, after months of work. It was taken to prevent repetition of such incidents by other operators. Most of the bankrupt ships manned by Seafarers have been turned over to other SIU companies.

## Esso Tanker Hits Boxship In Houston

The Pan-Atlantic containership Bienville was rammed by the tanker Esso Chester in an accident that took place at the entrance to the Houston ship channel last week.

According to Seafarer H. E. Collins, crane maintenance and electrician aboard the Bienville, the vessel had been lying at anchor because of a heavy fog before the accident occurred. When the fog lifted, the pilot came aboard, and just as the Bienville got underway she was rammed by the Chester, halfway between the house and the stern.

The accident, which took place at 4 pm, demolished the crane and caved in a part of the hull of the Bienville. The repairs will take an estimated four to six weeks, and reportedly will cost between \$100,000 to \$200,000. No one was injured in the mishap. The skipper of the Chester claimed the heavy traffic in the canal caused the crash.

The Bienville was on her way to Port Newark to accept a safety award from Pan Atlantic for having the best safety record in the fleet.

"She was a fine ship," said Collins, "a good feeder with a wonderful crew and excellent officers."



Collins

# 'Back Hiring Hall, Boost Ship Aid,' Experts Tell US

WASHINGTON—Two separate reports submitted by specialists in transportation and labor relations to the Department of Commerce have called for Government action on maritime problems along the lines advocated by the SIU and other maritime unions. Their recommendations include a call for full legislative endorsement of maritime hiring halls and considerably broader aid to US shipping in the form of subsidies and bigger farm surplus cargo allotments.

The two reports were submitted in connection with the Department of Commerce study on Federal Transportation Policy and Program. The transportation study itself dealt with all areas of cargo and passenger movement; ships, railroads, trucking, barge lines and airlines.

### Full Text Awaited

The full text of the Commerce Department's Transportation Policy study is not yet available. However, it appears that the study report does not agree with many of the conclusions of the two specialists.

One of the two reports was made by Professor William Gomberg of the University of Pennsylvania, dealing with relationships between unions and management in the industry. Gomberg makes the following points, among others:

- Labor and management are fully-agreed that the hiring hall is the best way to recruit labor. Therefore this procedure should be specifically legalized by Congress.

- Something should be done through NATO or the International Labor Organization to meet some of the objections of US maritime unions to low-wage standards on runaway ships owned by US companies.

- Inter-union relationships in maritime are the best they have been for many years, with prospects of continued cooperation.

- Technological changes in maritime will tend to reopen the whole area of manning scales and work rules.

### Backs Union View

The second report, dealing with merchant marine problems as such, was made by Milton Goldfogle, and very largely supports the recommendations long made by the SIU and other maritime unions as to what should be done to help shipping. The report includes the following:

- It calls for subsidy to all US ships operating in offshore trades, plus easing the procedure for obtaining subsidies.

- It cites the fact that 18 foreign countries require Government-owned cargoes to be carried on their own ships and, in many cases, give private cargo preference on their own ships. Americans get little or no share of cargoes controlled by foreign governments, yet foreign ships get up to 50 percent of cargoes owned by the US Government.

- US companies do not support the US merchant marine.

- The Department of Agriculture is using every method to deprive US ships of decent rates and giving every edge to foreign-

flag ships in handling farm surplus. US ships should get up to 100 percent of surplus where the cargo is a gift to a foreign nation.

- The ICC is unfair to domestic shipping. Domestic shipping should be put back under the Maritime Administration.

- Construction subsidies should be considered for domestic ships. These are just a few of the highlights of the two reports.

In supporting the hiring hall procedure, Professor Gomberg commented that, "Inasmuch as both maritime labor and management are unanimous in their endorsement of this procedure over the old haphazard method that bred discrimination and corruption, the Government should move to legalize this procedure."

Many proposals have been made in the past for specific legislative authorization for the hiring hall, but Congress has failed to act.

Turning to the problem of manning and work rules, Gomberg notes that the only way a self-sustaining merchant marine will ever develop will be through technological progress. "This means that eventually the problem of new job definitions and the new manning schedules will dominate much of collective bargaining."

On the runaway-flag issue, he

states that ship registration of this kind "absolves the owners of meeting many of the taxes, insurance payments, wages and

(Continued on page 15)

## Canada SIU, Operators In Pact Tangle

MONTREAL—Contract negotiations between the SIU Canadian District and the Lake Carriers Association have become deadlocked and the appointment of a government conciliation board is expected shortly.

The union negotiating committee was unable to make any progress with the carriers who insisted upon a return to an "old" system in which men work any eight hours in a 24-hour spread. This for all practical purposes eliminates overtime and many other conditions the union had won previously.

Acceptance by the union of these conditions would have been the equivalent of taking a 14 percent cut in wages for members, the District reported.

## House Body Hits Ship Blacklisting

WASHINGTON—The House Foreign Affairs Committee voted 19 to 3 to approve an amendment to the Mutual Security Act that asks for full freedom of the seas. The action

followed the disclosure that any US-flag ship that had ever carried cargo to Israel was barred from carrying like cargoes to Arab countries.

Thus the committee went on record in support of the SIU position that nations receiving US surplus agricultural commodities should be barred from interfering with freedom of the seas, especially in relation to the US merchant marine fleet. The SIU had protested the blacklist to President Eisenhower and many members of Congress.

The amendment also asks for a presidential report on the measures taken by the Administration to insure the application of the principles involved under the Agricultural Trade, Development and Acceptance Act. Under the terms of the agreement, the surplus foods are paid for in local currency. The US then lends back to the purchasing country 50 to 75 percent of the sales proceeds.

The House vote denounces an Agriculture Department announcement that the contracts for shipping such Government-sponsored cargoes were "of no concern" to the US Government since they were made privately between the shipper and the purchasing country.

## Name Williams To N'Orleans Transport Body

NEW ORLEANS — Mayor de Lesseps Morrison of this city has appointed Port Agent Lindsey J. Williams to the Public Belt Railroad Commission to fill a term expiring in 1966. This is believed to be the first time a member of the trade union movement has been selected to fill such a position.

Mayor Morrison said he felt that Williams was "eminently qualified" to fill the post because of his extensive knowledge of port operations. The Public Belt Railroad plays an important role in the operations of the port, the Mayor explained.

The members of the Railroad Board receive no salaries. Their job is to set policies and regulations for the operation of the Public Belt Railroad, which operates several hundred miles of track and employs upwards of 500 persons.





# SEAFARERS ROTARY SHIPPING BOARD

March 2 Through March 15, 1960

Shipping in the SIO slumped a bit this period following last week's minor surge. Some 1,042 men were dispatched to jobs in all departments, a drop of 122 men from last period's 1,164 men. The deck department was hardest hit, shipping 373 men; a drop of 70 from a previous total of 433.

Ship activity also was down as 10 less vessels were serviced this period—227 as compared to 237 for the previous two weeks. The breakdown was: 44 payoffs, 24 sign-ons and 159 ships in transit. Boston, Miami, Wilmington and San Francisco had no payoffs, and Jacksonville, Miami, Houston and Wilmington had no sign-ons. New Orleans led the ports with 45 vessels serviced.

A rise in shipping was shown in Baltimore, Norfolk, Jacksonville, Mobile, New Orleans, Wilmington and Seattle. Declines were listed in Boston, New York, Philadelphia, Miami, Houston and San Francisco. New Orleans jumped from 35 vessels last period to 45 for this one, to lead the ports in ship activity.

Registration was just about the same with 1,054 men on the beach

as compared to 1,051 men last period. Totals for this period indicate that there were less men registered in the engine and steward's departments but more in the deck than for the last period.

The breakdown of A and B men registered for this period is as follows: deck, 432; engine, 327; steward, 295. Last period's breakdown was: deck, 397; engine, 353; steward, 302. At the end of the period there were 2,849 men on the beach as compared to 3,045 for the previous period.

The ports of Boston, Philadelphia, Norfolk, Jacksonville, Miami and Wilmington had less than 100 men in all departments, and Boston, Norfolk, Jacksonville, Miami and Wilmington had less than 50 top seniority men registered.

The following is the outlook for the next period put by port: Boston: fair ... New York: slow ... Philadelphia: should improve ... Baltimore: good ... Norfolk: good ... Jacksonville: steady ... Miami: fair ... Mobile: slow ... New Orleans: good ... Houston: good ... Wilmington: fair ... San Francisco: slow ... Seattle: good.

## Ship Activity

	Pay	Sign	In	
	Off	On	Trans.	TOTAL
Boston	—	2	0	2
New York	13	1	0	14
Philadelphia	1	1	0	2
Baltimore	8	6	0	14
Norfolk	2	2	0	4
Jacksonville	1	—	0	1
Miami	—	—	0	0
Mobile	7	0	0	7
New Orleans	5	0	0	5
Houston	4	—	0	4
Wilmington	—	—	0	0
San Francisco	—	1	0	1
Seattle	3	1	0	4
Totals	44	24	0	68

## DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston	2	8	2	12	1	1	2	4	2	5	3	10	1	2	1	4	—	—	2	2	10	4	2	16	7	17	3	27	—	3	1	4	
New York	17	35	10	62	1	6	9	16	17	35	9	61	1	1	7	9	—	—	—	—	61	9	—	70	92	137	40	361	2	39	40	71	
Philadelphia	2	5	1	8	—	1	3	4	3	5	1	9	—	—	2	7	—	—	—	—	9	2	—	11	5	13	3	21	—	1	2	3	
Baltimore	13	25	4	42	1	8	10	19	8	24	10	42	1	2	5	8	—	1	—	1	42	8	1	51	36	70	13	121	5	19	36	54	
Norfolk	5	5	2	12	—	3	5	8	2	8	—	10	3	1	3	7	3	—	—	—	4	10	7	4	21	10	8	—	18	1	5	4	10
Jacksonville	3	4	—	9	—	1	2	3	—	6	—	6	—	—	2	1	3	1	1	—	2	6	3	2	11	8	11	—	19	—	1	1	3
Miami	—	2	—	2	—	—	—	—	—	1	—	1	—	—	1	1	—	—	—	—	1	1	—	2	1	2	—	4	—	1	2	3	
Mobile	9	10	5	24	—	1	5	6	4	5	2	11	—	—	2	7	—	1	1	2	12	2	2	15	33	38	5	76	—	4	7	12	
New Orleans	18	30	11	59	1	8	7	16	8	20	12	40	2	4	8	14	2	2	2	6	40	14	6	60	87	89	20	176	5	15	17	37	
Houston	10	31	12	53	2	8	7	17	11	23	8	42	2	2	12	16	—	5	2	7	42	16	7	65	29	45	9	83	3	11	9	23	
Wilmington	4	6	—	10	1	1	—	2	1	5	1	7	—	—	—	3	—	—	1	3	7	2	1	10	9	13	—	21	—	4	2	6	
San Francisco	2	10	2	14	—	—	1	1	3	4	1	8	—	—	2	1	3	—	—	—	5	3	—	11	8	25	4	37	—	5	3	8	
Seattle	3	11	1	15	1	2	2	5	3	13	—	16	3	2	9	14	—	—	—	—	16	14	—	30	10	18	1	29	1	6	—	7	
TOTALS	97	184	50	331	8	40	53	101	62	154	47	263	13	20	52	85	6	10	9	25	263	85	25	373	315	477	101	639	17	96	124	239	

## ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	—	3	—	3	1	—	—	1	—	3	—	3	—	3	—	3	—	—	—	—	3	3	—	6	—	6	—	6	1	2	3	5
New York	11	21	4	36	2	6	7	15	9	36	3	48	2	1	8	11	—	—	3	48	11	3	62	37	126	23	164	4	24	40	68	
Philadelphia	—	4	—	4	—	3	5	8	1	7	1	9	—	—	2	2	—	—	—	9	2	—	11	2	16	1	19	—	3	4	7	
Baltimore	2	22	4	28	1	9	10	20	2	29	9	39	—	—	5	18	—	4	—	36	11	4	51	6	63	7	74	1	16	23	40	
Norfolk	4	9	—	13	—	7	3	10	2	8	3	13	1	1	3	5	—	2	1	11	5	3	19	4	11	1	16	1	3	2	5	
Jacksonville	—	1	1	2	—	—	4	4	—	5	—	5	—	—	1	1	—	—	—	3	1	—	4	1	9	1	11	—	1	3	4	
Miami	—	—	—	—	—	—	—	—	—	1	1	2	—	—	1	1	—	—	—	2	1	—	3	—	3	—	3	—	—	—	—	
Mobile	2	11	2	15	—	3	7	10	4	4	8	16	—	1	2	3	—	—	2	14	3	2	19	11	32	5	48	—	7	7	14	
New Orleans	6	33	2	41	1	7	9	17	3	24	6	33	1	2	9	12	—	—	—	35	12	—	47	36	63	8	104	2	36	22	60	
Houston	10	26	4	40	—	11	8	19	3	32	6	41	—	—	5	13	—	3	4	7	41	13	7	61	18	35	4	57	3	32	9	38
Wilmington	—	3	—	3	—	3	2	5	—	3	1	4	—	—	1	4	—	—	—	4	4	—	8	—	9	—	9	—	3	2	7	12
San Francisco	3	7	4	14	—	2	4	6	2	2	1	5	—	—	2	7	—	—	—	5	2	—	7	8	19	4	31	—	1	1	2	
Seattle	—	7	2	9	—	3	2	5	3	13	1	17	—	—	1	7	—	—	—	17	7	—	24	10	22	3	34	—	4	7	6	
TOTALS	38	147	23	208	5	55	59	119	31	165	34	230	5	25	47	75	—	9	10	19	230	75	19	324	127	475	96	598	11	126	117	254

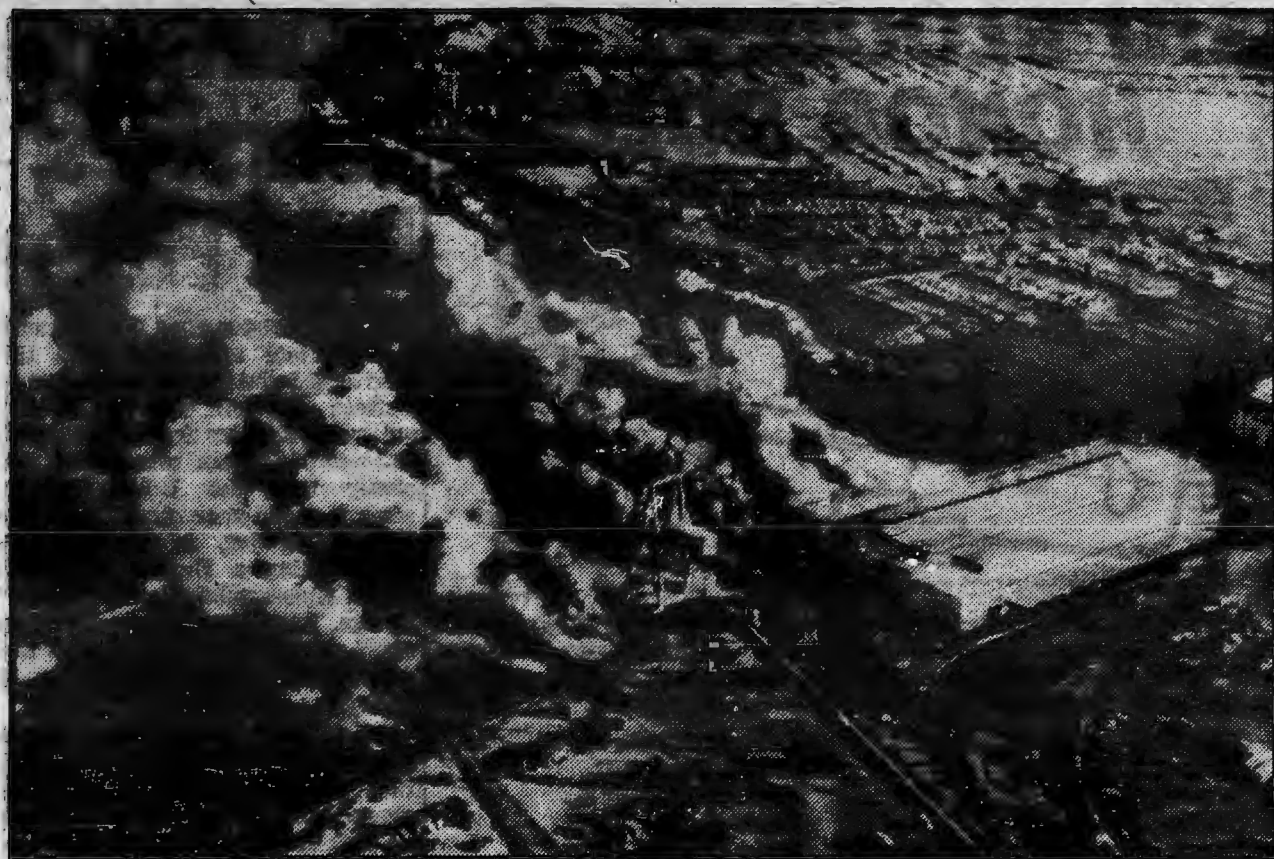
## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	3	—	4	7	—	1	1	2	3	—	3	6	—	1	2	3	—	—	—	—	6	3	—	9	5	—	3	8	3	—	4	7
New York	19	5	25	49	—	—	10	10	10	4	23	37	—	—	7	7	—	—	2	2	37	7	2	46	100	43	100	340	—	—	17	25
Philadelphia	4	2	7	13	—	—	4	4	3	2	7	12	—	—	4	4	—	—	1	1	12	4	1	17	12	4	4	30	—	—	4	4
Baltimore	11	2	9	22	—	2	8	10	4	2	12	20	—	—	7	7	—	—	4	4	20	7	4	31	36	13	28	89	3	—	13	24
Norfolk	5	2	1	8	—	1	3	4	3	1	3	7	—	—	5	5	—	—	3	3	7	6	3	16	7	4	2	13	—	1	—	1
Jacksonville	4	1	3	8	—	—	—	—	4	—	—	4	—	1	1	2	—	—	4	4	4	2	4	10	7	1	5	13	—	1	—	1
Miami	—	—	—	—	—	—	—	—	1	—	—	1	—	—	1	1	—	—	—	1	1	1	—	2	2	—	2	2	—	—	2	2
Mobile	4	—	9	13	—	—	9	9	3	—	16	19	—	—	3	3	—	—	—	19	3	—	22	21	6	29	89	—	—	10	10	
New Orleans	11	6	32	49	—	—	15	15	9	1	26	34	—	—	9	9	—	—	10	10	36	3	10	53	52	21	98	300	1	2	42	45
Houston	10	4	14	28	—	1	10	11	11	5	18	34	—	—	11	11	—	—	14	14	34	11	14	53	28	8	13	49	2	—	40	12
Wilmington	4	2	3	9	—	1	—	1	1	2	—	3	—	1	1	2	—	—	3	3	3	2	3	8	6	2	1	9	1	—	1	3
San Francisco	—	—	4	4	—	3	—	3	3	—	6	9	—	—	—	—	—	—	—	9	—	—	9	14	6	17	37	1	—	5	6	
Seattle	1	2	4	7	—	1	1	4	4	3	6	13	—	2	5	7	—	—	—	13	8	—	21	11	3	5	19	1	1	4	6	
TOTALS	84	26	115	225	—	9	61	70	61	29	120	201	1	5	57	63	—	—	41	41	201	63	41	305	313	109	294	720	12	17	116	148

## SUMMARY

	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED			Registered On The Beach CLASS A			CLASS B										
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS			GROUP			GROUP										
	1	2	3 ALL	1	2	3 ALL	1	2	3 ALL	1	2	3 ALL	1	2	3 ALL	A	B	C ALL	1	2	3 ALL	1	2	3 ALL								
DECK	97	184	50	331	8	40	53	101	62	154	47	263	13	20	52	85	6	10	25	263	85	25	373	315	477	161	893	17	90	129	236	
ENGINE	38	147	23	208	5	55	59	119	31	165	34	230	5	25	47	75	—	9	10	19	230	75	19	324	127	415	56	398	11	126	117	254
STEWARD	84	26	115	225	—	9	61	70	61	29	120	201	1	5	57	63	—	—	41	41	201	63	41	305	313	109	298	720	12	17	116	145
GRAND TOTALS	219	357	268	764	13	104	173	290	154	339	201	694	19	45	156	223	6	19	66	85	694	223	66	1002	765	1001	455	2211	40	241	354	636





Great columns of smoke billow from Matson Line Company's docks at San Pedro. Fire started aboard a barge, spread to the docks and terminal. Damage hit \$2,500,000 mark. Gantry crane (to the right of center), used for loading containers, was undamaged.

## Fire Damages Matson Pier

SAN PEDRO, Calif.—A huge fire which swept the dockside facilities of the SIU Pacific District-contracted Matson Line and caused damage estimated at \$2,500,000 will not affect the firm's present cargo container dock installations nor its containership service. But similar facilities which were under construction at the time of the blaze were damaged and the company estimates that it will be at least a year before these become operative.

The fire started on a barge near the dock, and rapidly spread to Matson's terminal and warehouse nearby. A new gantry crane used for loading and unloading containers survived the blaze. Damage was confined to the pilings under the dock where the crane was erected.

The Hawaiian Rancher was alongside when the fire started. It was quickly moved to a safer

distance and subsequently got underway with its cargo two days later.

According to Matson announcements, the Hawaiian Citizen—which runs from Los Angeles to Hawaii—may not be able to load

its cargoes for some time as a result of the blaze.

Before the accident, construction crews were building an extension of a berth which was to be used for Matson's container operation in Los Angeles harbor.

## LABOR ROUND-UP

Failure of the NLRB to enforce back-pay orders issued several years ago against firms in Detroit and Milwaukee has been condemned by the United Auto Workers. Some of the back pay orders stem from unlawful discharges of UAW members as far back as 1953 and upheld by court action in 1956 and 1958. UAW was particularly critical of the NLRB regional office, declaring that it was ready weeks ago to issue enforcement orders covering \$465,000 but held back on being informed by one company that it couldn't afford to pay out about \$315,000. Noting the dispatch with which NLRB has been "procuring injunctions against labor organizations," the union said the board's failure to move with equal speed against an employer amounts "to a scandal."

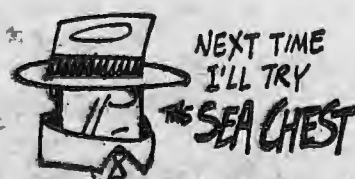
The United Steel Workers of America and the Kaiser Steel Corp., have launched a series of joint meetings aimed at devising long-range formulas for achieving industrial harmony. The ground-work was laid in last October's historic USWA-Kaiser contract, which called for creation of two committees—one to work out a method whereby workers and the public share with stockholders in the fruits of industrial progress, the other for mutual exploration of work rule problems. USWA president David J. McDonald will lead the union delegation with Kaiser Board Chairman Edgar F. Kaiser.

An arbitration board has ruled in effect that most Wilson Co. workers who were replaced by strikebreakers during the 110-day strike by the Packinghouse Workers of America will get their jobs back, even if it means ousting the strikebreakers. In a 2-to-1 vote, the arbitration panel ruled that seniority must govern "all the way

up and down." Since nearly all the union members had greater seniority than their replacements, most of them will be able to claim their jobs back.

Officers of five big locals of the American Bakery and Confectionery Workers, the union expelled from the AFL-CIO for corrupt leadership, have charged in court that BCW president James G. Cross has continued to "plunder" the union's treasury for "personal profit." They asked the US District Court in Washington, DC, to force Cross and BCW Secretary-Treasurer Peter N. Olson to furnish a financial accounting and repay any misappropriated funds. The court was also asked to order a secret balloting of the membership to determine whether Cross and Olson should be removed from office.

Fourteen thousand film actors have shut down seven of the industry's eight giant motion picture studios in the first strike against the major producers in the history of the Screen Actors Guild. The strike began March 7 after more than two months of fruitless negotiations. At issue is a union demand that actors receive added compensation from the profits which studios receive on theatrical motion pictures made after 1948 and subsequently sold to television. SAG is also asking an industry-wide welfare and pension fund paid by the producers, plus wage increases. The walkout was accomplished without fanfare and without picket lines.



# Fish Union Hits Canada Proposal On 12-Mile Limit

SEATTLE—The Alaska Fishermen's Union, a recent affiliate of the SIUNA, has vigorously protested moves by the Canadian government to establish new boundaries on territorial waters. A Canadian proposal for a 12-mile exclusive fishing zone would deprive US members of the union of their traditional fishing privileges off the Canadian coast.

The Canadian move is being made at the current world conference on sea law at Geneva, Switzerland. The US position calls for a six-mile limit on territorial waters, plus another six miles of fishing rights. However, the United States wants to retain existing rights for fishermen of other nations within a country's 12-mile limit.

At stake is the future of the American salmon-fishing industry in the Pacific northwest and the jobs of many of the fishermen union's 2,000 members.

Canada's proposal for a 12-mile limit echoes the action of Iceland in unilaterally setting up a 12-mile limit around her coasts. The Iceland move resulted in strained relations with Great Britain, whose fishing industry gets herring out of Icelandic waters. For a while, armed British vessels were escorting fish boats in the 12-mile area.

The Canadians are calling for the adoption of this law at the Second World Conference on the Law of the Sea, currently being held at Geneva. They were unsuccessful in a similar attempt last year and concede this is their last chance to pressure the matter through.

### Wipe Out Fishing Rights

According to the Fishermen's Union, the aims and purposes of Canada were expressed by Canadian External Affairs Minister Howard Green in a recent speech to the Dominion House of Commons. These aims are to wipe out historic fishing rights now enjoyed by the United States.

If the Conference agrees upon the Canadian proposal, the union charges, the traditional agreements between the US, Canada and Japan will be voided and a heavy blow will have been dealt to the American Pacific northwest salmon fishing industry.

George Johansen, secretary-treasurer of the Alaska Fishermen's Union, declared that "the only way to deal with fisheries problems between us is not a world-wide law which cannot fit the local existing conditions, but by an understanding of the issues involved and a will to solve those issues in such a manner that each country's interests are taken care of and the resource is protected."

He warned that "Hostilities between us can only hurt our future plans for cooperative management of fisheries between the United States and Canada. Cooperative management is sorely needed if the resource is to survive."

The Fishermen's Union cited a report by the State of Washington's Department of Fisheries which traced the history of Canadian-American dealings in regards to the salmon fishing industry.

The Fisheries report noted that the Canadian actions of the past two years are a distinct reversal of a past policy of cooperating with the US in conservation procedures. Between 1946 and 1953 the International Pacific Salmon

Fisheries Commission regulated a large percentage of the salmon run and rehabilitated the Fraser River sockeye salmon industry. Since then, there has been a marked deterioration in the Canadian position, in respect to living up to conservation regulations. This has resulted in a great deal of over-fishing by Canadian fishermen.

The Canadians also refused to recognize a report given by US and Canadian scientists, based on a two-year study, in regard to changing the net fishing line to protect feeding and milling stocks of salmon.

In addition Canada has no program for artificially-propagating salmon, whereas the US has developed extensive artificial salmon rearing operations. The cost of these facilities is more than \$23 million, including the investment in structures and equipment, and operating expenses, the Washington fisheries report stated.

The report concluded that unless the Canadians change their ways, they'll only be cutting their own throats, for if they continue to overfish and don't pay attention to conservation matters, the supply of salmon will rapidly diminish within the next few years.

## Norfolk Has Ship Upturn

NORFOLK — Shipping conditions here got a big boost this last period when the 66,000-ton supertanker National Defender took on a complement of unlicensed personnel. The period to come looks good, too, reports Paul Gonsorich, agent.

A motion on a suggested new location for a hiring hall was brought forth and discussed at the last membership meeting. Nothing was actually resolved, although most members agreed it should be near the Coast Guard, Shipping Commissioner and, among other things, easily accessible transportation-wise.

Paying off here during the previous period were Thetis (Rye Marine) and Feltore (Marven).

The National Defender (National Transport) and Feltore (Marven) signed on.

Serviced en-route: CS Miami (Cities Service); Mankato Victory, Longview Victory (Victory Carr.); Hurricane, Chickasaw (Waterman); Steel Director, Steel Flyer (Isthmian) and Suzanne (Isthmian-chartered).

### Use Only One Mail Address

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



## Operators, MA Agree On 25-Year 'Life' For Ships

WASHINGTON—Faced with a tightening of Uncle Sam's purse strings, the ship operators and the Maritime Administrator have suddenly decided that their ships can last 25 years after all. The 25-year "useful life" of a ship is an increase of five years over the present formula.

What it means for practical purposes is that operators who get construction subsidies will replace their ships at 25-year intervals, instead of 20 years. This will have a number of effects on shipping, on US seamen and the amount of money spent by the US Government for ship replacement subsidies.

In general, the 25-year period means that the US merchant fleet will, in the long run, be older and less efficient than those of competing nations, whose shipowners will be building new vessels more often. But for the immediate future, the change in the "useful life" formula will enable com-

panies to sign construction subsidy contracts with the Government and to get the money needed for new ships.

### Opposed in Past

The Administration had proposed a 25-year period in the past, but ship operators had always opposed it. However, the cost of new ships built today is almost five times what it cost for the operators' present World War II and postwar fleets, so that the extra five years will give them enough time to put additional funds in the new-ship kitty.

With both the Government and the industry agreed on the 25-year formula, the only question outstanding is what cutoff date to apply. The shipping industry wants the cutoff date to go back to January 1, 1946, so as to cover all ships built after World War II. The Government's present proposal would set January 1, 1950 as the cutoff date. This would mean that all of the C-type ships would still be under the 20-year formula, but the Mariner-class ships would be figured as having a 25-year life. The Mariners didn't start coming out of the yards until 1952-53.

### Newer Ships Have Advantage

Normally, there would be no reason why a ship could not continue to operate even beyond 25 years, as far as its machinery functioning is concerned. In fact, there are many pre-war ships still operating under foreign flags. However, the rate of technological change is so great that the older ships cannot compete with larger, faster, more modern vessels which also have far more efficient loading facilities.

One effect then, of any 25-year formula, could be to make it more difficult for an American-flag ship operator to compete. The extra five years could push him deeper in the hole, rather than give him an opportunity to put more cash aside for new ships.

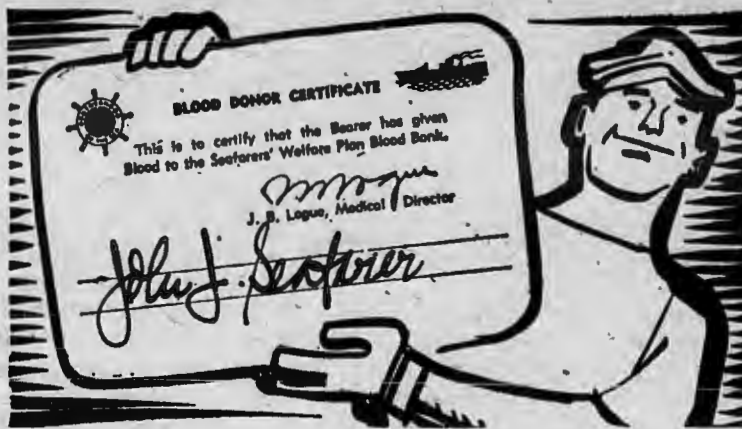
## MA Okays Greek Flags For 3 Ships

WASHINGTON—Another three Liberian ships—two tankers and one dry cargo vessel—have been given the green light by Maritime Administration to shift their flags to Greek registry.

The transaction—another typical example of flight from the organizational efforts of the International Maritime Workers Union—involved the Andros Champion, Andros City and Andros Fairplay. The respective purchasers were: Overseas Carriers Corp., Export Carriers Corp. and Fleet Shipping Corp. All were formerly owned by a firm known as San Rafael Compania Naviera, SA.

The IMWU has sought to gain recognition as representative of crews aboard various runaway-flag vessels. It now has two petitions pending before the National Labor Relations Board in similar cases.

## SIU BLOOD BANK HONOR ROLL



The SIU blood bank supplies Seafarers or members of their families with blood anywhere in the United States. Seafarers can donate to the bank at the SIU clinic in Brooklyn. Listed here are a few of the Seafarers and others who have donated to the blood bank.

Sebold, Jorg F.  
Suarez, Eliaba  
Westervick, Ken  
Mullan, Daniel J.

Kalbach, Edwin R.  
Dunne, Gerald C.  
Huddleston, Relf L.  
Landron, Angel L.  
Dunn, Stanley B.  
Joseph, Victor  
Sullivan, George  
Fernandes, Colimero  
Fah, Wong H.  
McDaniel, Carl Max  
Krupinski, Peter  
Molson, Robert E.  
Toyer, Robert  
Shaw, Harry R.  
Krawczyk, Leon  
Cooper, Robert A.  
Carbone, Giuseppe  
Whiteley, Ralph  
Huber, Joel G.  
Deignan, Robert P.  
Scardino, Ernest  
Williamson, Lyle W.  
Backrak, Daniel  
Kambanos, Demetrios  
Clark, George J.  
Wayne, Robert C.  
Dean, William R.  
Phelan, Michael  
Mallinowski, George H.  
Gough, William M.

## Jobs Rising In Baltimore

BALTIMORE—Shipping has improved during the past two weeks and is expected to be even better in the period to come, reports acting agent Rex Dickey.

He called attention to the fact that the building in this port was in good shape, lauding the maintenance crews for a job well done—even though bad weather made things quite hectic.

Crews were paid off on the following ships: Santore (Marven); Emilia, Jean (Bull); Alcoa Runner (Alcoa); Bents Fort, Cities Service Norfolk (Cities Service); and Marore, Chlore (Ore).

Five ships signed on crews: Santore (Marven); Seafair (Colonial); Marore, Chlore (Ore), and Alcoa Runner (Alcoa).

Serviced in transit: Robin Goodfellow (twice) (Robin); Yorkmar, Losmar, Bethcoaster (twice); Calmar (Calmar); Alcoa Polarls (Alcoa); JB Waterman (Waterman); Steel Flyer, Steel Navigator (Isthmian); Seafair (Colonial); Oremar (Marven) and Suzanne (Bull).

## Cunard Line Diversifies; Buys Planes

Two famous names, Cunard and Dollar, long associated with the maritime industry, have purchased airlines and will now be in the air transportation industry. In San Francisco it was announced recently that the Dollar family, after a seven-year struggle to obtain a charter, is planning on inaugurating a Hawaii to Tahiti flight, thus establishing a "Dollar" airline. They expect eventually to open up a San Francisco and Los Angeles to Tahiti run, on a weekly basis, once things start booming.

Then, the day after the Dollar announcement, it was disclosed that the Cunard Lines has purchased control of Eagle Airways, an independent line, and its associated companies.

### Sea-Air Tickets

Cunard is contemplating some kind of an interchange plan in which tickets would be issued for travel by both sea and air. It purchased control of the airlines for \$2,800,000. The Eagle fleet consists of one Britannia, three DC-6's, one Viscount and ten Vikings. Eagle started in the passenger business ten years ago, and carried more than 171,000 passengers last year.

The appearance of the two famous maritime names in the air transportation business seems to be a sign of the times, and indicates that perhaps in the near future other similar arrangements will be made by ship companies, and that plane-ship tickets might become rather common.

This allows people with short vacations to take a sea trip at least one way. Otherwise they would go both ways by air.

The Dollar family was one famed for its fleet of "round-the-world" transports and passenger ships, but the company was submerged by the depression and eventually wound up in the hands of its current successors the American President Lines, which is under contract to the SIU Pacific District.

### Type Minutes When Possible

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

Curiosity has killed more than a cat on occasion, particularly when the curious blundered into generator rooms. There's always somebody, human inquisitiveness being what it is, who will want to look behind a closed door to find out what's cooking—without realizing it might be him.

Signs clearly warning of dangerous conditions are easily put up and can keep the inquisitive on their guard.



**An SIU Ship Is A Safe Ship**



## YOUR DOLLAR'S WORTH

### Seafarer's Guide To Better Buying

By Sidney Margolius

#### What To Buy For Spring

A late Easter, and March storms throughout the country, have combined to pile up merchants' inventories of spring clothing. Smart shoppers who don't rush to buy too early in the season, this year will be able to find cut-price sales the week preceding Easter. Post-Easter clearances will offer even bigger reductions.

The man and boys of the family are threatened next fall with a price rise on suits. It would pay to shop the more moderate prices still available this spring. Actually there are now three different weights of suits on the market. Besides the traditional lightweight summer suits of 5-6 ounce fabric, and winter suits (11-14 ounce), there are now 9-ounce mid-weight suits. These can be worn three seasons of the year except in very cold areas.

In spring and summer suits, the most widely sold types are (1) tropical all-wool worsted; (2) dacron (polyester) blended with worsted; and (3) dacron-and-rayon. All-wool worsted is generally costliest, priced from \$55 up this year. Dacron and worsted blends, with about 50 percent of each fiber, cost about \$50, and dacron-and-rayon suits are available around \$40.

Of these three types, and especially for a man who wears a suit hard, the dacron-and-worsted offers the most advantages at a medium price. Dacron-and-worsted doesn't have quite the fine "hand" or drape of all-wool worsted of the same grade, but the dacron content does provide lightweight with good strength, and wrinkle-resistance.

For a man who needs a suit only for Sunday or dress-up, the dacron-rayon is approximately a 50-50 blend and is a fair choice at a moderate price. Another advantage of the dacron-rayon blend is that suits of this material are available in wash-and-wear construction even in the mid-weight three-season suit as well as lightweight summer suits.

To avoid disappointment in so-called "wash-and-wear" suits and slacks, note that there are really two types. Those labeled simply "wash-and-wear" are washable by hand or in a machine but generally have to be removed from the machine before the final high-speed drying cycle, then hung to drip-dry. Garments labeled "automatic wash and wear" can stay in the washer through the entire cycle, and also be dried in a machine dryer. Either type also can be dry cleaned.

It's important not to crowd wash-and-wear garments in a washing machine. They need plenty of room to avoid wrinkling. Permanently-creased slacks are a helpful new development. These are available in both all-wool and worsted-dacron blends, and in some suits as well as in separate slacks. The crease is set permanently with a chemical solution much like the solution used for permanent waves. The solution changes the chemical bond of the wool so that the crease can't come out even in a rain.

Here are other tips for April shopping:

**AIR CONDITIONERS:** A curious situation has developed in the air-conditioner industry indicating alert consumers can save the new ten percent excise tax on air conditioners of one-ton size and over, by shopping early. A leading manufacturer (Fridgers) has been warning in nationwide ads that air conditioners shipped by makers before December can be bought free of the tax.

Every city has some supply of these tax-free air conditioners, in all brands as well as models which shipped an especially heavy supply before the deadline. The new tax is particularly painful because wholesalers and retailers take their percentage markup on the tax as well as the actual cost of the air conditioner. Thus, if a manufacturer pays the US Government ten percent on an air conditioner the prices at \$150, the distributor adds 12 percent, not to the original \$150 cost but to the new \$165 price including the tax. The retailer adds his 15 or 20 percent on top of that. The original tax of \$15 in this example is pyramided to an extra \$20 you must pay, as all hands in the chain of distribution make a profit on the tax.

If you're planning to buy an air conditioner this year, it will pay to (1) shop early, and (2) ask the retailer if he has any of the tax-free units shipped before December 1.

**SHIRTS:** Consumers have been warned by the American Institute of Laundering to be careful about buying silk and cotton sports shirts which have been widely sold in recent years. Such shirts are comfortable and have nice appearance. But they're harder to launder, need extra care, and usually won't wear as long as a similar all-cotton shirt. The silk can't take bleaches and high ironing temperature.

A good choice for men's and boys' warm-weather shirts is the dacron-cotton blend with 65 percent dacron and 35 percent cotton, or kodel and cotton in similar proportions. Kodel is a new polyester fiber like dacron. Such shirts are generally automatic wash-and-wear. They're available around the \$3-\$4 mark in many stores this spring.

Generally the more polyester in the blend, the less care required to launder the shirt. Still, some cotton is desirable for softness, body and absorbency.

In cotton-knit sports shirts, tee shirts, and underwear, US Agriculture Department home economists advise that the size of the yarn and the tightness of the knit can make up to 30 percent difference in the amount of wear. Garments with fairly coarse yarn and firm knit held up almost twice as long as those with fine yarn and loose knit.

## Checks Going Out On Bankrupt Ships; Vessels Running Again

The US Government and US maritime unions are winding up their business with three shipping agencies which went bankrupt in recent months. Several more ships have been sold at public auction and wage payments are now starting to go out to seafarers and members of other maritime unions who crewed the vessels.

As a result of the sales, most of the ships involved in the bankruptcies are now being operated by other SIU-contracted companies who took over the ships.

The payment of back wages for crewmembers of the Pacific Tide and Pacific Explorer has already been made following their sale at

Seafarers who were aboard the Pacific Tide and Pacific Explorer should have received checks covering their wages by now as they were mailed out by the SIU's attorneys in Mobile. However, there may be some crewmembers who have not been compensated for allotment checks which bounced or which were not sent out. These men should write immediately to Otto Simon, 10th Floor, Van Antwerp Building, Mobile, Ala., listing the following: The number of each allotment not paid and the amount. If the numbers are not known, simply send in the amounts.

The same holds true for crewmembers of the Valiant Freedom. This ship paid off, but some of the allotments may still be pending.

public auctions. Checks have been mailed out to the addresses given by crewmembers of these two ships. Payment for the Pacific Navigator crew is expected shortly, with the court due to release funds realized from the auction sale.

#### Among First To Be Tied Up

These three vessels were among the first to be tied up when the Union and other creditors slapped liens on them last fall, after the World Tramping company folded, leaving mountains of unpaid bills.

Sales of ships at auction recently included the Julia and Westport of Ocean Carriers, and the Denton and Golden Sail of North Atlantic Marine.

A side-product of the public auctions of these bankrupted ships has been a sharp drop in the used-ship market. With bargains available at public auctions, ship brokers have been hard-pressed to get any kind of decent price for second-hand tonnage.



SIU crewmembers of the Rockland, which was shipped with liens on arriving in Yonkers, NY, have their gear examined by Customs in a most unlikely place—atop some steel girders stacked at dock-side.

## Two Crews Come Home After Ship Strandings

Two American-flag freighters are now "under arrest" at docks in Naples, Italy and Yonkers, New York, while the SIU crews aboard these ships have been returned to their home ports through the efforts of

the Union and the US State Department. The tied-up vessels are the Valiant Force and the Rockland.

The Valiant Force, which is one of the defunct Ocean Carrier fleet, stranded its crew in the Italian port on February 24 when the vessel, destined for Indonesia, was arrested for unpaid debts. The Liberty vessel carried a cargo of flour purchased by the Indonesian Supply Mission. The cargo was later sold by the purchasers to pay part of the crew's wages.

Following repatriation arrangements by the US Government, the crew was returned to the US on American Export Lines' SS Independence. During the eleven-day crossing from Naples to New York, NMU members of the Independence crew gave to the SIU men who had not received a show in some time.

Union representatives met the

crew at the American Export Lines' New York pier and arranged for transportations of the men to their homes or home ports.

The Valiant Faith, a sister ship to the Valiant Force is stranded in Port Said, Egypt, and her crew is due to be repatriated.

Twenty-five more SIU crewmembers arrived in New York aboard the deficit-ridden Rockland. The Rockland now under lien at the J. K. Welding pier in Yonkers, New York, is one of the vessels formerly operated by North Atlantic Marine. The Rockland arrived on March 15, from Port Said, where the crew had been stranded for more than three weeks awaiting necessary funds to refuel the empty freighter and return it to the US.

The Rockland had sailed from New York on December 19 bound for Alexandria with a load of grain. Troubles started before the ship reached the port of Tunis. North Atlantic Marine had closed its doors and the ship encountered difficulty in getting bunkers in the Mediterranean port. The wait for funds took a week.

Landing at Port Said on January 19 the ship started unloading cargo to pay for fuel and other needs. The handling of financial arrangements kept the ship in Port Said for 28 days before it finally set sail, empty, for New York.

Bad weather accompanied the ship throughout most of the return voyage.



Seafarers returning to the US aboard Independence after their vessel, Valiant Force, went bankrupt in Naples, make donation to NMU ship fund in return for help received during voyage. Assembling gift from Seafarer Bernard Knoll is Leslie Higgins (white coat), ship's doctor. Others (l-r) are: Allen Ellis, SIU; Jack Burris, NMU; Bill Storm, NMU and E. J. Farrell, SIU.

#### Union Has Cable Address

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

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



## SIUNA Tuna Crew Stars In Movie

The preparations and activities of West Coast tuna fishermen on a four-month tuna hunt were shown to an estimated 12 million people throughout the United States, on John Gunther's television program "High Road."

The program, one of Gunther's true life adventure series, featured the crew of the tuna clipper American Boy, members of the Cannery Workers and Fisherman's Union of San Diego, an affiliate of the SIU of North America. The first half of the feature was broadcast over the ABC television network on 95 stations, showing in the New York area at 8 PM Saturday.

The initial program showed the trials and difficulties of the fishermen in gathering and preserving the bait fish which are essential in the tuna operation. The second half of the film, to be shown tomorrow night, will deal with the furious activity which develops when the fishing boat runs across a school of tuna.

In the first sequence the fisher-

men were shown going out in skiffs to collect bait fish and then spending hours bringing them aboard a half-scoop at a time so as not to injure the bait. One or two dead bait fish, it was explained, would quickly infect the entire supply.

After the initial backbreaking job of collecting bait, a storm blew up and rough weather destroyed the fish, compelling the crew to do the job all over again.

Not the least of the difficulties of collecting bait is the task of frightening off hundreds of gulls, pelicans and other sea birds, plus the threat of sharks and similar predators.

In fishing for the tuna themselves, the men use barbless hooks so that the fish can be thrown

over the shoulder with one quick flip and the line tossed back into water without delay. This is quite a trick since the tuna can run 40 pounds and upwards, with 300 pounders not unusual. In some instances it's necessary for two and three men to handle a single fish. They do this by tying a single hook and line to three poles.

Since speed is essential when schooling tuna are located, the hooks themselves are not baited, but simply have a chicken feather lure on them. Once the tuna start striking furiously at the bait, almost anything thrown in the water will attract them. The barbless hooks allow the tuna to slide off in the hold while the fishermen toss their line overboard again.

The American Boy, a typical tuna clipper, has a capacity of 300 tons of fish. In hunting for tuna, the California tuna clippers work their way south, fishing off the coast of Panama, near the Galapagos Islands, or as far south as the waters off Peru.

## SIU Blood Bank Gives 10 Pints To Member's Child

Ten pints of blood donated by Seafarers to the SIU Blood Bank were given recently to help save the life of a Seafarer's child suffering from a serious heart ailment. The blood went to Mount Sinai hospital in New York to Margaret Rodriguez, daughter of Seafarer Adrian Rodriguez Texador, when she underwent difficult open-heart surgery.

The operation was completed successfully, but the child was still on the critical list at last report. Prospects of her recovery are considered good.

The blood for the operation was supplied under the SIU Blood Bank plan, which can provide this aid to Seafarers and their families all over the country. The blood

bank has an exchange arrangement with a national blood bank clearing house enabling it to set up credit accounts for blood when and where needed.

Blood credits in the blood bank are built up through donations of blood by Seafarers and members of their families at the SIU's clinic in Brooklyn. Seafarers passing through the port of New York are urged to help build up the supply through their donations. Contact Jeff Gillette at headquarters for details.

## Gulf Boom Eating Into Job Register

HOUSTON—Shipping and business was good during the last period notes Port Agent Bob Matthews, as more men in the A and B classes shipped than registered. Four ships paid off and 30 vessels were serviced in transit, keeping things brisk.

The SS Denton, a T-2 tanker of the bankrupt North Atlantic Marine Agency, was recently purchased at auction by an SIU-contracted company and it will be crewing up in a couple of weeks, to go on a grain run.

The Union is also looking around for some property for a new hall for the Houston area and hopes to find something suitable for SIU purposes here.

During the past period, the following ships paid off: Neva West (Bloomfield); Debardeleban Marine I (Debardeleban); Steel Voyager (Isthmian); Mount Evans (Am. Tramping).

No ships were signed on, but 30 ships were serviced in-transit. They were: Del Mar, Del Aires, Del Sol (Delta); Chickasaw, Wild Ranger (Waterman); John "C" (Atlantic); Atlantic (Metro); Capt. N. Slinas (Tramp); Steel Scientist, Steel Navigator (Isthmian); San Marino, (Peninsular); Erna Elizabeth (Albatross); Seatrain Louisiana, Seatrain New Jersey, Seatrain New York, Seatrain Texas, Seatrain Savannah (Seatrain); CS Baltimore, CS Norfolk, CS Miami, Bradford Island, Royal Oak, Bents Fort, Fort Hoskins (Cities Service); Beauregard (Pan Atlantic); Transeastern (Trans-eastern); Mae (Bull); The Cabins (Texas City); Bethtex (Ore Navigators); and Petrochem (Valentine).



## INQUIRING SEAFARER

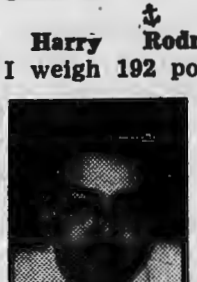
QUESTION: Do you feel that you are overweight? What foods would you give up on a diet?

Ralph Rumley, fireman: I think people eat too much meat. I eat everything edible that's put in front of me. I'd possibly give up fat and starchy foods but the chances are I'll never be overweight. As you can see I only weigh 140 pounds



and this is the heaviest I've been in my life. Work in the engine department keeps me perspiring freely and the weight stays down.

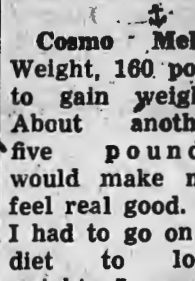
Clarence L. Cousins, AB: Starchy foods in my own personal diet are taboo. I weigh 190 pounds. It all boils down to this—what is the difference as long as you're healthy? Athletes are told to eat steaks and chops and greens. I agree. Fish should also be added to their training diets as fish on occasion is very good too.



Harry Rodriguez, messman: I weigh 192 pounds but I should weigh 146. I can't lose weight even on one meal a day. When I got out of the service I weighed 145 pounds and have been gaining ever since. For me a diet would be sheer torture. I understand that I would probably live longer if I lost

weight but I'll continue to try to lose weight gradually, if I can.

Vincent Haughe, messman: Weight, 200 pounds. I know I'm overweight. In fact I just lost 38 pounds on my own diet, which is a salt-free one low also on sweets and starches. I plan to continue on my own diet. I have no really favorite foods and could cut out nearly anything in my daily diet if I had to by doctor's orders.



Cosmo Melpignano, fireman: Weight, 160 pounds. I would like to gain weight. About another five pounds would make me feel real good. If I had to go on a diet to lose weight I could give up pastries, cakes and pies. I'm not particularly fond of sweets anyway. Maybe someone that reads the LOG could give me suggestions for putting on the five pounds the right way.



## Among Our Affiliates

Another important test of the rights of American maritime unions to act on the runaway ship issue is now up in the US Supreme Court. The Marine Cooks and Stewards Union is appealing a judgment against the union for picketing the SS Nikolos. MCS attorneys are arguing that peaceful picketing is permitted under the Norris-LaGuardia Act. The Nikolos is of Liberian registry.

Living conditions at sea will be improved for members of the SIU Pacific District sailing from the West Coast. The Weyerhaeuser Steamship Company has announced that it intends to do a major overhaul job on all its ships' quarters. Changes contemplated will include two-man rooms with adjoining shower and toilet facilities, air-conditioning of all messrooms, forced air ventilation of all rooms and single rooms for the carpenter and bosun on the boat deck. Estimated cost is \$500,000 per ship.

The seniority system negotiated last year by the SIU Great Lakes District is working smoothly as the 1960 navigation season approaches. Crews are being notified by certified mail of their right to return to their ships and claim the jobs they had the previous season. Virtually all crews are reporting back intact. The shipping season on the Lakes should get underway within two weeks.

Sailors Union of the Pacific secretary-treasurer, Morris Weisberger, has been named by California Governor Edmund G. Brown, as a member of the World Trade Center Authority, a state agency which promotes world trade with California ports.

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

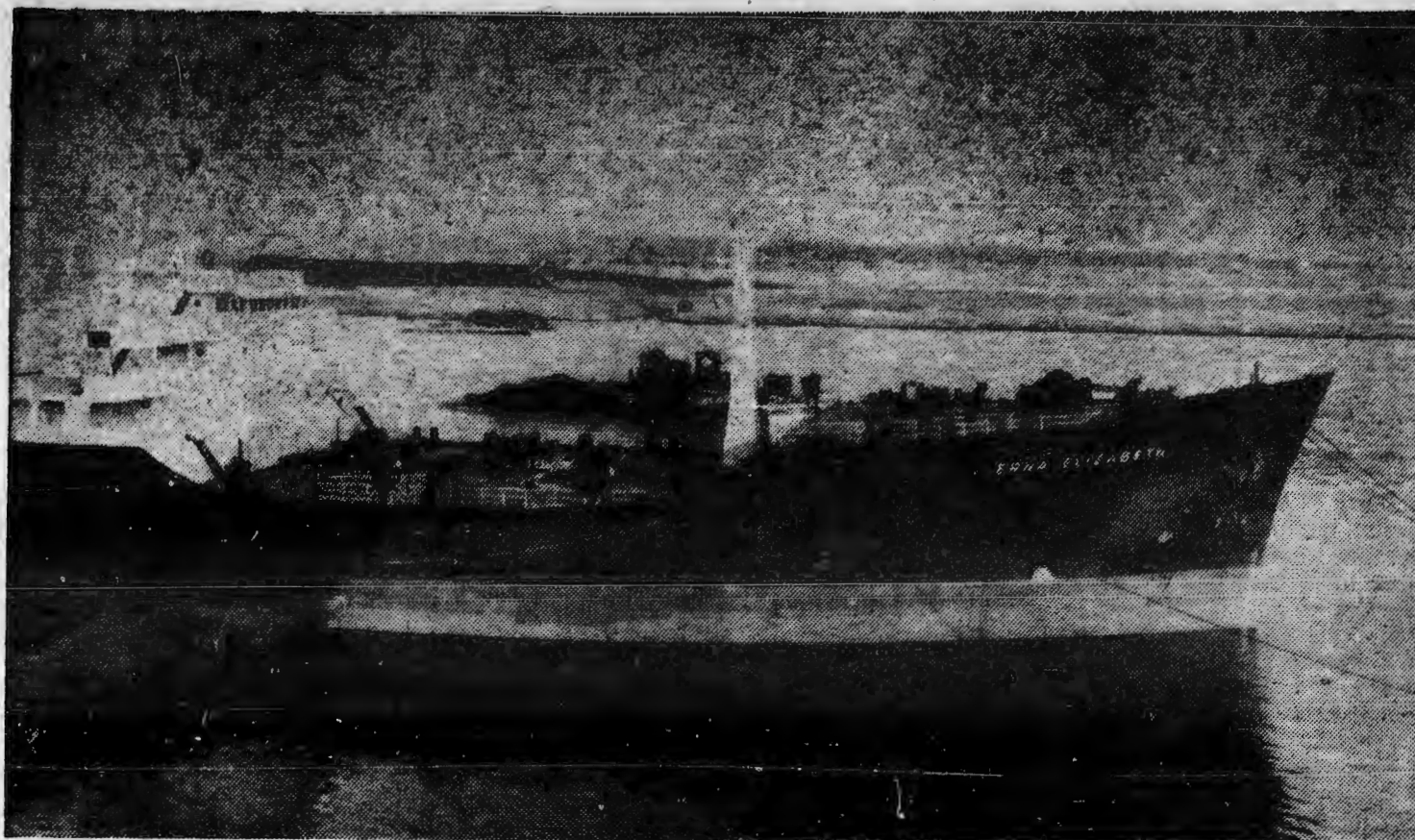
Whatever you need, in work or dress gear, your SIU Sea Chest has it. Get top quality gear at substantial savings by buying at your Union-owned and Union-operated Sea Chest store.

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



the SEA CHEST





One of the many new supertankers to come out in 1959, the SIU-contracted Erna Elizabeth (Albatross Tanker Corp.), currently running intercoastal. Like other new supers, the Erna Elizabeth boasts many comforts, including private rooms, spacious galley and messhall and other features guaranteed to lure SIU men into throwing in for berths. Pictured here are some of the gang at the time of the ship's arrival in New York harbor.

## ERNA ELIZABETH

Erna Elizabeth, all 33,000 tons of her, is tied up at Carteret.

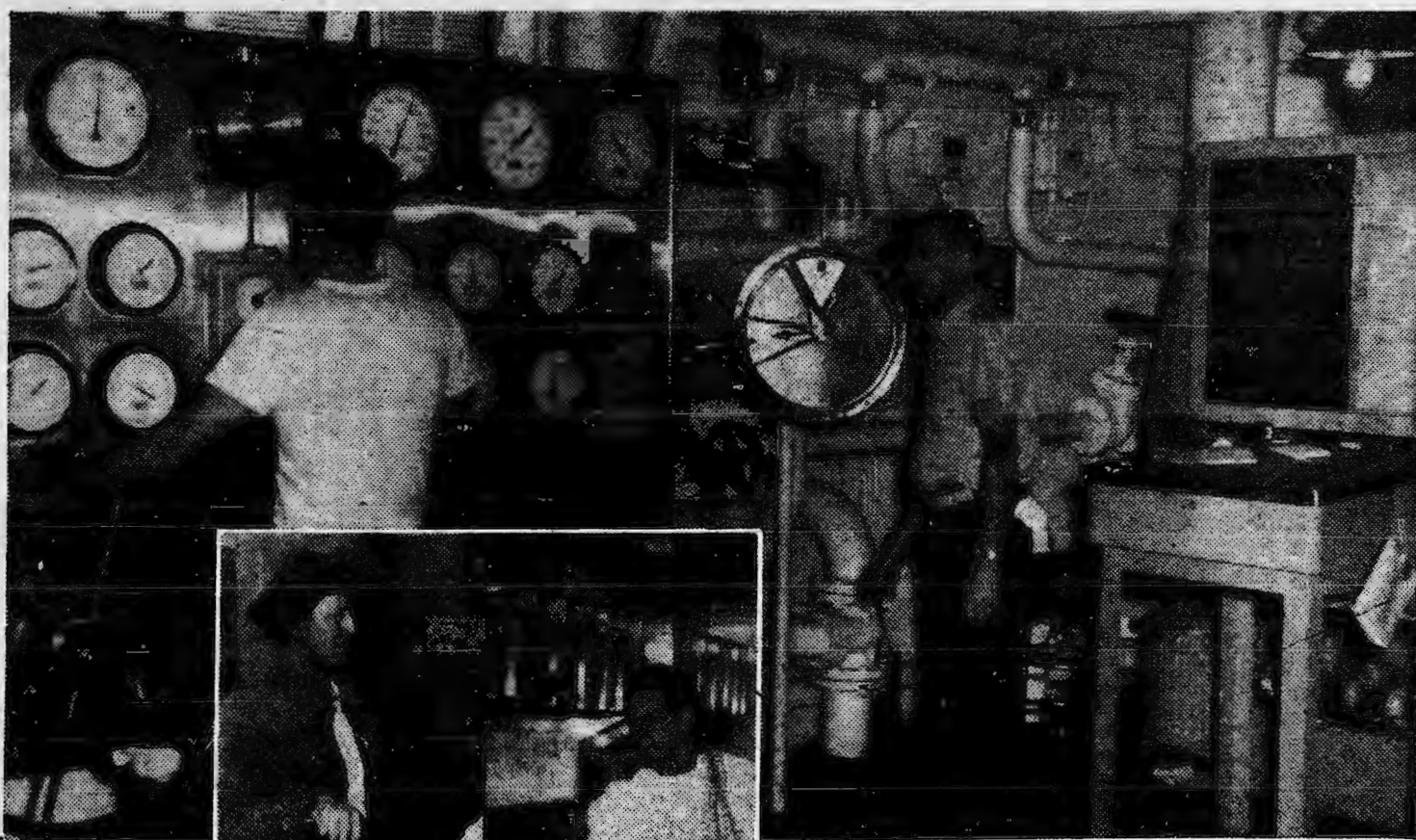
# SIU SUPERTANKER



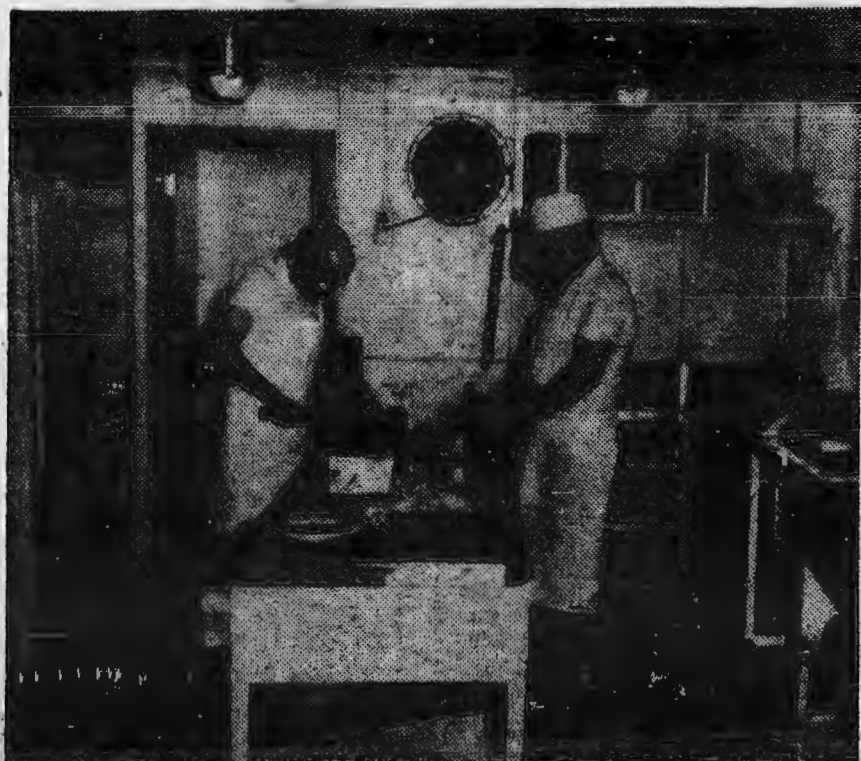
Davy Jones, AB (left) and James G. Rodder, AB, crack manifold valve.



Norman Wroton, Jr., oiler, relaxes in his room. Every crewman has own room.



Jack Regan, 1st assistant, manipulates controls. Richard Harnden, oiler, is at telegraph.



At work in spacious galley are (l to r) Alfred Bernard, chief cook; John McDonough, baker. Galley crew was pleased with modern equipment.



Louis Suarez, AB, handles the wheel.

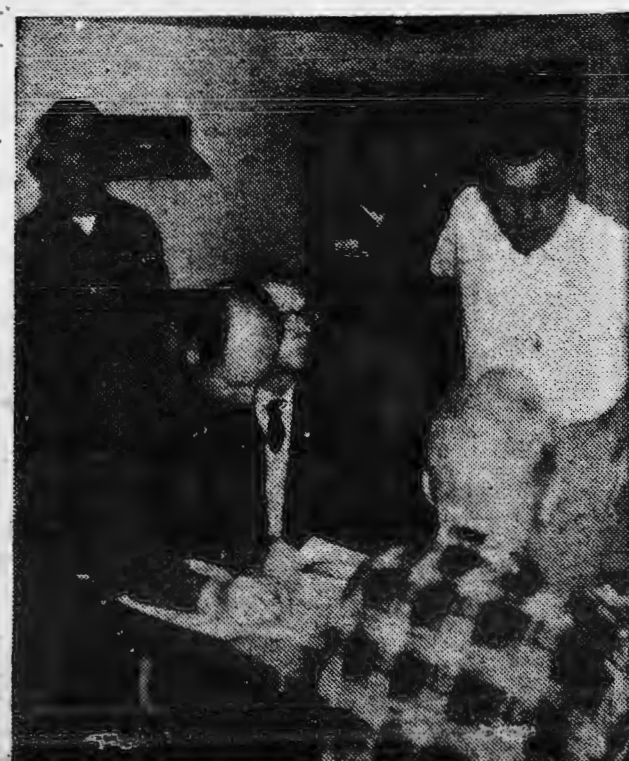
Arnold Larsen, at automatic dishwasher.



Viljo Heinonen, oiler, checks gauges.



"Humphrey" O'Mara makes like Popeye.



Signing on for another trip is Louis Suarez, AB. Others are Viljo Heinonen, oiler (center) and John Hawkins, OS.



# Runaways Hurt Industry Too, Business Newspaper Indicates

American merchant seamen may be successful in winning powerful business support in their fight to organize runaway-flag ships. That's the implication left by a special feature article in the "Wall Street Journal" of March 15.

The "Journal" article notes that the seamen's unions may be fighting the battle of American business in equalizing wage costs between the United States and foreign producers. Union organizing abroad could follow on the heels of US sea union activity, the "Journal" indicates, giving hard-pressed domestic producers an assist in meeting the competition of foreign imports produced by low-wage labor.

Many domestic industries have been very badly hit by such competition which extends from cotton shirts produced in Hong Kong, to heavy-duty electrical equipment. The same situation, of course, holds true for American-flag shipping which has suffered heavily from the inroads of the runaways.

In fact, as a result of this foreign competition, United States firms in large numbers are buying or building plants abroad. In the process they are getting tax concessions, interest-free loans and other advantages similar to those enjoyed by runaway operators who

register their ships under Liberian or Panamanian flags.

Up until now, the organizing efforts of US maritime unions on runaway ships have run into bitter opposition from the giants of American industry—big steel, oil and aluminum particularly. However, the line-up against the unions is not that rigid. For example, independent tanker operators and US sea unions seeking to get a 50-50 ruling on US oil imports have had to buck the big international oil companies; but many domestic oil producers have been sympathetic to the proposal.

Of course, as has been pointed out, there are important legal differences between American maritime unions organizing a runaway-flag American ship, and organizing an American-owned plant abroad. In the SS Florida case, the National Labor Relations Board held that the SIU had the right to organize and represent crewmembers on a Liberian-flag ship because it was American-owned, operated in American com-

merce and had its home offices in an American port. A shoreside plant, owned by Americans in a foreign country is a somewhat different kettle of fish.

Nevertheless, the "Journal" article holds that the activities of the recently-chartered International Maritime Workers Union, co-sponsored by the SIU and the National Maritime Union, "may merely be a preview" to what faces American business firms with overseas plants.

In this respect, the article cited legal hurdles facing American unions operating overseas. The US Supreme Court ruled last November that foreign employees of US airlines hired outside the US were exempt from union organizing. The case involved efforts by the Air Line Stewards and Stewardesses association to represent foreign nationals employed on Pan Am flights.

However, as is well known, virtually every US international union has affiliates in Canada, and it is quite possible for American unions to charter affiliates for other nations as well.

As far as the runaway ships are concerned, the "Journal" notes that . . . "this difference in labor costs is at the heart of the contest between the IMWU and American companies operating under Pan-Libion flags. In these small countries, taxes are negligible, maritime regulations are less strict than in the US and—at least until now—the foreign flag has been protected from the threat of organization by American unions."

The article concludes that "one of the most fascinating is the question whether, in self-interest, US businessmen won't at some point come to favor the expansion of overseas operations of US unions . . . imposed on foreign competition, US union pay scales could be the equalizer . . ."

## Boston On Slow Bell

BOSTON — Port Agent John Arabasz reports that the Boston harbor, although relatively slow, had transactions with five ships during the last period. The Transnorthern (Globe Waterways) signed on a crew March 10, giving the port a lift.

The remaining four vessels were all in-transit. They included the Chitawa (Cities Service), Robin Sherwood (Moore-Mac), Longview Victory (Victory Carrier), and Steel Traveler (Isthmian).

## List Details in Cables To Union

When notifying headquarters by cable or wireless that a Seafarer has paid off in a foreign port because of injury or illness, ship's delegates should include the following information:

The man's full name, his SIU book number, name of the ship, the port of payoff and the hospital where he is being treated.

The response of ship's crews to the Union's request for these notifications has been very good. Sometimes though, not all of the above information has been included. It is vital to get all of this data so that the SIU can act as promptly as possible.

**THUNDER HITCH (Seawatch)**—Chairman, E. E. Stover, Secretary, C. E. Hendricks. 35 in ship's fund. It is requested that more LOGs be sent to the ship. Vote of thanks to steward dept. for good job.

**STEEL APPRENTICE (Seawatch)**—Feb. 21—Chairman, S. L. McCovey, Secretary, Kenneth Roberts. Two men from engine dept. missed ship. Repair dept. taken care of by dept. hands and delegates. Some disputed OT. No book. Vote of thanks to steward dept. Order more cleaning gear for sanitary men.

**NORTHWESTERN VICTORY (State Marine)**—Feb. 14—Chairman, Willie Twiss, Secretary, F. Braggner. Ship's fund \$108. No book. It is reported that all door latches and knobs need

used in obtaining pay raises for the individual ratings. A discussion was held on the equalization of the OT for the deck maintenance men and watchstanders. To be taken up with patrolman.

**BENTON PORT (Crisco Service)**—Feb. 17—Chairman, J. Schwaband, Secretary, I. Anderson. 1st engineer requested new washing machine for Boston, Mass. Some disputed OT. It is requested that steward have larger variety of jams and jellies.

**STEEL RECORDER (Seawatch)**—Feb. 12—Chairman, Eddie Perry, Secretary, Gus Lopez. \$5.15 in ship's fund. Chief electrician voted as ship's delegate. Keep messroom and crew mess doors locked at all times while ship is in any foreign port.

**ORION CLIPPER (Orion Shipping)**—Feb. 12—Chairman, R. Wiman, Secretary, R. Porter. Ship's fund \$8.00. Vote of thanks to Steward Dept. for good food and service. Steward Dept. voted thanks to crew for cooperation.

**STEEL APPRENTICE (Seawatch)**—Jan. 9—Chairman, Sol Frank, Jr., Secretary, John Morrison. Library key to be left with watchman. A vote of thanks to steward dept. for fine food and service. New ship's delegate elected.

**LASALLE (Waterman)**—Feb. 14—Chairman, J. Cook, Secretary, J. W. Flou. Two men missed ship in New Orleans. A suggestion was made to cut washing machines off after using same; remove work after it is dry; see about hot water in galleys and crew quarters midship. It is asked that the pantry be kept clean.

**BYENVILLE (Pan-Atlantic)**—Feb. 21—Chairman, William Moore, Secretary, John Cabral. Some disputed OT. Messman F. Caldas elected ship's delegate. Crews' quarters, living spaces, messrooms, pantries and galleys in need of painting. Repair list turned in to mate. Washing machines need repairing.

**SENA ELIZABETH (Isthmian)**—Feb. 11—Chairman, Herman Weston, Jr., Secretary, J. J. Michew. Ship's fund \$28.30. David Jones elected ship's delegate. More shore bread is wanted. Third cook is always happy to make sandwiches at mealtime if wanted.

**SEATRAN SAVANNAH (Seatrains)**—Jan. 30—Chairman, Jack Williams, Secretary, H. Korak. Milk situation not definitely settled. Laundry room to be straightened out. Headquarters is asked to investigate a Great Lakes man who quit ship in New Orleans and did not turn in Union book or pay dues. Repair list approved by master.

**SEATRAN SAVANNAH (Seatrains)**—Feb. 22—Chairman, A. Arnold, Secretary, J. Swift. A ship's fund is planned. Keep books in library straightened out. The patrolman will be asked about missing short-handed from Savannah. Some OT books. A computer is needed in the galley.

**SEATRAN LOUISIANA (Seatrains)**—Feb. 21—Chairman, T. Montemonte, Secretary, E. Jones. It is requested that the passageways, laundry room and crew's rooms, as well as messroom be painted and scoured.

**JOHN C. (Atlantic Carrier)**—Feb. 14—Chairman, J. E. Parry, Secretary, S. H. Mantold. Drinking water is salty and will be replaced as soon as possible. A motion was made to have turn or hot water heater installed for making hot cocoa or tea. The captain, William, rolls on king post and hand rolls to toilet head must be repaired before sign on. A protest will be made to patrolman regarding the penalty cargo.

**VERMAR (Colman)**—Feb. 22—Chairman, D. Storm, Secretary, E. Berg. Captain said that necessary measures are ordered and fogles will be painted. One man missed ship in Trieste. A timer for the washing machine will be purchased at next port.

**YAKA (Seawatch)**—March 5—Chairman, Charles Elliott, Secretary, Howard Mott. Repair list has been mostly completed. One man missed ship in Ensenada and one man in Japan hospital. Crew wants more candy and gum in canteen, also a better quality work socks.

**ROBIN GRAY (Robin)**—Jan. 21—Chairman, R. Hoffman, Secretary, S. Johnson. Some disputed OT. \$30 in ship's fund. Steward dept. was asked to dump all garbage in case aft while in port. It is asked that natives not be allowed to use ship's gear for the purpose of washing and laundry. Ship's delegate to see master regarding draws. A vote of thanks to the ship's delegate.

**ALCOA PIONEER (Alcoa)**—Feb. 20—Chairman, R. E. Hoffman, Secretary, W. R. Stone. Ship's fund \$13.50. It was suggested that everyone donate \$1 each voyage towards this fund. Ship costs an estimated \$200 per voyage.

**CULTURE (Seawatch)**—Feb. 20—Chairman, E. A. Rugh, Secretary, R. L. Ruff. Refrigerator repaired. Beaches being sprayed. No book.

**COASTAL CENTURY (Seawatch)**—Feb. 15—Chairman, A. Dorsey, Secretary, C. H. Brown. Mr. Sargent of Seawatch Co. promised to send washing material, electric coffee pot, etc. in ship's fund. Please return glasses, cups, silver, etc. to pantry after use. Passageways are being repainted. It is requested that all ship's members please take more interest in the improvement of the vessel.

## SIU BABY ARRIVALS



Diane Carla Boreallino, born January 31, 1960 to Seafarer and Mrs. Carl C. Boreallino, Philadelphia, Pa.

Patrick Stanley Johns, born January 19, 1960 to Seafarer and Mrs. Stanley T. Johns, Williamsport, Pa.

Steven James Faini, born January 19, 1960 to Seafarer and Mrs. Vincent Faini, Norristown, Pa.

Lynda Kathryn Peck, born October 12, 1959 to Seafarer and Mrs. Gordon L. Peck, Kenner, La.

Rose Ivette Rodriguez, born February 17, 1960 to Seafarer and Mrs. Eusebio Rodriguez, Brooklyn, NY.

Donna Marie Sanchez, born February 5, 1960 to Seafarer and Mrs. Charles R. Sanchez, Chickasaw, Ala.

Carol Lynn Shell, born January 27, 1960 to Seafarer and Mrs. Joe Shell Jr., Houston.

Dixie Crystal Drew, born March 8, 1960, to Seafarer and Mrs.

Frank W. Drew, Mullins, South Carolina.

Peggy Lynn Banister, born March 3, 1960, to Seafarer and Mrs. Robert E. Banister, New Orleans, La.

Danny Wayne Walls, born February 15, 1960 to Seafarer and Mrs. Kirt Walls, New Orleans.

Charles Clendon DeRapun, born February 12, 1960, to Seafarer and Mrs. William A. DeRapun, Houston, Texas.

William Anthony Duvall, born February 16, 1960, to Seafarer and Mrs. Claude C. Duvall, Manteo, North Carolina.

Edward Clark Garabrant, born February 29, 1960 to Seafarer and Mrs. Clarence J. Garabrant, Kinsport, Tenn.

Katherine V. Hubner, born February 21, 1960, to Seafarer and Mrs. George I. Hubner, Portland, Maine.

David C. Jones, born February 13, 1960, to Seafarer and Mrs. Darius C. Jones, Virginia Beach, Va.

Daniel Gerard O'Connor, born January 16, 1960, to Seafarer and Mrs. Thomas O'Connor, Boston, Mass.

Stephen Anthony Peavey, born December 29, 1959, to Seafarer and Mrs. Floyd H. Peavey, New Orleans, La.

William Joseph Schafer, Jr., born February 5, 1960, to Seafarer and Mrs. William J. Schafer, Oakland, Calif.

Vincent L. Stankiewicz, Jr., born February 15, 1960, to Seafarer and Mrs. Vincent L. Stankiewicz, Philadelphia, Pa.

Hugh Allen Trader, born February 11, 1960, to Seafarer and Mrs. Ernest A. Trader, Baltimore, Md.

**SEAFARERS PORTO'CALL**

NEW YORK 675-4742 IN BALTIMORE 1216-2400



## 'All In Favor ...'



## Philly Sees April Start In New Hall

PHILADELPHIA—Latest progress reports at this port indicate that the new hall for Seafarers, under construction for some time, will be ready for occupancy on or about April 15, according to Steve Cardullo, port agent. The hall will be located at 2604 South Fourth St., Philadelphia.

### Shipping Outlook Brighter

Cardullo notes that shipping had been steady in the port over the last two weeks. He is looking forward to better conditions next period, with two payoffs scheduled at the outset and good possibilities of one ship, the Ocean Ulla (Ocean Trans.), taking on a full crew.

The records indicate the Calmar (Calmar) paid off and signed on during the period, and five vessels were in transit. The five were: Jean and Emilia (Bull); Steel Flyer (Isthmian); Robin Goodfellow (Robin); and Texmar (Calmar).

The maritime hiring hall and the rotary shipping system have been endorsed repeatedly by observers of maritime operations. Therefore the latest endorsement of the hiring hall in a draft report to the Department of Commerce is more frosting on the cake. Professor William Gombert of the University of Pennsylvania, a specialist in transportation, noted that the hiring hall system is far superior to the old corrupt and inefficient methods of obtaining ship's crews. Consequently, he holds, it should be given full legal authorization by appropriate legislative action.

Many bills have been introduced from time to time to give specific Congressional authorization to hiring halls both in maritime and in the building trades. Its about time Congress clearly spelled out the standing of the hiring hall for the stability of the industry and the professional seamen who man the ships.

## House Committee Acts

The 19 to 3 vote in the House Foreign Affairs Committee condemning any US Government approval of ship blacklists is an important step forward toward restoring freedom of the seas. The Committee, in its vote, calls upon the President, the Department of Agriculture and other Government authorities to take appropriate action to stop interference by Arab nations in the operations of US-flag shipping.

The SIU position is simply that any nation which attempts to dictate who can and who can't carry US-owned gifts or aid cargoes should be deprived of such aid until it agrees to respect the principles of freedom of the seas. Such a strong stand, in the Union's point of view, would quickly put an end to discrimination against American-flag ships.

## 75th Birthday

The 75th birthday of the Sailors Union of the Pacific recalls the conditions seamen labored under before there were any unions, and the great contributions made by the SUP down through the years to the welfare of working seamen everywhere.

It's always easy to forget what things were like yesterday and 75 years is a long time ago. The life span of the SUP stretches from the time that seamen were indentured servants at the absolute mercy of the ship's captain, to today's spectacle of working seamen fully-protected by their unions and contracts.

Many unions rose and fell during those years, but the SUP kept maritime unionism alive in the darkest days and its leaders set the pace for all other maritime unions to follow. Consequently, on its 75th birthday, the SUP has well-earned the congratulations and plaudits of all union seamen.

## Administration Fighting Passage Of Forand Bill

WASHINGTON—As the House Ways and Means Committee nears a vote on the labor-backed Forand medical insurance bill for elderly people, the Eisenhower administration has announced it is "studying" a substitute plan to be administered at state level with both state and Federal money. It would pay only a portion of health insurance policies for the elderly and coverage would be practically limited to chronic illnesses which result in lengthy stays in hospitals. In any case, there will be no action on an Administration measure this year.

The Forand measure, opposed by the administration, would be financed through increased Social Security payroll deductions. It would provide more liberal coverage — and at less cost to the insured.

The Forand measure had the

backing of the former head of Blue Cross, Dr. Basil C. MacLean, who endorsed the bill in a letter to its sponsor, Rep. Alime Forand (D., RI.). MacLean wrote that "the cost of care of the aged cannot be met, unaided, by the mechanism of insurance or prepayment." He noted that the system of financing the insurance through Social Security deductions "provides a way of dealing with the question with dignity and effectiveness."

### Cites AMA Opposition

Another member of the medical industry who gave his unqualified vote of confidence to the bill was Dr. E. M. Bluestone, professor of hospital administration at two New York universities. He argued that the "sheer humanity" of the bill "far outweighs" the "ill-advised and misguided" opposition of the American Medical Association and the insurance industry, charging they were "motivated largely by professional self-protection."

The AFL-CIO Executive Council at its recent mid-Winter session warned against any eleventh hour intervention by the administration against the Forand legislation which were "designed to meet the narrowly-conceived financial demands of the AMA or the self-seeking clamor of insurance companies rather than the needs of the elderly."

The administration's Federal-state sharing plan was one of three possible Federal approaches to health insurance for the aged now under study by the Department of Health, Education and Welfare. Another is similar to the Forand scheme, while a third is based on Federal public assistance to help pay oldsters' health insurance premiums.

## N'Orleans Spurts With In-Transits

NEW ORLEANS — Though only five payoffs were recorded here during the preceeding shipping period, this port got a shot in the arm when a total of 32 vessels called for service while in an in-transit status. And with at least 11 ships scheduled to pay off during the coming two weeks, a forecast of "good" is the way acting agent agent Buck Stephens pegs shipping conditions.

Members were reminded that voting on the new SIU constitution starts March 31; they were urged to vote, and vote in the affirmative.

Stephens also stated that affairs in the port were running smoothly, and that of all beefs handled during the previous period, none were of a major nature.

The ships paying off were: Alcoa Puritan (Alcoa); Del Norte (Miss.); Wacosta, Topa Topa (Waterman) and Penn Mariner (Penntrans.).

Signing on crews were eight vessels: Alcoa Puritan (Alcoa); Del Aires, Del Valle, Del Norte (Miss.); Chickasaw (Waterman); Penn Mariner (Penntrans.); Atlantis (Petrol) and John C. (Atlantic Carr.).

In transit: Alcoa Roamer, Alcoa Corsair, Alcoa Ranger and Alcoa Cavalier (Alcoa); Seatrain Georgia, Seatrain Louisiana (Seatrain); Del Aires, Del Valle (twice) (Miss.); Neva West (twice) (Bloomfield); Steel Director, Steel Scientist (Isthmian); Gateway City, Raphael Semmes (Pan Atlantic) Chickasaw, Wild Ranger (twice), Monarch of the Seas, Wacosta, Topa Topa, Claiborne, John B. Waterman (Waterman); Mankato Victory (Victory Carr.); Evelyn, Edith (Bull); Atlantis (Petrol); Cantigny, Royal Oak (Cities Service); John C. (Atlantic Carr.), and Transeastern (Transeastern).

## MD Report Asks Caution On Penicillin

A further report on the danger of penicillin to individuals who are allergic to it has been submitted by the Medical Department of the Seafarers Welfare Plan. The report, quoted from a medical bulletin, cited 1,000 recorded deaths due to penicillin injections by 1956, some dozen years after the antibiotic was first used.

Dr. Joseph Logue, medical director of the SIU Welfare Plan had previously warned SIU men against indiscriminate use of penicillin.

Penicillin is carried on all SIU ships under the terms of the Union contract. At the time this provision was inserted in the agreement, the drug was looked upon as the nearest thing to a "cure-all," and undoubtedly it has been administered by mates to crewmembers having a wide variety of ailments.

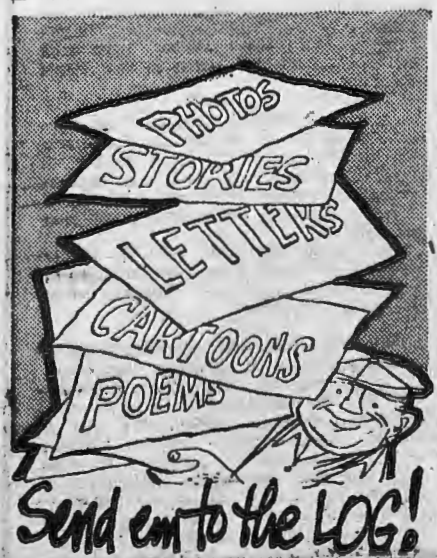
In recent years though, there has been increasing evidence that a few individuals suffer violent reactions from penicillin.

As a result of these developments, some drug concerns have started manufacturing a synthetic penicillin, which, it is claimed, does not produce the severe reactions of the "natural" penicillin.

In light of the above, the use of penicillin on a ship should not be indiscriminate.

## Be Sure To Get Dues Receipts

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





# SEAFARERS IN DRYDOCK



Currently hospitalized in the Seattle area, reports Port Agent Ted Babkowski, are Seafarers Sam Bowser, Edward Edinger, James Mitchell, George Little and Harold Spicer.

Bowser, who last sailed in the steward department of the Valiant Power, is laid up for high blood pressure, but is coming along OK. Edinger was hospitalized for an operation on his foot, but has been responding to treatment and should be released soon. His last ship was the Valiant Hope. He sails in the steward department.

Mitchell, who sails in the deck department, was injured when the Valley Forge was shipwrecked near Sumatra and is progressing slowly.



Edinger



Mitchell



Little



Spicer

George Little, who last sailed on the SS Ocean Deborah in the deck department, is in for a check-up and expects to be fit-for-duty soon. Harold Spicer is in for treatment of a stomach ailment and will be released shortly. He was also on the Ocean Deborah in the deck gang.

Seafarers on the beach, or off the ship on shore leave, should take some time to visit the brothers laid up in the hospitals. It gets pretty dull and lonely in the hospitals and a visit from a friend is always very welcome.

The following is the latest list of hospital patients:

**USPHS HOSPITAL  
BALTIMORE, MARYLAND**  
Max Acosta  
Benjamin Balcer  
Ben L. Bone  
Arthur Brunell  
Bernard Buster  
Marco Calgano  
Willie F. Coppage  
George B. Forrest  
Eusebio Gherman  
Frederick N. Lewis  
Charles Locke

**VA HOSPITAL  
BALTIMORE, MARYLAND**  
Maurice Flynn

**USPHS HOSPITAL  
BRIGHTON, MASS.**  
Kenneth Gahagan  
Herbert C. McIsaac  
Charles A. Moss

**USPHS HOSPITAL  
GALVESTON, TEXAS**  
Lonzie Ahrhriton  
William H. Davis  
Lawrence I. Floyd  
Oliver J. Kendrick  
Serafin Mills  
Harold D. Napier

**USPHS HOSPITAL  
SAVANNAH, GEORGIA**  
Louis Cecotte  
David E. McCollum  
Julian S. Mineses

**USPHS HOSPITAL  
NORFOLK, VIRGINIA**  
Henning Bjork  
H. H. Broughan  
R. G. Camantigue  
H. L. Horton

**USPHS HOSPITAL  
SAN FRANCISCO, CAL.**  
Thomas J. Driscoll  
Samuel P. Drury  
Edw. H. Huisenga  
Otto H. Palsson  
F. W. Schmiedel

**USPHS HOSPITAL  
SEATTLE, WASHINGTON**  
Sam Bowser  
Arthur W. Brown  
George B. Little

**USPHS HOSPITAL  
FORT WORTH, TEXAS**  
Richard B. Appleby  
B. F. Belcher  
George Boherty  
Peter W. Soltes

**USPHS HOSPITAL  
STATEN ISLAND, NY**  
Oscar J. Adams  
T. F. Allen  
Daniel M. Alvino  
J. V. Arango  
Conway W. Beard  
John M. Beyer  
Joseph A. Blake  
R. W. Bunner  
Arthur J. Camara

Zennis Kodros  
Fred N. Lambert  
Thomas Laver  
Thomas Lehay  
Edgar Lake  
Marcos E. Medina  
J. Olabarrieta  
John M. Pasko  
Carl Pietrantoni  
George L. Pitour

**THE SOLDIERS HOME HOSPITAL  
WASHINGTON, DC**  
Wm. H. Thomson

**TRIBORO HOSPITAL  
PARSONS BLVD. & 32 DRIVE  
JAMAICA 32, LONG ISLAND**  
James Russell

**VA HOSPITAL  
KERRVILLE, TEXAS**  
Willard T. Cahill

**USPHS HOSPITAL  
NEW ORLEANS, LA.**  
Carleton Amundson  
Thomas E. Andrews  
Orville Arnold  
Paul L. Bartholme  
John W. Bigwood  
Accorso Boniti  
Gandy K. Brown  
Frederico Bucayan  
Adie Coleman  
Angelo A. Amico  
John E. Doud  
George W. Flint  
Claude Fowler  
Charles Habighorst  
Willie Halladay  
Wade B. Harrell  
A. Ingebratzen

**VA HOSPITAL  
HOUSTON, TEXAS**  
R. J. Amundson

**VA HOSPITAL  
CENTER HOT SPRINGS  
SOUTH DAKOTA**  
Clifford C. Womack

**SAILOR SNUG HARBOR HOSPITAL  
STATEN ISLAND, NEW YORK**  
Thomas Jackson

**VA HOSPITAL  
KEOUCHTAN, VIRGINIA**  
Joseph GM

**MT. WILSON STATE HOSPITAL  
MT. WILSON-BALTIMORE CO.  
MARYLAND**  
George Davis

**USPHS HOSPITAL  
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BROOKLYN, NEW YORK**  
Joseph J. Bass  
Matthew Bruno  
Gregorio Carralho  
Leo V. Carrouse  
Wade Chandler  
Mallory J. Coffey  
John Driscoll  
Bart E. Garandick  
John Joseph Hazel

Ludwig Kristiansen  
Leo Marnagh  
Primitivo Ruse  
Henry E. Smith  
Almer S. Wilkerson  
R. E. Waterfield  
Luther E. Wing  
Pan P. Wing

## Seafarer Dies On Penn Shipper

To the Editor:

Enclosed is a picture of Edward Wilkerson who passed away on the Penn Shipper on January 25, 1966 at sea. He was 45 years old.

Would you please put this in the LOG so that his friends may know, and also, would you thank the boys aboard the Penn Shipper for the flowers, on behalf of his parents Mr. and Mrs. J. W. Wilkerson of Bronson, Fla.

Mrs. Cathren Anderson

## Seaman Recalls 'Good Old Days'

To the Editor:

Just a few lines to say hello to one and all... this letter finds me enjoying life just fine, leaving me OK, but sort-of lonesome at times; especially when I get to thinking of the past, of my by-gone friends and ship mates.

I often wonder whatever happened to the motor vessel Coastal-Mariner. I made several trips on her to Puerto Rico, Cuba, the Virgin Islands, etc. Most of the boys didn't like that run but I sure did, for it was a pleasure run with plenty of overtime to make up for its short duration.

And then too, we had the very best of shipmates on it—J. W. Lincoln, Red Morgan, Lockwood, Pedro Teddie Toney. I've got Red's and Lincoln's picture and often wonder about what ever happened to them. I sure miss my seafaring buddies.

Regards to one and all of the good-old SIU. I have been on the sick list for several years, from a gunshot wound, but I still have hopes of sailing again in the near future.

John Harrison Hicks

## Prays For Men Away At Sea

To the Editor:

We receive your LOG regularly and enjoy it very much. I should like to add my thoughts to the many who go out to sea. You see, I too had a sailor and marine who crossed the oceans many times during the World War II and the Korean War. And many nights prayed, as only a mother can, for their safe return to me.

But I cannot forget the fact that many have no mothers to pray for them. And so I pray for them, who so far from home, may sometimes feel nobody cares for them. And so to them I address my prayer.

Remember someone cares and prays for you.

Elizabeth M. White

## Mental Illness Plan Asked

To the Editor:

From time to time I have brought up the subject of mental illness affecting our wives or immediate families, and why it should be covered by welfare benefits.

This subject is in dire need of action for many members have wives who are getting along in years... the children have all grown up and are married and consequently the wives

are alone, subject to great strain and nervous illness.

Not every type of mental or nervous disorder should be considered—certainly not that brought about by narcotics or alcoholism. I have just gone through one of the most harassing situations and spent a fortune in bringing one back to a normal healthy life.

The story of the laws not being able to cover this situation is not so, for there are medical

## 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.

and hospital plans in existence that do so.

It is easy to laugh off a situation when it does not hit "home." Like the rest of the world, the word mental illness has always been a nasty word; as it was to me before it struck.

Every day more and more people are being afflicted and we as seamen give more thought to our immediate family and do something. Study and plans should be put into effect to bring this about.

E. A. Anderson

## SIU Support Earns Praise

To the Editor:

I would like to thank the staff of SIU New York headquarters for all the support they gave me during my recent troubles aboard the Robin Gray (Robin). Everyone was especially helpful to me.

W. L. Fowler

## Welfare OK's Power Chair

To the Editor:

I have been hospitalized with influenza but am doing very well now. I understand that the Welfare Plan has approved my request for a power-driven wheelchair. My pastor wrote Mr. Creasey a letter and in turn Mr. Creasey authorized him to purchase said chair, and now it is being shipped to me.

God bless all of you on the board of trustees and all hands for coming to my rescue. It's such a comfort to know I've got so many seafaring friends. God bless all of you and may all your undertakings prove successful.

Hugh Fouche

Ed. note: Brother Fouche has received his chair, a photo of which appeared in the last issue of the LOG.

## Comments On Disability Plan

To the Editor:

While reading our latest issue of the LOG, I noticed a very interesting comment from the crew of the SS Seamar concerning our membership Disability Plan.

It certainly is reassuring to belong to such a helpful and great organization as ours, and I hope that the members and officials will continue their good work in investigating such matters.

Donald Whitaker

## Corsair Crew Draws Raves

To the Editor:

This note of esteem comes to your attention concerning your great crew on the SS Alcoa Corsair. I was on this vessel as beautician from January 23 through February 29 and must tell you that each and every man aboard was the essence of perfection. This covers the steward, deck and engine departments.

You see, while in Caracas, Venezuela, I received news of my mother-in-law's death, and all the boys pitched in and sent a beautiful wreath to her funeral in Virginia. I thought that this was a wonderful thing and I shall be always grateful. Although my husband was in India at this time, I am sure he will join me in this vote of confidence which I send with all my heart.

My special thanks to a wonderful salon steward Pedro Villator and Doctor Hunt. (They are both "dolls.")

Rosemary Bryant

## Thanks Welfare For Flowers, Aid

To the Editor:

In sincerity and appreciation, I wish to express my thanks to you for the flowers sent by the Union in memory of my departed husband.

Just today I received your check. Again I extend appreciation for the prompt efficiency you have afforded me in all matters pertaining to my dearly beloved.

Mrs. Frances Williams

## Welfare Plan Eases Hardships

I want to write and thank the Seafarer's Welfare Plan for what they have done for my daughter. She has been in and out of the hospital three times in a little over a year.

If it was not for the Welfare Plan paying for her care in the hospital, and for my son's operation, I don't know what I would have done, especially since my husband is away at sea.

It has been very hard, but the Plan has made it easier on all of us. Thanks again.

Mrs. Vivian Palmer

## OK Retirement Plan Proposal

To the Editor:

We the crewmembers of the SS Emilia go on record as having read a copy of a recent letter sent to the LOG by SIU Brother C. A. (Chuck) Welch in regards to a proposed retirement plan drawn up by said brother.

The proposal is as close to a reasonable program as could be instituted by the SIU negotiating committee. In the future, if any proposals are made for the membership, we feel that the retirement plan should be given first consideration.

J. H. Emerick

## Blood Bank Helps Seafarer's Child

To the Editor:

On behalf of my wife and myself, let us thank you for the blood the Union gave for my daughter.

She is doing nicely now and we hope that a cure will be found for her ailment.

Robert Ellis

SEAFARERS LOG  
575 Fourth Ave.  
Brooklyn, N.Y. 11211

I would like to receive the SEAFARERS LOG  
Please put my name on your mailing list.

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STREET ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_  
ZIP \_\_\_\_\_





## SIU SHIPS AT SEA

### Suits Me Fine

Those new acrylic, plastic, dacron, etc. suits that are so popular now—should they really be called wash and don't wear, or wear and don't wash?

William Lennon, BR on the Steel Apprentice, purchased a new suit of clothes in Seattle last trip to wear in Japan when visiting the Japanese belles, so as to impress upon them that he was one stylish Seafarer, to say the least . . . And that he did, with those

dark glasses and new suit . . . he cut a pretty sharp figure, indeed.

But when he put that suit in the washing machine, to clean and get ready for the next shore leave, the damn thing disintegrated. His reaction to this event called forth words which we all know but are not printable. It seems that in this age of missiles and satellites you can't be sure of anything—not even a suit of clothes.

The moral: could it be that someone pulled the wool over his eyes?

§ § §

### Long Honeymoon

The Irene Star set forth on a neat little 60-day junket to Turkey, but it turned out the vessel also went to Augusta, Sicily and then to Macao, Brazil and then is supposed to head for Casablanca, etc., etc., etc., all of which proves, you never can tell.

After all, Columbus set out to find a shorter route to the east and discovered America.

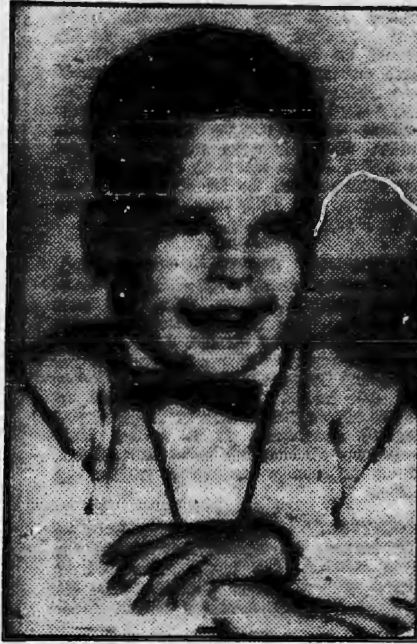
§ § §

### Mutual Admiration Society

Life is rosy aboard the Chickasaw, the closest thing to an Utopia yet seen in the world scene, so it seems. In the recent minutes, the good and welfare section said: "A big vote of thanks to the steward department for a job well done. An extra 'thank you' from the crew to baker John Savold for all the swell baking on the trip. Thanks went to all department delegates, and the ship's delegates. The steward department in turn went on record thanking all members for their cooperation . . ."

The only catch: Things are so good aboard the ship that it can't last forever.

### Bow Brummel



Keith Gulley, Jr., 2 years old son of Seafarer and Mrs. William K. Gulley, models a bow tie and a fancy limited sweater. His father is now on the Alamar.

## SHIPBOARD SKETCHES

by Ben Graham



"This is so thrilling! I envy you seamen . . ."

## Turned Down OT? Don't Beef On \$5

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

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

## 28 Days Before The Mast

With Kicking Skipper, Odd Crew, Poodle And Alligator

(Ed. note: The following article was submitted to the LOG by C. F. Martinique, retired MM&P member.)

Captain William Moline, veteran skipper of the Waterman Lines, died at Pensacola, Florida, on Nov. 15, 1958, and thereby hangs a tale. I believe he was one of the best-known and most talked-about ship masters in merchant marine service, and I often think his initial maritime experience had something to do with his philosophy.

He forbade me to mention the episode during his lifetime, a request that I could never figure out.

We were shipmates in the Navy during World War I. Bill, a war-baby gunner's mate and I, a second cruise CPO and Navy boxer, tiring of the "spit and polish" (Bill never wore a uniform thereafter) left the Navy and set our sights on a licensed merchant marine career, via a "quickie" navigation course.

We soon discovered the foc'sle was half-full of master's tickets and joined the old International Seamen's Union in New Orleans. Eventually we were assigned to the then new tanker "Swift Arrow."

The vessel lingered in port and we found ourselves involved in the seamen's strike of May 1921, and joined the picket line.

Government propaganda, under the US Shipping Board, alienated public support and striking seamen were open game for police clubs. Bill and I were soon marked men: Bill because of his size, and I for my agility, so we boarded a "blind" on a passenger train bound for Mobile.

Gulfport police spotted us and lined us up for a convict road camp, but our seaman's papers bolstered our story of looking for sea service. We were given a chance, under the eyes of the police, to decide whether we wanted one of the seven rusty banana boats or a few five-masted lumber schooners, which were on coast-wise runs.

Not being too well-versed in maritime expression at the time, we thought coastwise meant numerous local stops. So we signed on at a chandlers on a five-masted schooner bound for Baltimore, expecting to jump ship at the first stop.

The crew consisted of the captain, his wife, mate, donkey engineer, cook, 65-year-old bosun, four seamen, two Danish boys, Bill, myself, plus a poodle dog and a three-foot alligator

soaking in a pool, covering the bottom of a jolly boat, swung thwartship over the stern of the ship.

Foc'sle was in the bow . . . two wooden bunks, one over the other, on each side a sack of straw for a mattress, a damp, stinking quilt for a cover, and a bucket for a head.

Where the bosun, engineer and cook slept I do not remember, but our food, which consisted solely of soup during the last few weeks, was shoved through an opening in the bulkhead, and eaten on a plank between bunks.

The four seamen stood alternate watches, four on and four off, but the four off had no meaning because we had storm, rain, and head winds nearly all of the 28 days to Baltimore, and it was a continual "all hands on deck to tack ship."

The latter maneuver required a hand in the jolly boat to clear the spanker boom over the davits, and being barefoot, having no boots, I always feared the alligator would sample one of my toes.

On the few decent days of the voyage, the captain would have us over the side, minus lifebelts, caulking and painting seams. The vessel started leaking early in the voyage and we soon exhausted our stock of coal for fuel. Since the lumber cargo kept the vessel afloat, it was a question as to whether burning it up was a remedy or not.

The captain soon saw that Bill and I were not career sailing-ship men, that the Danes didn't understand English, and that the bosun was a little bit "touched." This situation seemed to convert the captain into a tyrant.

He seemed a little scared of Bill and I was too quick for him and could climb like a squirrel, but the Danes and bosun received continual kicks and blows.

I will never forget the many times it was "all hands tacking ship," the wife at the wheel, the skipper giving someone a few lusty kicks and shouting "How is she heading dear?" The mate, engineer and cook were mild, timid types and never opened their mouths.

The 28-day nightmare finally ended, and we arrived at Baltimore. We slushed the masts the next day, after which the skipper called us to his cabin to pay us off.

We declined the offer, having been ashore the night before and been advised by the Union hall to insist upon being paid off at the commissioner's office,

under protest, because of the brutal treatment. The commissioner's office failed to take action, but our union lawyers sued for damages, and after several weeks the schooner deck force divided about \$500 between themselves.

During the strike Bill, I, and a character named Paddy Murphy, put on boxing shows.

Some weeks later I learned that several sailing ships had been found off—the Eastern coast, sails set, everything in order, yet no sign of a crew. One theory claimed rum-runners had raided the ship, and liquidated the crew. Very likely the skipper knew about that, soon realized that Bill and I were not sailing-ship men, and very likely actually feared us more than we did him, acting brutal so as to appear tough.

At the termination of the strike, Paddy Murphy and I shipped aboard a vessel bound for Ireland, but got into a jam when contraband was discovered aboard the ship. Bill, having a ticket, went topside and remained there with the same company most of his career, thereby proving his stability when removed from companions like me.

Many of his crew thought he was a tough skipper, but I doubt if any of them ever had the first-tripper experience Bill had. May he rest in peace.

### LOG-A-RHYTHM:

## Pot Luck

By M. Kehnrieder

The messhall was empty, except for a few  
It was old hat to most, just the cards were new  
It was your turn to deal, the tension was great  
In your hand you were holding a possible straight  
So you shoot for the big pot—winner take all.  
One card will decide your rise or your fall . . .  
You feel "Oh so lucky," for this card will bring.  
A dream to reality, a home where you're king  
But the fates scream with laughter,  
Your card goes astray  
So busted, disgusted, and mad as can be  
You turn from the table, then your thoughts turn to me  
You think of our parting, the words that you said  
"This trip will be different!" . . .  
You feel "Oh so lucky," for this



Members of the steward department aboard the SS Edith take a moment off from their culinary duties to pose for a photo. Seen in their spotless white uniforms are (l to r) George Fuciu, crew pan-fryman; Pedro Flores, night cook and baker; Justin Lamb, chief cook, and Mike Michalik, steward.



# The Wind Blew And The Lampblack Flew

(The following article was submitted to the LOG by Seafarer Douglas Claussen.)

We have just paid off from a Mediterranean run on the John "C" (Atlantic Carriers, Inc.). We had 2,000 tons of lampblack for Italy and Marseilles, France. When they finished unloading and they cleaned the holds in Barcelona, Spain, the lampblack was four and five feet deep on the deck from the bow to the stern on the starboard side, and heaped in various piles on the port side. None of this was wrapped in paper or anything . . . it was just lying loose on the deck.

Well, to make a long story short, we sailed with it loose on the deck like that. When we got outside the harbor, the wind blew and the lampblack flew. The entire deck gang turned to with brooms and shovels.

I am not exaggerating when

I say it took us four days to wash it off the ship; and also, ourselves. It was in the messhalls, passageways, showers . . . everything we touched had lampblack.

We had to throw our clothes away and were not paid penalty cargo time for this, although we all thought we had a month and a half coming. We were not even paid overtime for throwing it overboard, though this took one and a half days . . . and we were not compensated for our clothes, either.

Now I say that lampblack should be a penalty cargo because there is no cargo as bad as that, including sulphur, coal, etc. Also I would like to see something else put out with the new agreement. That is, a clarification should be included with each agreement when they are distributed to the crews of the vessels.

## SIU HALL DIRECTORY

### SIU, A&G District

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Paul Hall

#### ASST. SECRETARY-TREASURERS

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John Arabasz, Acting Agent Richmond 2-0140

HOUSTON 4902 Canal St.  
R. Matthews, Agent Capital 3-4089; 3-4086  
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Ben Gonzales, Agent Franklin 7-3564

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Ted Babkowski, Agent Main 3-4334  
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Reed Humphries, Agent Terminal 4-2528

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HYacinth 9-6605  
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Capitol 3-4336

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RAMond 7-428

NEW YORK 675 4th Ave., Brooklyn  
HYacinth 9-6600  
PORTLAND 211 SW Clay St.  
Capitol 7-3222

SAN FRANCISCO 350 Fremont St.  
EXbrook 7-5600  
SEATTLE 2505 1st Ave.  
Main 3-0088  
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Terminal 4-2538

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ELmwood 4-3816  
BUFFALO, NY 914 Main St.  
GRant 2728

CLEVELAND 1420 W. 25 St.  
MAIN 1-0147  
DULUTH 621 W. Superior St.  
Phone: Randolph 2-4110

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BRoadway 2-3039

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Mich. Vinewood 3-4741  
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SAGinaw 1-0733

TOLEDO 120 Summit St.  
CLerry 8-2431  
FORT WILLIAM 408 Simpson St.  
Ontario Phone: 3-3221

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Phone 3-9111  
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West Victor 2-8161

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Lafontaine 3-1569  
THOROLD, Ontario 52 St. David St.  
CANal 7-5212

TORONTO, Ontario 272 King St. E.  
EMpire 4-5719  
ST. JOHN, NB 177 Prince William St.  
OX 2-5431

VANCOUVER, BC 298 Main St.  
MFWO  
BALTIMORE 1216 East Baltimore St.  
Eastern 7-3383

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Phone 5-6077  
NEW ORLEANS 523 Bienville St.  
MAGnolia 0404

NEW YORK 130 Greenwich St.  
Cortland 7-7094  
PORTLAND 522 NW Everett St.  
Capitol 3-7297-8

SAN FRANCISCO 240 Second St.  
Douglas 2-4592  
SAN PEDRO 298 West 7th St.  
Terminal 3-4485

SEATTLE 2333 Western Ave.  
MAIN 2-6326



JOHN B. WATERMAN (Waterman), Feb. 14—Chairman, N. D. Matthey; Secretary, L. A. Brown. Some disputed OT. The captain will try to put out a draw at Wilmington if able to get money from the agent. \$9.17 is the ship's fund. Two NMU members send their thanks for the royal treatment they received from the SIU crew on their trip back from Yokohama.

YORKMAR (Calmar), Jan. 30—Chairman, J. Busalacki; Secretary, Dorsey Paugh. No beefs. Repair list to be made up and turned in as soon as possible. J. Busalacki elected as new ship's delegate.

ALCOA CAVALIER (Alcoa), Feb. 14—Chairman, Jimmie Bartlett; Secretary, Bill Lassiter. Bill Lassiter elected new ship's delegate. There was a discussion on job security and vacations. A letter will be mailed to negotiating committee in New York to the effect that crew wants vacation and return to job.

VENORE (Marven), Feb. 14—Chairman, Costa Matgimisios; Secretary, Charles Appleby. Two men were removed from ship due to illness. The chief engineer reported that a new pipe has been ordered to replace old rusty one. Some disputed OT. A vote of thanks to the steward dept. for a job well done; especially to the baker who is one of the finest.

MARYMAR (Calmar), Feb. 12—Chairman, Alan E. Whitmer; Secretary, Guy Walter. No beefs. Joseph Townsend elected ship's delegate. It is requested that coffee grounds not be dumped in the sinks; also light bulbs are not to be removed; cots are to be brought in when not in use. Cooperation is needed to keep the laundry clean. The wringer on the washing machine needs repairing. The agitator is also broken and needs replacing.

DEL NORTE (Mississippi), Jan. 31—Chairman, E. Stough, Jr.; Secretary, J. Dolan. No beefs. \$100 in ship's fund. It is requested that all beefs be brought to the attention of the department delegate and not the ship's delegate. This voyage the stewards dept. elected the ship's delegate—Brother Curly Liles. Please wash clothes before 10:00 PM. Donate to movie fund so that better movies may be obtained. It is asked that everyone donate to ship's fund so that they may receive the benefits of it. Ship's delegate asked all hands to cooperate for a good voyage and handle all beefs in the proper manner.

BEAUREGARD (Pan Atlantic), Feb. 15—Chairman, Charles Lee; Secretary, H. W. Johnston. \$52 in ship's treasury. Fan in messhall to be cleaned. Take care of cots. Return cups to messhall.

THETIS (Rye Marine Corp.), Jan. 26—Chairman, Hampson; Secretary, Di-Carlo. Elected new ship's delegate. Some disputed OT. One man walked off ship just before ship left dock, taking all his gear, causing ship to sail short.

EDITH (Bull Line), Feb. 12—Chairman, Mike Michalik; Secretary, R. Williams. Everything smooth. No beefs. A discussion was held on improvement in the preparation of food. The steward will assist the chief cook.

PENN TRANSPORTER (Penn. Nav.), Feb. 14—Chairman, F. J. Johnson; Secretary, A. D. Hill. Repair list taken care of. Ship's delegate thanks other delegates for their cooperation in helping make this voyage a very pleasant one. It is requested that keys be left in rooms if being laid off; and strip bunks and leave rooms clean. Steward has complete requisition made out for next voyage. A vote of thanks was given to steward dept. for job well done.

ALCOA PILGRIM (Alcoa), Feb. 14—Chairman, Chuck Kimberley; Secretary, Jim Barrett. Ship's delegate reported that he attempted to get a new washing machine, but only parts were sent. \$7.50 in ship's fund. Bill Bolling was elected ship's delegate. A vote of thanks is given to the steward dept.

OCEAN DINNY (Maritime Overseas Corp.), Feb. 14—Chairman, W. Holland; Secretary, A. Williams. No beefs. The crew calls this a good ship. It was requested that the ship be kept clean and that everyone be good ship mates in order to have a good trip. New ship's delegate is J. T. McDevet. Turns will be taken to keep laundry room clean.

THETIS (Rye Marine), Feb. 19—Chairman, Fred Macielak; Secretary,

H. Mooney. It is asked that fruits and juices be put under refrigeration on previous night. Chairs taken on deck are to be returned to lounge. Ship's delegate will see captain regarding one man to be in charge of steward dept. It was mentioned that it takes entirely too long to collect draw funds when ship is only in port a short time.

EDITH (Bull), Feb. 21—Chairman, Henry Schwartz; Secretary, Mike Michalik. Everything running smoothly. Everyone is pleased with the new raise. Crew is very happy with the new chief cook. A new washing machine is to be purchased in Baltimore, as promised by Captain. A photograph

## Digest of SIU Ship Meetings

of the steward dept. personnel is to be submitted to LOG.

MONTEGO SEA (Standard Marine), Feb. 28—Chairman, Louis Cayton; Secretary, J. F. Austin. All going well. All who have mail to be sent from Canal should have it ready, listed and given to captain on next Sunday. It was learned that allotments have gone through. A vote of thanks is given to steward dept. for good food.

WACOSTA (Waterman), Feb. 28—Chairman, J. Pursell; Secretary, James Myers. Headquarters was notified about men being hospitalized in Europe. Motion was made that donation be made on draw in New Orleans to purchase wreath for deceased brother. A vote of thanks to Sparks for his cooperation on getting MTD news on radio.

PENNMAR (Calmar), Feb. 28—Chairman, E. R. Smith; Secretary, T. Emery. A discussion was held on the menus. They are to be typed and it is asked that a larger variety of food be served.

ARIZPA (Waterman), Feb. 28—Chairman, Joseph Hall; Secretary, J. C. Stewart. Captain will be asked to keep enough money to put a draw out before arrival in states. Chief engineer will be asked about heat in shower, (deck dept.). Man in New Orleans fined \$31 for having perfume.

WILD RANGER (Waterman), March 6—Chairman, C. D. Anderson; Secretary, A. O. Aaron. Everything running smoothly. Repair list has been turned in. \$20 in ship's fund. A gear locker is needed for deck dept. Patrolman will be told that lockers should be changed to wooden lockers. Mail is not being forwarded regularly by company. Crew would like to have more LOGs.

MONARCH OF THE SEAS (Waterman), March 6—Chairman, C. Blalack; Secretary, L. B. Moore. No beefs. A motion was made to send letter to headquarters on new raise. Copy to be sent to LOG.

MARORE (Ore), March 6—Chairman, R. W. Glaze; Secretary, M. Black. A report will be made to patrolman that chief engineer is doing machinist and wiper's work in his room and office. OT put in for by wipers and machinist. The rooms in deck dept. need painting.

PENN TRANSPORTER (Penn. Nav.), March 6—Chairman, T. J. Sullivan; Secretary, J. Higham. Letters were mailed by agent at Gibraltar. Whitey Johnson re-elected ship's delegate. It is requested that everyone change their own linen. Bring soiled linen to locker on change days. It was asked that everyone keep pantry clean.

CS NORFOLK (Cities Service), March 6—Chairman, L. Wheeler; Secretary, T. Cummings. Everything running smoothly. Radio antennas being installed. A discussion was held on room allowance for dry dock. This will be mentioned to patrolman at payoff. No beefs.

ATLAS (Cargo & Tankship), March 10—Chairman, Albert Bourget; Secretary, S. Simos. Captain said payoff will be April 3. It was mentioned that food does not come out of galley in order. Chief pumpman is leaving ship because of illness; wants X-ray of shoulder and thumb.

YORKMAR (Calmar), Feb. 20—Chairman, R. Obidos; Secretary, D. Paugh. No beefs. No disputed OT. Ship store short of supplies. Patrolman to be consulted with regard to this.

ALCOA RUNNER (Alcoa), Feb. 29—Chairman, Mac Simon; Secretary, Edward Apel. No beefs. A discussion was held regarding transportation of baggage from ship.

ALCOA PURITAN (Alcoa), Feb. 28—Chairman, C. C. Linden; Secretary, A. Ferrara. Crew would like better variety of apps. Ran out of fresh fruit and vegetables after six days out of Piraeus, Greece. Ship's fund \$1. Two men who missed ship in Italy, re-joined it. It was suggested a timer be put on washing machine. Steward dept. given a vote of thanks for a good job. Take better care of ship's linens, and keep pantry clean.

SEAFAR (Colonial), Feb. 21—Chairman, Fred R. Hicks, Jr.; Secretary, Carleton Kuhnappel. William Datzko reported that master does not wish to payoff anyone at next port unless he is forced to do so. Vessel may or may not go to shipyard after lumber cargo is discharged in NY. Some disputed OT. Request for new wringer for washing machine and safety bar in next port. A vote of thanks to steward dept. for good food and services. Repair list requested.

IRENESTAR (Triton), Feb. 21—Chairman, D. W. Lipsey; Secretary, H. E. Fosset. One beef on deck dept. has been clarified—bosun to dayman and dayman to go as bosun. It was requested that the captain be seen about getting fresh water tanks cleaned in Brazil as water is dirty. Ship's delegate to see chief engineer about fixing steam lines that leak in pantry and galley. American money is short—may have to take Brazilian money. Steward asks crew to return any extra linen because of shortage. Trip started out to be a 60-day trip to Turkey, but ship went to Augusta, Sicily; Brazil, France, Casablanca.

GALLOWAY (Overseas Navigation), Feb. 21—Chairman, Paul McNabb; Secretary, Samuel Doyle. The trip was successful. The crew would like to have their money or draw in American currency, but the captain said he would not jeopardize himself by doing this. No beefs. It was suggested to start a ship's fund. Timer needed for washing machine. It is asked that the pantry and messhall be kept clean. Please observe sanitary rules in toilets.

CANTIGNY (Cities Service), Feb. 26—Chairman, W. McCarthy; Secretary, Clyde Kreiss. No beefs. One wiper missed ship in Lake Charles Feb. 18. Brother Blakely elected ship's delegate.

ALCOA PENNANT (Alcoa), Feb. 28—Chairman, O. C. Bailey, Jr.; Secretary, B. Mponsikakis. T. Drobins elected ship's delegate. It was suggested that each dept. take turns with cleaning of wash room; sougee, and paint all crew footles; need new coffee pots.

JOHN B. WATERMAN (Waterman), Feb. 28—Chairman, N. D. Matthey; Secretary, L. A. Brown. \$9.14 in ship's fund. Some disputed OT. Engine delegate reports rate. Captain said ship needs fumigating. Messroom tables and chairs in need of repair. Other items in need of repair or replacement are scuttlebutt, agitator for washing machine, portholes in shower and toilet should be cut through.

ZEPHYR HILLS (Panamerican Marine), Feb. 19—Chairman, Thomas Hill; Secretary, D. Saunders. Resignation of ship's delegate not accepted. \$10 in ship's fund. It was suggested to have two fans installed in pantry and a fan in the hospital, and to try to get new library.

ROBIN LOCKSLEY (Robin), Feb. 14—Chairman, Juan Reinos; Secretary, Emil Gretskey. Ship's fund \$10. Brother Foti elected ship's delegate. A letter is being sent to headquarters that a man is left at the hospital in Trinidad—William Horne. It is requested that the laundry room be kept less noisy while washing. Cups and glassware are to be returned to messhall.





# FINAL DISPATCH

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

**James W. McMullen, 31:** Brother McMullen died of an intestinal ailment at Long Beach, Calif., on October 9, 1959. Sailing with the SIU since 1947 as a member of the deck department, Brother McMullen is survived by his brother Charles J. McMullen. Burial took place in the Birmingham Cemetery, Birmingham, Alabama.



**Ervin Crabtree Jr., 36:** Brother Crabtree died of natural causes while aboard ship en route to France. He is survived by one brother and four sisters. A member of the SIU since 1946, Brother Crabtree had sailed in the deck department. Burial was in Mobile Memorial Gardens, Mobile, Alabama.



**Jose R. Moro, 57:** Brother Moro succumbed of natural causes while at the USPHS Hospital, Staten Island, on February 7, 1960. He is survived by a sister, Carmen Moro of New York City. Brother Moro had sailed in the engine department since 1956. Burial services were held in Havana Cemetery, Havana, Cuba.



**Henry Cordes, 52:** Brother Cordes passed away as a result of a lung infection. He succumbed at the USPHS hospital, Staten Island, New York on January 10, 1960. He is survived by his wife, Mrs. Betty Cordes of New York City. Brother Cordes had sailed in the SIU steward department since 1941. Burial was at the Greenwood Cemetery, New Orleans, Louisiana.



**Jose Rodriguez, 53:** Brother Rodriguez died of pneumonia at the US Public Health Service Hospital, Staten Island, New York, on December 31, 1959. He had sailed with the SIU since 1942 as a member of the steward department. Brother Rodriguez is survived by Mercedes Rodriguez. Burial was in Calvary Cemetery, Long Island, New York.



**Frank Rossi, 61:** Last week it was reported in the LOG that Brother Frank Rossi had passed away, with the incorrect notation that there were no known survivors. Brother Rossi is survived by his wife, Marie Rossi. The LOG regrets the error which arose from insufficient information and wishes to extend its sympathy to Brother Rossi's widow.



## Experts' Reports Back Hiring Hall, Broader Aid To Ships

(Continued from page 3)

working conditions which they would be obligated to meet if the ships remained under the American flag.

"... It might be wise for the Americans... to make some arrangement through NATO, the ILO and bilaterally that will respect international trade union standards and at the same time come to some accommodation with the American seagoing unions."

The Goldfogle report makes a number of observations which support union arguments at almost every turn. Subsidies, he says, "should be extended to cover all American-flag ships engaged in foreign trade. Under present wage scales it is ridiculous to think that any American-flag ship can compete with foreign-flag ships."

The SIUNA, at its conventions, has repeatedly called for this policy.

As to the operations of the run-aways, Goldfogle points out that large domestic corporations are at fault here. Foreign companies, he asserts, usually ship cargo on ships flying their own flag. American companies use foreign flags. "One of the big three automobile manufacturers in its import operations uses American-flag ships to the extent of less than one percent. Its foreign-made cars are carried by English, Dutch and Swedish-flag vessels. Its ore from South Amer-

ica and Liberia is transported to Canada, stockpiled there, drawn down as needed, all movements by foreign flags."

He is especially critical of the Department of Agriculture for "pitting one operator against another in order to get lower rates" and making "no effort to benefit US tonnage."

As to the ICC, Goldfogle holds that domestic ships should have representation on the ICC board and railroad rates should be reviewed as far as they affect water carriers. He feels that domestic trades should be subsidized on the construction end as necessary to US defense and to the shipyard industry.

### Bill Would Ban Them:

## 'No Foreign Midsections For Domestic Vessels'

WASHINGTON—In response to an official ruling that foreign-built mid-sections could be used to "jumboize" ships in the domestic trade, a bill has been introduced in the Senate to ban this practice. The bill would stymie tentative plans of a number of domestic operators, including the SIU-contracted Pan Atlantic Steamship Company, from importing midsections to enlarge their present ships.

The measure was introduced by Senators Warren Magnuson (Dem.-Wash.) and John M. Butler (Rep.-Md.), both members of the Senate Interstate and Foreign Commerce Committee. It would provide that vessels operating in coastwise trade or other operations in domestic waters must be entirely built or rebuilt in a US shipyard.

The move follows by a month the announcement made by the Customs Bureau that it was giving clearance to an unnamed US operator to import foreign-made "mid-body" sections for installation here in so-called "jumboized" tankers for use in domestic trade.

### Pan-Atlantic Plans

Though the Customs Bureau did not announce the name of the company planning the moves, it was reported that the SIU-contracted Pan-Atlantic Steamship Corp. had purchased six of the midbodies in West Germany for use in its domestic container service, in coastwise runs.

The Customs office action will have wide repercussions, since it in effect, changes the definition of a domestic vessel which up till now had meant a vessel entirely "American built."

The "jumbolizing" operation involves cutting away the midsection of the ship and inserting a new, enlarged section which boosts the cargo capacity. The sections are transported with false bows, temporarily attached for navigational purposes only.

## NY Shipping Dragging Feet

NEW YORK—During the past two weeks the port handled 13 payoffs, serviced 19 ships in-transit, and one sign-on.

Shipping has been slow during the period with a total of 178 men in all classes shipped. The outlook for the next two weeks indicates the activity to remain about the same.

There were 190 men registered here in all classes with another 877 registered on the beach.

## Personals And Notices

### Tax Refund Checks

The following Seafarers can get tax refund checks by contacting Neil V. Pardo, 2420 First Ave., Seattle 1, Wash.:

William A. Aycock, Damian Alabakoff, Matthew Bibisch, Perry F. Bradshaw, Robert Bradley, William A. Cabrera, Cecil P. Diltz, Dominick Dimaio, Max C. Garrison, William C. Game, W. H. Howland, Jean S. Long, Francis H. Murray, Lloyd C. March, J. H. Monroe, Martin O'Toole, Harry L. Oakes, Daniel B. Patterson, Arne O. Pedersen, John E. Paulette, Carl W. Ramiskey, Ira F. Ross, Calvin J. Slover, Harold T. Spicer, Francis L. Sherwin, Marius Sandanger, Bruce W. Wier, Hubert L. Whaley.

### John Hawkins, OS

Pick up your vaccination certificate at the LOG office.

### Jimmie Beem

Contact William A. Aycock care of: Orion Star c/o Dodwell and Co. Ltd., 209, 3-10 Waka 7th Bldg., Marunouchi, Chiroda-ku, Tokyo, Japan.

### Julio Sarayno

Contact your aunt, Mrs. Pearl Sarayno, 8703 Avenue C., Houston 11, Texas.

### Thomas J. Malone, AB

Contact V. A. Carte, 740 San Felipe Avenue, San Bruno, Cal.

### Thomas C. Johnson

Contact your father, Thomas B. Johnson, 1918 Glasgow St., Portsmouth, Va. Urgent.

### Wallace B. Milton

Contact your mother immediately, at 288 Dartmouth St., Rochester 2 NY.

### Alexander Wilkie

Anyone knowing the whereabouts of the above named Seafarer is urged to contact his brother, James C. Wilkie, at Hammock Pkwy., Clinton, Conn.

### Oskar Kirs

Get in touch with Reino Pelaso, care of the SIU Hall in Brooklyn.

### John H. Murray

This is fourth notice. Important you contact your son, c/o Gerner. Same address as previously.

## 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



# Esso Opens Fire On US-Flag Oil Import Proposal

WASHINGTON—Evidently alarmed by demands of US maritime unions and independent tanker operators for a 50 percent rule on US oil imports, Standard Oil of New Jersey and other big international oil concerns have filed strenuous objections with the Office of Civil and Defense Mobilization.

A memorandum submitted by Esso, which is probably the largest single operator of runaway-flag tonnage in the world, objected to the proposal on the ground that it would add \$100 million costs to the nation's fuel bill. Actually, in the view of US maritime unions the additional costs would consist of two items: A) Additional revenue to the United States Government from Esso and other oil companies who now operate out of tax-free runaway havens, B) American wage payments to crewmembers of oil company tankers now operating under the runaway flag at \$50-\$100 monthly wage scales.

OCDM had previously received a memorandum from the Joint Committee for American-Flag Tankers outlining the reasons why at least half of US-purchased and US-consumed oil imports should come in on American-flag ships. The OCDM has promised it will call a hearing shortly to air the dispute.

The Esso position was no surprise to the unions or the industry. In fact, it had been tipped by the American Merchant Marine Insti-

tute some weeks ago, which also opposed the oil import quota program. Theoretically, AMMI exists to promote American-flag shipping, but it happens that Esso and other major runaway operators are members of the institute and have a large voice in policy-making.

The AMMI has conceded that inactive US tankers now total 744,000, deadweight tons, but despite the inactive tanker fleet it is opposed to the 50 percent proposal because the quota is an "unnecessary step," whatever that means.

Esso, which owns 36 American-flag tankers, has another 88 tankers operating under foreign-flags. Fearing that it will have to pay a US tax and wage bill under the requirement, Esso contends that the 50 percent ruling would establish "an unfortunate precedent for further discriminatory action by other nations."

The oil company also charged that the legislation, if imposed, would bring about a mass transfer of the US-controlled PanHonLib tonnage to European and other foreign registries to avoid the American-flag tanker rates for half of their imports. Actually the transfer would have to be back to the US flag to qualify for cargoes.

## Lifeboat Class Number 25



Eight Seafarers under the guidance of bosun Bill Doaks have just completed their two-week training period which leads to possession of a lifeboat ticket. The group consists of, front (l-r): Chester Gietek, Frank Stakowski, John Miller, Robert Mansell, James Ramsey. Rear, Seymour Wolfson, Mike Strawinski, Robert Herman, and Bill Doaks.

## Runaway Liberian Fleet Expanding, Lloyds Says

To nobody's surprise, the latest figures issued by Lloyds of London show that the runaway-flag Liberian fleet is continuing to grow at the expense of legitimate maritime nations.

The "ITF Journal," official publication of the International Transportworkers Federation, cites Lloyd figures that Liberia has almost doubled its merchant ship registries since 1956.

Of the total increase in shipping tonnage, 45 million tons, since 1948, Liberia has accounted for

almost 12 million tons.

Other runaway flags, by contrast, are not fairsing so well. The Panamanian fleet has shown a slight increase while Honduras and Costa Rica declined. Costa Rica is not accepting any more runaway registries and is seeking to do away with the practice.

The figures are not recent enough to show the impact of flag switches from Liberian to Greek registry. They only cover world merchant shipping as of last summer. However, they do reflect the rapid growth of the Greek fleet.

That growth began following the worldwide demonstration against runaway shipping in December 1958. The Greek seamen's union refused to participate and Greek government spokesmen denounced the demonstrations as a "plot" against Greek-owned shipping. With that as a cue, shipowners started registering under the Greek flag to gain protection against possible union organizing on runaways.

Since the formation of the International Maritime Workers Union, jointly-sponsored by the SIU and NMU, the flight toward the Greek flag has been speeded, with the approval of the US Maritime Administration in some instances.

## Notify Welfare Of Changes

The SIU Welfare Services Department reports that it has had difficulty locating seamen's families because the seamen's enrollment or beneficiary cards have not been kept up to date. Some death benefit payments have been delayed for some time until the Seafarer's beneficiaries could be located. To avoid delays in payments of welfare benefits Seafarers are advised to notify the Union immediately of any changes in address, changes in the names of beneficiaries or additional dependents by filling out new enrollment and beneficiary cards. These cards can be obtained in any SIU port.

## SUP Celebrates 75th Birthday

On the US West Coast, the month of March has double meaning for union seamen. March this year marks the 75th anniversary of the Sailor's Union of the Pacific and the 106th birthday of the late Andrew Furuseth, the SUP's first leader.

The founding of the SUP took place on March 6, 1885, on the San Francisco waterfront where seamen held in virtual serfdom met to unite in a drive for minimum human rights.

The individual most instrumental in founding the US maritime movement was Andrew Furuseth, a Norwegian immigrant who had sailed under many flags for 14 years prior to his coming to the US and the West Coast.

### Witnessed 'Slave-Like' Conditions

During his sailing days Furuseth had experienced first-hand the virtual slavery that surrounded the seaman of those days. Like other seamen he was required by law to do the captain's bidding regardless of the conditions, and he had to complete any voyage he started under any and all circumstances.

In 1886 when Furuseth came to

San Francisco and joined the recently established Coast Seamen's Union, out of which the SUP developed, he struck out for recognition of the seamen as a first-class citizen. He soon became the leader of the West Coast union.

He realized that before conditions for seamen could be improved, legislation would have to be passed that would free them from arrest and imprisonment if they quit their jobs. Otherwise



Furuseth



Lundberg

conditions could be imposed on seamen while they were on the ship and they would have to accept them. To do otherwise meant being classed as mutineers or deserters.

The union's first victories came with the passage of the Maguire Act in 1895 which abolished the desertion law in the coastwise trade and outlawed the crimp's right to obtain an allotment from the captain. Three years later he secured passage of the White Act which freed seamen on deep sea, as well as coastwise American

vessels, from the desertion law in US ports. It also ruled out the beating of seamen by officers and mates, and gave seamen the right to draw up to half their wages in any landing or discharging port.

The biggest blow struck by Furuseth and the SUP was the passage of the Seamen's Act of 1915. This extended the desertion ban to US ships in foreign ports and to foreign vessels in American ports. It also provided for increased food space, better food and safety provisions for seamen.

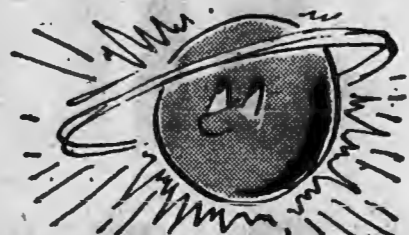
While Furuseth was the leader in the fight for legal rights for seamen, the late Harry Lundberg headed up the second revival of seamen's unions beginning with the West Coast seamen's and longshoremen's strike of 1934.

Under Lundberg's leadership, the SUP became the pacesetter in obtaining vast improvements in shipboard working and living conditions and seamen's earnings. The SUP also served as the founding organization of the Seafarers International Union of North America and provided the initiative for many of the SIUNA's present districts, including the Atlantic and Gulf, Canadian and Great Lakes districts.

The ability of the SUP to survive powerful opposition and many setbacks, particularly in the period following the disastrous seamen's strike of 1921, made possible the strong maritime unions of today.

on  
the  
ball

NEWS HEADLINES IN REVIEW



U.S. LAUNCHES PIONEER WHICH WILL ORBIT AROUND SUN... NEW SATELLITE WILL YIELD INFORMATION ON INTER-PLANETARY SPACE NEVER BEFORE EXPLORED.



CHANCELLOR KONRAD ADENAUER, 84, VISITS U.S. ... TALKS WITH BEN GURION, ISRAEL PREMIER ... TO TALK WITH IKE ABOUT FORTHCOMING SUMMIT CONFERENCE.



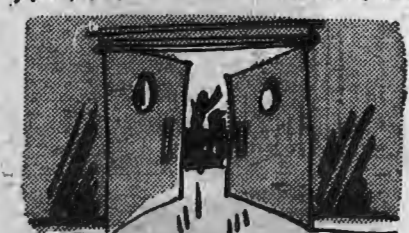
CUBAN-AMERICAN RELATIONS CRITICAL... CASTRO CLAIMS SABOTAGE IN MUNITIONS SHIP EXPLOSION DISASTER. U.S. STATE DEPARTMENT IS "PERPLEXED".



PREMIER KHRUSHCHEV ILL WITH INFLUENZA... TRIP TO FRANCE POSTPONED FOR A WEEK. EPIDEMIC IN MOSCOW AND HIS RECENT ACTIVITY BLAMED FOR ILLNESS.



ALGERIAN REBELS CLAIM DE GAULLE'S ACTIONS HAVE "CLOSED THE DOOR ON PEACE". LEFT-OF-CENTER FRENCH AND ALGERIANS ALARMED OVER REVERSAL.



WESTERN POWERS, SOVIET-BLOC NATIONS SWAP PLANS FOR DISARMAMENT AT GEN-EVA CONFERENCE. WEST CALLS FOR 3-STAGE USSR FOR IMMEDIATE DISARMAMENT.



Send 'em to the  
LOG