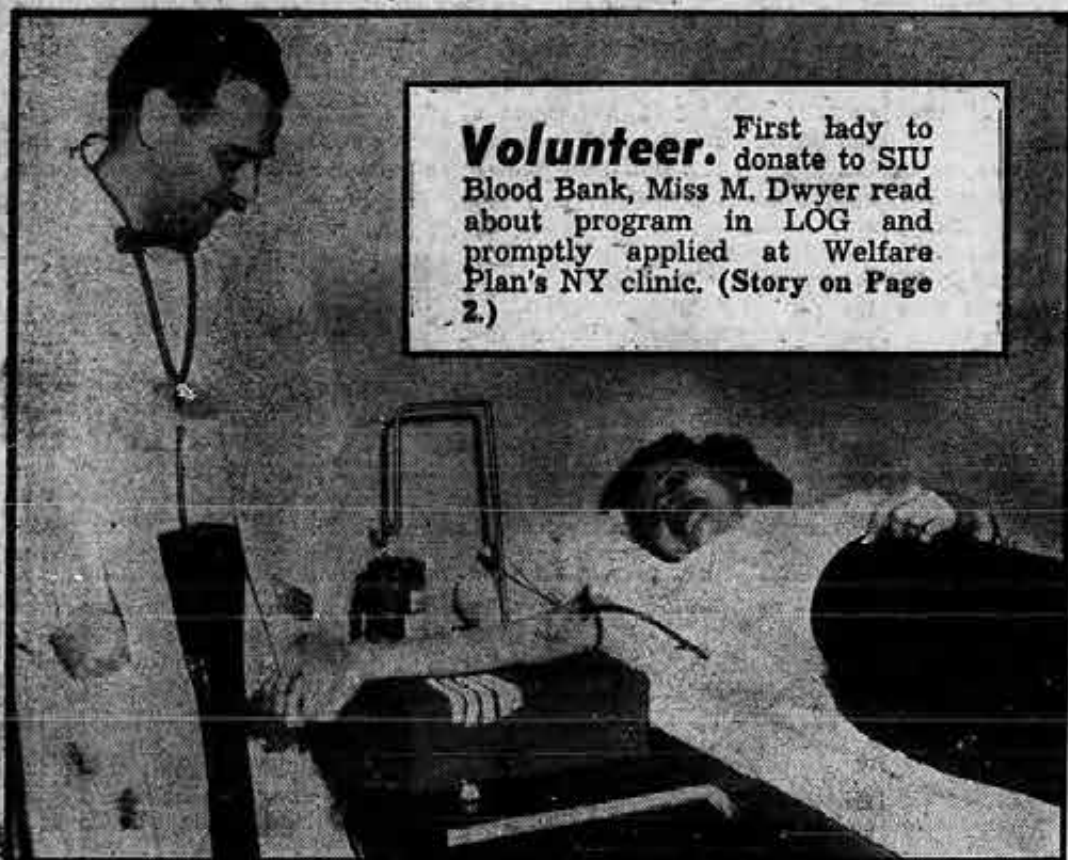


# ITF ADOPTS NEW RUNAWAY POLICY

— Story On Page 3



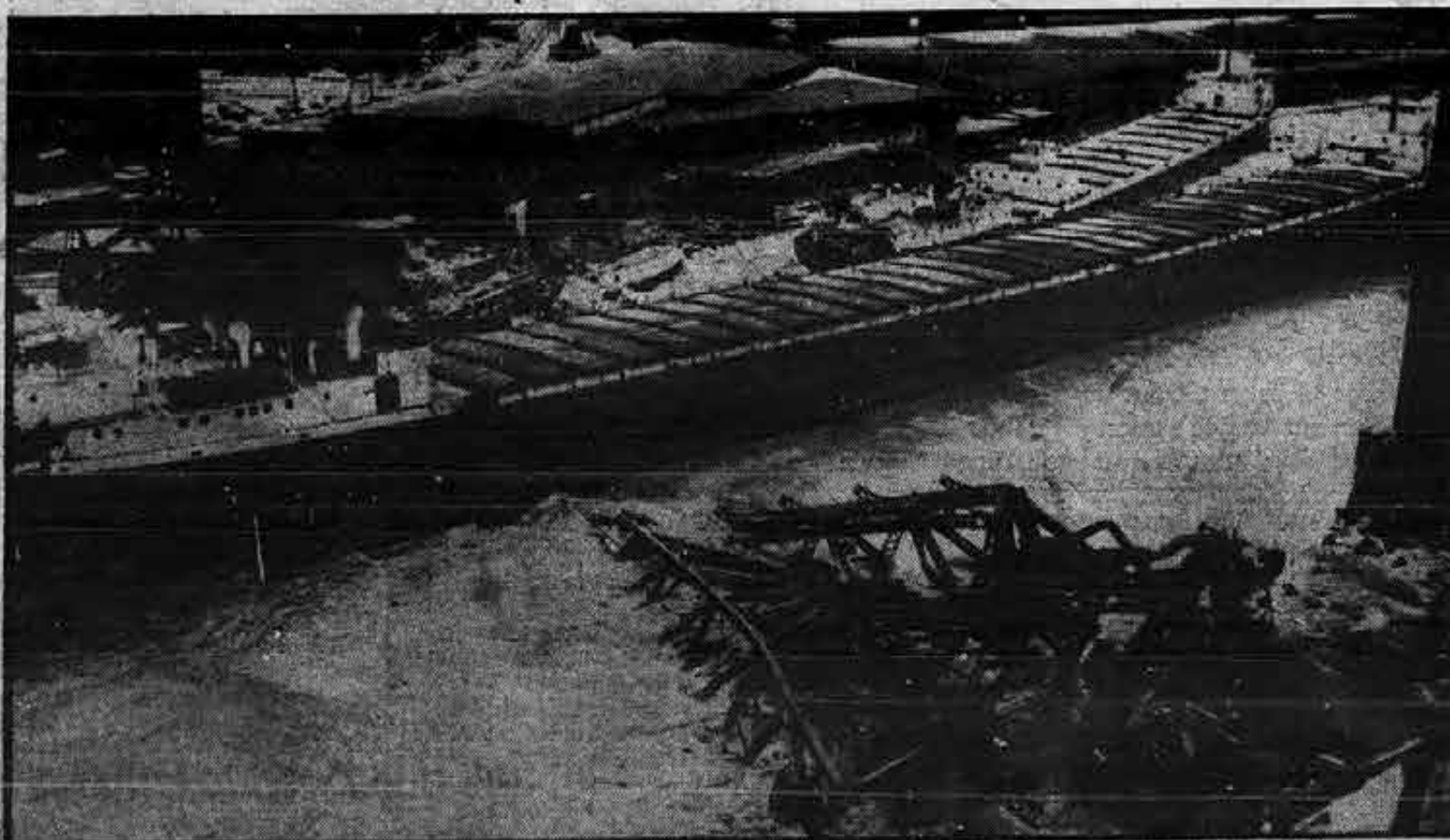
**Volunteer.** First lady to donate to SIU Blood Bank, Miss M. Dwyer read about program in LOG and promptly applied at Welfare Plan's NY clinic. (Story on Page 2.)

## Budget Cuts Hit US-Flag Ships

— Story On Page 2

## SIU Crew Rescued In Tunis Shipwreck

— Story On Page 2



**Scrap Iron.** A tangled mess of scrap is all that's left of the Michigan Avenue bridge over the Buffalo (NY) River after 75-mile-an-hour winds tore the grain freighter, Michael K. Tewksbury from its moorings and sent it smashing into the bridge. The Tewksbury, an SIU Great Lakes District ship, suffered a battered stern end in the engagement.

### A & G District Election Results

— Page 7 —

●  
**Report By Tallying Committee**

— Centerfold —

# US Shipping Hit Hard By Tight Budget

WASHINGTON—A 12 to 18-month slowdown in long-range planning for US shipping is the outlook under budget proposals sent to Congress by the President last week. The overall maritime program calls for new appropriations of \$277 million, almost \$13 million less than last year, and clamps a ceiling on subsidies which would not allow for any aid to pending applicants. Among those affected by the subsidy ceiling would be Waterman, Isthmian, States Marine, Isbrandtsen and other new applicants.

The budget cuts, together with the recommendation for a full-scale "reappraisal" of US maritime policy, hold out bleak prospects for shipping in the immediate future. The proposed study would explore the same ground covered again and

goals spelled out in the Merchant Marine Act of 1936, indicate that when the President's recommended industry study is carried out, broad new policy will be charted. Part of this blueprint is to stretch the life span of new ships to more than 20 years, in order to spread the cost. The President hinted this last summer.

With applications for over 600 new subsidized voyages pending, the proposed ceiling would shut out all but a few seeking authorization for Great Lakes services. Funds have been tentatively earmarked for only 75 Lakes voyages, and this figure is barely half of what has been determined to be "essential in the public interest."

Observers thus see little chance for American-flag ships to get a slice of the Seaway traffic, especially since none of the contracts for Lakes operations have yet been completed.

The remaining applicants for subsidies, such as Isthmian—which already has gotten tentative ap-

(Continued on page 10)



again by previous inquiries, and would probably set back action on necessary maritime bills at least until next year. Even before the budget was released, a separate House probe of all government subsidies was urged by Rep. Gross of Iowa.

Generally, the only instance where more funds are asked right now is in the area of marine training, for which an additional \$600,000 is sought.

Aside from the proposed study and its implications for the future of the subsidized fleet, the budget calls for the following:

\* Construction of only 14 new ships; 19 were authorized last year. This would require rewriting contracts calling for twice that number.

\* A permanent ceiling of 2,040 subsidized voyages (1,963 are already contracted), ruling out all new applications except some for Great Lakes runs. The present ceiling is 2,225.

\* Authority to "charge the full costs of the loans" in place of the present 3½ percent ceiling on ship mortgage loans. As a result Congress should reconsider its authorization to build two superliners with direct Federal loans and sell them to US Lines and APL.

These moves for cutting Federal aid to shipping, in the face of the

## SEAFARERS LOG

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HERBERT BRAND, Editor, BERNARD SEAMAN, Art Editor, HERMAN ANTHONY, LEWIS SPIVACK, AL MARRAS, JOHN BRADLEY, ANATOLE LEVITSKY, Staff Writers, BILL MOODY, Gulf Area Representative.

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Key points affecting maritime in the budget message sent to Congress by the President call for the following:

- Complete "reappraisal" of 1936 Merchant Marine Act and policy on subsidies, ship replacement, the life span of ships and the size of US-flag fleet.
  - Recognition of the effect of runaway-flag and foreign shipping on the US-flag fleet.
  - A ceiling on subsidized voyages barring most new applicants.
  - Limited aid for new ship construction even where already obligated.
  - Reconsideration of bill to build superliners for US Lines and APL.
  - "Pay-as-you-go" interest rates on ship mortgage loans.
  - Eventual scrapping of Libertys now in reserve.
  - No major change in foreign aid and farm surplus disposal programs.
  - An extra \$1.1 million for operating USPHS hospitals.
  - Slight outback in scope of MSTs activities.
- (See stories on pages 2, 3, 5, and 16 covering budget recommendations.)

## SIU Crew Escapes Wreck

BIZERTE—Encountering a heavy storm while steaming through the Mediterranean en route to Calcutta, the SIU-contracted Valiant Effort crashed into a reef on January 18 and sank within an hour. The 37-man crew, taking refuge in two lifeboats, was rescued after five hours on the sea by a

French aircraft carrier and

tug. The Valiant Effort was making its first voyage under the American flag after having transferred from runaway registry. It had left Galveston December 23 and was en route to Calcutta with 10,000 tons of US surplus wheat.

When the freighter first hit the

reef, at about 1:15 AM, most of the Seafarers felt two heavy jolts but thought it was merely the sea tossing the ship around again. The ship began taking water immediately through the shaft alley in the engine room. Efforts to plug the gap with lumber were futile; the water was coming in too fast.

It was soon apparent that the vessel was never going to reach Calcutta. At 2 AM an SOS was sent out and the men were told to abandon ship. Lifeboats number 2 and 4 were lowered; the other two being on the windward side and impossible to get to.

The crew then discovered to its dismay that the number 2 boat had no flares, no sea anchor and couldn't get its motor started; number 4 had slightly fewer flares, it was only missing oarlocks.

Number 2 boat, which was carrying 23 of the 37 men, was so overcrowded that the men were unable to get into a rowing position. To make matters even worse, one of the officers brought two large trunks aboard. Besides taking up vital space, they prevented the bilge pump from being connected. When the crew finally threw one suitcase overboard, the officer set out to retrieve it, losing an oar in the process.

Cold and wet to the bone, the crew spent the rest of the night bailing water and riding waves up to 25 feet high. But, standing as a beacon in the gloomy night and keeping everybody's spirits up, was the French aircraft carrier Arrowmanches, which responded to the SOS call. Anchored only 500 yards away, the French vessel "looked real good" to the boys in the boats. "It looked like my living room," one said. "It was the prettiest sight I'd seen in a month," said another. "A wonderful feeling," a third recalled. "You felt that you were safe."

Rather than attempt a rescue at night, the French captain called through a loudspeaker in English: "We are standing by. We will pick you up in the morning."

Two helicopters from the Arrowmanches and the French tug Bellef assisted in the rescue. The French proved most hospitable, providing their guests with hot food and dry clothes and beds.

Every sea disaster usually has its standouts and the Valiant Effort was no exception. ABs John Hudgins and Larry Bounds were cited for their quick leadership in

## Ship Safety Stepped Up

The joint SIU-industry safety program will now include regular visits to the ships by the safety director of the Central Safety Committee. Captain W. B. Penney will be hitting ships in New York and the major outports to meet with officers and crews on matters concerning shipboard safety.

The new tactic has been instituted by the Central Safety Committee in order to give the ships' crews the benefit of first-hand advice and service on safety matters that might have been overlooked by the shipboard safety committees.

Captain Penney will also consult with officers and crews on means of making the safety program more effective so as to continue its progress in reducing shipboard accident rates throughout the SIU-contracted fleet.

"practically taking over" the number 4 lifeboat and saving it from capsizing by throwing a sea anchor into the water.

## End MFOW Pact Dispute

SAN FRANCISCO—Joint action by the member unions of the SIU Pacific District, the Marine Firemen's Union, the Marine Cooks and Stewards and the Sailors Union of the Pacific, averted a major tie-up of West Coast merchant vessels and quickly settled a dispute involving the Firemen's Union and the Pacific Maritime Association.

The dispute arose when the engineer on the States' Line freighter M.M. Dant, was knocked off between the hours of 5 PM and 7 PM, when the longshoremen were not working. Although the union contended that the contract required the electrician to be paid for such a two-hour period, the company disagreed and refused to pay the electrician.

As a result of an appeal to the two other unions of the Pacific District, ships' crews refused to work overtime hours between 5 PM and 8 AM in port, and refused to sign on ships all along the coast. Within two days a number of vessels were affected by the tie-up.

Although the owners moved into court when the firemen took action, they later agreed to withdraw their suit and to settle the dispute through regular channels as provided in the Pacific District agreement. Subsequently the man was awarded 1½ hours' OT.

## Unions Demand Morse Resign

Aroused by the statement of Clarence Morse, Maritime Administrator, that the runaways are "essential" to the US, SIU of NA President Paul Hall and NMU President Joseph Curran sent a wire last night to President Eisenhower calling for Morse's resignation. Morse had stated that US union plans to organize the runaways threatened US defense plans. He also defended the runaways' tax practices.

## SIU Blood Program Already Paying Off



Six quarts of rare type AB negative blood are taken from Brooklyn Donor Center by E. B. McAuley, Welfare Services representative, for use by ailing Seafarer.

The first Seafarer to benefit from the services of the SIU Blood Bank underwent major surgery this week with an assist of six pints of blood picked up at the Brooklyn Donor

Center where the blood reserve is kept. Seafarer Henry Maginess, last off the Steel Flyer, went into surgery only after the SIU Blood Bank was able to supply a rare type of AB negative blood which was not available in sufficient quantity at the Staten Island Public Health Hospital.

The AB negative type is present in only one of 400 individuals and the hospital was only able to scrape up six pints of this type on its own. However, surgeons needed 12 pints to operate. The SIU Blood Bank was called on to supply the additional six pints.

Although the SIU Bank in its deposits at the blood center had

not deposited six pints of type AB negative blood, the exchange arrangement under which the Bank operates made it possible to withdraw six pints of that type from the central pool. The advantage of having a central blood kitty was thus pointed up by the very first case to come up.

Under the SIU Blood Bank system, all blood collected through the SIU Plan is deposited at the Brooklyn Donor Center. Hospitals anywhere in the US can then call upon the center for blood in the event a Seafarer or a member of a Seafarer's family is in need of a blood donation.

# ITF Votes US Union Plan

## US Unions' Position

(The following consists of excerpts from the policy statement of the American Committee of the International Transportworkers Federation as submitted to the ITF London meeting.)

"The phenomenal growth of the PanLibHonCo fleet . . . has taken place in spite of the policy against PanLibHonCo . . . adopted . . . by the ITF . . . in 1952 . . .

" . . . Consequently the objectives of the 1952 Stockholm policy . . . have not been achieved . . .

"In light of this situation, the ITF, at its meeting in 1958, called for more forceful action, which resulted in the December boycott . . . The world-wide boycott . . . was an effective blow . . . It was sufficient to convince the runaway operators that they could not withstand . . . action of this type.

"Consequently they have already taken positive counter-action. In the United States they have formed an organization which they call the 'Committee of Flags of Necessity' . . . They have announced their firm intention . . . if the world maritime unions make it difficult for them to operate under PanLibHonCo registries, to seek registration under other flags which would offer them the same conveniences . . . to evade the standards and conditions they would have to meet under the American flag . . .

"The shipowners' new tack poses a more serious threat to the world seamen's movement . . . These operators are counting on their ability to pit seamen against seamen . . . There is only one answer to this: The organized seamen of the world must present a firm, united front against any attempt to pit one nation's seamen against another. . . .

" . . . If these operators succeed in destroying the standards of American seamen, it is only a question of time until they will crumble the standards of seamen's unions in every legitimate maritime nation . . .

"The affiliates of the ITF must close all loopholes through which shipowners can escape their original obligations . . . It is the position of the American Committee . . .

"1) That seamen on runaway ships shall be protected by contracts of the unions of the country in which actual control of the shipping operation is vested; and

"2) That all affiliates of the ITF support the efforts of the unions of each nation to organize such ships and enforce such contracts . . ."

## Ownership Of Runaway Key To Union Pact Right

LONDON—A revised policy on runaway flag operations designed to pave the way for appropriate collective bargaining agreements has been adopted by the International Transportworkers Federation at its meeting here. The new policy, which was urged jointly by the

American maritime unions, calls for the signing of union agreements with the runaways by unions of the country in which actual ownership of the vessel exists.

The new policy is designed to keep the runaway shipowners from evading an appropriate union contract through the pro-

cess of multiple corporate set-ups and multi-national crew hiring practices. It assures that wherever a crew may be hired or whatever its nationality, the union from the shipowner's native country will sign agreements for and represent the crews of the ships involved.

In presenting the US unions' position SIU of NA President Paul Hall and NMU President Joseph Curran declared it was "urgent to act now to halt a shipowner plot aimed at driving a wedge between unions of free seamen and by so doing, to continue to exploit the seamen manning their ships." (See excerpts from unions' position on this page.)

The SIU and NMU delegations to the convention heartily seconded the resolution with the announcement that they were prepared to start working immediately with appropriate American maritime unions for the organization of American-controlled runaway shipping.

The nub of the formal resolution is the following:

The ITF will (a) "call again upon appropriate governments to get together for the purpose of finding a solution to this problem;

"(b) To continue the fight against any shipowner using a flag for the purpose of avoiding the proper wages and working conditions and normal taxation; and

"(c) To seek to have established the appropriate collective agreements covering wages and working conditions and, where lacking, social security; such agreements to be concluded through affiliated unions of the country in which actual control of the shipping operation is vested, and, where necessary, by the ITF Seafarers' Section through its Fair Practices Committee."

A second policy statement dealt with the problem of those operations in which there would be no clear jurisdiction involved. It held that in such cases, as determined by the Fair Practices Committee, the ITF would continue receiving contributions of two pounds (\$5.60) per month per crewmember for the international seamen's welfare fund. This would also apply where an affiliated union with appropriate jurisdiction has no welfare fund of its own, but, of course, would not affect run-

(Continued on page 10)

## Canada SIU, British In Flag Accord

LONDON—An agreement to deal with the problem of flag switches by Canadian ship operators was worked out at the International Transportworkers Federation meeting here between Hal Banks, secretary-treasurer of the SIU



Hal Banks

Canadian District and a vice-president of the SIU of NA, and representatives of the British seamen's union. The agreement deals with those flag switches involving Canadian ship transfers to the United Kingdom flag.

A number of Canadian operators, both deep sea and on the Great Lakes, have been registering their ships under the British flag and crewing their vessels with British seamen. This has been done even though the companies involved may have been operating entirely within the Canadian domestic trade.

The Canadian District has been concerned with this problem for some time and Banks felt it should be resolved within the ITF.

Canada does not have a regulation such as in United States law confining its domestic shipping operations to Canadian-flag ships.

The position of the Canadian District was that in view of the differential in wages between the United Kingdom and Canada, both shoreside and on ships, that the operation of ships in Canada under the British flag was detrimental to both Canadian Seafarers and Canadian-flag shipowners who were paying a higher wage scale.

Banks pointed out that this action by the Canadian shipowners was also taking advantage of British seamen to their detriment, particularly since they had to live within the Canadian price structure while serving on Canadian ships.

The arrangement worked out between the two unions is designed to remedy the situation and take the advantage out of "flag-hopping" by Canadian shipowners.

## Alcoa Crew Rescues Six Adrift At Sea

MADRAS, India—Lost on the Indian Ocean, without food and water for 15 days, and surrounded by menacing sharks, six natives of the Maldiv Islands were on death's doorstep when rescued by the SIU-manned Alcoa Patriot January 8.

The six, including boys aged 14, 10 and 8, were so weak at first they could hardly walk, but after a short stay in the Patriot's hospital and some hot broth in their stomachs, they were reported in satisfactory condition.

The Patriot was en route to India with a cargo of wheat when it spotted several bright flares in the distance. Through binoculars, a two-masted sailing boat, about 35 feet long, was spotted.

"As we came near," the ship's log reports, "we could hear frantic cries for help . . . hysterical crying and wailing of young boys." Coming closer to the drifting craft, crewmembers could see over a dozen sharks swimming close to its sides.

Upon securing the vessel to a line, James Matthews, AB, went aboard, tied a safety rope around the chest of each victim, and one by one they were hoisted up to safety.

Since nobody understood the natives' language, the entire story could not be determined until the ship reached Madras, India. There, through interpreters, it was revealed that the six had been afloat for 20 days, and had run out of food and water after the first five.



Part of SIU and NMU delegations are shown at London ITF conference. At left of table are NMU President Joe Curran, Steve Federoff, William Perry. On right, SIU of NA President Paul Hall; Hal Banks, Canadian delegate; Lindsey Williams and Cal Tanner.

## PHS Gets Clear Sailing In Budget

WASHINGTON—Budget figures disclosed by a spokesman for the Department of Health, Education and Welfare indicate clear sailing for the US Public Health Service in the fiscal year starting this July.

The 161-year-old agency will gain \$1.1 million over last year's appropriation for PHS in-hospital services, bringing the recommended new outlay to \$34.6 million. This would assure no cut in existing facilities for the care of US merchant seamen at the 16 PHS hospitals now being operated.

Slightly higher funds than in the last budget are proposed for maintaining an additional 125 out-patient facilities. This figure is \$5.2 million, almost \$15,000 more than last year. The overall increases will cover additional personnel as well as higher food costs.

### 'New' and 'Old' Money

Included in the \$1.1 million figure is \$771,000 in new money, plus \$330,000 earmarked for new construction under the 1959 budget, which will be applied to general operating funds this time.

The higher figures all along the line indicate that the Department has put aside earlier plans for closing the Savannah hospital and three others, as well as the Manhattan Beach TB institution in Brooklyn, which was rumored last fall. Previous hospital closings produced considerable hardship on patients in the major port areas affected, such as Mobile, which now has only an out-patient facility. The nearest hospital from there is New Orleans.

## Eisenhower Asks Study On Registry

WASHINGTON—The growth of tax-dodging runaway shipping to the point where tiny Liberia today has more tonnage under her flag than the United States has at long last attracted formal White House attention.

### 'Full Examination'

Recognition of the magnitude of the problem came as the President, for the first time, specifically called for a full examination of US policy "on such matters as foreign-flag registration and the competition of foreign shipping." US maritime supporters were heartened by the long-hoped-for announcement.

The President touched on the subject briefly in his budget message to Congress last week, when he proposed still another full-scale study of the transportation industry, including water transport, both by the Department of Commerce and the Congress. In

(Continued on page 10)



# INQUIRING SEAFARER

QUESTION: How much gear do you take with you when you ship?

**Francis D. Wall, FWT:** Usually all the gear I take with me fills a suitcase and a hand bag. Most of the clothes are dress clothes, a suit, slacks and the like since all the work clothes I need I wash as we go along. A couple of changes is all you have to carry.



to carry.

**H. Connolly, baker:** I bring very little gear aboard with me since I don't need too much. The bakers and other members of the steward department receive their working gear, so all I actually need of my own would be good clothes to wear ashore, like a sport jacket and slacks.



**Clyde Kreiss, baker:** I need very little gear to wear working aboard ship since I am in the steward department. However I always bring along my hobby — leather working, and that weighs a ton. I have to carry some leather and my tools, at least two suitcases full. In a way, its lucky I don't have to carry a lot of apparel.



**Jack Olson, bosun:** Outside of the gear needed for working on deck, all I bring along are two suits, one light weight, one heavy. Most of the time I travel Navy style—three work changes. If one is dirty, and the one I am wearing gets wet, the ace to fall back on.



I always have the ace to fall back on.

**Eugene Reed, AB:** I usually travel with two suits, one summer and one winter wear. When you work on deck, you have to be prepared for any type of weather, and climate. So I wind up carrying boots, rain gear, heavy clothes and of course, light work clothes.



**George Stravarides, wiper:** That depends on the ship and the run. If it is winter time, then I have to bring a lot of warm clothing, and lighter wear if in the summer. If I am going on a long trip, then it means taking a full load, for I like to bring enough with me to last through the voyage.



# Runaways Planning Court Appeal For Role In UN

LONDON—The world's two leading runaway sanctuaries, Liberia and Panama, fighting desperately to establish themselves as legitimate maritime nations, were given a severe jolt last week when the United Nations Inter-Governmental Maritime Consultative Organization meeting here decisively rejected their bid for seats on the 14-member Maritime Safety Committee.

Although the group later unanimously approved a Liberian resolution that the issue be referred to the International Court of Justice, which will rule on the legitimacy of runaway registries, it was little consolation for the runaway operators, who were reportedly fuming at the turn of events.

Press reports quoted them as being "shocked" by the IMCO action. The owners, most of them Americans, went on to charge Great Britain, Norway and the other European nations that had rebuffed the runaways with "ganging up." Despite vigorous United States support of the runaways, most of this country's NATO allies voted against the two. This included, besides Britain and Norway, France, Italy, West Germany, and the Netherlands, all powerful established maritime nations.

### Plan 'Getting Even'

Intent on "getting even," runaway owners in the States have served notice that they intend to urge Congress to enact laws barring all "50-50" cargoes from European nations that carry on trade with Communist China and other "iron curtain" nations. Such a move is particularly aimed at England and Norway, who maintain such trade.

Rep. Thomas Pelly already has a

proposal up before Congress to bar "50-50" cargoes from runaway ships as well.

The US support of the "Panlib" half of the "PanLibHonCo" axis at the IMCO meeting was strongly criticized by SIU President Paul Hall and National Maritime Union President Joe Curran. In a joint telegram to the International Transport Workers Federation, which sent a representative to the meeting, they said, "... all United States maritime unions strongly oppose any international recognition of runaway ships or the nations which give them refuge from and protection against union representation, collective bargaining and decent wages and working conditions."

### Might Go Elsewhere

US authorities argued that if American shipowners were not allowed to register in Liberia or Panama they would do so in another country offering similarly low costs. Lower wages, smaller operating costs and considerable tax benefits are the major inducements offered runaway shipowners.

Debate was long and heated as the London conference headed towards a showdown. The US proposed that the eight-member secretariat be automatically filled by the first eight nations listed in Lloyd's register as the world's "largest shipowning nations." This would have assured seats for Liberia and Panama, who are rated third and eighth respectively. The resolution was defeated 17-11.

Urging that the criterion to go by should be the amount of tonnage actually owned by a country or its nationals, rather than amount of shipping registered under a flag, the British then moved that the nations be voted upon individu-

ally. The motion passed and in the subsequent voting neither Liberia nor Panama could muster more than 11 votes, far short of the 23 necessary for approval.

Elected to the secretariat were the United States, Great Britain, Norway, Japan, Italy, France, West Germany and the Netherlands. Completing the 14-member unit are the Soviet Union, Canada, Greece, the United Arab Republic, Argentina and Pakistan.

### Hinges On Definition

The major legal battle before the World Court will probably center around what constitutes a "shipowning nation." If the majority IMCO findings are accepted, then the status of Liberia, Panama and other runaway havens, whose resident nationals own only a handful of ships, will be severely diminished.

It is likely that the runaways will argue that since the shipping corporations registered in the country under whose flag they sail, these corporations are subject to the laws of that country and for all practical purposes can be considered as acting as nationals of that country.

The Court, which sits in The Hague, Holland, is not expected to hand down a ruling for several months since its calendar is already cluttered with other international disputes.

# Aid, Surplus Programs Unchanged

WASHINGTON—On the surface, the outlook this early in 1959 on the foreign aid and farm surplus disposal programs appears little changed from a year ago. Both programs, operated under the "50-50" law governing US-financed cargo movement, are critical to the

liveliness of US-flag shipping and American seamen, since they supply heavy cargo offerings for US ships. The budget submitted by the President to Congress last week again calls for a \$3.9 billion authorization for foreign aid. Equally important, it would extend the life of the surplus program for 12 more months to the end of 1960, and authorize shipment overseas of another \$1.5 billion in farm products. Congress last year finally settled

on a \$3.3 billion foreign aid figure and an 18-month extension of the surplus program along with a \$1.5 billion authorization. The cut in the foreign aid outlay will require a \$225 million supplemental appropriation in the present session to keep the books straight.

Actual expenditures on foreign aid for the fiscal year starting July 1, 1959, are estimated at \$3.5 billion, about \$400 million less than in the current fiscal year.

However, the proposed one-year extension on the surplus disposal program indicates it will operate on about the same level as before. It also shows that the Administration is not yet ready to commit itself to any long-term disposal program, which was recommended last year by a special commission. The study group urged at least a five-year extension so that shipments could be scheduled on an orderly basis over a period of years to dispose of \$10-13 billion in farm surpluses.

The unwillingness of the Administration to commit itself may stem in part from the President's call for a thorough re-evaluation of American shipping policy under the 1936 Merchant Marine Act. This could even reopen the crucial question of the "50-50" and its interpretation.

Although a "permanent" law to assure movement of at least half of all Government-financed shipments on American-flag ships was put on the books in 1954—ending the fight each session on year to year extensions—some agencies have never given up hope of getting it repealed.

# Upturn Slight In Lk. Charles

LAKE CHARLES—Shipping for this port picked up somewhat over the holiday slump, Port Agent Leroy Clarke reports. However, there is still a fairly large registration list in all three departments and any openings that are put on the board are taken within one or two calls.

The Central Labor Council of Lake Charles last week elected its new officials for the coming 12 months. All of the men selected for the posts have always worked in close cooperation with the SIU, and will continue to coordinate all of the port's labor activities.

The vessels calling into the area during the past period were the CS Norfolk, Winter Hill, Chiwawa, Cantigny, Royal Oak, CS Miami, CS Baltimore, Bents Fort, Bradford Island (Cities Service) and the Del Campo (Mississippi).

# PENSIONERS' CORNER



(Ed. note: The column this issue is devoted to two retired Seafarers who are receiving the SIU \$150 disability benefit.)

**William Gullford ... 67 ...** an SIU member since 1938 ... started sailing two years earlier out of Mobile ... had unpleasant distinction of being aboard first American ship torpedoed by Germans in World War II ... bad luck followed Brother Gullford to the Red Sea where another vessel he was aboard was caught by a "tin fish" ... in Okinawa Bay in 1943 it wasn't a torpedo but a typhoon that destroyed his ship ... worked as steward and chief cook ... preferred passenger ships and freighters ... favorite run—Europe, because "I had many friends in those countries" ... keeps active tending to flower garden, barbecuing for local church and playing with his three grandchildren ... lives with wife in Prichard, Alabama ... still keeps in touch with former shipmates Lish Taylor and Walter Dunn ... wife sick for past two years but "thanks to the SIU retirement plan I have been able to make ends meet."

**Lish Taylor ... 67 ...** charter member of the Union ... sailed until 1955, working as steward ... two sons, George and Leslie, maintained family tradition by becoming seamen ... in fact, Taylor was once aboard ship with George when she was torpedoed in the Mediterranean in 1944 ... it was on St. Patrick's Day ... father and son jumped overboard, staying afloat until rescue boat arrived ... always liked European-run ... it was long, paid better and allowed for longer periods at home ... fishing and crabbing his favorite pastimes ... keeps in touch with oldtimers Felipe Reyes Sr., Ber. Steam, Fred Liam, Forrest McConico and Paul Warren ... would like to hear from Freddie Stewart, Howard Guisler, John Marshall, Rafael Martini and George Suarez ... Besides two sons, he has three daughters, and one granddaughter ... lives with wife at 405 St. Charles Ave., Mobile, Ala.





Job applicants line up at Pittsburgh steel plant in hopes of being on recall list. Despite rising production, shoreside workers are suffering heavy unemployment in this city and other key industrial areas.

## Unemployment Persists In Many Cities

The predicted lag in employment recovery from the recession looks like it will become semi-permanent in some areas, the "New York Times" reported in a survey of major industrial centers. The January 25 "Times" said that the closing of older, less efficient plants, the dispersal of industry and the use of automated equipment is reducing employment recovery even though production is on the upgrade.

The survey confirms the report made in the SEAFARERS LOG of October 24, 1958, which quoted Government figures to show that one million production jobs were lost permanently last year because of the speed-up of automation during the recession.

One impact of the recession is to cause the closing of older plants which are the first to start losing money when times get tough, just as in the shipping industry, older, less-efficient vessels are hit hardest by any shipping slump. The "Times" cited such major industrial centers as Detroit and

Pittsburgh, as faced with long-term unemployment because of automation in the steel and auto industries and also because many plants have moved out of the area or have established new branches elsewhere and closed down old ones. The only major areas not affected are around San Francisco Bay and in Southern California.

The survey pointed out that it wasn't easy for workers to pick up and move with the plants with the result that they are left behind with shrinking employment opportunities.

In addition, shifts in business hit workers hard if they have specialized training in a given area. Railroads have lost trade to buses and airlines but the railroad workers who are laid off are not trained to drive buses or fly airplanes.

The only way to solve the unemployment problem is by expanding production beyond the 1957 level so as to absorb the automation unemployed as well as the 700,000 new workers who come into the employment market every year. Just how to provide for an expanding economy is a problem for which a variety of answers have been offered.

## SS Kathryn On Gulf Run

The Bull Line C-2 Kathryn will join the Frances when the company starts its new Gulf to Puerto Rico service next month. Bull Line announced recently it would operate out of New Orleans and Mobile to Puerto Rico using two C-2s on the run.

Up until now, the Bull Line Puerto Rican runs have all originated in New York, while Waterman, Alcoa and Lykes Brothers have serviced the island from Gulf ports.

In announcing the new operation the company said it would maintain its existing services out of New York, but thus far has not indicated which ships will be put on the New York run to replace the Frances and Kathryn.



## SIU Optical Benefit Set Up In Houston

HOUSTON—Final arrangements are being made to set up the SIU Welfare Plan's eyeglass benefit for Seafarers in this port, Port Agent Bob Matthew, announced. The Plan's administrators selected Texas State Optical Company to handle the program, and as soon as the necessary forms are made out, the benefit will get underway.

Shipping for the port has been holding up fairly well during the past period, Matthews said, and should continue to do so for a couple of weeks more. There is still a terrific amount of grain passing through the area, bound for India and Europe, and this means more work all-around.

There were five vessels paying off in this port during the past two weeks, one signing on, and 14 in transit. Paying off were the Coal-linga Hills (Marine Tankers); Fort Hoskins (Cities Service); Hurricane (Waterman); Ocean Deborah (Ocean Trans.) and the Pacific Carrier (World Carriers). The Rebecca (Intercontinental) signed on.

In transit were the Seatrains New York, Texas and New York again (Seatrain); Rebecca (Intercontinental); The Cabins (Texas City Refining); Atlas (Tankers and Tramps); Val Chem (Heron); Mermald (Metro); Ideal X (Marine Tankers); Fort Hoskins (Cities Service); Del Aires (Mississippi);

Beaugard (Pan-Atlantic) and the Transatlantic (Pacific Waterways). All of the ships seem to be coming in with less beefs, Matthews noted.

## Frog-Tending Means OT Pay

Although he never handled them, except possibly to admire them, 200 frogs carried on the Robin Locksley last trip meant an additional \$50 in overtime to the ship's bosun.

The vessel picked up the frogs in Africa last month for delivery



to a laboratory here in the States for pregnancy-test use. The frogs were kept in special containers and required very little handling.

However the mate, rather than assign the job to one of the ship's deck gang, decided to take care of them himself and put in for 23 hours overtime.

The company did not dispute the mate's overtime sheet and that seemed to end the matter, at least until the SIU patrolman came aboard to pay the ship off.

Under the SIU contract, it was pointed out, if a vessel does not carry a livestock tender aboard, then the job of tending, feeding and cleaning the stalls of the animals must be given to one of the deck gang, at the regular OT rates.

So the company, wound up paying an additional 23 hours overtime to the bosun for the work done by the mate.

## Lull Persists In SF Jobs

SAN FRANCISCO—It was a quiet shipping period in 'Frisco with most of the activity being of the in-transit variety. There were no payoffs and only one sign-on, the Maiden Creek (Waterman).

In transit were the Ocean Eva (Ocean Transport); Eagle Transporter (Terminal Trans.); Steel Worker (Isthmian); Losmar and Seamar (Calmar); and the Wild Ranger and Yorkmar (Waterman).

Marty Breithoff, port agent, reported that among the old-timers on the beach are H. Eerman, O. McEnaney, J. Basch, D. Blumlo, C. I. Roble, D. M. Ticer, L. Knickerbocker and R. C. Henke.

# How Strong Is That Pad Eye?



Normally a pad eye, which is welded to the deck, is strong enough to take all the strain that might be placed on it by the rigging. The assumption is that the line would fail before the pad eye. But occasionally the reverse is true. Rusting at the base of the pad eye may weaken it with the result that it could carry away under strain with unhappy consequences for anybody in the vicinity.

A routine item in a shipboard safety inspection should be to check the condition of all pad eyes to make sure they are up to snuff.

**An SIU Ship is a Safe Ship**



# REPORT OF A&G DISTRICT

**W**E, the undersigned Union tallying committee, duly elected at the regular business meeting of December 24th, 1958, six (6) at headquarters port meeting, two (2) in Mobile, two (2) in New Orleans, two (2) in San Francisco, and two (2) in Baltimore, submit the following report and recommendations:

On December 29, 1958, at 9:00 AM, we met with Al Kerr, the Union office manager, who had been assigned by headquarters offices to assist this committee as a result of our request. He gave each committee member an amended copy of the Union constitution, as well as showing this committee a copy of a teletype that had been sent to all port agents by Paul Hall as a guide for the various ports polls committees on the closing day of voting. He suggested that we read those sections of our constitution dealing with the Union tallying committee in detail, as well as the teletype of instructions sent to the port agents referred to above.

A full quorum picked up the ballots from the Commercial State Bank and Trust Company located at 1400 Broadway, New York City, as per the constitution. (See correspondence annexed, showing official documents exchanged.)

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

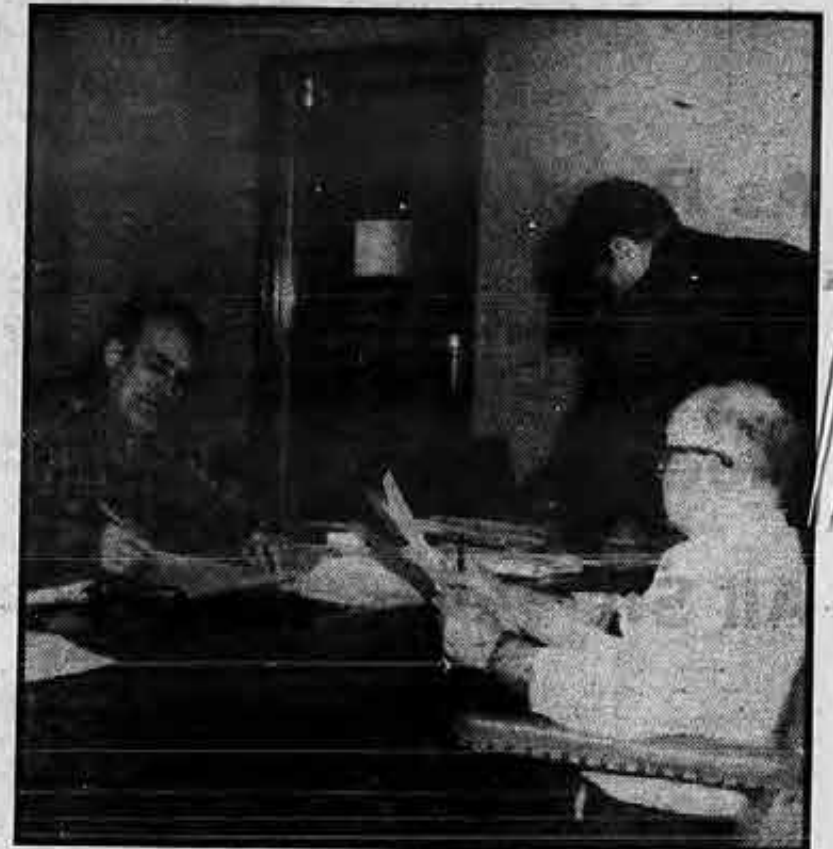
In compliance with Article XIII, Section 5 (d) of our Union constitution we accepted from among ourselves, John J. Giordano, G-32, as chairman of the committee.

We then received from the headquarters offices of the Union, all of the files relative to the conduct of the election. From the files, we found signed receipts for ballots No. 1 through No. 9350, which had been issued to the following ports as follows:

PORT	BALLOTS ISSUED
Boston	1- 250
New York	7350-9350
Philadelphia	251- 800
Baltimore	801-1800
Norfolk	1801-2000
Savannah	2001-2250
Miami	2251-2350
Tampa	2351-2500
Mobile	2501-4000
New Orleans	4001-5500
Lake Charles	5501-5650
Houston	5651-6350
Wilmington	6351-6550 6976-7000
San Francisco	6551-6975
Seattle	7001-7250
Puerto Rico	7251-7349

The committee then checked the numbers on the stubs received from the various ports, and these numbers, when checked against the numbers on the stubs of all ballots printed and issued and ready for voting, were found to coincide, port by port.

Your committee then checked the dates of the voting rosters and compared them against the minutes of the special meetings for the election of the polls committees in the various ports. We found in every instance that polls committees had been duly elected on each day in which voting was conducted in the various ports, with the exception of the port of Savannah. In the port of Savannah we found that on December 1st, 1958, that a duly elected polls committee was elected, one of whose members was R. C. Grimes, G-207. However, Brother Grimes shipped on the 10:00 AM call. He was replaced on the committee by R. A. Carter, C-429, who served for the remainder of the day. However, in Article XI, Section 4, paragraph (a) of our constitution, it states that the polls committees shall be elected between the hours of 8:00 AM and 9:00 AM. Therefore, since Brother Carter replaced Brother Grimes on the polls committee after 10:00 AM, the committee has assumed that this section of the constitution was unintentionally violated. We, the committee, have therefore ruled that the seven (7) ballots cast in Savannah on



Members of District-wide 14-man tallying committee are shown while at work in headquarters counting the ballots. At left are Ray Vaughan, New Orleans (with hat); Oswald Ergle, Baltimore, and Ben Schwartz, NY (white shirt). At right, front, J. Giordano, chairman, NY; across table, Pete Gonzalez, NY; standing, rear, Sal Biondo, Baltimore. Ballot count and checking took more than a week.

December 1st, 1958, should be voided, but inasmuch as their being included in the totals would have no bearing on the outcome of the election, we have included them.

Where no polls committee could be elected, no voting took place, as is required by our constitution. We note that on the last day of voting in Norfolk, Savannah, Miami, Tampa, Lake Charles, Seattle and San Juan, no polls committee could be elected. In these cases, as per the constitution, the port agent took over the duties of the polls committee.

We checked the unused ballots that were on hand in headquarters offices that had not been issued. The stubs on these unused ballots were numbered 9003 through 9806, a total of 804 ballots.

Your committee then checked the unused ballots that were returned from the various ports, including the Port of New York, which are listed as follows:

PORT	UNUSED BALLOTS
Boston	91- 250
New York	9003- 9350
Philadelphia	654- 800
Baltimore	1582- 1800
Norfolk	1907- 2000
Savannah	2071- 2250
Miami	2251- 2350
Tampa	2408- 2500
Mobile	3155- 4000
New Orleans	5248- 5500
Lake Charles	5558- 5650
Houston	6319- 6350
Wilmington	6985- 7000
San Francisco	6846- 6975
Seattle	7119- 7250
San Juan	7306- 7349

The above unused ballots, when combined with the unused ballots in headquarters and the stubs of the used ballots in all ports, compare equally in number with the amount printed by the printer for the Union.

The committee has seen a letter from the printer, "The Rand Press, Inc.," who printed the ballots that were used in the conduct of our Union election for the election of 1959-1960 officers of the Seafarers International Union of North America, Atlantic and Gulf District. The letter stated that they had printed 9,806 ballots for the Union, numbered from 1 to 9806. In addition to which, they had printed 130 blank sample ballots.

This committee, has checked the election files, maintained by headquarters offices as per the Union constitution, and has found signed receipts from the following ports for the following amount of sample ballots, broken down, as follows:

PORT	BALLOTS
Boston	5
New York	20
Philadelphia	5
Baltimore	10
Norfolk	5
Savannah	5
Miami	5
Tampa	5
Mobile	15
New Orleans	15
Lake Charles	5
Houston	5
Wilmington	5
San Francisco	5
Seattle	5
Puerto Rico	5

Total .....120  
On hand in headquarters ..... 10  
Grand Total .....130

We, the committee, have checked the files of headquarters offices and have seen signed receipts by the various port agents for the official ballots that had been sent to them by headquarters offices. We have checked these signed receipts and the serial numbers on them against the loose stubs received, and against the stubs still attached to the unused ballots. Nine thousand three hundred and fifty (9350) official ballots were sent to all ports, the stubs on them bearing serial numbers one (1) through nine thousand three hundred and fifty (9350). We received back stubs (including the ones on the unused ballots) numbered one (1) through nine thousand three hundred and fifty (9350).

The following is a breakdown of the ballots that were sent to the ports by headquarters, as well as a breakdown of the unused ballots returned to headquarters, ballots used, and total ballots cast.

Port	Ballots Received From Headquarters	Ballots Used	Ballots Returned	Ballots Cast
Boston	1- 250	1- 90	91- 250	90
New York	7350-9350	7350-9002	9003-9350	1653
Philadelphia	251- 800	251- 653	654- 800	403
Baltimore	801-1800	801-1583	1584-1800	783
Norfolk	1801-2000	1801-1906	1907-2000	108
Savannah	2001-2250	2001-2070	2071-2250	70
Miami	2251-2350	None	2251-2350	0
Tampa	2351-2500	2351-2407	2408-2500	58
Mobile	2501-4000	2501-3154	3155-4000	654
New Orleans	4001-5500	4001-5249	5249-5500	1248
Lake Charles	5501-5650	5501-5557	5558-5650	57
Houston	5651-6350	5651-6319	6319-6350	668
Wilmington	6351-6550	6351-6550	None	0
	6976-7000	6976-6984	6985-7000	209
San Francisco	6551-6975	6551-6845	6846-6975	295
Seattle	7001-7250	7001-7118	7119-7250	118
San Juan	7251-7349	7251-7304	7305-7349	54

Total Votes Cast In All Ports 6464

The committee would also like to bring to the attention of the membership the fact that some write-ins will not be included in this report. The reason for this is that some ballots containing write-ins happened to be voided because the ballot on which they were written was illegally defaced or illegible.

The following correspondence was handled by the Union tallying committee:

January 2, 1959

Mr. R. Harold Bach  
Executive Vice-President  
Commercial State Bank & Trust Company  
1400 Broadway  
New York, NY

Dear Sir:

As assistant secretary-treasurer of the Seafarers International Union of North America, Atlantic and Gulf District, AFL-CIO, in charge of the minutes thereof, I herewith certify that, in accordance with the constitution of this Union, the membership have duly elected the following to constitute the Union tallying committee for the 1958 elections:

- |             |             |
|-------------|-------------|
| B. Schwartz | O. Ergle    |
| J. Blunt    | W. Nordland |
| W. Slade    | D. Parker   |
| C. Stambul  | R. Vaughan  |
| J. Giordano | A. Stephens |
| P. Gonzales | W. Reidy    |
| S. Biondo   | W. Rogers   |

Article XIII, Section 5 (d) states, in part: "The Union tallying committee shall elect a chairman from among themselves and, subject to the express terms of this constitution, adopt its own procedures. Decisions as to special votes, protests, and the contents of the final report shall be valid if



# ELECTION TALLYING COMMITTEE

## As Read And Approved At Membership Meetings In All SIU Ports, Jan. 21, 1959

made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at nine (9). The Union tallying committee, but not less than a quorum thereof, shall have the sole right and duty to obtain the ballots from the depository immediately after the termination of balloting and to insure their safe custody during the course of the committee's proceedings."

In accordance therewith, the Union has authorized that any nine (9) or more of the above accept delivery of, and sign a receipt for, all of the envelopes which have been mailed to you under the course of the said elections.

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

Very truly yours,  
Seafarers International Union  
of North America, Atlantic  
and Gulf District, AFL-CIO  
**JOSEPH VOLPIAN**  
Asst. Secretary-Treasurer

Al Kerr  
Witness

January 2, 1959

Mr. R. Harold Bach  
Executive Vice-President  
Commercial State Bank & Trust Company  
1400 Broadway  
New York, NY

Dear Sir:

The undersigned members of the Union tallying committee, acting under and pursuant to Article XIII, Section 5 (d) of the constitution of the Seafarers International Union of North America, Atlantic and Gulf District, acknowledge receipt of the envelopes sent to you from the various ports for the election held for 1958 and delivered this day to us.

B. Schwartz  
J. Bluit  
W. Slade  
C. Stambul  
J. Giordano  
P. Gonzales  
S. Biondo

January 7, 1959

Mr. R. Harold Bach  
Executive Vice-President  
Commercial State Bank & Trust Company  
1400 Broadway  
New York, NY

Dear Sir:

The undersigned members of the Union tallying committee, acting under and pursuant to Article XIII, Section 5 (d) of the constitution of the Seafarers International Union of North America, Atlantic and Gulf District, acknowledge receipt of the balance of the envelopes sent to you from

the various ports since January 2nd, 1959, for the election held for 1958 and delivered this day to us.

B. Schwartz  
J. Bluit  
W. Slade  
C. Stambul  
J. Giordano  
P. Gonzales  
S. Biondo

January 7, 1959

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

Att: Mr. Joseph Volpian

Gentlemen:

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

We have today surrendered the above mentioned envelopes to the Union tallying committee and that no one other than the signer and the witness have had access to the said envelopes contained in our vaults.

Very truly yours,  
Irving Gould  
Manager

Witnessed by:  
Alice Goodman  
Secretary to Mr. Bach

December 31, 1958

Re: Polls Committee's Duties  
On Last Day of Voting  
In Election for Office for  
1959-1960

Dear Sir and Brother:

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

1. On the day the balloting in each port is to terminate (Wednesday, December 31st of this year), the polls committee elected for that day shall, in addition to their other duties, deliver to headquarters, or mail to headquarters (by certified or registered mail), all the unused ballots, together with a certification, signed and dated by all members of the committee. The following is the certification that is suggested to be used by each port.

Certification for Unused Ballots

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

numbers \_\_\_\_\_ through \_\_\_\_\_ (Here put in the serial numbers of the unused ballots). All are accounted for. Except \_\_\_\_\_" (Put in the word "none" or give details.)

Date: \_\_\_\_\_

(Name of Polls Committee Member)

Book Number

(Name of Polls Committee Member)

Book Number

(Name of Polls Committee Member)

Book Number

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

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

Certification for Stubs

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

Date: \_\_\_\_\_

(Name of Committee Member)

Book Number

(Name of Committee Member)

Book Number

(Name of Committee Member)

Book Number

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

The polls committee members shall not be discharged from their duties until the

forwarding called for by the aforementioned is completed and evidence of the mailing thereof is furnished the port agent.

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

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

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

Fraternally,  
Paul Hall  
Secretary-Treasurer

PH:AK:cp  
Enclosures

Comments And Recommendations  
Pursuant To Article XIII, Section 5 (e)  
Of The Union Constitution

1. This Committee finds and recommends as follows:

(a) We recommend that the procedure on write-ins followed by this committee be upheld, inasmuch as it is impossible to count write-in votes where the name written in is illegible or he defaces the ballot. If a man wants to write in a name, he ought to do so clearly, if he wants his write-in to be effective, and he must be careful not to place illegal marks on the ballot. This committee feels very strongly on this point.

(b) This committee finds that there have been no protests written or otherwise, with respect to the conduct of the election, that the balloting took place in strict accordance with the constitution and that what errors were made, were all of no importance, and of no measurable effect, and were dealt with in accordance with the spirit of the constitution.

2. The official tally of this committee is annexed to this report and made a part of it. Subject to the appropriate action of the membership at the "Election Report" meeting, it represents the basis for the action called for in Section 6, Article XIII, of the constitution.

Dated: January 10, 1959

Name	Book No.	Dep't	Port Elected
B. Schwartz	S-332	Deck	Hq.
J. J. Bluit	B-15	Deck	Hq.
W. J. Slade	S-120	Eng.	Hq.
J. J. Giordano	G-32	Stwd.	Hq.
Chairman			
C. Stambul	S-578	Eng.	Hq.
P. Gonzales	G-132	Stwd.	Hq.
S. Biondo	B-276	Deck	Balt.
O. Ergle	E-148	Stwd.	Balt.
W. Nordland	N-172	Eng.	Mobile
D. L. Parker	P-84	Deck	Mobile
R. Vaughan	V-129	Deck	NO
A. Stephens	S-318	Eng.	NO
W. Reidy	R-4	Stwd.	SF
W. Rogers	R-329	Eng.	SF



A. L. Stephens, New Orleans, left, totes up figures on adding machine while at right, Jack Bluit, New York, and Sal Biondo, Baltimore, make entries on tally sheets.

# MTD Adds Baltimore Port Group

BALTIMORE — The newly formed Baltimore Port Council of the AFL-CIO Maritime Trades Department held its first meeting last week. Rex Dickey, acting agent, reports. As the council represents 11 waterfront and other affiliated unions, it is expected to be of valuable assistance in assuring greater cooperation and coordination in any strikes or beefs that may come up in the area.

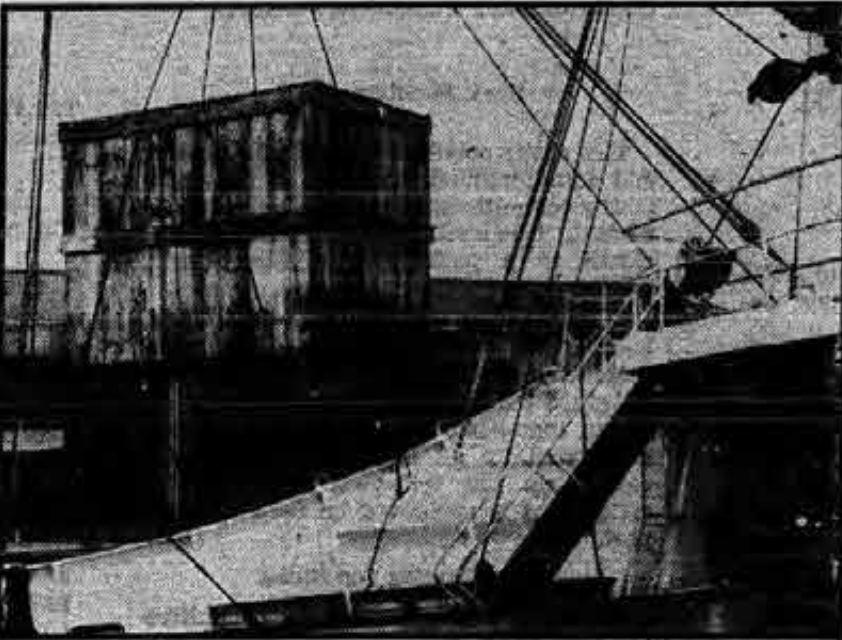
Registration and shipping for the port ran fairly even over the past two weeks, Dickey noted.

Rumors are still being circulated that the Ocean Star (Dolphin) and the Irenestar (Traders) may be crewing up shortly. It also has been reported that the Portmar will take on a crew sometime next week, and that the Hilton is supposed to be crewing up within the next ten days. Should any or all of these reports stand up, it would be a boost for the men here.

There were 25 vessels calling into port during the past period. Ten ships paid off, six signed on and nine were in transit. The vessels paying off during the last two weeks were the Edith, Jean, Mae, Emilia (Bull); The Cabins (Texas City); Feltore, Santore (Marven); Wang Archer (Marine Bulk); Barbara Fritchie (Liberty Nav.) and the CS Baltimore (Cities Service).

Signing on in the port were the Steel Chemist (Isthmian); Feltore, Santore (Marven); Bethcoaster (Calmar); Dorothy (Bull) and the Wang Archer (Marine Bulk).

## SS Atlantic A 'Containership'



Longshoremen (above) at American Banner Line pier get ready to seal container box holding miscellaneous cargo. Below, incoming container is swung out onto pier. Use of containers is spreading among shipping operations to cut down handling time and cost.

# Ownership Is Key To Runaway Drive

(Continued from page 3)  
away ships owned by Americans.

The vote to adopt the new ITF policy was near-unanimous, with only the Greek seamen's union dissenting. Following the December 1 to 4 boycott, the Greek consul in New York declared that the Greek seamen's union would withdraw from ITF and denounced the boycott action as a plot against Greek shipowners. However, the Greek seamen did participate in the London meeting.

The new ITF decision was hailed by NMU President Joseph Curran and SIU of NA President Paul Hall as serving notice to the runaway operators that "the maritime unions of the world will stand together to prevent them from continuing to escape their responsibilities to the unions in the country which is their genuine economic base . . ."

"Operators of runaway ships in the United States have been blowing that if labor keeps up the pressure . . . they will simply transfer to some traditional maritime flag

. . . The American unions asked the ITF . . . to make clear that such operators will find no place to hide. The policy adopted here does that.

"When we get back to the States we will promptly sit down with representatives of other unions . . . and draw up a program for bringing American-controlled runaways under contract."

The SIU delegation, in addition to Hall, included Lindsey Williams, Cal Tanner, Earl Sheppard and for Canada, Hal Banks. The NMU delegation consisted of Curran, Steve Federoff, Shannon Wall and William Perry. Accompanying the NMU delegation was Bernard Raskin, editor of the "NMU Pilot."

The official ITF press statement issued by General Secretary Omer Becu added: "The ITF unions have now served notice that operators who try to use any flag for the purpose of undercutting union standards in their own countries can expect exactly the same treatment as if they registered their vessels under a regular flag of convenience."

# Eisenhower Wants Study Of Foreign Ship Registry

(Continued from page 3)  
the course of his budget message, the President declared:

"The national maritime policies under which we now operate were laid down 23 years ago in the Merchant Marine Act of 1936. It is increasingly apparent that both the adequacy of and the need for those policies require reappraisal."

Since the budgetary requests for maritime were kept to a minimum of \$277 million—less than four-tenths of one percent of overall Government expenditures—and were coupled with a call for a "reappraisal" of US maritime policy as it now stands, several major considerations are involved.

The budget message pointedly noted that since the bulk of the US-flag fleet consists of war-built ships and existing law requires them to be replaced after 20 years, "definitive policies" must be established on such questions as:

" . . . the realistic life span of merchant ships . . .

" . . . the number of ships actually in our merchant marine . . .

" . . . the extent to which . . . construction and operation should continue to be subsidized . . .

" . . . and the pattern of trade routes that should be served by subsidized ships . . ."

These and subsidiary issues have been explored repeatedly over the past five years. Likewise, problems developing over the growing runaway fleet, transfers of registry and the "50-50" cargo rule have been explored constantly in each session.

Due to the phrasing of the President's recommendations and the "economy" approach to the budget, observers view the proposed inquiry as a preliminary to further cutbacks in Federal aid to maritime. (See separate story on subsidies, page 2.)

At the same time, any shift in Government policy on runaway shipping could lead in only two directions. One would mean allowing all vessels to switch from the US flag at will. This approach would inevitably result in an American fleet in name only, except for a few prestige ships, and would reduce the Government's ship subsidy bill each year almost to nothing.

The other course would be based on a genuine desire to maintain an

adequate US-flag merchant fleet for trade and potential military use and bring it up to its actual requirements via much higher spending. Some studies have found the fleet at least 600 ships under its actual needs.

This would necessitate closing off the loopholes making transfers possible and would require long-range planning for a stable, prosperous US-flag merchant fleet operation.

However, emphasis on a balanced budget, private ship financing and cutting down Federal aid in such areas as shipping indicates little likelihood that this latter course will prevail.

# Ship Funds Face Slash

(Continued from page 2)  
proval—and Waterman—for whom hearings are now going on—would be blocked from subsidy assistance altogether.

The question of what happens to companies obligated to undertake new construction during 1959 is also left unanswered. A typical case is Mississippi Shipping, another SIU-contracted company, which is required to execute a contract for three ships this year. Mississippi is not included among the four companies for which construction funds have been set aside (Farrell, Grace, Lykes, American Export). Several other operators would also be shut out this year.

At the same time, with no commercial advantages likely for several years, legislation is urged to assure that nuclear materials may be distributed for use as fuel on US merchant ships. The one "commercial" nuclear ship under construction will not be in service for at least two years and then only on an experimental basis.

# Budget Clouds Subsidy Bids

WASHINGTON—Hearings on Waterman's Steamship Company's subsidy applications were held here last week and then moved on to New York under the shadow of proposed budget limits on the subsidy program. Even if the SIU-contracted shipping company wins approval for its subsidy proposals, the Administration's budget would not allow funds for a subsidy contract, unless this particular aspect of the budget is increased by Congress.

Otherwise, Waterman and most other new subsidy applicants will have to wait at least until next year.

At stake in the latest phase of the hearings was Waterman's plea that its affiliated company, Pan-Atlantic, be permitted to continue its domestic, non-subsidized operations in the coastwise and Puerto Rico trade, when and if Waterman receives an offshore subsidy.

The Waterman proposal was attacked by the competing companies in these trades including Bull, Alcoa and Seatrain. Previous hearings of the Federal Maritime Board dealt with Waterman's application for subsidy on various offshore runs including East Coast to North Europe.

Further hearings have also been called for in the application of T. J. McCarthy Steamship company to continue its domestic auto-carrying and bulk trade operations on the Lakes while it is engaged on the Great Lakes-Europe run. The McCarthy operation is currently under contract to the SIU Great Lakes District.

The Federal Maritime Board has already ruled favorably on various other aspects of the McCarthy company application.

In this instance, the subsidy has a better chance of coming into existence, since the Administration's budget did allow a limited number of subsidy voyages to be reserved for the Great Lake-Europe run.

## AMONG OUR AFFILIATES

Substantial wage increases and improved working conditions have been assured seamen in the SIU Canadian District in contracts recently negotiated with six companies. Aside from opening up 65 new jobs, the pacts call for a 44-hour week, a \$42.50 monthly pay boost, welfare plan coverage, eight paid holidays, 14 days' paid vacation, the hiring hall and improved shipboard conditions.

Acting to relieve the burden of widows whose late husbands had been receiving welfare fund retirement checks, the SIU Pacific District has decided to continue such payments to a widow for one year after her husband's death. The checks will be monthly and in the same amount as had been received by the deceased. It will not be possible for a pensioner to "will" his pension check to anyone other than his wife. The \$500 death benefit currently paid to wives of deceased Sailors will continue.

Mall ballots went out January 21 in the election to determine whether the Brotherhood of Marine Engineers or the Deepwater Officers Association should represent engineers employed on Cities Service ships. The balloting will continue for six weeks, or until all CS engineers have voted.

The SIU Great Lakes District has thrown its headquarters doors

open to crewmembers of a number of unorganized ships laid up on the Lakes. It is felt that a "look behind the scenes" would convince these men of the advantages of SIU membership.

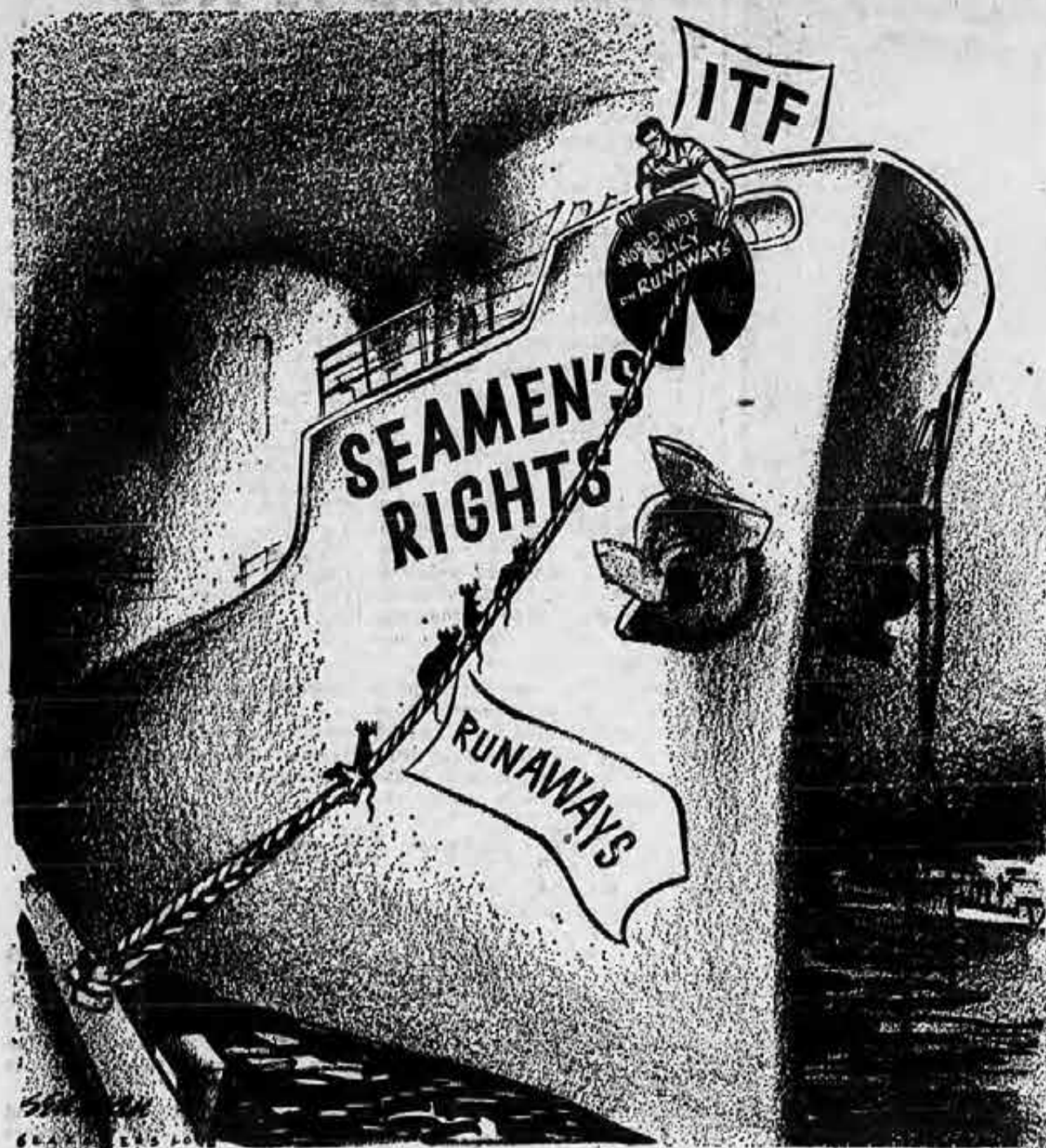
Ernest Lax, 68, and Richard Benson, 65, are now receiving pension checks through the Sailors Union of the Pacific. Lax started his sailing in 1905 as a deck boy and stayed with seafaring 51 years, surviving four shipwrecks and two world wars. Now he figures he'll give his wife a hand with the household chores, watch his grandchildren and do some reading. Benson, an ex-Navy man, plans to play the horses whenever possible. "I intend to enjoy every day until I'm at least a thousand," he declared.

A broad, effective Welfare plan has been cited as the primary 1959 goal of the SIU Great Lakes District. Contracts signed last year made provisions for follow-up talks on a proposed health and welfare program, and Secretary-Treasurer Fred Farney expressed intentions of beginning such talks this spring.

The winter freeze will keep most of the SIU ships on the Great Lakes laid up until the spring thaw but reports from Milwaukee indicate that four ships will be running—from there all winter. They are the Milwaukee Clipper, Highway 16 and two tankers, the Detroit and the Clark Milwaukee.



## 'End Of The Line'



## Proper Care Choosing MD Found Vital

A joint survey by a labor-management foundation committee has disclosed that although a great majority of union members and their families in the New York area are covered by health insurance plans, most of them used their health benefits to purchase low-grade medical care and treatment.

The survey revealed that almost one-third of the doctors consulted by the unionists did not have staff appointments to a hospital, and many of those described as specialists, were not professionally certified. Many of the families interviewed, it was found, went to non-accredited hospitals for operations and other medical services and, as a result, were not getting the proper medical service for their coverage.

While these people have sufficient medical and hospital insurance, the survey concluded, "the union members and their families had a lot to learn if they were to make the most effective use of their health and welfare benefits."

If a seafarer or a member of his family has to be hospitalized, get surgical treatment or specialist care, the best way to determine whether the doctor or the hospital is acceptable is to consult the local medical society. The societies keep directories in which properly-accredited specialists are listed. The name of every specialist in a particular area will be listed in these directories.

The new policy adopted by the International Transport-workers Federation holds forth great promise to seamen all over the world. By adopting the basic recommendation of American maritime unions that ownership be the key to determining union action against a given operator, the ITF is closing off a major escape hatch for the runaways.

Without such a ruling, the runaway shipowners would be in a position to escape union action and, what is worse, to play one union against another by switching from flag to flag and from one crew nationality to another. The danger of such switches was pointed out by US and Canadian unions and was recognized at the London Conference. Consequently, steps were taken to protect the interests of all the seamen's unions involved.

Still ahead, of course, is the big job of organizing runaway operations, a major, long-term task in itself. But by adopting the new policy, the ITF has paved the way for such constructive organizing activity by seamen's unions.

## Budget Blues

US maritime didn't come out too well in some aspects of the President's budget message. While the budget calls for continued heavy foreign aid and farm surplus expenditure, important sources of cargo for US ships, it proposes a ceiling on new subsidies and strict limits on new ship construction which would set back the replacement of old ships and expansion of the US merchant marine. In the offing is the hint that new shipbuilding might be stretched out even further in the future.

The fact of the matter is that to replace the present subsidized fleet, to say nothing of the ships of pending subsidy applicants, will cost at least \$4 billion, over a period of the next few years. Unless the United States is prepared to spend that kind of money on a merchant marine, there won't be a merchant marine to worry about.

The problem then, is not seamen's wages and operating subsidies, the net cost of which is an almost invisible fraction of the total budget, but the fact that a new ship is a very expensive item. Even the "simple" Liberty ship of World War II days cost around \$2 million each on a mass production basis, and, as everybody knows, the value of the dollar has gone down since then and the complexities of a modern cargo ship have increased considerably. It remains to be seen then, whether Congress, which is willing to appropriate all kinds of money for a nuclear fleet because the Russians might have one, will face up to the realities of the situation in dealing with the maritime budget.

## Indian Seamen Protest Loss Of Strike Rights

BOMBAY—A bill depriving Indian seamen of their right to strike and submitting all disputes, for practical purposes, to compulsory arbitration by the Government of India has been passed by the Indian Parliament. The new measure has been denounced as a "Charter of slavery for Indian seamen" by the secretary of the Maritime Union of India, the Indian Maritime Officers Union. His position was supported by the National Union of Seafarers of India, representing unlicensed seamen.

Writing in the "Oceanite," the Indian seamen's union publication he declared: "They take away the seamen's right to strike. They introduce the right of the government to amend or reject a judicial award granted by a tribunal . . ."

The new law requires that all disputes between Indian seamen and shipowners must be submitted for arbitration to a tribunal appointed by the Indian government. However, if the government decides that it is "inexpedient" to put the arbitration award into effect it can set it aside or modify it to its own liking and make its decision binding on both the seamen and the operators.

In addition to giving the government power to decide wages and working conditions for seamen, the law makes it difficult for crewmembers to take action in the event a ship is unseaworthy. Complaints of unseaworthiness have to be made by at least one-fourth of the crew, and what's more, the

complainers have to deposit a bond with the government to compensate the shipowner, in the event the government's inspectors find that the complaint is not justified.

## Tankships Now Grain Carriers

Unemployed tankers, unable to find oil cargoes, are taking a bigger share of the grain-carrying trade, according to the latest chartering figures. Within the past month alone, all six commitments for grain to India were awarded to tankers, three American-flag vessels and three foreign-flag ships.

Five of the six ships, will carry grain from the Gulf to Bombay, while the sixth vessel will pick up her cargo somewhere in the North Pacific. All of the grain shipments in recent months come under the Agricultural Trade Development and Assistance Act which authorizes the Government to sell surplus farm produce to foreign nations in need of food products. Under the "50-50" law, at least one half of cargoes must be carried in American bottoms.

## .. And Uncle Sam Picks Up The Tab

The National Association of Manufacturers as well as anonymous Wall Street sources sputtered with denials after a Columbia Broadcasting System news program surveyed the expense-account call girl racket on January 19. The program, conducted by Ed Murrow, entitled "The Business of Sex" asserted that many of the nation's largest corporations maintained call girl services in New York City on a monthly basis to help clinch sales deals.

The NAM's anguish at the program was redoubled when it was learned that the McClellan Committee was "considering" looking into the business racket. Up until now the NAM had been doing much self-righteous finger-pointing at unions. The anti-labor business lobby charged that Murrow was a "past master of innuendo, smear, snide implication and unsupported accusation . . ." but admitted that "it would be idle to deny" that some "unscrupulous individuals" in business have used "commercialized sex to further their purposes."

Before the NAM's outburst, the "Wall Street Journal" quoted "more than two dozen firms in the fields of banking, manufacturing, oil, steel and utilities" as disclaiming the employment of call girls to increase sales. But the "Journal" added, those firms denying the existence of such practices "declined use of their names."

The Murrow program consisted of recordings with unnamed call girls and business executives. It reported the going rate for the girls is \$50 an hour, and claimed that in some instances large corporations maintain call girl services on a stand-by basis and pay a monthly bill for such services.

The call girls host the business customer on a tour of the city's hot spots and then all concerned usually retire to a hotel suite where the business deal is clinched—in advance of any serious recreation. The normal practice, the program claimed, is for call girl costs to be listed as "public relations" expense and deducted accordingly from the corporation's income tax returns. Customers usually consist of such individuals as bank presidents, mortgage officers, real estate brokers, high officers of large retail chains, and others who either buy goods in large quantity or are in a position to approve large business loans. From a legal standpoint, the deductions would be in violation of the internal Revenue code, as well as whatever violations of local ordinances on prostitution are involved.

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## Shipping Up For Norfolk

NORFOLK—Shipping picked up a little during the past two weeks, with 47 men shipping out, reports port agent James Bullock. There were three ships paying off, one signing on and eight in transit.

The following vessels paid off: Seafair (Colonial), Northwestern Victory (Victory Carriers) and the Iberville (Waterman). The Seafair was the only ship to sign on a crew during the period.

# SEAFARERS IN DRYDOCK



Seafarers in the hospitals will be heartened by the news that the proposed budget for the USPHS doesn't call for any broad cutbacks in funds or services. This is a threat the hospitals had faced for the past several years.

Among those in drydock this period are Paul Frankmanis, ex-Steel Vendor, Joseph Holsenbeck, ex-Westport, and Sidney Irby, ex-Del Alba, all in New Orleans. They had all been out for a while and were re-admitted recently. Frankmanis was hospitalized over a year due to a skin ulcer but is making good progress. The same report goes for Holsenbeck, who slipped and fell down a ladder from the bridge to the deck on the Westport. He wound up with a neck injury, but is coming along fine today.



Holsenbeck

Just

The latest report shows Lake Charles has no men in a local hospital right now and lists only two for Houston. Carmelo Martinez, with a broken ankle from the Seatrain Savannah, has about two more months in the hospital ahead of him. A one-month stay is in prospect for Norman Kirk, who suffered a heart attack on the Bradford Island. Both are doing as well as can be expected.

Seattle has a pair of ulcer cases drydocked there, both off the Pacific Ocean. Both J. Ross and P. Huggins are improving under treatment. J. Waite, whose last ship was the Itherville, is also doing better. He's in for treatment of a lung ailment.

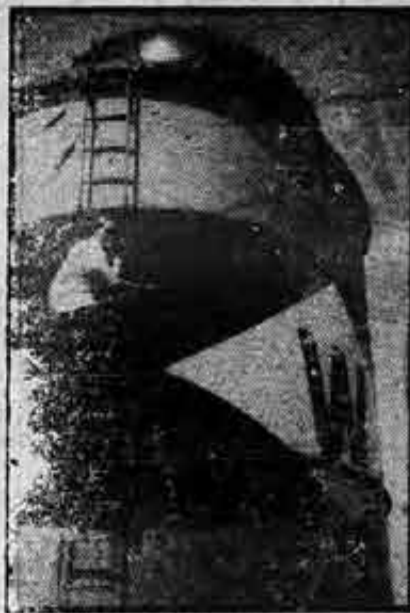
Albert Espina, also off the Pacific Ocean, is at the San Francisco hospital. He's recovering from a severe head injury caused by a fall off a ladder. Chester Just, ex-Maiden Creek, is in Frisco being treated for a fractured jaw. His trouble apparently started while he was having some teeth extracted. He's doing fine, as is Grover H. Lane off the Orion Star. Lane has a hernia.

Others recently checked into the hospital include Humberto Leon and Wade Harrell, both in Savannah. Leon is off the Gateway City due to a lung condition. Harrell, whose last ship was the Antinous, is under treatment for kidney stones.

These brothers and all those in the hospitals appreciate visits and mail from their shipmates. Write or stop by to see them when you can. The following is the latest available list of SIU men in the hospitals:

- USPHS HOSPITAL BALTIMORE, MD.**
  - Talmadge Barbour Emanuel Jones
  - Maximino Bernes William Kovamees
  - Fernando Bertalo S. Malhabour
  - Hennig Bjork Domingo Orbigoso
  - Clyde F. Carlson Adam Quevedo
  - Peter DeVries James Rivers
  - Lucius DeWitt Vincent Rizuta
  - Patrick Durkin Henri J. Robin Jr.
  - John M. Gallagher Herbert Shartzer
  - Clarence Gardner Bobby Stalsworth
  - Gorman Glaze George Warrington
  - James W. Gordon
- USPHS HOSPITAL BOSTON, MASS.**
  - Joseph Garelo Raymond Perry
  - Milton A. Jaeger Ray Peters
  - Paul C. Norton Charles E. Zlateff
- USPHS HOSPITAL GALVESTON, TEXAS**
  - Troy A. Cousins C. C. Martinez
  - Dorwin L. Coy Roscoe Milton
  - Norman W. Kirk
- VA HOSPITAL BROOKLYN, NY**
  - E. T. Cunningham
- VA HOSPITAL RECOUNGTAN, VA.**
  - Joseph Gill
- VA HOSPITAL BUTLER, PA.**
  - James F. Markel
- USPHS HOSPITAL STATEN ISLAND, NY**
  - James T. Allen Patrick T. Kelly
  - John Aulitz Rufino Lara
  - Robert H. Bullock William Lührsen
  - Robert W. Ranner Henry Maginess
  - Byrd O. Burbee Carlos Mollca
  - Mike Chandoha R. J. Peterson
  - Enoch B. Collins N. Reznichenko
  - Dusah DeDuisin Jose Rodriguez
  - Irvin DeNobriga Salvador Rodriguez
  - Walter Gill Sidney Rothman
  - Michael Gretz Jr. Phillip G. Saline
  - Ralph Groseclose W. M. Sikorski
  - Henry Grzegorski Thomas Stratford
  - Mikael Hovland S. S. Swienkoski
  - John C. Jackson Eduardo S. Toro
  - Wylie G. Jarvis Francis D. Wall
  - Barney Kelly Daniel P. Wilson
- USPHS HOSPITAL MANHATTAN BEACH, NY**
  - Lewis R. Akins Donald Hewson
  - Manuel Antonana Claude B. Jessup
  - Eldio Aris Ludwig Kristiansen
  - Joseph Bass Thomas R. Lehay
  - Matthew Bruno Kenneth Lewis
  - Lee V. Carreon Lee Mannaugh
  - James F. Clarke J. S. O'Byrne
  - Joseph D. Cox C. Osinski
  - Juan Demopra George G. Pfister
  - John J. Driscoll Winston E. Renny
  - Otis L. Gibbs George Shumaker
  - Bart E. Guranlek Almer S. Vickers
  - Taib Hassan Pon F. Wing
  - Clarence Hawkins Royce Yarborough
  - Frank Hernandez
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  - Otis L. Gibbs George Shumaker
  - Bart E. Guranlek Almer S. Vickers
  - Taib Hassan Pon F. Wing
  - Clarence Hawkins Royce Yarborough
  - Frank Hernandez
- SAILORS SNUG HARBOR STATEN ISLAND, NY**
  - Victor B. Cooper Thomas Inakken
- USPHS HOSPITAL NORFOLK, VA.**
  - Francis J. Boner Mara I. Gallop
  - Albert W. Canter John J. Harrison
  - Roger W. Fultford William H. Mason
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
  - Joseph H. Berger Myron E. Folts
  - Carl J. Biscup Chester Just
  - Michael J. Coffey Grover H. Lane
  - R. S. Cossiboin Arthur J. Scheving
  - Joseph B. Ebbole Henry J. Schreiner
  - Alberto Espina
- USPHS HOSPITAL SAVANNAH, GA.**
  - Rufus L. Fields Humberto Leon
  - Harry Henze A. R. Norton
  - Henry Lanier Wade Harrell
- USPHS HOSPITAL SEATTLE, WASH.**
  - Martin Hammond J. Ross
  - Karl A. Hellman P. J. St. Marie
  - P. Huggins J. Waite
  - C. Jacks
- USPHS HOSPITAL FT. WORTH, TEXAS**
  - Lawrence Anderson H. Ledwell Jr.
  - B. F. Deibler John C. Palmer
- VA HOSPITAL BOSTON, MASS.**
  - Thomas W. Killean

## Art Show



"That's my baby!" says M. J. Danzey, AB, showing off the Waterman "W" he painted on the Yaka's stack. What some guys won't do to get a picture in the LOG.

## Rave Notices On Yule Food Keep Coming

The season of good feeling that starts with "Turkey Day" in November and carries over into Christmas and New Year's left its mark on SIU ships.

On the *Topa Topa*, a vote of thanks to the steward department for its top-notch work was matched by the steward, who offered a personal thank-you to the members of his galley force, without whom none of the excellent results would have been possible.

Both the delegates and the steward's gang drew thanks from the crew on the *Val Chem* for a "way above ordinary" job... Aboard the *Maiden Creek* and the *Alcoa Petris*, the cooks were cited for a "wonderful" job on the holidays as well as all voyage long... The *Alcoa City* congratulated itself, with thanks to the steward department and all hands.

A special tribute was voted on the *Seafair* for a top job by the galley "under bad weather conditions and rough seas" and, on the *Ideal X*, for "fine meals and a good all-around job well done by all concerned." The *Gateway City* force drew plaudits for "excellent holiday meals" and "general high efficiency."

Other vessels that drew appreciative votes included the *Orion Comet*, *Yorkmar*, *Rebecca*, *Cities Service Norfolk*, *Orion Star*, *Blenville*, *Del Alba*, *Alcoa Corsair* and the *Edith*.

## News In The Making



Indonesian soldier and Seafarer Felix Dayrit (right) aboard the *Steel Executive* get the news over Dayrit's new high-powered radio. GIs served as guides for crew in local ports during hostilities between government and rebels.

## Urges No Lapse In Ship Physicals

To the Editor:

After due consideration, I have decided to write the LOG to express my opinion concerning the annual physical examination that Seafarers take. I have inquired among the men aboard ship and those from whom I requested opinions have submitted and agreed with the following.

I am in complete agreement and in favor of the annual physical examination we receive;

a ship just for fun. They must have a reason for doing so. I don't think anyone would stay on a ship if he wasn't doing his job. What's wrong with a union man staying on a ship as long as he wants? What has this to do with anybody else?

Everybody has the same chance to stay as long as he wants when he ships off the board. Just this trip one man was so bitter against some of the crew for being on the ship a couple of years that he discussed it the whole time. But this same man didn't even complete the voyage. He was fired before the ship reached New York.

Guys like that are the only ones who want the shipping rules changed. We don't need a time limit. When we are ready to get off we do so the way the rules are now. They're fine with me, but I would like to hear what some of the other fellows have to say about it.

William Cameron

✂ ✂ ✂

## Wrecked Ship Inspires Poem

To the Editor:

I read the LOG and enjoy hearing of the ships and the progress being made by the SIU. I also have a nephew who enjoys the LOG, too. He is 15, and when the *SS African Queen* broke up off the Eastern Shore here in Maryland he sat down, wrote a poem and handed it in to school as part of his extra-curricular English composition work. Here it is:

AFRICAN QUEEN  
By John J. Wiczynski

A rusty old vessel  
Rolling with the waves,  
Points her nose toward the sea,  
She's traveled many days.

Her hull is covered with barnacles,  
And colored rusty red;  
Her funnel and still foghorn  
Make her seem so dead.

Her bow which slowly rose and fell,  
With every passing tide,  
Will no more see the ocean waves  
That she's been known to ride.

Her propeller can't turn 'round,  
Her engines can't turn over;  
The Queen will have no cargo  
For her sailing days are over.

Her crew has all been saved,  
And will sail the ocean blue;  
But for the steamer *African Queen*,  
Career and life are through.

The teacher thought the poem was good and a Baltimore paper published it, so I thought you might like a copy also.

Mrs. Gabrielle Umstead

✂ ✂ ✂

## Jackson Says Feeding's Swell.

To the Editor:

The crew on the *Andrew Jackson* would like you brothers shoreside to know about the best damn cook and baker on these high seas. They are chief cook Fred Szoblik and baker James Barclay on this vessel.

The only thing that can be said about our trip to France and Germany is that everybody had a hell of a good time without one foul-up. The crew sure put on plenty of weight on the trip and all the brothers are happy and contented. We hope we can keep things that way for the future.

John J. Devine  
Ship's delegate

## 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.

however, I and many other members feel that, in addition, we should not dispense with the medical exam prior to signing on and off each ship as in the past. During the lapse of one year, I feel it is possible to contract just about any illness or disease and not be aware of it until serious or irreparable damage has been done.

Unfortunately, but yet very important, steward department personnel could become ill from venereal disease or some other contagious disease after their yearly physical and still take a job. I am certain no brother would approve of having his food prepared and served by anyone with a contagious disease.

I would like to have this thought brought to the attention of the membership and to have it known that I feel it very necessary to have an examination prior to signing on and off each ship for the safety and protection of all members and their families.

I further request that my suggestion be voted on as well as discussed by the membership. I feel certain that, if not all, certainly a majority of the membership will approve and vote in favor of my suggestion.

E. J. Thibadeaux, Jr.  
SS Yaka

✂ ✂ ✂

## Sees No Need For Job Limit

To the Editor:

After reading so many articles on the one-year limit on a job aboard ship I think I should get my little say-so in on this issue.

For some time I have heard this discussed. Well, I think a man is entitled to stay on a ship as long as he wants, if he does his work and doesn't get into trouble.

Actually, the only crewmember I heard complain about this is the fellow who can't make but one trip. This has been proven right here on this ship. The man who says no one should be allowed to stay on a ship more than a year is the only one who has been fired so far.

Last trip the same thing happened. When the ship reaches port some guys think can come and go as they please, go on watch only when they're ready or just stay in their sack, missing watches, etc. These are the men I see raising all the fuss about others staying on ships longer than a year.

I don't think anyone stays on

# He Only Wanted A Cup Of Coffee

A layover for the Wacosta at Southampton, England, some time back, was just what Joe had long hoped for. Now he'd have a chance to look around the city and examine all the things printed about it in the expose and girlie magazines. His conclusions, up to that point,

were that the magazines had so grossly exaggerated conditions that they seemed fantastic.

Turning to the more virtuous things of life, like something to eat, he entered an eating place that seemed to be up to the standards he knew back home, and

(Ed. note: This story was submitted to the LOG by Seafarer William Calefato.)

loaded his tray with whatever food he could recognize.

When he stopped at the coffee counter and asked for black coffee, the girl gaped at him.

"But we never serve black coffee, sir," she explained. Joe looked around hopefully for the manager, but finally sat down.

When he bit into some pastry, he discovered it was a meat pie containing a vast assortment of ingredients. With no black coffee to wash away the taste, he lost his patience and again went looking for the manager.

Exhibiting typical English reserve, the big woman listened to his story. She explained at the end that the meat pie was the talk of the town, though she didn't say what the talk was. His queries about black coffee drew a blank. "But why? Where I come from . . ."

"We don't serve it. Never have." He tried again and got nowhere. Finally somebody suggested another place where it might be obtained. Later, heading for the ship through a lonely dark street, a familiar voice called out. It was the big woman from the first restaurant.

"Where did you say you were from, big boy?"

"Never mind where I'm from. I'm going to the ship and get into that night lunch. Goodbye, sister. Now I see why a guy can't get a decent cup of coffee. The mags were right, after all."

## All's Well With Almena



Quiet moment (above, l to r) finds steward Harvey Lee, 3rd cook John Garber and 2nd cook & baker Johnnie Knowles taking it easy on the Almena. Flag draped over the door was drying out.



A couple of the Almena's ABs (unnamed) ham it up for photographer F. Whitey Johnson, who took both pix.

## Neptune Gets Best Bargain

A money-saving scheme that backfired has added a radio to the scrap heap in King Neptune's domain, and the boys on the Royal Oak are still chuckling over how it got there.

According to Al Carpenter, it all started when chief cook Pete Hamlin bought a radio from the SIU Sea Chest in Baltimore, and saved himself about 20 percent on the regular retail price. Not content with that, 3rd cook Horace Curry decided to go bargain-hunting, figuring he could do better at a pawnshop by shopping around a bit.

### 'Standard Model'

After due consideration, Curry bought a standard model for \$16 that he brought back to the ship and rigged up. Five hours after they left the dock, the radio gave out. The tubes were falling out and the speaker was practically in pieces.

Curry took quite a razzing from the crew about "bargain-hunting" after that. Then when the highest offer he got for it was \$2.50—he would have settled for \$5—he heaved the whole mess over the side.

He concedes now that you still can't get something for nothing. It looks like the Sea Chest has gained another customer and, if there's a decent repairman around, Neptune has got a radio.

## Trouble Comes In Threes

Dogged by so much misfortune on a trip into the Gulf that it rated mention in a New Orleans newspaper, the Gateway City is running trouble-free again. None of the SIU crew was involved.

One mishap, a fatal heart attack, took the life of the 2nd mate and, in rapid succession, a heart attack and a bad case of ulcers disabled two other officers. Even before the ship reached New Orleans, a Coast Guard cutter had to take the officers off for emergency hospitalization.

Events happened fast on the fatal trip south from New York. First, 2nd mate Alvin "Pat" Landreth suffered a heart attack and died. Two days later, chief mate Francis Ciccosanti began to suffer from ulcers, requiring medical advice by radio after the Coast Guard contacted the Public Health Service.

Then, even as this was going on, 2nd assistant Joseph Harrison was also stricken by a heart attack. With the ship beginning to resemble an infirmary, a CG cutter took the two men off and carried them to land where a helicopter could pick them up and fly them to New Orleans. Since then, Harrison has been discharged with instructions to return at a later date for a check-up. Ciccosanti is still drydocked.

For its part, the crew voted Capt. Whitmire a warm commendation for his "prompt action in helping sick and injured men . . . (and) . . . doing all he could under trying conditions for the late 2nd mate." A collection by the crew has also been forwarded to Mrs. Landreth, according to meeting secretary F. Fernandez.

**AZALEA CITY** (Pan-Atlantic), Jan. 3—Chairman, J. Davis; Secretary, J. Austin. Everything running smoothly. Vote of thanks to steward dept. for fine work during holidays. Ship's fund \$4.75. Some disputed OT. Discussion on importance of cooperation among crew. Beefs to be referred to patrolman.

**SANTOS** (Pan-Atlantic), Dec. 31—Chairman, O. Arndt; Secretary, C. Carter, Jr. One man ill. New delegate elected. Free dogs on portholes. Ship to be washed down more often. Screen doors to be kept closed port. Take better care of washing machine.

**BIENVILLE** (Pan-Atlantic), Jan. 4—Chairman, Limbaugh; Secretary, J. Welden. Two men missed ship. New

Mannan. Money collected for radio repairs. Coffee found in locker—will search lockers if found missing. New delegate and treasurer elected. Vote of thanks to steward dept. for Christmas dinner. To see about new room.

**CHOCTAW** (Waterman), Dec. 14—Chairman, M. Gouike; Secretary, S. Escobar. Ship's fund \$1.24. Vote of thanks to steward dept. for good Thanksgiving dinner. See patrolman for Yale key to all doors. Observe quiet at meal hours to give messman chance to get orders.

**ALCOA PARTNER** (Alcoa), Dec. 21—Chairman, G. Hayes; Secretary, L. Pierson. Some disputed OT. Need new washing machine. Screen door locks to be replaced. Christmas tree to be placed in corner of messroom instead of on table. Messroom to be sougeed.

**JOHN B. WATERMAN** (Waterman), Dec. 23—Chairman, P. Spencer; Secretary, C. Elzey. New delegate elected. Need new washing machine. Keep washing machine clean and do not soak clothes in machine.

**YORKMAR** (Calmar), Dec. 14—Chairman, K. Matgimisis; Secretary, W. Kohot. Vote of thanks to steward dept. for fine work. Some disputed OT to be taken up at payoff. Notify headquarters re: amount of food aboard—insufficient for voyage. Soap shortage deck dept. Discussion of West Coast and East Coast agreements re: wages and OT rates. Officials to see if East Coast agreements can be made same as West Coast agreements.

**REBECCA** (Maritime), Dec. 21—Chairman, M. Muller; Secretary, S. Wright. Flying bridge to be painted with non-skid paint. Refrain from whistling in passageways. Vote of thanks to steward dept. for job well done.

**MAIDEN CREEK** (Waterman), Dec. 27—Chairman, C. Bush; Secretary, J. Briday. Some minor repairs not made. Ship's fund \$30.25. Some disputed OT. Medicine supply to be checked by patrolman prior to signing on or sailing day. Insufficient slop chest supplies. All scuppers to be cleared back aft. Vote of thanks to steward dept. for fine Christmas dinner and job well done.

**DEL CAMPO** (Miss.), Dec. 21—Chairman, J. Gressler; Secretary, J. Levin. Two men logged. Stores are poor quality and insufficient. No launch service. Chief engineer doing carpenter's work. To be taken up with patrolman. Ship's fund \$17.13. 30 hours disputed OT. No ice for cold drinks. Night lunch of poor quality and inadequate. Meeting to be called at payoff.

**TOPA TOPA** (Waterman), Dec. 7—Chairman, H. Knowles; Secretary, M. Carver. Two men missed ship. All beefs squared away for clean payoff. Ship's fund \$6.50. Repair list submitted. Few hours disputed OT. Vote of thanks to steward dept. for excellent job well done. Repair list to be completed and turned in.

**STEEL VOYAGER** (Isthmian), Dec. 27—Chairman, S. Jansson; Secretary, F. Quintano. Mail not being delivered to ship—notify company. Few men injured. Ship's fund \$9.35. Forty hours disputed OT. One man logged—captain will not lift same. Messmen's lockers need painting. Discussion on runaway flag ships. Request inner spring mattresses on hospital beds. Chief mate to order enough bandages next voyage. See patrolman about alien on ship; also medical treatment.

**SEATRAN GEORGIA** (Seatrains), Dec. 23—Chairman, S. Charles; Secretary, J. McGill. Delegates job to be rotated between all depts. Discussion on increase in Social Security. Ship's fund \$43.60. Some disputed OT. New delegate elected. Take better care of washing machine. Discussion on changing of two messmen—crew agreeable.

**STEEL SCIENTIST** (Isthmian), Nov. 29—Chairman, J. Samborski; Secretary, F. Omega. Crew warned about locking up excess cigarettes before arrival in port. Ship's fund \$8. Six hours disputed OT. Report accepted.

**ALICE BROWN** (Bloomfield), Dec. 19—Chairman, W. Wendell; Secretary, E. McNeil. Men cautioned about fouling up on trip; no second chance before logging. \$15.25 in ship's fund. No beefs. Request more quiet so men off watch can get some rest.

**ALCOA PENNANT** (Alcoa), Jan. 4—Chairman, G. Fargo; Secretary, W. Cameron. New delegate elected. Ship's fund \$45. To purchase electric timer for washing machine.

## Digest Of SIU Ship Meetings

delegate elect. Fine Christmas dinner served.

**WINTER HILL** (Cities Service), Jan. 5—Chairman, C. Hinsley; Secretary, C. Lancort. Reports accepted.

**WANG GOVERNOR** (No. Atlantic), Nov. 16—Chairman, W. Brown; Secretary, R. Helms. New delegate elected. Contact patrolman re: rationing of cigarettes. Repair lists to be made up before reaching Honolulu. Living conditions aboard ship very poor and unsanitary. No hot water, etc.

**WANG PIONEER** (No. Atlantic), Dec. 21—Chairman, J. Chaffin; Secretary, J. Croft. Delegate explained why Italian draw in local money. Ships fund \$17. New delegate and treasurer elected. Schedule posted for cleaning of laundry room. Take better care of washing machine. Request engineer to repair scuttlebutt. Fountain motor running but not refrigerating.

**VALCHEM** (Heron), Dec. 28—Chairman, J. Parnell; Secretary, S. Perry. Ship's fund \$30. TV set to be checked and antenna to be fixed. New delegate elected. Vote of thanks to steward dept. for fine job on holiday dinners. Vote of thanks to delegates for job well done.

**MANKATO VICTORY** (Victory Carriers), Dec. 31—Chairman, J. Farrand; Secretary, L. Pepper. Most beefs settled. New ice box and washing machine put aboard in NY. New delegate elected. Request more canned fruit on menu instead of perishable fruits. Vote of thanks to resigning delegate for job well done.

**ORION STAR** (Orion), Dec. 28—Chairman, E. Pierce; Secretary, J. Balderston. Better launch service obtained. One man missed ship in Haas Tanura. Two men short in steward dept. Letter to be drawn stating that chief cook was not drunk when put ashore by doctor. Vote of thanks to steward dept. for fine Christmas dinner. Washing machine needs complete overhauling. Crew to check any medicines put out by mate. Do not place soiled linen in butcher shop.

**ALAMAR** (Calmar), Dec. 31—Chairman, J. McPhaul; Secretary, B. Agel. Repair list submitted. Beefs to be taken up with delegates.

**C S MIAMI** (Cities Service), Dec. 29—Chairman, K. Roberts; Secretary, C. Wood. New delegate elected. Ship's fund \$1. One man missed ship. Steward injured hand. Delegate to contact agent re: former delegate, who missed ship, and collected contributions over \$200 for family of deceased brother. Request receipt for money sent. Request members eat during meal hour to avoid inconvenience in steward dept.

**C S NORFOLK** (Cities Service), Jan. 2—Chairman, D. Wagner; Secretary, A. Manual. Ship's fund \$17.25. Some disputed OT to be referred to patrolman. Reports accepted. Vote of thanks to steward dept. for outstanding service.

**ALCOA POLARIS** (Alcoa), Dec. 27—Chairman, L. White; Secretary, J.



Mixing Business With Pleasure



A pair of SIU deckhands do a little artistic decoration over the side of the Coastal Crusader, part of the fleet of SIU-manned ships operating on the US missile range in the South Atlantic. The boys leave no doubt about their union affiliation (left).

LOG-A-RHYTHM:

No Despair

By J. F. Wunderlich

A man can be a dreamer,  
Yet not be a fool;  
A man can be a genius,  
Need never been to school.  
A man can be real thrifty,  
Yet not be a miser;  
A man can make mistakes,  
Which should make him wiser.  
A man can make his plans,  
Yet foul up his life;  
Can dream of 15 kids,  
Then never get a wife.  
A man can talk 'bout millions,  
Yet never have a dime;  
Can promise you a fortune,  
When he couldn't give you the time.  
Yes, a man can reach his goal,  
Can succeed with his schemes;  
Yet, if he should fail,  
He'll still have his dreams.

LOG-A-RHYTHM:

Seaports

By Thurston Lewis

Sing a song of seaports  
Near and far away.  
Rhyming little reports,  
Tell what they have to say:  
Rio has its Sugar Loaf;  
Copacabana, too.  
Santos has its coffee  
Near the Sao Paulo zoo.  
Montevideo has its beef,  
B.A. has its fruit.  
Happy grass in Recife,  
But for this I don't give a hoot!  
Boston boasts baked beans,  
Oysters in Baltimore;  
Molasses in New Orleans,  
Where the girls all know the score.  
The seaman has a happy time,  
Let it sleet or hail or snow.  
He may not air a classic rhyme  
But he sure knows where to go!



Tending line over the side, Jack Holt on the Sword Knot gets a hand from "Jocko" the ship's mascot. The Sword Knot is another of the missile ships so that makes "Jocko" a missile-man, too. Both photos by Seafarer Chester R. Coumas.

Takes Over Bar In Carteret, NJ

To the Editor:  
I would like to let the membership know that a fellow Union brother is now operating a nice place where they can drop by for a drink when in Carteret, New Jersey.  
Many of the boys know me as an oldtimer who has been shipping with the SIU since 1947 in the deck department.  
The place is known as O'Donnell's Bar and Grill, 565 Roose-

tion with the Union. But it did give me a good feeling to be able to do something worthwhile like this. I sincerely hope others will do the same.  
M. Dwyer

Maxton Sailing As Tanker Again

To the Editor:  
Having been converted back to a regular tanker, the SS Maxton is enjoying a nice trip to glamorland. She brought the largest load of grain from Texas (16,000 tons) that has ever been brought to Rio.

It looks like we will have about 25 days of port time discharging here, so most of us will have to stay 'on another trip to have enough pay. So far the trip has been uneventful. One wiper is in the hospital but we expect him to be okay before sailing time. We have very few beefs and a top steward department.

The Maxton was formerly one of Waterman's piggyback tankers.

Louis Cayton  
Ship's reporter

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.

velt Avenue, Carteret, and is near the waterfront where some of our ships dock. SIU brothers are always welcome, can always be sure of a square deal when they're there.  
John Bednar

Back Sailing Board Change

To the Editor:  
Crewmembers on the City of Alma concur with the members of the Kyska (LOG, Nov. 7, 1958) in regard to the sailing board change and on making the call-out time one half hour instead of 15 minutes.

We also feel there should be a two-hour minimum for call-out on overtime for the watch below.

Paul R. Smith  
Ship's delegate

(Ed. note: The above was signed by 28 crewmembers. On the sailing board change, the Kyska had urged that the board be posted upon arrival in port regardless of whether the vessel's stay was to be 12 hours or more.)

Blood Donation Really 'Painless'

To the Editor:  
I would like to take the opportunity at this time to thank the doctors and employees of the SIU Welfare Plan's clinic in New York for the wonderful treatment I received while donating blood for the Union blood bank.

I'd like to make it quite clear, however, that the donation was not made for publicity purposes, as I did not know at the time that I was the first woman donor. But if my donation leads to more men and women donating blood, I will feel that something worthwhile had been accomplished. The blood bank can surely use these donations as we all know only too well.

Donating blood is not as frightening as some believe it to be. I can honestly say that I did not feel a thing and had no bad results. I'm sure most of the seamen and seamen's wives whose health permits will find the time to drop into the clinic and donate their blood also.

After all, the blood is for emergency use by SIU men or their families, and someone does have to furnish it. I, for one, am not even entitled to get any, since I have no connec-

Artisan Boosts Safety Training

To the Editor:  
A departmental meeting on safety was held just after the Steel Artisan left the States for the Persian Gulf, with the chief mate and engineers showing a lot of interest in promoting safety aboard ship.

The deck delegate was given a book on accidents and their prevention, and the mate said he was open at all times for suggestions pertaining to the safety of the men. We also had a general meeting for instruction on the operation of the fire detecting and alarm system. We were shown where and how fires could be isolated and smothered before they could spread. This sort of education can make a lot of difference in an emergency.

We wish to remind brothers who are not able to cope with the heat, flies, etc., either physically or otherwise, not to sign on and then start trying to pay off in every port. If a man takes a job he should try to stick with it at least until he can get a relief. Then his leaving doesn't put a hardship on his Union brothers.

About the only port we hit out in the Gulf that was half-way decent was Abadan, Iran. The seamen's club there is the best up that way, with a swimming pool, movies, meals, beer and nice cool rooms. The manager and help there are very nice to the seamen who go there.

Millard "Smokey" Byron  
Ship's reporter

Union Benefits 'Heaven-Sent'

To the Editor:  
I would like to give the Seafarers Welfare Plan my most sincere thanks for the wonderful services and benefits it provided for me while I was a patient at Wyckoff Heights Hospital in Tampa.

You never know how the Welfare Plan can help you until you really need it. In all my 76 years I have never seen anything as good as the SIU Welfare Plan. Let me add that the \$25 Christmas bonus for those in the hospital at the time was a gift sent from heaven.

August Steinhilber

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Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY

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# TV Tribute Paid To La. Union Men

NEW ORLEANS—Union members in this port were urged to take time out and watch "Operation Cameron" on their television sets Sunday, Acting Agent Buck Stephens reports. The show honored the union members and business groups who voluntarily gave their time and effort to help rebuild Cameron, La., after the town was demolished by a hurricane last year. Unionists from Lake Charles and New Orleans, including a large number of Seafarers, took part in the drive to help these homeless people.

Shipping for the past period has been on the good side with four vessels signing on and a large number of ships calling into the area in transit. However the spurt is expected to be short-lived and will not last through the coming two-week period as only a few vessels are scheduled for payoff here so far.

In addition to the 132 men shipped to deep-sea berths, there were 27 men signed to HIWD jobs, and 11 standby and relief berths during the two week period.

There were 27 vessels calling into port during the period. Four paid off, four signed on and 19 were in transit. Paying off were the Del Rio, Del Monte, Del Aires (Mississippi) and the Transatlantic (Pacific Waterways). The Del Campo, Del Monte (Mississippi); Steel Voyager (Isthmian) and the Afoundria (Waterman) signed on.

In transit were the Alcoa Ranger, Alcoa Roamer, Alcoa Corsair, Alcoa Cavalier (Alcoa); Seatrain Louisiana, Seatrain Georgia (Seatrain); Del Campo (Mississippi); Lucille Bloomfield (Bloomfield); Steel Voyager, Steel Recorder (Isthmian); Madaket, Young America, Jean LaFitte, Claiborne (Waterman); Monarch of the Seas, Raphael Semmes, Gateway City (Pan-Atlantic); Rebecca (Intercontinental) and the Evelyn (Bull).

## Father Has An Armful



It's a sista time for the newest additions to the DeBoissiere family as Pierre and his brother Andre sleep peacefully in the arms of their father, Seafarer Rudy DeBoissiere. The eight-pound twin brothers were born to Mr. and Mrs. DeBoissiere on November 8.

## SIU BABY ARRIVALS



All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name:

Michael Phillip Brown, born November 28, 1958, to Seafarer and Mrs. Richard J. Brown, Sr., Baltimore, Md.

James Seymour Brannon, born December 26, 1958, to Seafarer and Mrs. James C. Brannon, Mobile, Ala.

JoAnn Marie Olds, born October 30, 1958, to Seafarer and Mrs. William H. Olds, Lockport, La.

James Eric Lamb, born November 28, 1958, to Seafarer and Mrs. James F. Lamb, Levittown, NY.

Randall Seward Cantrell, born December 20, 1958, to Seafarer and Mrs. Seward Cantrell, Baltimore, Md.

Bernard Joseph Feely, born December 31, 1958, to Seafarer and

Mrs. Bernard Feely, Kearny, NJ.

Daniel Delgado, born December 4, 1958, to Seafarer and Mrs. Julio Diaz Delgado, Ponce, PR.

Michael Miller, born May 4, 1958, to Seafarer and Mrs. Raymond Miller, Brooklyn, NY.

Clifton Gullett Jr., born November 17, 1958, to Seafarer and Mrs. Clifton Gullett, Mobile, Ala.

Desiree Diane Boudreaux, born December 17, 1958, to Seafarer and Mrs. A. Boudreaux, Slidell, La.

Donna Ruth Folse, born December 1, 1958, to Seafarer and Mrs. William P. Folse, Chalmette, La.

Michael Thomas McDonald, born December 10, 1958, to Seafarer and Mrs. Sam W. McDonald, Mobile, Ala.

Elizabeth Renee Smith, born December 28, 1958, to Seafarer and Mrs. Robert G. Smith, Houston, Texas.



# SIU SHIPS AT SEA

Life on the Ideal X is just that, ideal, according to latest reports. The reason

—"have a new washing machine" and all hands are happy, on that score. The crew also extended its wishes for lots of luck to brother Chris Markris, the ship's baker.

when he got off in Mobile recently, Dave Nunn, ship's reporter, noted Chris and his brother Jack, also an SIU man, run an eatery on the Fulton Road called "Jack's Chuck House," so if any Seafarers are in the vicinity and are looking for a good place to eat, "Jack's" is highly recommended.

A vote of thanks was extended to the brothers and crewmembers who used their cars to take the gang on the De Soto to the Union hall in Baltimore to vote in the recent SIU biennial elections; writes Robert Frazer, ship's delegate. The men appreciated this aid in helping them exercise their

right to vote for officials of their choice.

The crew of the Alcoa Corsair presented the vessel's doctor with a belt buckle and a tie clasp in appreciation for the fine job he has been doing keeping all hands shipshape, John Crews, meeting chairman, reported. The buckle and clasp were inscribed from the "Crew of the SS Alcoa Corsair," Crews said.

There were no beefs from the Chivawa according to W. J. Adams, meeting chairman, and all was quiet except for one small incident which tickled many of the humorists aboard. It seems that a load of nuts were sent aboard as stores when the vessel docked at Lake Charles recently, and the chief steward, evidently a satirist at heart, promptly sent them back dubbed, "this is one for the squirrels."

## Personals And Notices

H. E. Hicks  
Your wife asks you to call Madison 3-0814 at once.

Giles F. Glendenning  
Urgent you get in touch with your mother at 3900 Clifton Ave., Baltimore 16, Md.

The following men have gear in storage at New Orleans branch. Any gear not tagged since January 1, 1959, will be disposed of after June 30, 1959:

- |                  |                    |
|------------------|--------------------|
| A. Villamar      | C. E. Bennett      |
| E. M. Cronin     | Wesley B. Leike    |
| Smallwood        | John J. Houlihan   |
| Henry Helrich    | J. R. McCall       |
| Phillip B. Ryan  | E. Maldonado       |
| Broderick        | E. R. Lindenmuth   |
| Wm. M. Hand      | Bill Tatum         |
| George Howard    | Felix Botello      |
| Wm. H. Bruce     | Tex Powers         |
| C. D. Dickey     | Norman Cohen       |
| W. B. Ulrich     | George Anderson    |
| R. C. Strippy    | John S. Olsen      |
| Carl Knudsen     | Wm. H. Putman      |
| Joe Caruso       | Francis Murray     |
| Guillermo Garcia | James Sumpter      |
| J. M. Hand       | M. J. Milhas       |
| J. E. Booth      | Cloise Coats       |
| Edward P. Marsh  | Charles Gregory    |
| John Ramiszewski | Chas. R. Nicholson |
| Donald Helton    | Nunquesser         |
| Wm. Johnson      | Wilbar E. Deberry  |
| E. F. Cox        | L. Dermody         |
| J. W. Bigwood    | Jack Ryan          |
| N. Lykrodopoulos | Leo Broussard      |
| Hector Felix     | Harry Peek         |
| Joe O'Neil       | James D. Feurtado  |
| Ramon Murillo    | Henry Gock         |
| M. Monahan       | M. H. Black        |
| Charles Jeffers  | J. P. Zimmer       |
| E. F. Hardeman   | Johnie Henderick   |
| Jack Boghe       | Turner             |
| Blackie Conner   |                    |

Lawrence Hogan  
The clothes you left aboard the Eagle Transporter are being held for you in the SUP hall in San Francisco in your name.

## Lay-Ups To Slow Mobile

MOBILE—Seafarers here were casting an eager eye towards the future as a result of newly-elected Governor John Patterson's promise to get the Alabama State Docks back in operation. The ex-dock director had been unable to induce any new business to the multi-million-dollar facilities of the docks, due largely to the bitter opposition of the local press.

Shipping-wise, the port has been on the slow side for the past two weeks. Prospects are not too good for the immediate future since two of the ships due in during the next two weeks are scheduled to lay up for a while.

### Seven Payoffs

Seven ships paid off during the last period including the Madaket, Claiborne, and Monarch of the Seas (Waterman); Alcoa Cavalier, Roamer and Clipper (Alcoa); and the Lucille Bloomfield (Bloomfield). The Young America (Waterman) signed on.

In transit were the Jean LaFitte and Afoundria (Waterman); Steel Recorder (Isthmian); Del Monte (Mississippi); and the Rebecca (Intercontinental).

Seafarers are reminded that the clinic here is now over a year old and all men must retake a physical examination at the expiration of the year on their individual cards.

# FINAL DISPATCH

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

Cyril J. Magnan, 47: A Union member for 10 years, Brother Magnan passed away December 28 in St. Patrick's Hospital in Lake Charles, La., as a result of a lung ailment. He sailed in the engine department. His father, Joseph Magnan, of Grand Rapids, Mich., survives him. Burial



was in Resurrection Cemetery, Kent County, Mich.

Joseph Caruso, 44: A heart attack suffered aboard ship on December 5, 1958, proved fatal to Brother Caruso. A member of the deck department, he became a Union member in 1948. Burial was in Fairmont Cemetery, Newark, NJ. He is survived by his mother, Mrs. Jenny Caruso, of Bloomfield, NJ.

Angelo Cammeroto, 64: Brother Cammeroto died of a heart disease on November 25 at the USPHS Hospital in Norfolk, Va. A member of the Union since 1944, he sailed in the steward department. Surviving him is his sister, Miss Millie Cammeroto, of Philadelphia, Pa. Burial was in the Holy Cross Cemetery, Yeadon, Pa.

**FOR ALL YOUR GEAR**  
the **SEA CHEST**

**Tell it to the LOG**

## Budget Message Hints End Of Boneyard Liberty Fleet

WASHINGTON—A tight budget with no room for sentiment has sounded the death sentence on 1,400 crusty old Libertys in Government reserve fleets. The pronouncement required only 14 words in the President's budget message to Congress last week.

Paring his maritime budget recommendations to the bone, the President called for the disposal of surplus Maritime Administration shipyards and a 25 percent cut in reserve fleet expenses "through reducing preservation work on over 1,000 Liberty ships no longer suitable for mobilization."

The proposed reduction in preservation work would mean that all work except bottom preservation would be discontinued on practically all of the Libertys in reserve. There is a total of 1,437 of them in lay-up right now, 15 of which are already earmarked for scrapping. An additional 86 Libertys were previously sold to go under the cutting torch.

Government records show that 2,708 Libertys were built during 1942-45 as assembly-line, emergency cargo ships at a cost of about \$2 million each. By the end of 1943, at a time when they were already classified "obsolete" in favor of the higher-speed Victories, they were being turned out in 41.5 days from keel-laying to delivery.

At the end of the war, several hundred Libertys lay at the bottom due to enemy action. Summing up their war role, while American shipyards were turning out five and six Libertys a day, the head of the War Shipping Administration said in 1943:

"The Liberty ship is a product for war use. It can be classed with the tank, the fighting planes and other material of war. It was produced to be expendable if necessary. If expended, it had served its purpose . . ."

The Libertys had not exhausted their usefulness at war's end, however. They served as a peacetime lifeline from the US to a devastated world, and were sold, traded or given outright to friendly nations trying to rebuild their merchant fleets. With price-tags of \$660,000 under the Ship Sales Act of 1946, hundreds were grabbed up by both American and foreign shipowners.

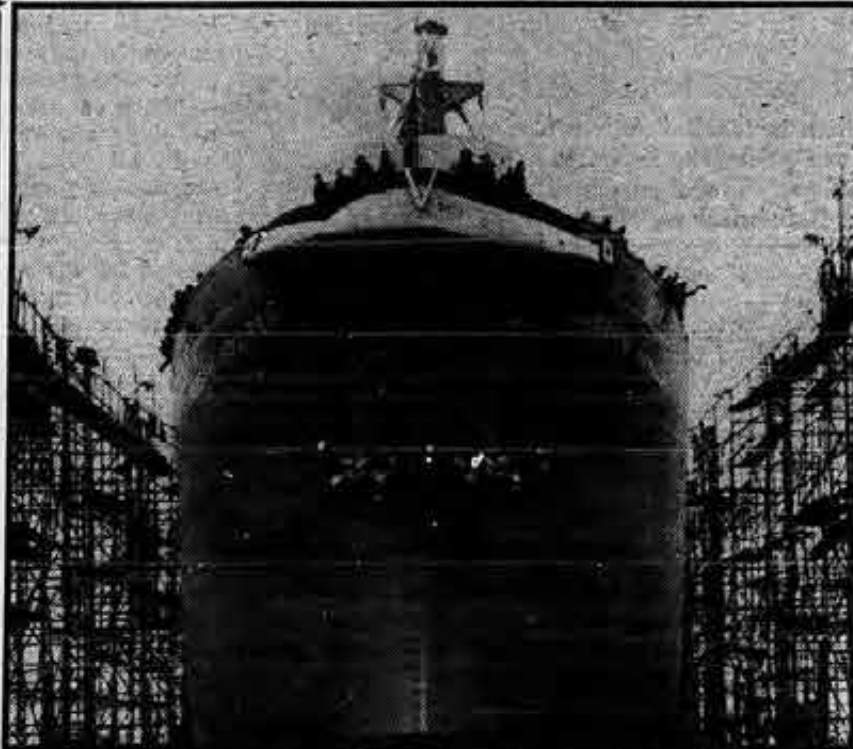
Government reserve fleets held the remainder, many of which were utilized in later emergencies such as the Korean War. With the end of the Korean shipping boom and the resurgence of foreign-flag shipping, American owners, using the transfer of registry route, used them as the foundation for today's highly - profitable runaway - flag operations.

An effort by the MA in 1957 to

### 'A Weed By Any Other Name . . .'

Since the phrase "right-to-work" has come into bad odor recently, the supporters of the union - busting measure are changing their label in order to attract the unwary.

In New Mexico, the "Citizens Right-To-Work Committee" announced that henceforth it was to be known as the "Educational Committee For Voluntary Union Membership." The change was made, a spokesman said, because "the new name fits better."



Now in Suisan Bay boneyard fleet, the Joseph Squires was named after a Seafarer-hero of World War II when launched at Portland, Maine, in 1944. She has not been active since 1952 and is one of more than 1,400 Libertys that may be headed for the scrap yard under budget proposals which would withdraw maintenance funds for boneyard ships.

show that an 11-knot Liberty could be upgraded to meet present conditions apparently fizzled. Four Libertys were modernized and souped up as prototypes with new kinds of propulsion gear that produced 16-18-knot speeds but, even with the cost of replacement ships skyrocketing to \$11-12 million, there was little interest. A \$2 million modernizing cost on a 15-year-old hull didn't seem worth the trouble.

#### Barely 100 Active Today

Today, barely 100 Libertys are still in the active US-flag fleet, over 50 of them under SIU contract, manned by Seafarers and still paying their way. A week ago, a

Liberty that had been a Kings Point training ship and then was in lay-up for years, sailed for the US missile range in the South Atlantic. Converted to a specialized tracking ship, the SS American Mariner is in the front line again.

This left over 1,500 Libertys in the reserve fleet, until Maritime announced it would scrap 100 of them in small lots, at minimum bids of \$70,000. The 86 sold so far have netted \$6.6 million, an average of \$76,698 per ship, but few bidders.

Since the new budget proposals call for maintaining only the bottoms on those left in reserve, presumably the rest will eventually be disposed of by scrapping also.

#### WOULD OWN TANKERS:

## Arab Oil Aim: 90-10 Split

BEIRUT, Lebanon—The international oil combines, still smarting under the effects of the recent 60-40 profit split imposed by the Venezuelan government, are sweating over proposed changes recommended by an advisor to the Saudi Arabian government.

The advisor, Uthman Halliq, circulated a document among members of the Arab Oil Congress, calling for a share in the profits as much as three times their present royalties, and demanding greater Arab control over the production, refining and transportation of all Arabian oil products, steps which would affect the runaway operations of the international oil combines.

While recommending gradual progress toward these goals, Halliq also implied that the Arab governments involved should not be held back by the "sanctity of a con-

tract" in asking for more advantageous terms.

In one part of his 12,000-word memorandum, Halliq hinted that 10 percent on the proceeds from the sale of crude oil would be adequate return for an oil company, as compared with the present 50-50 arrangement.

Among the other major recommendations offered by Halliq were:

- That the Arab nations themselves should manage their own oil industries rather than parent organizations in Britain and the United States.

- Arab companies should take over the ownership of the pipelines that transmit oil to the Mediterranean ports.

- More Arab oil should be refined in the Middle East and the governments should share in these profits as well as in the profits of the refineries abroad using Arab crude oil.

## 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:

February 4

February 18

March 4

## Turkey In Pitch For US C-1s

WASHINGTON—Perennial proposals to sell off surplus US ships to foreign nations are being revived again in the current Congress. A measure has been submitted by Congresswoman St. George (Rep.-NY) calling for the sale of 15 C-1 ships to Turkey.

In recent years, ship sale proposals have been made on behalf of such diverse groups as the city of Trieste, the Philippines, Korea, India, Peru, Germany, Mexico, Guatemala and a host of others.

The ships involved would have been sold foreign at bargain prices and in most instances would have operated in general offshore trades in competition with US-flag vessels.

The US boneyard fleet has long been the target of foreign countries who do not have the resources to accumulate a merchant fleet on their own. Few of the vessels in the boneyard are suitable for present-day commercial operations except under circumstances of low wage and manning scale requirements.

## PHS Hails Bloomfield's Top Record

HOUSTON—A special commendation has been given to the SIU-contracted Bloomfield Steamship Company by the Public Health Service as the result of its having achieved one of the highest fleet sanitary ratings ever scored by a steamship company in the United States. The fleet scored an overall 99 on its four vessels, an extremely high rating, since anything over 95 is considered excellent.

The company reported that it was the first such special commendation ever given to a steamship company operating out of the Gulf of Mexico.

#### Repeat Performance

This was the second consecutive year that all of the four ships had received a Public Health Certificate of Sanitation. The special commendation from M. D. Hollis, Assistant Surgeon General of the PHS, congratulated the company for "the excellent cooperation which the officers and employees of the Bloomfield Steamship Company have extended to the personnel of our vessel sanitation program."

B. M. Bloomfield, president of the company, hailed the men in the fleet and the shoreside staff for the fine work they have done in obtaining the PHS citation.

The sanitary award is based on a PHS inspection of 168 items covering food handling and dish washing practices, portable water systems, food storage, rodent and insect control and general all-around cleanliness.

## Active Fleet Drops In '58

WASHINGTON — The US-flag merchant fleet dwindled by 23 ships during the year 1958, the Federal Maritime Board reports. By January 1, 1959, the active fleet consisted of 960 vessels of 1,000 gross tons or more, of which 25 were Government-owned ships.

In terms of actual private fleet operations, there were 1,007 ships owned privately, a drop of five from the previous year, but of these, 72 were idle for lack of cargo.

The decline in the American-flag fleet would be even sharper were it not for the fact that some two dozen runaway-flag Libertys transferred back to US registry in the course of the year to get a crack at "50-50" cargoes.

The low point of the year was reached in September when there were only 929 private and Government ships operating, 899 of them privately-owned.



- Increased production from existing reserves in Arab states.

- Arab states should be given a share in the profits from existing transport and marketing of their oil, in other words the supertanker business.

Although the Oil Congress will not meet until sometime in April, the first step toward entering the transportation field was taken last week when the Economic Council of the Arab League established an Arab navigation company with the obvious aim of entering the oil tanker business.

Meanwhile another Arab spokesman, Dr. Ibrahim Kubbah, minister of Economy of Iraq, joined in the demand for greater Arab participation and management in oil production in a letter to the Economic Council on the institution of the navigation company.

Arab countries suffer, Kubbah said, from dealing individually with the several companies.