



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



SIU Trainees. Instructor Pete Drews explains uses of sea anchor in SIU New York training school for lifeboatmen. School is located in Bull Line terminal and qualifies trainees to take Coast Guard lifeboat tests. All of first class of ten passed the exam. (Story on Page 3.)

Ship Beef Upheld:

ICC RULING VOID; COURT FINDS BIAS

—Story On Page 3

US, SIU Targets Of Bridges' Blast

—Stories On Page 2

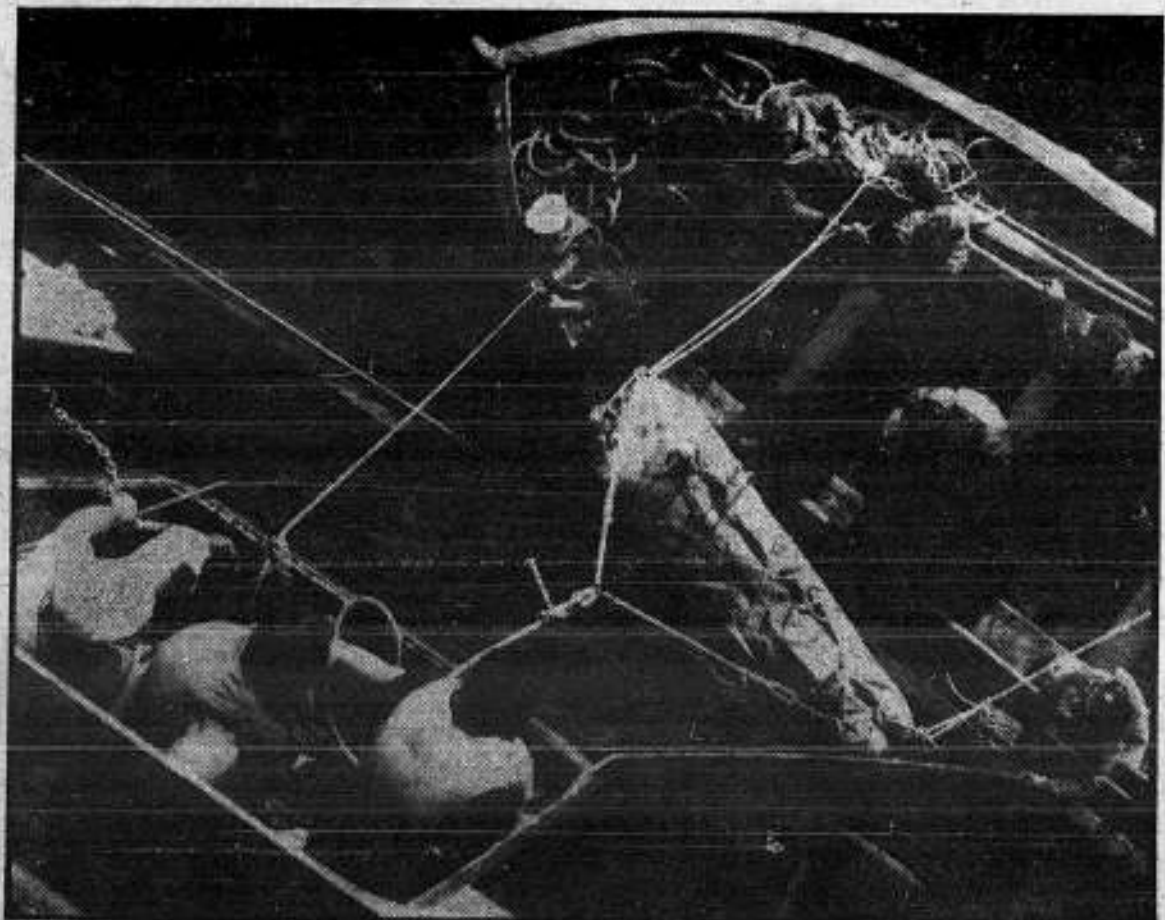
SIUNA Convention Opens In Montreal

—Story On Page 3



Storage Room. Plenty of room for personal gear is provided in sample layout of crew fo'c'sle of future. Seafarer Fred Sullins, chief steward, examines closet in mock-up of unlicensed crewmen's room. Layout was part of design study ordered by the Maritime Administration. (Story on Page 5.)

Sea Transfer. Crewmembers of SS Atlantic lean out of side port to lift heart victim from lifeboat of Dutch freighter Montan. Mrs. Elfriede Rieger, passenger on the Dutch ship, was stricken while freighter was outbound from NY. She was transferred to Atlantic and rushed to NY hospital.



BRIDGES HITS US, SIU

Raps MCS Drive On LA Docks

WILMINGTON, Calif.—The United States and its allied and friendly governments in Asia may be Harry Bridges' number one target these days, but second on his hate list is undoubtedly the SIU of North America. This was made clear in a hysterical attack put out by Bridges' underlings here against the SIU.

Bridges Nervous

The degree of vituperation in the leaflet issued to longshoremen in the Los Angeles area undoubtedly reflects Bridges' nervousness over rumblings of discontent among the membership. This was openly expressed following the pro-Communist line adopted by the International Longshoremen's and Warehousemen's Union at its recent Seattle convention as well as Bridges' own pro-Russian and pro-Red Chinese testimony before the House Un-American Affairs Committee. In the course of that testimony he stated he would favor a strike of longshoremen to keep supplies from reaching Formosa in the event of an attack on the Red Chinese mainland.

The testimony followed Bridges' tour of Europe in the course of which he consulted with Soviet leaders and those of other Iron Curtain countries and praised Russian trade unions.

Target of the latest attack is the SIU of NA in general and particularly the Marine Cooks and Stewards Union of the SIU Pacific District. An MCS subsidiary, the Marine Staff Officers and Allied Personnel, has been making headway against Bridges, winning over longshoremen in Port Angeles, Washington, and in Alaska.

Scare Tactics

The Bridges' leaflet, after using the scare charge that the SIU will do away "with all our gains and contracts and hiring hall" urges everybody to "STICK TOGETHER, FIGHT TOGETHER and remain a united rank and file."

The leaflet makes it clear that Bridges intends to use the SIU of NA bogeyman as a means of trying to quell discontent among his members who object to his pro-Communist and anti-United States gyrations of recent weeks.

Ship Raid Failed

Bridges, of course, has reason to fear the SIU because it was the MCS, with the assistance of other unions in the Pacific District, which broke the Communist's last hold on West Coast seamen. The campaign spearheaded by the MCS against the old Communist-dominated National Union of Marine Cooks and Stewards was successful in driving that organization off West Coast ships. In the climax of the campaign, Bridges set up a "Longshore" Local 100 which picked up the ball from the thoroughly-discredited NUMC&S, and enrolled members of steward departments on West Coast ships. The tactic failed when "Longshore" Local 100 was thrashed by the SIU Pacific District in a collective bargaining election in April, 1955.

Now Bridges, who tried to raid the shipboard cooks with his pro-Communist longshore apparatus, is howling "raid" because the SIU is winning support from longshoremen who also object to being under the thumb of that same apparatus.



Clipping from LOG of January 2, 1959, shows cartoon which predicted Bridges would follow anti-American line at Tokyo Conference.

Tokyo Meet Sticks To Red Party Line

TOKYO—Sketchy reports coming out of the Japanese capital make it clear that Harry Bridges is running true to form. In carrying through his "All Pacific and Asia Dockworkers Trade Union Conference," Bridges is following the pro-Communist blueprint exactly as was predicted in the SEAFARERS LOG of January 2, 1959.

In that issue, the LOG called the scheduled meeting "A transparent effort to blacken US foreign policy in non-Communist Asiatic countries . . . to make it appear that maritime labor is mouthing the Soviet line on world issues . . ." which is what Bridges has set out to do.

Soviet Delegates Attended

Attending the conference were Communist delegates from the Soviet Union, a handful of delegates from Canada, Australia, Cambodia and Japan and the Bridges delegation. In each instance, the delegates represented Communist or pro-Communist waterfront groups in their respective countries, usually minority groups in that country.

Absent from the convention, apparently refusing to participate, were any waterfront union delegates from India, Indonesia, Thailand, Burma, Vietnam, the Philippines, New Zealand, Pakistan, Formosa and any Latin American countries.

The main target of the conference, the LOG pointed out, was Japan, which is the strongest and most heavily industrialized non-Communist country in the Far East. It is noteworthy then that the three-day conference was boycotted by the All-Japan Seamen's Union and the Japan Trade Union Congress. The Japanese trade unionists charge that the conference was backed by Red China to make Japan an economic satellite of the Red Chinese.

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Injuries Drop In US Cargo Fleet

Confirming the statistics gathered by the Seafarers Welfare Plan Safety Department, the National Safety Council reported a 19-percent decrease in cargo and passenger ship accidents during 1958.

The Council showed an accident frequency rate for all reporting companies in the cargo and passenger field in the offshore and coastwise trade of 5.89 as compared to 7.30 for the year 1957.

The 1957 totals, in turn, represented a ten percent decrease from those of the previous year.

Since the National Safety Council figures are based on a ratio of time lost in accidents in proportion to total man hours worked, the accident reduction figures are absolute and are not affected by the decline in the number of seamen employed now as against last year or two years ago.

Alcoa Was Winner

As was reported previously, the SIU-contracted Alcoa Steamship Company won the top safety honor for the year with a record low accident score of 2.94.

Accidents in the tanker field also went down by seven percent, averaging 2.77 as against 2.98 the year before. Tankers traditionally show a lower rate.

In actual total injuries, the Council noted, covering shipyards, longshoremen, and deep sea operations both privately-owned and Government-owned, there were 1,658 lost time injuries recorded as against 1,865 injuries in 1957. The 1,658 injuries were out of a total number of 304,926,000 man-hours worked.

The figures compiled by the joint SIU-industry safety program show a decline of 24 percent in lost-time accidents in the last quarter of 1958 as against the last quarter of 1957, when statistical data was first collected.

British Have Eight Atom Ship Plans

LONDON—Eight different proposals for building a commercial nuclear-powered ship are under study by the British Admiralty. Seven of the proposals have been made by private interests and the eighth by the United Kingdom Atomic Energy Authority.

The existence of these eight plans indicates that British shipping interests may be a lot closer to the construction of a commercially-useful atom-powered vessel than their counterparts in the United States.

US Atom Ship Ready

While the NS Savannah, the US entry in the atom sweepstakes, will be launched shortly, it is admittedly an experimental ship with no commercial utility.

Some of the plans submitted would provide for a commercial ship to be built within 2½ to three years. One design, put forth by Babcock and Wilcox, would be for a pressurized water plant which would be an improved version of the Savannah plant. While 20 percent larger, it would put out more than 2½ times as much power.

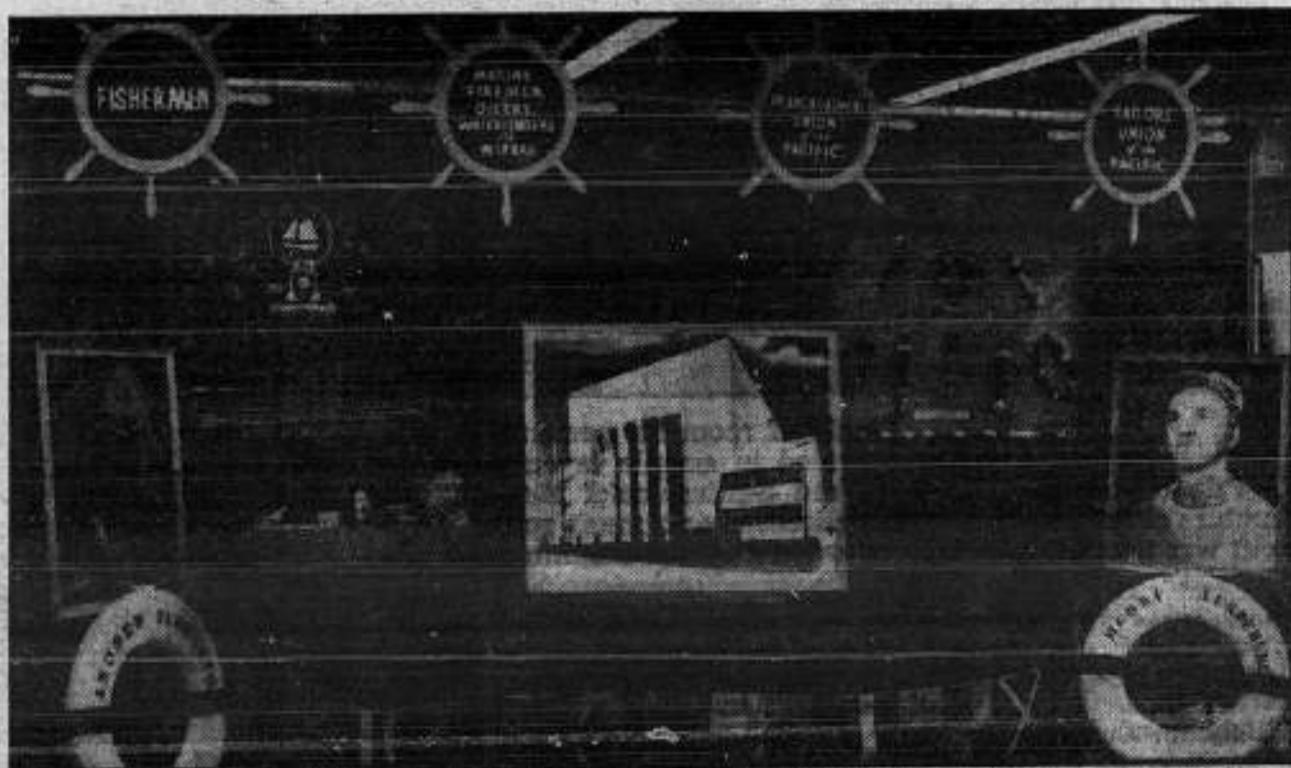
Others include a high-temperature gas-cooled reactor, several versions of a direct boiling water reactor, a heavy-water moderated, steam-cooled reactor, an organic-moderated reactor, a gas-cooled graphite-moderated reactor. The variety of designs indicates considerable engineering progress being made toward a commercial atom-powered ship.

Men Scarce In Tampa

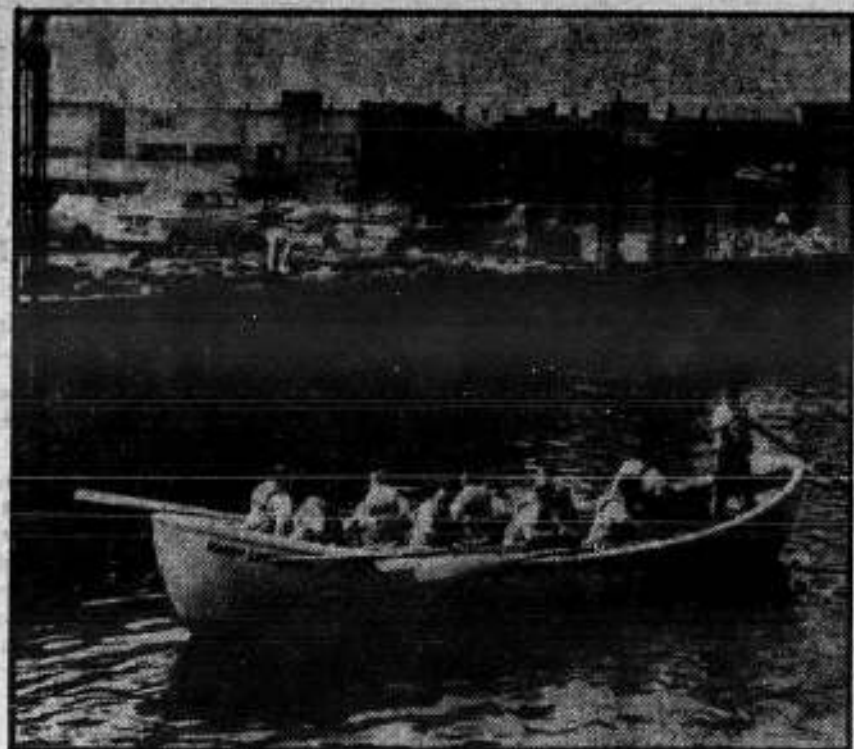
TAMPA—No ships paid off and none signed on as shipping remained slow here. However, although only nine men shipped as replacements, there was even trouble shipping these as the shipping list for the port is very low.

Seven ships were in transit during the past two weeks. They were: the Fort Hoskins (Cities Service); Raphael Semmes and Gateway City (Pan-Atlantic); Yaka and Hastings (Waterman); Ocean Joyce (Ocean Clipper) and the Alcoa Polaris (Alcoa).

SIUNA Featured At Union Label Show



Section of SIU of NA exhibit at Union Label show in San Francisco features fancy ropework. Other sections of exhibit showed activities of fishermen, cannery workers and various SIU of NA affiliates.



First group of trainees maneuvers SIU training school lifeboat at Bull Line dock in Brooklyn. Boat is one of two available for training purposes.

First Lifeboat Class 100% Successful

A group of ten Seafarers, the first class to complete training at the SIU Lifeboat Training Center in New York, have successfully passed the US Coast Guard examination for lifeboatmen.

The men were given an extensive course in rigging sails, working and releasing gear, lifeboat provisioning and equipment, the use of the sea painter and anchor, the various boat commands and the actual handling of a lifeboat in the water.

The center, first of its kind on the eastern seaboard except for those operated by the Government, is open to both entry ratings and to men who already have lifeboat-handling experience aboard ship but who never got their lifeboat ticket.

Operated by the SIU Welfare Plan, the center is located at the Bull Line terminal in Brooklyn. Any man with three months' discharges and 30 hours of actual boat handling at the training center will receive a letter from the school which will be accepted by

SIU, NMU Hit M'time Day 'Fraud'

Charging that today's Maritime Day ceremonies, as presently constituted, are a "fraud," the SIU and the National Maritime Union have decided not to participate. A joint statement by NMU President Joseph Curran and SIU of NA President Paul Hall declared that the public was being deluded by the ceremonies into believing that the nation has an adequate merchant marine.

On the contrary, they noted, many of the companies participating have large fleets under the runaway flags and are actually helping to destroy the American merchant marine.

"The ceremonies should sound a warning about the dwindling of our American-flag merchant fleet," they said. "They should point a finger at the main cause of this condition—the use of runaway flags..."

Hall and Curran added that they doubted the Government agencies or the American Merchant Marine Institute would disclose the weak-

(Continued on page 5)

Court Enjoins ICC For Biased Action In Ship-Rail Beef

WASHINGTON—A Federal Court has, in effect, substantiated charges by marine unions and ship operators that the Interstate Commerce Commission is unfair to shipping. A three-man statutory court ruled last week that the ICC was not justified in authorizing

railroad rate changes without first considering evidence against the changes submitted by a shipping company. The court said that the ICC had "totally failed to expose the considerations for its determination," by refusal to consider all the evidence submitted and failing to justify its finding in favor of the railroads.

The court decision was one of three significant developments in the fight by the shipping industry to stay alive in the domestic trades. Last Tuesday, the Luckenbach Steamship Company, the leading intercoastal operator, announced it was selling nine of its 16 ships to States Marine Line, because of loss of business caused by railroad rate-cutting in commodities which the ships carry. Another domestic operator, the SIU-contracted Pan Atlantic Steamship Company, won support from the Fed-

eral Maritime Board in its effort to prevent further selective rate cuts by the railroads on canned fruit from Florida.

Back Union Charges
All three developments substantiate the charge made on behalf of the marine unions by SIU of NA President Paul Hall at a recent Senate Commerce Committee hearing. Hall, testifying against a bill to give the ICC jurisdiction over the Alaska trade, cited instances in which ICC had permitted railroads to carry cargo at a loss where they were competing with shipping companies. The railroads made up their losses by boosting rates on other cargoes and other runs, confident that in the end, the shipping companies would be bankrupted and forced to go out of business.

One instance cited by Hall was the fact that the railroads are now charging 1931 depression rates on canned citrus from Tampa in an effort to drive Pan-Atlantic out of business. In another instance, the Coastwise Line, a West Coast ship-

ping concern, had protested cut-throat rates designed to drive it out of business, but the ICC refused to give Coastwise a hearing.

The latest court decision dealt with a complaint by Marine Transport Lines. The company protested action by the ICC which approved reductions in railroad long-haul rates on sulphur. Marine Transport charged that the rates were below actual costs, and were put into effect solely to fake business away from the shipping concern. It also charged the ICC with refusing to consider evidence it was ready to submit to prove its contention that the rail rates were in violation of the Interstate Commerce Act.

Must Hear Evidence

Spokesmen for domestic shipping concerns hailed the decision, stating that the ICC will now have to consider evidence, listen to the objections of shipping companies and justify its actions before going ahead with rate-chopping moves by railroads aimed at putting shipping companies out of business.

The Luckenbach development dramatized the continuing decline of domestic shipping. As Hall pointed out in his testimony, coastwise shipping has dropped off from 510 ships in 1939 to 280 ships today with the loss of thousands of seamen's jobs. Similarly, he said, intercoastal ships went down from 165 vessels in 1949 to 45. The loss of the nine Luckenbach ships drops the total still further to 36 vessels.

The Federal Maritime Board's intervention in the Pan Atlantic case involves an ICC hearing on the Florida canned goods rate. The FMB had previously asked the ICC to suspend lower rates filed by

(Continued on page 8)

SIU Convention Opens Monday

The ninth biennial convention of the Seafarers International Union of North America will open in Montreal on Monday, May 25, with delegates from 60,000 seafaring, fishing and allied trades in attendance. The convention will meet in the Sheraton-Mount Royal hotel with the SIU Canadian District serving as host to the delegates.

The meeting at Montreal emphasizes the international nature of the problems to be acted upon by the delegates. It was originally scheduled in that city because of the opening of the St. Lawrence Seaway this year, and the organizing and legislative problems posed by the Seaway will loom large on the agenda.

The SIU Great Lakes District, the Canadian District and other unions affiliated with the Maritime Trades Department have been active on the Seaway for some time now and the convention will plan for further organizing campaigns in this area. The impact of foreign-flag shipping on the American and Canadian operations as a result of the Seaway opening will also be discussed at the convention.

ITF Activity

In the offshore area, the convention will hear reports on the runaway ship campaigns in which the SIU of NA's various affiliates are participating. Discussions will deal with worldwide organizing activity and decisions of the International Transportworkers Federation in dealing with these ships as well as the attitude of the US Government, particularly the State Department, and Congress on the runaway issue.

An important international meeting on the runaway problem is scheduled early in June between the US and European maritime nations.

Fishermen's problems, particularly their difficulties in getting new tonnage to compete with fast, modern foreign-flag fish factory ships, will also get an airing. Fishermen affiliates of the SIU of NA

on the East Coast have called for construction aid for fishing vessels because fishing concerns are required by law to build their boats in American yards at costs double those of foreign fishermen. On the West Coast, the tuna fishermen and the Alaska salmon fishermen face much the same problem of severe foreign-flag competition.

Legislative matters affecting seamen including the regulations governing "50-50," the budget outlook for the Public Health Service, the Coast Guard's controls over seamen and related items will also be taken up at the convention.

Among heads of US maritime unions who have thus far accepted

invitations to attend is Joseph Curran, president of the National Maritime Union.

SIU of NA President Paul Hall will preside at the convention session. He is a delegate from the A&G District along with Joe Algina, Steve Cardullo, Paul Drozak, Robert Matthews, Earl Sheppard, Al Tanner, Cal Tanner and Lindsey Williams.

Houston Next In Line For SIU Health Clinic

HOUSTON—Arrangements are in the works to set up a medical clinic in this port similar to the ones in four other SIU ports, Bob Matthews, port agent, said. Dr. Joseph Logue, Medical Director of the Seafarers Welfare Plan was in Houston last week taking care of the details.

However it will take a while before the clinic is actually set up and in operation, Matthews said, and the membership will be notified in advance when to apply for examinations.

Shipping for the port has been somewhat slow during the past period. However from all indications it will pick up during the coming two weeks. The SS Natalie is scheduled to pay off here around the middle of the month and the Steel King is due in around the end of May. In addition to these two long-trip payoffs, the usual number of short-trip payoffs and in-transit vessels are scheduled for the coming period.

All in all, Matthews noted, the shipping picture for the next two weeks is not too bad.

There were 19 vessels calling here over the past two weeks. Two of them paid off and the other 17 were in transit. There were no vessels signing on.

The ships paying off here were the Alice Brown (Bloomfield) and the Pacific Carrier (World Carriers). In transit were the Fort Hoskins, Winter Hill, Cantigny Bradford Island, Bents Fort (Cities Service); Del Santos, Del Mundo (Mississippi); Seatrain New Jersey, Savannah, New York (Seatrain); Bienville, Beau-regard (Pan-Atlantic); Steel Recorder (Isthmian); Pan Oceanic Transporter (Penn Nav.); Ocean Deborah (Ocean Trans.); Eagle Voyager (Sea Trans.) and the Petro Chem (Valentine).

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:

May 27

June 10

June 24



SEAFARERS ROTARY SHIPPING BOARD



April 29 Through May 12, 1959

SIU shipping during the past period climbed to the highest total for the year so far, with 1,225 men dispatched to jobs. The registration total of 1,220 almost matched the shipping for the two weeks and also represented a substantial increase. The number of men registered on the beach at the end of the two-week period was unchanged.

Six ports showed increased shipping activity for the current period, among them New York, Baltimore, Norfolk, Mobile, New Orleans and Lake Charles. The upward trend was welcomed in all cases, as New York more than doubled its previous total and Baltimore reported the best period since last July. Mobile and New Orleans were also relatively active for the first time in several months.

Declines were listed by Boston, Philadelphia, Tampa, Houston and all of the West Coast ports. Wilmington fell way off after a very busy period last time and Houston was very slow again. Savannah reported no shift either way.

All ports accounted together accounted for 70 payoffs, 30 sign-ons and 143 in-transit ships, for a total of 246 visits. This represented a considerable rise in shipping activity, bringing 51 ships into New

York, 37 into Baltimore and 34 to New Orleans. However, Boston, Philadelphia, Savannah, Tampa and Houston had no sign-ons at all, and Mobile, Lake Charles and Wilmington reported only one each. (See "Ship Activity" summary at right).

The figures also show class A shipping up to 62 percent of the total, and class C up to 14 percent, while the "B" shipping dropped to 24 percent of the over-all activity. Since four ports—Boston, Tampa, Lake Charles and Houston—shipped no class C men at all, the ten remaining ports shipped an average of 17 men each, a relatively high figure.

A breakdown of the number of men on the beach at the end of the period in all ports showed that Boston, Norfolk, Savannah, Tampa, Lake Charles, Wilmington and Seattle all had fewer than 100 men on hand in all departments. The same group also had less than 50 class A men available for jobs. Savannah and Tampa between them had just 60 class A and class B registered in all departments.

The following is the outlook port by port:

Boston: Quiet . . . New York: Good . . . Philadelphia: Should be better . . . Baltimore: Good: lay-ups starting to come out . . . Norfolk: Fair . . . Savannah, Tampa: Slow . . . Mobile: Good . . . New Orleans: Good . . . Houston: May pick up . . . Wilmington: Fair, Quiet . . . San Francisco: Fair . . . Seattle: Fair.

Ship Activity

	Pay Sign In			
	Offs	Ons	Trans.	TOTAL
Boston	2	—	3	5
New York	24	8	19	51
Philadelphia	4	—	14	18
Baltimore	11	8	18	37
Norfolk	3	4	5	12
Savannah	2	—	11	13
Tampa	—	—	7	7
Mobile	9	1	6	16
New Orleans	7	6	21	34
Lake Charles	2	1	7	10
Houston	2	—	17	19
Wilmington	—	1	4	5
San Francisco	2	2	6	10
Seattle	2	2	5	9
TOTALS	70	23	143	246

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B							
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP							
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	6	1	8	—	1	2	3	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	1	4	19	4	27	1	4	2	7
New York	28	43	9	80	—	12	10	22	24	52	19	95	—	18	15	33	—	4	—	4	95	33	4	132	97	141	41	279	1	20	20	41				
Philadelphia	8	15	6	29	—	2	1	3	1	10	3	14	—	1	1	2	—	—	—	—	14	2	—	16	9	21	13	43	—	1	—	1				
Baltimore	16	39	8	63	2	14	20	36	16	39	13	68	4	3	14	21	15	5	2	22	18	21	22	111	35	54	7	96	1	10	21	32				
Norfolk	4	6	2	12	1	2	4	7	1	10	5	16	—	2	2	4	—	—	—	—	16	4	2	22	8	10	—	18	—	1	5	6				
Savannah	1	2	2	5	—	1	2	3	—	4	—	4	—	1	1	2	—	—	—	—	4	2	—	6	1	5	4	10	—	—	1	1				
Tampa	—	1	—	1	—	—	—	—	—	2	—	2	—	—	—	—	—	—	—	—	2	2	—	4	—	4	—	4	—	—	—	—				
Mobile	5	13	4	22	—	—	2	2	7	15	5	27	—	1	1	2	—	1	3	4	27	2	4	33	23	30	4	57	1	—	8	9				
New Orleans	12	24	7	43	—	5	1	6	15	26	6	47	3	6	9	18	1	—	1	2	47	18	2	67	36	45	10	91	—	4	8	10				
Lake Charles	4	2	1	7	—	1	2	3	4	2	1	7	—	—	—	—	—	—	—	—	7	4	—	11	3	11	5	19	—	1	4	6				
Houston	1	18	19	38	—	7	2	9	3	8	5	16	—	—	—	—	—	—	—	—	18	—	—	18	25	47	7	79	—	12	6	18				
Wilmington	6	6	2	14	2	—	—	2	2	3	—	5	—	2	—	2	—	—	1	—	1	5	2	8	5	13	2	20	2	—	1	3				
San Francisco	8	8	2	18	—	—	1	1	5	12	3	20	1	2	3	6	1	—	—	1	20	6	1	27	15	15	4	34	—	2	3	5				
Seattle	8	9	2	19	—	1	8	9	4	3	1	8	1	1	1	3	—	1	3	4	8	3	4	15	11	10	1	22	—	3	5	8				
TOTALS	102	192	65	359	5	46	55	106	82	186	62	330	9	39	51	99	17	11	12	40	330	99	40	469	272	425	102	799	6	58	82	146				

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	1	1	1	3	1	—	—	1	—	1	1	2	—	—	—	—	—	—	—	—	2	—	—	2	—	7	—	7	1	2	1	4			
New York	10	45	6	61	2	10	12	24	14	37	3	54	—	17	10	27	—	8	8	16	54	27	8	89	42	121	13	176	8	26	20	54			
Philadelphia	1	13	4	18	—	1	5	6	—	3	1	4	—	1	2	3	—	—	1	1	4	3	1	8	1	28	5	34	—	—	3	3			
Baltimore	5	39	6	50	1	11	13	25	5	37	7	49	2	14	11	27	—	12	10	22	49	27	22	98	6	69	11	86	—	11	12	23			
Norfolk	—	5	—	5	—	3	3	6	1	2	1	4	—	3	2	5	—	1	1	2	4	5	2	11	—	11	1	12	—	2	4	6			
Savannah	—	4	—	4	—	—	1	1	—	1	1	2	—	—	—	—	—	—	—	—	1	2	—	3	1	5	1	7	—	—	—	—			
Tampa	1	6	—	7	—	—	—	—	—	—	—	—	—	1	—	1	—	—	—	—	—	1	—	1	1	1	12	13	—	1	—	1			
Mobile	7	14	5	26	—	—	3	3	3	14	3	20	—	5	7	12	—	3	2	5	20	12	5	37	17	40	4	61	—	3	5	8			
New Orleans	4	28	2	34	1	11	8	20	4	23	2	29	—	8	11	19	—	8	7	15	29	19	15	63	18	54	11	83	2	8	11	21			
Lake Charles	—	4	2	6	—	—	2	2	—	6	3	9	—	1	2	3	—	—	—	—	—	3	—	3	12	5	6	23	—	2	2	4			
Houston	8	35	1	44	1	3	7	11	2	16	—	18	3	5	2	10	—	—	—	—	18	10	—	28	12	37	4	53	1	8	5	14			
Wilmington	2	6	1	9	—	3	2	5	1	—	—	1	—	2	1	3	—	—	—	—	1	3	—	4	3	7	1	11	—	4	2	6			
San Francisco	2	7	2	11	—	3	—	3	2	4	1	7	—	2	1	3	—	—	—	—	1	7	3	11	9	24	2	35	—	3	2	5			
Seattle	2	7	1	10	—	5	2	7	2	4	—	6	—	3	2	5	—	2	1	3	6	5	3	14	—	8	—	8	—	3	3	6			
TOTALS	43	214	31	288	6	50	58	114	34	148	23	205	5	62	51	118	1	27	30	58	205	118	58	381	115	429	56	600	12	73	20	155			

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	1	—	2	3	1	1	3	5	1	—	1	2	—	—	—	—	—	—	—	—	2	—	—	2	—	7	2	4	13	1	—	6	7		
New York	30	9	41	80	1	1	17	19	32	8	37	77	1	1	19	21	—	—	34	34	77	21	34	132	93	31	104	228	4	4	39	47			
Philadelphia	9	4	6	19	—	—	2	2	1	1	3	5	—	—	2	2	—	—	1	1	5	2	1	8	14	5	10	29	—	—	1	1			
Baltimore	17	6	17	40	2	1	5	8	14	9	19	42	1	2	7	10	1	1	14	16	42	10	16	68	30	10	18	58	1	1	9	11			
Norfolk	1	1	2	4	—	—	5	5	3	1	1	5	—	2	1	5	—	—	2	2	5	8	2	15	5	2	3	10	1	1	6	8			
Savannah	1	—	—	1	—	1	—	1	2	1	1	4	—	—	—	—	—	—	2	2	4	—	2	6	1	—	3	4	—	—	—	—			
Tampa	4	1	1	6	—	—	2	2	2	—																									

Reopen Valchem Case; Witness Revises Story

Hearings on the Valchem-Santa Rosa collision, which had been closed the first week of April, were reopened for a day when the Valchem's 3rd assistant engineer announced he wished to change his testimony.

Engineer Richard Wiseltier, who was standing watch at the time of the crash, altered his original story that the Valchem's engines had been stopped several minutes before the Grace Line cruise ship rammed the SIU-maned tanker March 26 off Atlantic City. Three Seafarers and the junior 3rd engineer were killed in the accident.

A conflict in testimony given by crewmembers of both ships dealt with the time of the collision and whether or not the Valchem was moving when it was hit. The chief

mate of the tanker testified he had ordered her engine stopped eight to ten minutes before the crash and she was no longer moving at the time of the collision.

Three unlicensed crewmembers who were on duty at the time also testified that the engines were stopped at the time of the collision. However, officers from the Santa Rosa insisted that the tanker was moving at a good rate of speed.

In his new testimony, Wiseltier testified that the time he got his signal from the bridge was just a couple of minutes before the crash and that the ship had not come to a dead halt but was still moving at from five to eight knots.

The attorney for the Valchem told the inquiry that the engineer had previously given differing versions of what took place at the time.

Since it is possible that the tanker could have cut her engines but still be moving, the important point of the conflict lay in just how many minutes before the collision the engines were stopped.

In another development the owners of the Valchem have decided not to attempt to repair the ship, evidently because the cost would be almost as great as the market price of an undamaged T-2. Consequently they are declaring her a total loss, and have so notified the marine insurers involved.

US Rejects Bidding On Ellis Island

The Federal Government has rejected 23 bids for Ellis Island as "not reasonable" but left the door open for the possible construction of a language and cultural center for American businessmen and their families who are being sent abroad.

The highest of the 23 bids was that of \$671,000 submitted by Sol G. Atlas of Yonkers, NY, who wanted to turn the 27-acre island into a "Pleasure Island." The bids were rejected as not reasonable on the basis of the Government's past investment of \$6,326,996, in the island while it was used as a Reception Center for Immigrants, and its inherent real estate value.

One of the bids, that of \$10, was submitted by a group in the interest of the educational project. Although it was rejected, it allows the Federal Department of Health, Education and Welfare to evaluate the plan. Under present law, the Government can donate surplus real property to a cause "meeting the requirements of the Health, Education and Welfare Department, such as an educational project," a Washington spokesman said.

The proposal would develop an "International Institute" on the island as a privately-endowed non-profit educational center. Interested in the cultural and educational center are Pan-American World Airways, Borg-Warner International, New York University and others.

US Pension No Ship Job Bar

Seamen and other workers who are able to put in just a couple of months work a year when over 65 can still stay on the Social Security benefits list, the downtown Brooklyn office of the Social Security Administration points out.

The regulations provide that individuals over 65 can earn up to \$1,200 a year in wages and get full Social Security benefits. They may earn up to \$2,000 annually and still get some payments on Social Security.

Men who are 72 years of age or more, can have wage income in any amount and still collect their Federal old age benefit.

Social Security benefits, of course, are separate and apart from any unemployment insurance benefit.

Sea Unions Urge Ship Wage Floor

WASHINGTON—A joint NMU-SIU statement on behalf of a minimum wage for seamen on all American-owned ships has been presented to the Senate Labor and Public Welfare Committee. The statement by Hoyt Haddock of the NMU called for a \$1.25 minimum wage standard for all seamen on deep sea and domestic vessels.

The primary beneficiaries of such action, Haddock said, will be non-union seamen employed on small craft in harbors, bays, coastwise runs and on the inland waterways. "Most of these seamen work for less than \$1 an hour," he said. "In many cases they work for less than 50 cents an hour." He cited one company, the Baltimore Steam Packet Company, which paid an average wage of 98.6 cents hourly with some men making as little as 46 cents an hour.

Also, he added, the minimum wage bill would considerably boost wages on American-owned runaway ships whose present scales are \$70 to \$90 a month for a 56-hour week.

Operators of the runaway fleet have already made a pitch in Washington against the minimum wage which would double and quadruple wages they are presently paying. A \$1.25 minimum would mean around \$350 a month for watchstanders who are putting in a 56-hour week on board ship.

Secretary of Labor James Mitchell also came out for a minimum wage for seamen but suggested that they be exempted from the overtime provisions which differ from requirements ashore.



Trying out unlicensed man's foc'sle for size are (l to r) Seafarer Fred Sullins, chief steward; Ludwig C. Hoffmann, chief, Office of Ship Construction and Repair, Maritime Administration; Capt. Hewlett R. Bishop, MA's Atlantic Coast Director; Admiral Walter C. Ford, (Ret.) Deputy Maritime Administrator.

MA Shows Off Improved Design For Ships' Foc'sles

Designs for the "foc'sle of the future" were shown to shipping and union representatives by the Maritime Administration last week. A mock-up of a proposed design for both unlicensed men and officers was shown following completion of a study by Raymond

Loewy Associates. The Loewy firm has done a number of passenger ship interiors, including American Banner Line's SS Atlantic.

The design worked out by the firm makes extensive use of color, good lighting and easily maintained plastic surfaces. It is part of a layout for living quarters, messrooms, hospitals and other facilities on the deck of a Seafarer-type ship, which is the Maritime Administration's advanced version of the existing C-3.

Features of the crew room which offered the greatest improvement over existing arrangements were the more adequate sanitary and shower facilities, greatly improved storage space and ease of maintenance. The two-man room is slightly over 12 feet long and about 10 feet wide. Comparable three-man foc'sles on C-3s are 10 by 11 on the average.

The crew room featured a double-decker bed against the outer bulkhead with each bed having its individual reading lamp and two recessed shelves in the bulkhead. The metal supports for the upper berth also serve as the ladder, so that the man in the upper berth doesn't step on his foc'sle partner's linen. On the wall opposite, is the head, sink and shower respectively, with head and shower in separate compartments. Access doors to the head and shower, have large mirrors running full length of the bulkhead

behind them, and storage space underneath for lifejackets.

A particularly attractive feature of the layout is the ample storage space. Two lockers set against the inboard bulkhead side by side are each 30 inches wide with fixtures set in for accommodating personal gear of different sizes. There is also provision for a separate dead storage area for seabags and other heavy gear in a separate bin in the wall.

Each room also has a desk with

separate draw locks, a desk lamp and recessed ceiling lighting, making four light fixtures in the room in all.

The finish of the various fixtures is vinyl, melamine or other plastic material with color "baked in" so that painting is not necessary. Simple soogeeing should keep materials of this kind looking brand new for many years. Similarly, the deck is covered with vinyl tile and shower rooms with cement terrazo floors.

LABOR ROUND-UP

A field representative for the Packinghouse Workers has charged that pistol-packing foremen have attempted to intimidate union members at a Swift & Co. plant in Selma, Ala. Although the plant, a cotton oil-processing mill, is a small one, employing less than 40 workers, the company has used every trick in the book to keep from bargaining with the union, field representative Thomas Vincent said. The union won bargaining rights two years ago by a 25 to 9 vote but the company refused to talk contract until some eight months later when formal certification was issued. The company then called for a decertification election, to which the union promptly agreed. Again the workers voted in favor of the UPWA, 22 to 9, but the company is holding off talks until it gets formal notice of the election results.

The NLRB has ruled that a Montana employer group violated the Taft-Hartley Act when they rehired locked-out employees just long enough to disqualify them for jobless benefits. The case involved Retail Clerks Local 57 and a group of eight food stores in Great Falls. After a strike against one of the employers resulted in a lockout, the union advised its members to apply for unemployment. However the employers then approached the workers and offered them work. Under Montana law if a

person makes more than \$15 and works more than eight hours a week, he is ineligible for unemployment benefits. The majority of the Board ruled, that workers were faced with a "three-horned dilemma." If they accepted work, they would be ineligible for jobless pay. If they refused, they would be disqualified for refusing work, and if they refused on their union's request, they would be strikers and also ineligible.

While the lockout was a legitimate defensive move, the Board said, the employers action in rehiring workers and laying them off after each earned \$16 was a retaliatory move.

Cooperation between labor, business and civic groups who put cash on the line to back up their argument that a shoe plant could be operated at a profit, may bring back more than 300 jobs to the town of DeSoto, Mo. The jobs were lost when the town's biggest industry, the International Shoe Co., shut its plant there. A committee was formed and with the help of the Boot and Shoe Workers, raised nearly \$300,000 for a loan to provide working capital to modernize the plant. The old plant, now completely modernized, has been leased by the Hamilton Shoe Co. of St. Louis and has already hired almost 150 of the laid-off shoe workers.

Maritime Day

(Continued from page 3) nesses of our fleet resulting from the growth of runaway shipping.

"There are American companies among the sponsors of these maritime day celebrations which do not subscribe to the idea that America must have a strong merchant fleet manned by American seamen and flying the American flag. . . Their participation is a sham and a fraud."

The seamen's unions, they concluded, will continue to fight for a strong US fleet providing jobs for American seamen and strengthening the nation's security.

NY Settles Food Beef; Jobs Up

NEW YORK—After the relatively slack shipping period the previous two weeks, the results of the last period are much more cheerful, Bill Hall, assistant secretary-treasurer, reports. Shipping rebounded sharply with 353 men getting out, 46 of them "C" cards, as 24 ships were in-transit or signing on.

In addition, the Union wrapped up a major food beef on the Robin Line ships after crewmembers of two Robin ships refused to sign on articles until the matter was straightened out. While at it, headquarters representatives collected 70 hours' disputed overtime for two wipers on the Robin Sherwood because cadets carried by the company had been doing their work.

The net result of the beef is that Robin Line is on good behavior to maintain SIU feeding standards on the vessels. Just to make sure, representatives of the Seafarers Feeding Program are double-checking Robin ships' stores with the ship's steward and the company's port stewards office, before they go aboard.

The beef arose when the company cut down feeding on the

Robin ships to 6½ pounds per man per day and refused to allow ship stewards to check the stores on the dock or make out requisitions. In addition, the 6½-pound figure was padded out very largely by the cheapest cuts of fat pork and other low-cost foods.

When the crews refused to sign on, Robin Line officials promptly agreed to go back up to the 7½-pound SIU minimum daily standard; to upgrade the cuts of meat put on board and add to the variety of food stores, and to permit the stewards to examine all stores on the dock and make sure they are of proper quality before they are cleared for stowing aboard ship. All stores will be delivered the day before the sign-on so that stewards have time to check them and take corrective action.

"The Seafarers Feeding Program," Hall pointed out, "was set

up to assure top quality feeding for crewmembers at reasonable cost, with a minimum of food waste—in other words, to get the most out of the food dollar. This is the area in which the SIU will work to help hold down feeding costs, but it is not going to permit any operator to reduce costs by cutting corners on quality or short-storing the ships."

On the shipping side, the forecast for the coming two weeks is that the current turnover should continue. Quite a few ships are due in for payoff, and two laid-up vessels are expected to call for full crews.

Ships in here for payoff, sign-on, or stopping in-transit were the Council Grove, Cantigny and Cities Service Baltimore (Cities Service); Helen (Olympic); Morning Light, Hurricane, Andrew Jackson and Wacosta (Waterman); Alcoa Pennant and Alcoa Patriot (Alcoa); Kathryn, Elizabeth, Ines and Dorothy (Bull); Seatrains New Jersey, Georgia, New York, Texas and Louisiana; Seamar and Losmar (Calmar).

Also the Steel Voyager, Steel Vendor, Steel Chemist and Steel Recorder (Isthmian); Valiant Explorer (Ocean Wind); Coalinga Hills (Marine Tankers); Wang Pioneer (Inter-Ocean); Atlantis (Petrol Shipping); Mount Whitney (American Tramp); the Robin Goodfellow, Robin Locksley, Robin Kirk (Robin); National Liberty (American Waterways); Bienville, Raphael Semmes, Fairland, Beau-regard, Gateway City and Azalea City (Pan Atlantic).



Seafarers George Llanas (left) and Ferdinand Forte post zoning notice at site of new SIU Philadelphia hall. Work is expected to get underway shortly, following approval by city zoning board.

Shipping Quiet In Phila.; Await Building Go-Ahead

PHILADELPHIA—It has been a quiet two weeks here in this port, both on the shipping and on the organizing front, Steve Cardullo, port agent, said. There are no new developments in the organizing drive

by the SIU's Harbor and Inland Waterways Division among some of the port's harbor companies, except that they are still making headway. Further developments will be passed on to the membership in the future.

This port hopes to get work started in the near future on the new SIU hall here, just as soon as technicalities can be cleared up, including an okay from the city's zoning board which should be forthcoming shortly.

On the shipping side, although there was a large number of vessels calling into the area, most of them were in-transits and needed only a handful of replacements with the result that shipping for the period was only fair. However the Hilton, which has been in the yards here, is expected to come out and crew up soon, and this should pick up shipping for a while.

Paying off in this port during the last two weeks were the SS Evelyn, Hilton (Bull); Mt. Whitney (Amer. Tramp.) and the Winter Hill (Cities Service). There were no vessels signing on.

In-transit were the Valiant Ex-

plorer (Ocean Wind); Emilia, Jean (Bull); Texmar, Massmar, Seamar, (Calmar); Steel Recorder, Steel Vendor (Isthmian); Petrochem (Valentine); Mankato Victory (Victory Carriers); Robin Goodfellow (Robin) and the Morning Light (Waterman).

AMONG OUR AFFILIATES

The SIU Pacific District has signed a contract with United Vintners Lines, modeled after other West Coast agreements. The contract calls for a six percent pay hike, retroactive to February 1, 1959, new vacation benefits amounting to three days a month, increased penalty and overtime rates, and additional room, meal and transportation allotments.

Morris Weisberger, secretary of the Sailors Union of the Pacific, has been chosen to serve on the Board of Governors of the San Francisco Bay Area Council. The Council is a public service organization devoted to the welfare and progress of the Bay Area. At present, it is urging the formation of a Golden Gate Authority which would coordinate the various transportation facilities in the area.

American President Lines, contracted to the unions of the SIU Pacific District, has received Federal Maritime Board permission to

call at the Mexican seashore resort of Acapulco on its west-bound around-the-world cargo-passenger vessels. Originally, Grace Line, a competitor, objected to the APL plan, but later withdrew its protests.

The vice-president of the Lake Sailors Union, company-sponsored outfit on the Lakes, has resigned and is urging seamen on the Lakes to support organizing efforts by the SIU Great Lakes District. John O. Blackmore stated he was resigning because the Lake Sailors Union is unable to provide benefits and protection to its membership.

Two more members of the Brotherhood of Marine Engineers have been placed on the special disability list under the BME welfare program. The two men, Charles Melson and Albert Harper, will receive the \$25 weekly benefit for as long as they are unable to return to work.

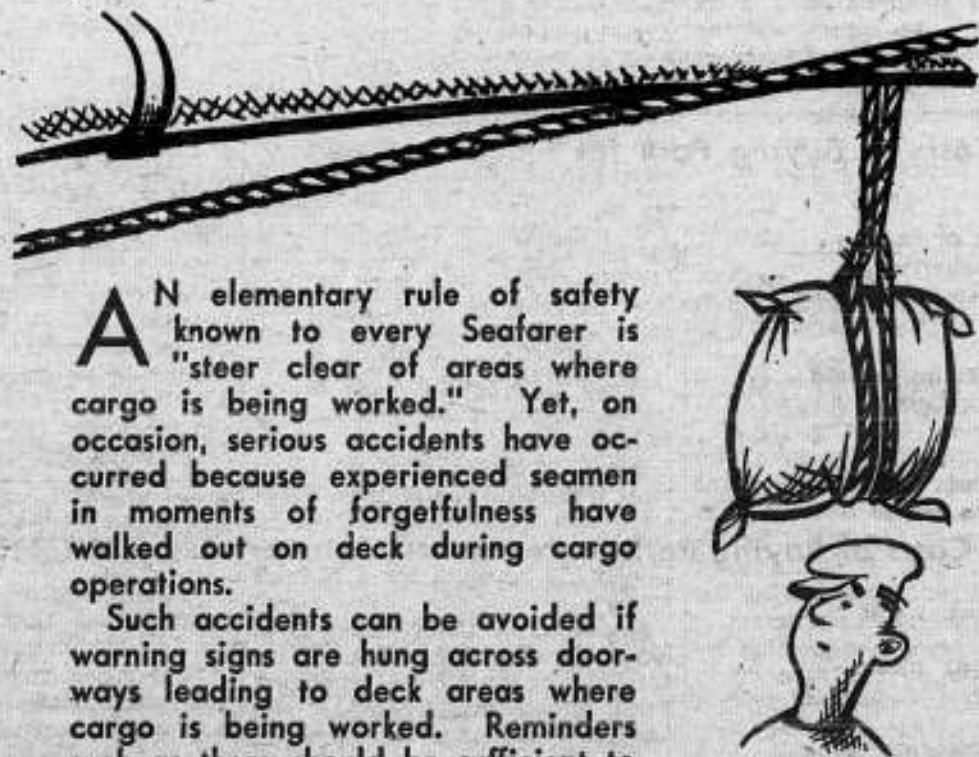


Speak Out At SIU Meetings

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

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

Watch Out For That Cargo



AN elementary rule of safety known to every Seafarer is "steer clear of areas where cargo is being worked." Yet, on occasion, serious accidents have occurred because experienced seamen in moments of forgetfulness have walked out on deck during cargo operations.

Such accidents can be avoided if warning signs are hung across doorways leading to deck areas where cargo is being worked. Reminders such as these should be sufficient to keep crewmembers out of danger zones.

An SIU Ship Is A Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Owning And Feeding A Freezer

Food-freezer plans have gotten a little more respectable now that some of the get-rich-quick operators have been weeded out of the business. But even under the sponsorship of some big department stores, several aspects of high-pressure selling continue. The salesmen, in this writer's experience, still refuse to state the cost of food and freezer separately.

Even when customers ask for a breakdown, the salesmen insist on lumping the payments on the freezer and the price for the food in one amount, as \$25 a week, or however much you may be willing and able to pay. But if there is no breakdown, you never know how much you pay for the freezer and how much for the food. You may be paying more for each than if you shopped for the best buy in a freezer and then provisioned it with supermarket specials or bought from local suppliers who specialize in bulk quantities for freezers.

But you should examine whether the cost of owning a freezer will or will not cancel out the advantages of storing specials or buying in bulk.

Freezers have come down in price in recent years. You now can buy a 13-cubic foot chest around the \$250 mark. The fact still remains, that a separate freezer often is more of a convenience than a money-saver for many families. You are likely to save money only if you have a large family and use a freezer heavily, or live near a rural area where you can buy meat and produce in bulk at low prices or raise some of your own food for the freezer. Otherwise an adequate freezing compartment in a standard refrigerator may be more feasible.

Costs of owning and operating a freezer may range from 12-17 cents a pound, depending on how often you turn over the contents. Based on research by the US Agriculture Department, your true costs for owning and operating a freezer costing about \$250 and storing about 450 pounds, would run roughly something like this:

Interest on investment at 3½%	\$ 8.75
Depreciation (15 years)	16.60
Repairs	8.00
Electricity	30.00
Insurance on food	4.00
Packaging (2c a lb. for 450 lbs.)	9.00

TOTAL\$76.35

Thus your freezer operating cost for each pound of food stored would be about 17 cents a pound for 450 pounds a year. If you use the freezer more heavily, and turned over 675 pounds a year, your operating cost per pound would come down to about 12 cents, since most of your costs would remain the same.

The New York State Cooperative Extension Service recently compared costs of pork bought for a freezer in different ways. As shown in the chart with this article, it costs less to buy a live hog from a packing plant and have it cut up for the freezer. Next in line is buying a dressed carcass from a butcher or packing plant and having it processed. It costs most to buy retail pork cuts from a supermarket.

The service figures that a live hog weighing 240 pounds, weighs 180 pounds dressed (75 per cent). There is a further loss of 30 pounds (16.6 per cent) in cutting and boning the dressed carcass. There also will be about 35 pounds of lard.

However, you can cut meat costs below the retail figure shown in the chart by taking advantage of the supermarket specials. Also, you can save by avoiding the higher-price cuts.

Since a freezer is expensive to own, not only should you work at using it heavily and not just occasionally, but it should be used primarily for the costlier foods as meat. If you use it to store such items as beans or bread, you still have to add 12-17 cents a pound.

Similarly in shopping for a refrigerator (they'll be special-priced in June), compare the capacity of the freezer compartment in different brands and models. The freezer capacity is a more important value than convenience gadgets such as ice-ejectors.

Costs of Buying Pork for Freezer

	Live hog	Dressed Carcass
	240 lbs. @ 16c	180 lbs. @ 29c
Cost of hog or carcass	\$38.40	\$52.20
Cost of butchering	3.00	
Processing cost: 180 lbs. @ 8c	14.40	14.40
	\$55.80	\$66.60
Credit for 35 lbs. of lard	3.50	3.50
Net Cost	\$52.30	\$63.10
Cost of storing 115 lbs. @ 12c	13.80	13.80
Total Cost	\$66.10	\$76.90
Average cost per lb.	.57	.67

Costs of Buying Pork at Retail

Cut	Amount	Price	Cost
Ham, smoked, whole	29 lbs.	63c	\$18.27
Loin roast	18 lbs.	61c	10.98
Shoulder butt, picnic	11 lbs.	49c	5.39
Pork chops	10 lbs.	87c	8.70
Sausage	8 lbs.	45c	3.60
Miscellaneous cuts	5 lbs.	27c	1.35
Salt Pork	7 lbs.	35c	2.45
Bacon	27 lbs.	79c	21.33
Total	115 lbs.		\$72.07

Average cost per lb.63
 Cost per lb. of storing12
 Average per lb. \$ 0.75
 Costs calculated by New York State Cooperative Extension Service.

Port Jams, Accidents Darken Shipping Outlook On Seaway

Ship operators who rushed in to take advantage of the St. Lawrence Seaway cargo bonanza are finding that they were a bit too hasty. Pile-ups at the Welland Canal, in the Seaway's locks and in many Lakes ports have given them second thoughts about the desirability of the Seaway trade.

Ocean-going ships found several disadvantages. Canadian locks caused damage to two ships, the Grace Line's Santa Regina and a Greek freighter because the walls of the locks do not have bumpers or pilings. Lakers, which are more maneuverable and have shallower hulls can go through without trouble, but ocean ships are finding that winds and currents in the locks can cause accidents. In addition, the ocean ships are troubled by the narrowness of the

locks and the shallow draft of some Lakes ports. One Danish tanker had to use a cutting torch to take off a few feet from the wing of her bridge in order to make it through. Other ships coming into the Lakes expecting 25 to 27 feet of water are finding as little as 19 to 21-foot draft in many Lakes ports.

The biggest difficulties thus far were met at the Welland Canal, which bypasses Niagara Falls. At one time as many as 48 ships were backed up waiting to get into the canal. Detroit also posed a problem since it can dock only four ships at a time. Ship operators grumbled too about the lack of efficient loading facilities in many of the ports.

The biggest complaints, oddly enough, are coming from the operators of the small Lakes ships who formerly had the Lakes business pretty much to themselves. With large ocean-going ships coming into the Lakes, American and Canadian-owned Lakes ships and canals are being laid up. Some of the ocean-going vessels can carry as much as five times the bulk cargo that the canals can.

SIU Raps Nat'l Guard Role In Textile Strike

President Eisenhower was urged yesterday to withdraw Federal military forces from the strikebound Harriet-Henderson Cotton Mills in Henderson, NC, the scene of a six-month-old strike by the Textile Workers Union of America. The request was made in a telegram to the President sent by Paul Hall, president of the SIU of NA.

A similar telegram was sent to Governor Luther D. Hodges, of North Carolina, who sent National Guardsmen into the area. Brandishing rifles with fixed bayonets, the Guardsmen have been shielding strikebreakers reporting for work at the plant.

In his telegrams, Hall declared that: "As an American union, we are deeply concerned with the use of Federal military forces to interfere in the legitimate economic strike conducted by the Textile Workers in Henderson, North Carolina.

"It is imperative that efforts to resolve the dispute be continued without the imposition of US military force which is alien to the American concept and which, unfortunately, could have a damaging effect on US prestige abroad.

"We respectfully urge that you move to withdraw the military from this situation because its presence serves only to prolong the strike and to foment lasting bitterness in the community."

The 1,100 members of TWUA Locals 578 and 584 struck on November 17, 1958, after their request for renewal of their old contract without change was met by management insistence on an end

to a long-standing arbitration procedure and inclusion of a no-strike clause.

Three months ago the company imported strikebreakers and resumed operations. Subsequently, a settlement was worked out apparently ending the strike, but it collapsed when the mill owner refused to go along. It was then that Governor Hodges withdrew the force of state highway patrolmen who had been stationed at the plant and called out National Guardsmen. At the same time, the Governor warned the owners not to attempt to put a full three shifts of strikebreakers into the plant since it would only tend to worsen the existing situation.



INQUIRING SEAFARER

QUESTION: What is your formula for finding your way around in a strange port?

William May, messman: I find that a cab suits all my purposes. One thing I'm always sure to do in a new port is shop at the stores for souvenirs. The cabbies will help you avoid being lured into a tourist trap. They're also the best bet for a good hotel, a restaurant or a club.

Adolph Swenson, AB: My formula is, get a guide. I don't go anywhere without one in a strange port. I don't like walking around because too many people think Americans are swimming in dough and try to hustle you. With a guide I am able to get around quite well and it isn't too expensive.

Felix Serrano, AB: In a strange port I find it best to stick with some of the other boys. Between three of four of us we manage something interesting to do. If we ever run into a situation where nobody knows anything, we'll look for and usually find one of the natives who are willing to show us around for a small price.

Edward Blaha, messman: When I'm in port I look to meet people and so I most often usually head straight for the downtown section. By being friendly and conversing with sign language if necessary I've made many permanent friendships. Once I visited a college and later had dinner at a professor's home. My formula is be friendly to people and they will be friendly to you.

Fred Blichert, chief electrician: My formula is see the girls at the nearest bar. They usually speak some English and nobody knows the town like they do. After the bar, the rest just follows naturally. As far as language goes, I rarely have any trouble since I speak a number of tongues.

Nicholas Dorpmans, chief cook: I must admit that I don't try to get around on my own. I usually get a cab driver and have him drive me around. In that way, I manage to eat a good meal, see a good show and in general, enjoy the city.

Bridges Blasts US In Tokyo

(Continued from page 2)
at the mercy of Red China. The Japanese have no armed forces of their own to speak of since their defeat in World War II.
Another resolution protested the H-bomb, following the standard Russian line of calling for "abolition" of H-bomb tests without an inspection system to make sure

that all nations abide by such a prohibition.
In addition, Bridges threatened to boycott Japanese shipping on the Pacific Coast at the behest of the Japanese dockworkers union, a pro-Communist organization which was a participant in the conference. Another action by the conference denounced "slavelike"

working conditions at the US base in Okinawa, obviously reflecting Communist sensitivity about charges of slave labor.
The LOG's January 2 article pointed out that the conference involved "an open bid to non-Communist Asia to replace trade with the West by trade with the Soviet Union. If successful, such a move would reduce US foreign trade..."
An interesting sidelight to the conference was the barring of Bridges' second in command, Louis Goldblatt, by the Japanese government. Bridges newspaper, "The Dispatcher" declared Goldblatt was barred because of his expulsion from England in 1949, following his "visit" to London dockworkers who were refusing to unload "scab-loaded Canadian ships."

Line Ordered To Repay 9 Axed For Joining SIU

BALTIMORE—A \$7,836.15 back wage payment has been made by the Old Bay Line to nine crewmembers who were fired for joining the SIU. The non-union outfit, which operates on inland waters, was found by the National Labor Relations Board to have committed unfair labor practices by firing the men.

The back wage payments covered loss of wages to the men, less their earnings on other jobs since they were fired by Bay Line.

The biggest payment, \$2,499, went to George T. Willoughby. Other payments ranged from \$147.93 upwards, with four of them over the \$1,000 mark.

The unfair labor practice charges date back to 1955 when the SIU started organizing efforts at the company. The nine men were fired by the company in retaliation.

Hearings Prolonged

Hearings on the charges were prolonged because several of the men who had been fired subsequently shipped out and the hearings had to wait upon their return from sea. After a trial examiner found the company guilty of unfair labor practices last fall, the company appealed the finding to the full Board, which supported the findings of the trial examiner.

With the settlement of the unfair charges, HIWD organizers hope to make headway in the Bay Line fleet, since crewmembers need not fear the impact of possible firings.



George Willoughby happily waves check for \$2,499 in back pay won from Old Bay Line.

Spring Finds Lake Charles Still Humming

LAKE CHARLES—It has been a brisk two weeks here on the shipping front, Port Agent Leroy Clarke reports, with shipping holding the lead over registration for the period, even though the slow season for tankers usually starts at this time.

Although Cities Service has been laying up their vessels in the yards here one by one for overhaul, shipping for the coming period should remain about the same.

Now that the nice weather is setting in, Clarke noted, the "anglers" among the men on the beach here have been vocally demonstrating their zeal and ability with rod and tackle. However while the tales about the "one that got away" are running strong, the non-fishermen are still waiting to see some that were caught.

Calling into this port over the past two weeks were the Bents Fort, Winter Hill, CS Baltimore, CS Miami, CS Norfolk, Chiwawa and the Bradford Island (Cities Service). Paying off here were the Eagle Voyager (Eagle Transport) and the Pacific Carriers (World Carriers). The Pacific Carrier had just returned from a trip to India.



SIU SHIPS AT SEA

Safety meetings on SIU ships during the past few weeks brought out the following suggestion:



Dooley

on The Hurricane, Edward Dooley, meeting chairman, reported, it was recommended that all of the men using the sledge hammers should first check to see that their gloves are not oily, and then to look over the hammer handle to see that it is not slick. A slick handle, or gloves with oil worked into them are a common cause of many shipboard accidents, he noted.

Talking of safety, crew members of the Alcoa Ranger, who recently boosted their accident-free days over the 500 mark, voted to accept a television set instead of a movie projector as their safety award.



Carlsen

Seafarers going to Boca Grande, Florida, are warned that there is no launch service there according to Carl Carlsen, ship's delegate on the Evelyn. However the owner of the Kozy Kitchen restaurant there is willing to give any Seafarer courtesy transportation. Just call

Capt. Bruce H. Ellison, Woodlawn 4-2473.

Thanks to the steward departments were given at shipboard meetings on the Alcoa Pennant, Morning Light, S/T Helen, Ines, Coalings Hills, Alcoa Roamer, Fairland, John C. Alcoa Partner, Seatrain New York, Maxton, Texmar, USAF 1836 and the Yaka.

No longer is it a coffee break in the afternoon on the CS Norfolk. The reason is because of chief cook William Goff. The crew went on record as commending Goff for the afternoon pizza pie and cool drinks he serves. Also commended was Charles Locke, baker on the Baltore and the messman and pantryman on the Eagle Transporter. The crew of the Transporter voted to turn over the ship's fund to the crew mess and pantryman in appreciation for a job well done.

Push Ohio Jobless Aid To Seaman

CLEVELAND — The Ohio state senate has approved a new unemployment benefits bill which for the first time would provide such benefits for Ohio seamen in the off-season. The bill represents a major gain in the ten-year fight by the SIU Great Lakes District to provide Lakes seamen with unemployment coverage.

Still pending is action by the Ohio House of Representatives, but this was the first time that a bill of this nature had passed the Senate. Great Lakes Cleveland agent, Stanley Wares, attributed passage of the measure this year to the widespread support it received from the state AFL-CIO.

In addition to extending coverage to seamen in the off-season, the bill would boost maximum benefits up to \$47 a week from the old \$33 maximum, plus an additional \$9 maximum for dependents. The duration of benefits would be extended to 30 weeks, compared to 26 weeks at present.

Court Slaps Down ICC Rate Deals

(Continued from page 3)
both the railroads and Pan-Atlantic, but the ICC has refused to do so.

In addition to Hall's testimony on behalf of maritime unions, other witnesses at the Senate hearing assailed any extension of ICC jurisdiction over shipping. Among them were witnesses from Seatrain Line, Pan-Atlantic, Alaska Steamship and Pacific American Steamship Association as well as John J. Allen, Jr., Undersecretary of Commerce, and Thomas Stakem, a member of the Federal Maritime Board.

Maritime observers emphasize all the rate-cutting has been of no benefit to the consumer, because the railroads have been raising general cargo rates all along. The rate cuts are selective ones on specific items of cargo carried by ships and only on the routes served by ships, and the railroads make them up by boosting rates elsewhere. The only function served by the rate cuts is to drive ships out of business and destroy seamen's jobs, after which the railroads will have clear sailing to charge whatever the traffic will bear.

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

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

- Sport Coats
- Slacks
- Dress Shoes
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- Belts
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- T-Shirts
- Shorts
- Briefs
- Swim Trunks
- Sweaters
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- Raingear
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- Writing Materials
- Toiletries
- Electric Shavers
- Radios
- Television
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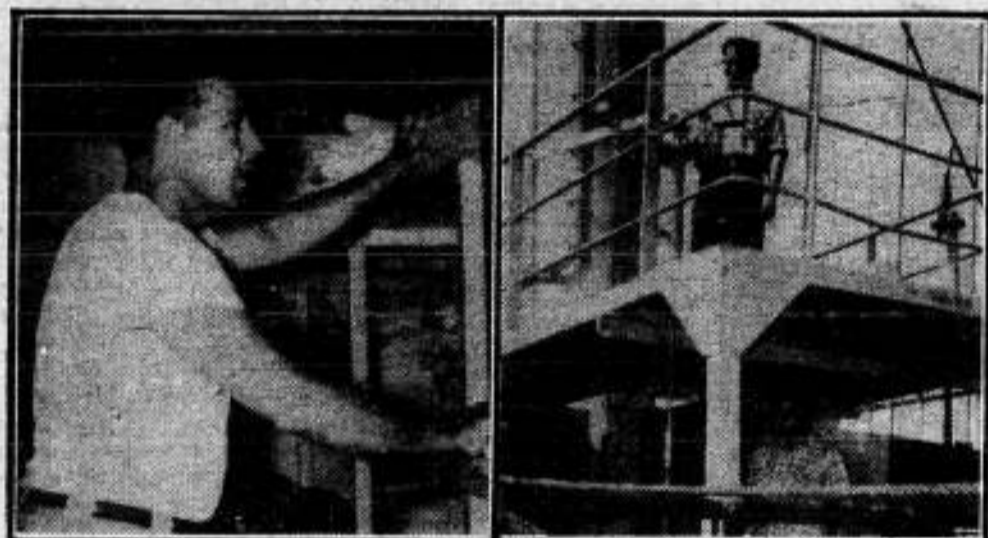
PHOTOS
LETTERS
STORIES
CARTOONS

Send 'em to the LOG

TOPA TOPA



Topa Topa oilers John Doyle (left) and P. Spinney make a coffee-time duo in the ship's crew messroom.



Jack Long, BR, (left) checks clean linen supplies while Harold Scott, DM, (top) and F. Jones, AB, wield paint brushes.



Chief steward Herb Knowles has an unusual shipboard hobby, an elaborate shipboard tropical fish collection in his foc'sle.



Bill Osborne, AB, (left) and Norman Gilliken, OS, remove wire brush from compressed air hose nozzle.

ABOARD SIU SHIPS

STEEL RECORDER



All smiles at Steel Recorder payoff are Seafarers Douglas McLeod (left) and Eladio Grajales. Ship was paying off after four-month voyage to Far East, eastbound via Suez.



Seafarer Won Yang, saloon pantryman, checks on the menu for lunch before turning to for the afternoon meal.



Large photo shows animated discussion between D. Anderson (in suit) and B. Brown while Mike Marcello listens. Below, W. Torres, dices celery.



Setting 'em up for hearty appetites in the crew messroom (above) are Marcello and Brown. In bottom photo, W. Hudson, AB, awaits payoff while company representative checks him off on ship's payroll list.

Delta Signs Order For 3 New Ships

NEW ORLEANS—Contracts have now been signed for the construction of three new C-3 type ships for the SIU-contracted Mississippi Shipping Company. The vessels, which will be used in the company's West African trade, will be built at Avondale Marine Ways in this city at a total cost of approximately \$30 million.

Approximately half of the cost of the ships will be borne by the Federal Government under the construction subsidy program. Contracted for at \$9,800,000-plus in this country, the ships would cost around \$4,990,000 in Japanese shipyards, which is the amount Mississippi will pay.

Heavy Lift Rig

Among unusual features on the Mississippi ship is a special heavy-lift rig capable of handling 60 ton loads. The rig will be paid for as a national defense feature since the Government has long been concerned over the lack of heavy-lift capacity on US merchant ships.

Other features on the ship, as previously announced, will be full air-conditioning, automatic hatch covers, rotating cranes on deck instead of conventional booms, and a tanker-style design with the engine room and black gang aft and the rest of the crew forward along with passenger accommodations, galley and messroom. The ships will have a service speed of 18 knots.

The three ships will replace smaller, slower C-1s now in the West Africa service.

Hub Host To Seafood Union

BOSTON—Preliminary inquiries into a number of possible sites for a new SIU hall in this port were made during the past two weeks, Acting Agent Gene Dakin reports. However there are a number of issues which have to be settled before any kind of decision can be made and more will be reported on this when progress is made.

As the totals show, shipping for the port has slowed down considerably. There were only five men shipped during the period, all of them class A men.

The number of new men seen around the hall lately, Dakin said, are members of the Seafood Workers Union who are using the SIU meeting hall for the time being. They are presently holding contract negotiations with their employers which necessitates holding emergency meetings.

There were no vessels signing on in this port for the period while only two, the Bents Fort and the Cantigny (Cities Service) paid off. In transit were the Steel Chemist (Isthmian); Robin Sherwood (Robin) and the Waldo (Compass).

Get Polio Shots, PHS Urges

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

Missile Line Covered By Revised Pact

The SIU has signed a new agreement with Suwanee Steamship Company covering Seafarers on the company's missile-tracking fleet in the South Atlantic.

Because of the special nature of the ships and the fact that they do not handle any cargo, a special contract had to be drawn. However, the new agreement basically embodies the standard SIU-freightship agreement, with the same base wage scale and, where applicable, the same working rules.

Copies of the new agreement will be printed by headquarters and distributed to the vessels as soon as possible.

Suwanee operates a fleet of specially-equipped ships which track missile shots over the South Atlantic. Seafarers on the Timber Hitch were recently cited for their prompt action in successfully recovering the nose cone of a Thor rocket on March 27. The data capsule involved was the first successful recovery of a new type of nose cone which is considered the forerunner of a design for the manned space flight which will take place in a few years.

India Runs Keep Seattle Shipping Hot

SEATTLE — Shipping for this port has continued on the good side with the exception of two very slow days. However it is expected to pick up again and to stay that way for some time to come, Ted Babkowski, port agent, noted.

It should be brought to the attention of the men on the beach here that if they have the necessary ratings for any replacements that are called in, they should take these jobs. "It is unfortunate we do not have all Japanese runs," Babkowski said, "instead of some of the hot-box runs to India. However, regardless of the run, if a man is qualified for the job, it is his duty to see that the Union's contracts with the companies are kept and the berths filled."

There are a number of vessels expected back in this area soon from the grain run to India and they will require replacements. From latest reports, these runs of surplus grain to India and other Far East ports will continue for at least the rest of this year.

A total of seven vessels called here over the last two-week period. Two ships, the Ames Victory (Victory Carriers) and the Alcoa Pointer (Alcoa) paid off and signed on. In transit were the Alamar, Portmar, Kenmar (Calmar); Kyska (Waterman) and the Choctaw (Waterman).

ANTINOUS (Waterman), April 29—Chairman, W. Anderson; Secretary, A. Kuberski. Ship's fund \$26.50. No beefs. New delegate elected. Discussion on drying clothes in recreation room; clotheslines to be installed in lower alleyway midship.

PENN EXPLORER (Penn), April 26—Chairman, D. Disel; Secretary, C. Mazur. No beefs. Steam heat to be turned on and water fountain repaired. Travelers' checks to be used as cash advances.

ALCOA RANGER (Alcoa), April 23—Chairman, J. Dunlop; Secretary, T. Sanchez. No beefs; everything running smoothly. Linen to be issued 8:30 A.M. and 4:40 P.M. Television

Secretary, F. Johnson. Complaint re not enough American money. Chief cook not given unit for duty. Ship delayed in Calcutta. Two hours OT disputed. One man injured; one man hospitalized. Special report under good and welfare concerning condition of ship and beefs with captain and other beefs turned into head-quarters.

ANDREW JACKSON (Waterman), April 25—Chairman, J. Bracht; Secretary, G. Sauer. Two hours disputed. No beefs. Request bread in pantry at all times, and variety of baking. Suggest fumigation for roaches. Request substantial prime meat for dinner.

USAF E-42-1036 (Suwanee), May 7—Chairman, A. Ries; Secretary, W. Dean. No beefs. One replacement received—still one man short. Question on transportation—awaiting report from HQ regarding same. Question re feeding non-personnel.

PRODUCER (Marine Carrier), May 2—Chairman, C. Kelleher; Secretary, E. Lane. Shortage of steak, soft toilet paper, ice cream, cigarettes, and other items—see Captain about getting same in Okinawa. No travelers' checks as yet. Some OT disputed.

ALCOA CORSAIR (Alcoa), May 10—Chairman, G. Matting; Secretary, M. Phelps. No beefs. Everything running smoothly. Ship's fund \$465.50. New movie director elected. Vote of thanks to deck dept. for fine cooperation in Trinidad. Suggest cooks give more cooperation to messman. Sea patrolman about washing machine and water cooler.

STEEL VOYAGER (Isthmian), May 8—Chairman, T. York; Secretary, W. Simmons. To elect new delegate. Ship's fund \$18.38. Few hours OT disputed. No beefs. Request rusty water be taken care of. Shortage of cigarettes. Suggest blower system be fixed in crew's quarters and messrooms. Keep library clean and orderly. Request porthole screens on board.

STEEL DESIGNER (Isthmian), April 26—Chairman, J. Seldisser; Secretary, W. Megnard. Everything running smoothly. 2 1/2 hours OT disputed. Insufficient cleaning supplies. Discussion on mail system. New treasurer elected.

DEL MAR (Mississippi), May 10—Chairman, W. Bourgeois; Secretary, G. McFall. Washing machine repaired in NO. Captain pleased with last voyage; everything satisfactory. Ship's fund \$39. Spent \$270 in NO for movies, \$215 down payment on new Bell & Howell movie projector. No beefs. M/S/C to purchase new loud speakers for movie projector in NO.

PACIFIC CARRIER (World Trampers), May 8—Chairman, F. Taylor; Secretary, R. Stahl. Turn in OT for no launch service from anchorage in Kandla, India. Few hours OT disputed. Vote of thanks to steward dept. for job well done.

WALDO (World Tramp), May 6—Chairman, F. Fox; Secretary, L. Wright. No beefs. Various discussions on repairs and keeping recreation, laundry and messhall clean. More cooperation requested from men in steward dept.

STEEL MAKER (Isthmian), May 3—Chairman, K. Smith; Secretary, T. Gaspar. Two men left behind; one in Calcutta and the other in Gibraltar. Ship's fund \$5.20. No beefs. Vote of thanks to steward dept. for job well done.

VALIANT FORCE (Ocean Carrier), May 10—Chairman, E. Browning; Secretary, G. Busciglio. No beefs. Laundry room to be cleaned; fix coffee urn. Hot and cold water to be adjusted in shower room. Fill up holes in messroom and paint. One minute of silence for departed brothers.

CUBORE (Marven), May 12—Chairman, H. Reynolds; Secretary, G. Wolfe. No beefs. New delegate elected. Wipers & OS to clean rec. room. Steward dept. to clean laundry. Delegate to see chief engineer about washing machine.

Digest Of SIU Ship Meetings

to be accepted in lieu of movie projector as award for safety record.

ALCOA PENNANT (Alcoa), April 24—Chairman, J. Olsen; Secretary, R. Stewart. Ship's fund \$45.50. One man payed off in San Juan; reshipped back on ship. Complaints re arrogant manners of engineers. Vote of thanks for job well done by steward dept.

MAIDEN CREEK (Waterman), April 5—Chairman, J. Meyerchak; Secretary, J. Ballidy. One man missed ship in Seattle. Ship's fund \$20.02. No beefs; everything running smoothly. Suggest minor repairs be done before arrival in USA, and major repairs not done prior to signing on, to be referred to patrolman.

WESTPORT (World Tramping), March 15—Chairman, A. Noah; Secretary, T. McCaffrey. New delegate elected. Ship's fund \$9.10. No beefs. Complaint re galley range. Washing machine to be checked. Safety rules to be observed.

HURRICANE (Waterman), May 2—Chairman, E. Dooley; Secretary, D. Haskell. Repairs to be made. Request Union mail be delivered to delegate unopened. Vote of thanks to all depts. for job well done. Ship's fund \$19.24. One man logged. Twelve hours OT disputed to be brought to attention of boarding patrolman. New icebox and ladders to be ordered. Request fumigation for roaches, bugs and rats. Suggest fo'les be kept clean for new members coming aboard.

MARORE (Marven), April 13—Chairman, R. Gowen; Secretary, O. Myers. Repair list turned in. Three hours OT disputed. Two men getting off. Request toaster be used for bread only, not for cooking meat or cheese. Washing machine to be cleaned after use.

ELIZABETH (Bull), May 3—Chairman, T. Vigo; Secretary, R. Hernandez. Everything running smoothly. Any injuries to be reported to head of dept. Request elimination of fish oil on ship, as it is too slippery. Suggest blood type be printed on fit-for-duty card. Vote of thanks to steward dept. for good food.

SANTORE (Marven), May 3—Chairman, H. Gaskell; Secretary, M. Paschak. Baltimore agent notified re washing machine not being repaired. Three men injured in Chile—two hospitalized. One man logged. Beef about washing machine. Repair list turned in. No beefs. Discussion on ship's fund—decided not to have one, to take up collection as needed.

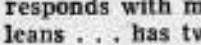
PACIFIC EXPLORER (World Tramp), May 2—Chairman, M. Reed;

PENSIONERS' CORNER



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

Frank Shimelfenig . . . 68 . . . in 45 years at sea, he sailed on all kinds of merchant cargo ships, passenger ships and tankers . . . all the runs were good but Shimelfenig especially liked to hit Germany, Italy and Japan . . . "they treated a seaman more humanely there," . . . spends spare time writing but would not write one about the sea because "nobody would believe it" . . . is in the process of completing a book now, but doesn't say about what . . . joined the SIU in 1938 and retired 20 years later due to poor health . . . had been quite a bowling enthusiast but now settles for television and short walks . . . still corresponds with many former shipmates . . . lives with wife in New Orleans . . . has two sons.



Francisco Mayo . . . 54 . . . boasts 17 exciting years of seetime . . . shipped on almost everything from Libertys to ore carriers, tankers and the old flush-deck West Coast ships . . . was on Spanish ship in 1915 when captain defied a German sub and tried to escape with a huge cargo of arms and gasoline . . . Mayo, sensing imminent danger, leaped overboard, 10 minutes before ship was torpedoed, exploding without a single survivor . . . was hospitalized in state of shock for three months unable to talk or identify himself . . . torpedoed again in 1916, this time all hands were saved . . . preferred Far East Isthmian runs, but wasn't too choosy . . . builds model ships as a hobby . . . presently working on one for SIU Baltimore hall . . . lives in Baltimore with wife . . . three daughters and son all married.



Retired Seafarer Francisco Mayo (left) is shown at family gathering during marriage of one of his four children. Mrs. Mayo is third from left.

In the hospital?

Call SIU Hall immediately!

'Hats Off! The Flag Is Passing By!'



Balt. Job Surge Aids Newcomers

BALTIMORE—Shipping for this port remained exceptionally good during the past period, Earl Sheppard, port agent, reported. However, this has resulted in a greater number of class A and B men on the beach here deciding to wait it out for special runs or trips.

In order to protect their seniority and to protect the jobs of the career seamen, Sheppard said, all Seafarers, both in this port and in the outports, are urged to take any and all of the jobs as they are put on the board.

Of the total number of 277 jobs filled from this port during the past two weeks, 60 of them, or more than one-quarter of the period's total, were taken by class C cards.

The outlook for the coming two weeks is also very good.

The following were the ships which paid-off: Jean, Mae (Bull); Alcoa Patriot (Alcoa); Baltore, Santore, Marore (Marven); Oceanstar (Dolphin); Massmar, Losmar (Calmar); Fort Hoskins (Cities Service) and the Mankato Victory Victory Carriers). Signing on were the Baltore, Chilore, Venore, Marore, Santore (Marven); Bethcoaster, Massmar (Calmar) and the Oceanstar (Dolphin).

In transit were the Vallant Force (Force); Feltore, Marore, Cubore, Baltore (Marvin); Alcoa Pennant (Alcoa); Afoundria, Iberville (Waterman); Steel Vendor, Steel Chemist, Steel Voyager (Isthmian); CS Miami (Cities Service); Evelyn (Bull); Maxton (Clover Carriers); Robin Goodfellow (Robin) and the Bethcoaster (Calmar).

Today happens to be Maritime Day. Like Mother's Day, it is the type of holiday on which people dutifully gather to pay tribute to a grand old institution, but not everybody means what they say.

We suppose that among those praising the virtues of the US merchant marine this afternoon will be Government officials who are bending might and main to protect the interest and promote the development of the runaway fleet at the expense of American-flag ships. There will also be shipowners, among them principally oil and metals companies, who wouldn't be caught dead flying the American-flag if it weren't for the fact that they operate many of their ships in the domestic trades where the law says they can't bring in a foreign flag.

In the course of the day much fervent oratory will be strewn about extolling the virtues of American seamen whom these same shipowners wouldn't touch with a ten-foot pole.

US seamen's unions will celebrate Maritime Day on the day that American shipowners are compelled to come out of hiding and meet their obligations. Until that happens, the unions will have to be pardoned for a certain air of skepticism about today's ceremonies.

No More Profiles

Another boost for shipboard safety programs has come from the National Safety Council which announces sharp reduction in accident rates throughout the American-flag merchant marine.

It was just a couple of years back, that the American seaman was being criticized by insurance agencies and some segments of the Coast Guard as being "unfit" and responsible for the high accident rate. Numerous extremist schemes were being put forth to subject seafaring men to all sorts of elaborate "profile" screening and testing procedures as to their "stability."

Apparently, all that was ever needed was simply an effective shipboard safety program in which shipowners accepted responsibility for correcting hazardous conditions and crewmembers, on their side, were instructed in proper work practices.

Such voluntary programs are the strongest answer to proposals to regiment seamen further, supposedly in the interests of safety and efficiency.

Plastic Coating Prevents Tank Rust, MSTs Finds

Special plastic coatings applied to the tanks of an oil carrier can result in savings of over \$500,000 over the life of the ship, the Military Sea Transportation Service has reported.

The experiment was tried out on the MSTs vessel Yukon which carried highly-corrosive cargoes of aviation and jet fuels for a year. Ten of the ship's 31 cargo compartments were coated last April and May with eight different compounds of plastic coatings. The other compartments were left uncoated. During the year the tanks were cleaned just as if the ship was in regular service.

A final survey conducted last month showed that all of the tanks that were coated were in as good a condition as they had been just after the coating was applied.

However, the uncoated compartments were still full of rust and scale although a total of 2,228 buckets of rust and scale were removed from them at the cost of 880 man-hours of tank cleaning during the year.

According to Navy figures, it would cost approximately \$500,000 to sandblast and prepare the tank surfaces for coating and to maintain them for 20 years. Compared to this is the \$1 million cost of replacing plates corroded from carrying gasoline.

Another major advantage in coating, it was discovered, is that it has almost eliminated the possibility of fine rust particles becoming suspended in aviation and jet fuel. These particles have been blamed as one of the causes of flame-out, or engine failure in jet planes.

Further experiments will be conducted during the coming year by covering 10,000 square feet of the outside hull of the Yukon with one of the compounds.

New Orleans Gets Spurt Of Activity

NEW ORLEANS—Shipping has been very good for this port for the past two weeks. Seven ships paid off, six signed on and 21 were in-transit. The outlook is equally bright, with over 30 vessels expected in port in the coming period, Lindsey Williams, port agent, noted.

A total of 190 members were shipped, along with 16 relief jobs and 48 jobs with the Harbor and Inland Waterways Division. The following ships paid off: Del Mar, Del Santos, Del Mundo and Del Alba (Mississippi); Steel Fabricator (Isthmian); Hastings (Waterman) and the Pan Oceanic Transporter (Penn Shipping).

Signing on were the Del Mar and Del Santos (Mississippi); Alice Brown (Bloomfield); Wang Archer (Marine Bulk); Julia (Ocean Carriers) and the Ocean Deborah (Ocean Transportation).

In transit were the Alcoa Ranger, Alcoa Cavalier, Alcoa Roamer and Alcoa Clipper (Alcoa); Seatrains Georgia and Louisiana (Seatrain); Del Mar and Del Santos (Mississippi); Alice Brown (Bloomfield); Steel Recorder (Isthmian); Jean Lafitte, Yaka, Monarch of the Seas, Hastings and Claiborne, (Waterman); Raphael Semmes and Gateway City (Pan-Atlantic); Royal Oak (Cities Service); Ocean Deborah (Ocean Transportation) and the Suzanne and Frances (Bull).

Treasury For State Taxes On Seamen

WASHINGTON—The Treasury Department has come out in opposition to a bill which would prohibit the withholding of state income taxes from a seaman's wages. The bill, now under consideration by the House Committee on Merchant Marine has the strong support of all of the maritime unions, the AMMI, and the Maritime Administration.

The Treasury said it is opposed to any legislation which curb the taxing jurisdiction of the states.

Opposition to state withholding taxes on seamen's wages is based on the complex accounting problems which it would cause, and the resulting multiple taxation of a seaman's wages by a number of different states.

An industry spokesman said, a seaman would almost have to "become a professional accountant to handle his complicated state tax affairs" and would almost inevitably be subject to multiple taxation.

Another Safe Alcoa Ship



Third Alcoa ship to pass 500 days without an accident, SS Alcoa Patriot receives movie projector from company. Shown (l to r) are: Seafarer William Brightwell, 3rd cook; Leonard T. Spivey, AB; Capt. W. R. Lindberg, shoreside official; Capt. J. Bulla, ship's skipper and 3rd mate H. E. William.

Yokohama? It's Seafarers' Haven

Yokohama was a welcome sight to the crews of two SIU-manned vessels during the past few weeks, but for different reasons. To the gang on the Orion Comet, Yokohama meant a couple of long-awaited days of shore leave after eight months of shuttling between Japan and the Persian Gulf with only a few hours ashore each month.

However to the crew of the John C. Yokohama spelled the end of a rough voyage through weather changes which ranged from a blistering 90 degrees to a cold 19 degrees, all within ten-days' time of each other.

According to ship's delegate William G. Clegg, the crew of the Orion Comet



Clegg

now refer to their ship as the Ichiban Maru because they have been roaming in Asian waters for the last eight months, with four more to go. However the word from the Comet is that all is running smoothly.

Over 90 percent of the crew aboard here, Clegg said, are class A men. To coin a phrase, he added, "when better men are put aboard a ship, they will come out of an SIU hall."

The last trip to Yokohama, while most enjoyable, was unusual in more ways than one, Clegg noted. For one thing the company paid all of the crew all of the money due them to date. "None of us as yet know the reason for this, but in any event, since all of us are lovers of the fair sex, and all having in the neighborhood of \$3,000 (a lot of yen), you would expect that come sailing time, at least half of the crew would be gone.

"Not this crew," he boasted. "We did lose a fireman and the steward paid off with mutual con-

sent. But taking everything into consideration, we feel proud of ourselves."

Clegg was not the only person aboard who thought the Comet's crew was top-notch. In a letter to the ship's delegate, Captain Grey Burns complimented the crew on the job they have been doing.

"There are very few American-

flag vessels making voyages such as this, where the crew obligated themselves for a year's service on a run where liberty ports are more than a month apart, and port time is measured in hours rather than days," Burns said.

"Voyages such as this call for men who are emotionally stable and considerate of their shipmates in work and daily living.

"The crew on this voyage has been generally excellent. They have with few exceptions, now gone, taken an interest in their work and have worked together for the benefit of themselves and the ship. Indications are that it will be a better ship when they leave than it was when they first came aboard.

"Please extend to the crew my thanks for their general good performance in work and conduct," he wrote.

A lot of this is attributable to the fine job the various department delegates are doing, Clegg reported, in handling all beefs intelligently and quickly. As to the rest of the gang, he said, they are all looking forward to a smooth payoff in a few months.

"Practically unbelievable" change in weather in such a short period of time is the main topic aboard the John C these days, according

to William Fernwood, ship's delegate. "This was," he wrote, "according to the old timers on board this ship, one of the coldest crossings of the Pacific experienced in many years."

Temperatures as low as 19 caused the ship to look like a steel iceberg. The forward booms were a solid coat of ice from five to six inches thick. On the shrouds, runners and rails, there was about three inches of ice. "It sure was a sight from the bridge," he said.

Ten days later, sailing through the Malaya Straits, the crew was sweltering in temperatures in the nineties. Yokohama, was a welcome change.

"We have a good bunch on this ship," Fernwood said, "with a first-class steward department. There are no beefs, and all are looking forward to smooth sailing to Karachi, we hope."

LOG-A-RHYTHM:

Finale Of Life

By Charles W. Cothran

When I have grown old with the passing years,
And the rocking chair bids me retire,
God grant me the grace to accept with a smile,
An old man's life by the fire.

Let me be at peace with myself and the world,
As the tide of life ebbs away;
Let me ride its crest to the beautiful shore,
A land that is fairer than day.

Before I recline in the old rocking chair,
Let me gather some memories sweet;
Like loving friends, kind words and deeds,
For 'tis there again we shall meet.

As I take my place in the evening of life,
May those friends and deeds of the past;
Be the glowing coals to keep me warm,
'Til the finale of life is cast.



Fernwood

Seafarer Buried At Sea



Crewmembers of the SS Seafair stand in silence as the ship's captain offers final prayers over the body of Seafarer James L. Akers who passed away while the ship was at sea. A seaman for some 45 years, Brother Akers has been a member of the SIU since its early days, joining back in February, 1939. Tribute to Brother Akers was offered by ship's delegate Peter Cornelius who said, "All hands knew him well, and he will be a great loss to the Union."

Union Has Cable Address

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

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

SEAFARERS IN DRYDOCK



"Progressing very well" is the report from Seafarers in the various Marine hospitals. From Seattle is word that W. R. Kohler, former AB on the SS Yorkmar, is rapidly recovering from a head injury he received aboard ship and is expected to be discharged in a week or two.

Also in the Seattle USPHS hospital is Kohler's shipmate E. Elvin, former wiper on the Yorkmar. Elvin is being treated for ulcers but expects to be out soon too.



Spearman



McRaney

Down in Galveston, Terrance McRaney, an offer, expected to leave the hospital on outpatient status any day now. McRaney, who has been confined to the hospital for about six weeks, injured his knee aboard the Westport.

John Spearman, former electrician on the Bienville, is still in the Galveston hospital being treated for an infected kidney but expects to get his fit-for-duty in about 10 days. However bosun Floyd Pence, formerly on the Del Monte, will have to stick around the Texas hospital for further treatment for a heart condition.

Out on the coast in the San Francisco USPHS hospital, Seafarer John S. Asavicus, ex-Massmar, is back in the hospital for further treatment. Asavicus had been operated on in Baltimore, but found he needed more treatment and reentered the hospital on the West Coast.

Coming along fine in the San Francisco hospital after being repatriated from the Philippines is Seafarer Leslie A. Dean, ex-Pacific Explorer. A hernia condition which laid up Frank Okoerian, ex-Ocean Joyce, was operated on and he is reported as improving rapidly.

The following is the latest available list of Seafarers in the hospitals. If you are on the beach or have some shore time, stop in and visit them, or if you are at sea with time on your hands, write them a letter to let them know how things are going aboard ship.



Dean



Haag

- | | | | | | | | | | | | | | | | | | | | | |
|--|--|---|--|--|---|---|--|---|--|---|---|--|--|--|--|---|--|---|--|--|
| <p>USPHS HOSPITAL
BALTIMORE, MD.
Chalmers Anderson
James Corcoran
Edward Gallen
Clarence Gardner
Gorman T. Glass
Edward Gordon
James Hayes
Emanuel D. Jones
David Ketchum, Jr.</p> | <p>Lester C. Long
Harry W. Minkler
Domingo Orbigoso
Abner Raiford
Leslie W. Sigler
Jose Soares
Harold Spicer
John Wagner
George Warrington</p> | <p>USPHS HOSPITAL
BOSTON, MASS.
Florenco F. Letie</p> | <p>USPHS HOSPITAL
GALVESTON, TEXAS
Charles Coburn
Emerson Gilchrist
Charley B. Harvey
Terral McRaney</p> | <p>USPHS HOSPITAL
SEATTLE, WASHINGTON
Kenneth Elvin
R. E. Hauptman</p> | <p>VA HOSPITAL
RUTLAND LIGHTS, MASS.
Charles Bartlett</p> | <p>USPHS HOSPITAL
STATEN ISLAND, NY
Robert E. Ayers
Raphael Bertram
Frank Blandino
Michael J. Cassidy
Clarence O. Daira
Isidore Dongen
Feder Espeneth
Emilio M. Gonzalez
Alton J. Green
Dolis D. Groves
Hector Guzman
Halm Hambouz
Paul Jakubczak
Gustaf W. Johnson
William R. King
Stanley F. Koenig
Edw. E. Kunchich
Timothy McCarthy</p> | <p>USPHS HOSPITAL
SAVANNAH, GA.
R. W. Centehovich
W. T. Matthews</p> | <p>USPHS HOSPITAL
FT. WORTH, TEXAS
L. Anderson
B. F. Daliber
James Laner
Woodrow Meyers</p> | <p>USPHS HOSPITAL
MANHATTAN BEACH
BROOKLYN, NY
Joseph Bass
Matthew Bruno</p> | <p>G. Caraballo
Leo V. Carreon
James F. Clarke
Joseph D. Cox
John J. Driscoll
Otis L. Gibbs
Bart E. Guranick
Taib Hassan
Frank Hernandez
Donald Hewson
Ludwig Kristiansen</p> | <p>Thomas R. Leahy
Kenneth Lewis
Leo Mannaugh
Jeremiah O'Byrne
George G. Phifer
Winston E. Renny
George Shumaker
Almer S. Vickers
Luther E. Wing
Pon F. Wing
Royce Yarborough</p> | <p>USPHS HOSPITAL
NORFOLK, VA.
Francis J. Bomer
John J. Harrison</p> | <p>USPHS HOSPITAL
SAN FRANCISCO, CALIF.
John S. Asavicus
Joseph H. Berger
Michael J. Coffey
Leo Cronsohn
Leslie Dean
Joseph R. Ebbols
Victor B. Cooper</p> | <p>John J. Harrison
Victor Egel
James M. MacCrea
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Ben Pritikin
Arthur J. Scheving
Wm. E. Thompson
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JAMAICA, LI, NY
James Russell</p> | <p>VA HOSPITAL
DENVER, COLO.
Clifford Womack</p> | <p>USPHS HOSPITAL
NEW ORLEANS, LA.
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Claude Blanks
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James Cammfield
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Michael Darawich
Woodrow W. Davis
Harry C. Downey
Henry C. Gerdes
George W. Flint
Mohamed Halem
E. C. Hoffman
Sidney Irby</p> |
|--|--|---|--|--|---|---|--|---|--|---|---|--|--|--|--|---|--|---|--|--|



VALIANT HOPE (Ocean Carrier), April 24—Chairman, J. Sheehan; Secretary, K. Winters. No beefs. Messhall to be kept clean.

ARIZPA (Waterman), April 19—Chairman, W. Meahan; Secretary, J. Forbes. Two men missed ship in Japan. One man short on deck; one man broke ankle aloft (stumbled on ladder). 330 hours. OT disputed. Four men logged. One man rejoined ship in Japan; missed ship in Goa.

PAN OCEANIC TRANSPORTER (Penn Nav.), April 24—Chairman, J. Hazen; Secretary, D. Manning. New delegate elected. Ship's fund \$180. Man missed ship in Yokohama—replaced in Hilo. No beefs. Sailed short one wiper. Some disputed OT. One man hospitalized in Hilo.

OREMAR (Marven), April 4—Chairman, E. DeMoss; Secretary, M. Rand-

board out of order—to be repaired. Ship's fund to be started.

DEL RIO (Mississippi), April 11—Chairman, J. Burks; Secretary, J. Seicher. No beefs. Ship's fund \$50.40. New delegate elected.

VALIANT FAITH (Ocean Carrier), April 24—Chairman, J. Martin; Secretary, R. Miller. No travelers' checks in India. Repairs list to be turned in. Some OT disputed. Cigarettes and money to be checked before leaving port. Fans and screens needed. Some painting to be done.

PENN VOYAGER (Penn Shipping), April 19—Chairman, U. Benhoff; Secretary, H. Piterzen. No beefs. One man left behind in Norfolk and was replaced.

COALINGA HILLS (Marine Tanker), Chairman, W. Babler. One man short; hospitalized. No beefs. Repair list turned in. Request mattress.

OCEAN DEBORAH (Ocean Trans.), April 17—Chairman, A. Bender; Secretary, R. Jernigan. Some OT disputed. Three men logged. Vote of thanks to steward dept. for job well done.

ALCOA CAVALIER (Alcoa), April 24—Chairman, J. Lynch; Secretary, W. Lassiter. Two men left ship because of illness. No beefs. One hour OT disputed. Discussion on night lunch and messman keeping themselves clean.

HELEN (Cargo & Tankship), April 4—Chairman, D. Sykes; Secretary, K. Gibbs. No beefs. Suggest movies be bought in England. Check with chief engineer re motors for water cooler. New delegate and treasurer elected.

USAF—E-42-1834 (Suwanee), April 21—Chairman, C. Carapese; Secretary, F. Messinger. Men missing ship in Recife to be reported by department delegates. No beefs. Vote of thanks to steward dept. Patrolman to clarify transportation monies to members.

Digest Of SIU Ship Meetings

uses. New delegate elected. Sailed short one machinist. Ice requested for cold water; iceboxes to be fixed.

TEXMAR (Calmar), April 18—Chairman, D. Stone; Secretary, F. Mipp. One man hospitalized. No beefs. Vote of thanks to steward dept. for job well done. Hot water system to be checked.

COUNCIL GROVE (Cities Service), April 27—Chairman, R. Evans; Secretary, F. Israel. One man missed ship in Jacksonville, Fla. No beefs. Request quiet in passageways during night. Proper attire to be worn in messhall.

CANTIGNY (Cities Service), April 27—Chairman, J. Sweeney; Secretary, L. Hagmann. Some OT disputed. Work ladder used by deck dept. unsafe. Messhall to be fumigated for roaches. Rooms need painting.

EAGLE TRAVELER (Sea Transport), April 18—Chairman, W. Burke; Secretary, A. Bell. One man short. New treasurer elected. No beefs. Motion made and seconded to have emergency alarm put in iceboxes and to get portable emergency light in fire and engine room.

TEXAS RANGER (Tanker Trader), April 12—Chairman, M. Brightwell; Secretary, W. Thompson. Ship's fund \$10. Some OT disputed. Request schedule for launch service. Suggest chief engineer put in drinking water line for stevedores in Bombay, also runners needed on all gratings in engine room. Request water tanks be cleaned.

STEEL RECORDER (Isthmian), Feb. 1—Chairman, C. Scofield; Secretary, M. Black. New delegate elected. Ship's fund \$19.27. Washing machine to be repaired. Deodorant needed for toilet bowls.

March 18—Wiper and messman on deck with knives—entered in log book. Ship's fund \$19.27. Discussion on food wasted and members' conduct.

April 26—Will turn in loggings to patrolman. Some OT disputed. Repair list turned in. Vote of thanks to baker for dessert at coffee time.

EAGLE TRANSPORTER (Term. Transp.), April 24—Chairman, P. Gram; Secretary, R. Wheeler. Ship changing operations. One man missed ship in Searport. Ship's fund \$14.68. No beefs. 4 1/2 hrs. OT disputed. Crew voted to turn over ship's fund to crew mess and pantryman in appreciation for job well done.

FAIRPORT (Waterman), April 12—Chairman, B. Toner; Secretary, J. Coyte. No beefs. New delegate elected. Discussion on painting & sougeeing of quarters.

BALTORE (Marvin), April 16—Chairman, G. Hill; Secretary, F. Gallant. Two men missed ship at Sparrows Point. Complaints on rusty water, condition of crew room, and 12:00 o'clock coffee being only for watchmen. Vote of thanks to steward dept. for job well done in view of inadequate food issue.

ALCOA PATRIOT (Alcoa), April 21—Chairman, L. Jones; Secretary, E. Cruz. Dismissed with baker. Ship's fund \$13.00—\$3.05 to be paid by chief elect. and treasurer on radio repair. No beefs. One man fired in Puerto Rico—no replacement on other job. One man hospitalized in Tampa. Request new locker in boson's room—present one out of order.

JOHN C (Atlantic Carriers), March 8—Chairman, W. Fernwood; Secretary, W. Jenkins. All repairs taken care of with exception of chairs in messroom. No beefs. Three men hurt in engine room. Blowers on star-

LOG-A-RHYTHM:

Game In The Sun



Having a hot game of cribbage in the sun on the Steel Designer are [l-r] Elvis O. Warren, Sze ah Soung and Alex Wheaton.

The Old Tub

By Roy Fleischer

(This poem was inspired by the sight of a freighter as she sailed into New York harbor, last February, coated with ice and "looking like a battered prize fighter who had taken a terrific beating but never knocked out for the count.")

The wind in her face can't stop her,
Nor waves and the rising tide
That press their weight against
her bow
And are tossed in foam at her
sides.
She has battered the sea for years
With a bow of iron and steel
And plowed heroically onward
Though barnacles cling to her
keel.
She belongs to the sea, like a
whale,
A freighter, tougher than rocks,
Indomitable—a pugilist,
A champion from the docks.
No beauty prize for her—
An old tub—not a queen,
But still, she knows the love
of men,
This scullion of the sea.

Suzanne's Mate Makes Hollywood—Via Daughter



Above, actress Millie Perkins, star of the movie "The Diary of Anne Frank," poses with her father, Adolphe Perkins, third mate of the SS Suzanne. Below, Perkins, now known as "Hollywood Joe" to the vessel's crew, stands lookout on the bridge of the Suzanne while helmsman Julio Rivera looks on. Right, setting the officers' table for supper and being busy "just posing," is ship's reporter and photographer, Charles Rawlings.



It was a rumor that started it, but once his interest was aroused, nothing could stop Seafarer Charles Rawlings from getting the full story about Adolphe Perkins, third mate on the SS Suzanne. It all started when Rawlings was shipped to the Su-

zanne in Puerto Rico last month. Perkins, who is the ship's regular third mate, was on temporary leave, Rawlings said, and rumors were going about the vessel as to why. One of them had it that Perkins was "starring in some deep-sea film" while according to another he was "courting some film star."

In a sense the last rumor was closer to the truth, Rawlings wrote, for the film star was his daughter, Millie Perkins, star of the movie, "The Diary of Anne Frank."

Perkins, he later discovered, had gone on leave to attend the New York premiere of the movie, and from his description of it, it was easy to see how proud he was of his daughter's success. Some 1,000 persons attended a sneak preview of the movie in San Francisco, and of this group 800 claimed it was "excellent." Many movie critics went even further and said that the show was a "masterpiece."

"We are anxiously awaiting the opportunity to see Millie Perkins in this film," Rawlings said, "and have high hopes that it will catch up with us soon." Until then, however, the crew and officers of the SS Suzanne, send out their best wishes of continued success to Millie, and by the same token, a great deal of respect to a swell officer and shipmate, Adolphe Perkins, her father.

'SMOOTH SAILING, AL'

(On May 4th, the crew of the SS Del Sud, with bowed heads, lined the deck as the ship's captain offered final prayers over the body of Seafarer Al Mauffray. Brother Mauffray, 3rd electrician on the Del Sud, had died of a heart attack and was buried at sea. The following poem, dedicated to Brother Mauffray, was composed by Seafarer Harry Wolowitz, one of his shipmates on the Del Sud).



You died of a heart attack, just the other day,
So here's a few words, that I'd like to say.
We'll all miss you Al, of course your family too,
You were a good shipmate, real SIU.

Death as we know, comes to all of us,
And there is nothing that we can do or say,
'Twas written in the stars thousands of years ago,
Just so much time, not another day.

When you reach the Pearly Gates, inside you will go,
They'll give you a seat way up in front,
Then go on with the show.
You'll stand before Our Savior, radiant as the sun,
He'll say, "Sit down My faithful servant,
It was a hard job—but very well done."

'Sea Spray'

- by Seafarer "Red" Fink



"I don't care if you did go to art school, Fink, on this ship you use a brush and roller."

CS Miami's Own Comedian



Using all of his oratorical talents to get the pun across, Seafarer Joe Falasca holds the deck aboard the Cities Service Miami during coffee break. Obviously impressed with Falasca's ability as a comedian is John Ohannasian, AB on the Miami.

From Black Gang To Juke-Boxer

Many Seafarers who take a "breather" from the sea to try their hand at some shoreside job, usually try fields associated with the maritime industry. However this is not always true, as was seen in the case of Seafarer Norman Cohen.

Cohen, a member of the black gang and one attuned to the rhythmic beat of the ship's engines, is now the manager and promoter of a band which specializes in commercializing jazz into pop forms to satisfy all dance tastes.

Leader of the band, Cohen said, is Rey DeMichel, who recently wound up a successful tour through the midwest. De Michel and his 13-piece orchestra, he said, have just cut what promises to be an up-and-coming album, "Cookin' With Rey," on Challenge records.

As his present occupation is only temporary, Cohen said, he would like to keep in touch with many of his old shipmates. He can be reached c/o the Rey DeMichel Orchestra, Box 46454, Hollywood 46, California.

Union Steps In, Ship Up To Par

To the Editor:

We, the crew of the SS Vallant Force, wish to express our deepest thanks to the SIU officials in the ports of Baltimore and Norfolk for the fine job they have done in getting this vessel back into shape.

This ship had been under the Liberian flag, and on re-transferring to American registry, was in pretty bad condition. We

tional. When we are waiting for days and days out here on station, it is very quiet. But we don't have the dust and traffic and smoke found in the big cities—just salt air and cool clean breezes from the sea. As you can imagine, this is a very healthful and invigorating life.

I want to thank the men in the steward department for what they taught me and the guys on deck for showing me how to splice, and handle the wheel. Also to the technicians and divers aboard the vessel for their patience and willingness to teach me. It has been a wonderful experience to me and has helped develop me both physically and mentally, and has shown me the course I want to follow in life.

William Barron

Thanks Armonk Crew For Solace

To the Editor:

My son is a member of the SIU and we would appreciate it if you would put the following note of thanks in the SEAFARERS LOG.

We wish to express our sincere thanks and appreciation to the officers of the SIU for the kindness and sympathy shown to us during our recent bereavement, the loss of our beloved wife and mother, Catherine Luketic.

We especially wish to thank the crew of the SS Armonk and all who helped in any way to ease our sorrow.

Michael Luketic and family

Informs Union Of Death Of Oldtimer

To the Editor:

Would you please drop the name of Edwin B. Rhoads from the LOG mailing list.

My brother died on August 2, 1958, one day after his 57th birthday, after losing a five-year fight with cancer. He was buried in Minneapolis, Minnesota, beside his four-year old son who died many years ago.

Ed was one of the oldest members in the port of New Orleans, and was also one of the Union's most capable bakers. He will be missed by his fellow Union brothers. Ed has his 84-year-old mother and I, his sister, surviving him.

Elizabeth Rhoads Romaine

Laud Union Aid In Bereavement

To the Editor:

I wish to extend my deepest appreciation to the officials and others of the Seafarers International Union who were so kind and generous to my late husband during the time of his disability and illness prior to his death.

Special thanks to the officials here in the Mobile hall, who were so helpful and considerate to us during that time.

Mrs. Emma Gray

Tugboat Skipper Finds LOG Tops

To the Editor:

I would like very much to be put on the mailing list for the SEAFARERS LOG, as I find it a very interesting paper.

I do not sail much lately, only as an extra on the tugs. On my last trip to the hall in Detroit, I picked up a copy of the LOG. However, I am leaving tonight, having brought a tug up from Cleveland, and am returning to Kelly's Island, Ohio.

Capt. Frank Hamilton

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.

had taken the ship from Baltimore to Norfolk, but no idea of more to Norfolk, but had no idea of how much of a fight our Union would have to bring it up to standards.

James Bullock did an exceptionally fine job. He came aboard the vessel and stayed here until late at night arguing with the port captain. However he won out and got us a reasonably clean ship to sail on.



Werns

When the vessel was taken out of the boneyard, it was beyond a doubt a complete mess. Wires were hanging with no lights on them, everything was filthy and there was no water to wash or to drink. The cooks could not work with the stove as it was, there were no fans, bunk lights, refrigerators or washing machine. All of the lockers were loose and the vessel required a hundred other repairs.

The Vallant Force's ship's delegate, Herman R. Whisnant, is also due our thanks for the fine job he did. He has shown the men aboard here fine cooperation and worked alongside James Bullock in the fight to get a cleaner and more livable ship to sail on.

We, the crew members, wish to express our deepest thanks to Earl Sheppard, Baltimore port agent; James Bullock, Norfolk port agent, and Herman Whisnant for the fine representation they gave us, and other members of the SIU.

Harold G. Werns

Ship's reporter

Seafaring's The Life For Him

To the Editor:

I would like to take this chance to relate my first experiences as a merchant seaman. My first trip to sea was on the missile ship the MV Timberhitch, as a messman, and it has been one of the greatest experiences of my lifetime.

In addition to doing work I enjoy, I have also learned many things about working on ships, from the wheelhouse down to the engine room.

The other Seafarers aboard this ship have been very helpful and kind to a new man with limited experience, and I have learned much from them.

I find this type of work very interesting, exciting and educa-



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

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

Form with fields for NAME, STREET ADDRESS, CITY, ZONE, STATE, and TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below: ADDRESS, CITY, ZONE, STATE

SIU BABY ARRIVALS



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

Audrey Lynn Boswell, born March 4, 1959, to Seafarer and Mrs. Raymond F. Boswell, Gretna, La.

Patricia Lynne Slay, born March 17, 1959, to Seafarer and Mrs. James A. Slay, Mobile, Ala.

Diane Marie Celkos, born April 14, 1959, to Seafarer and Mrs. Edward Celkos, Philadelphia, Pa.

Donald Wayne Towns, born April 12, 1959, to Seafarer and Mrs. Hughes P. Towns, Savannah, Ga.

Sarah Helen Charneco, born April 10, 1959, to Seafarer and Mrs. Francisco R. Charneco, New Orleans, La.

Doreen Theresa Wolinski, born April 21, 1959, to Seafarer and Mrs. Frank M. Wolinski, New Orleans, La.

Deborah Ann Colar, born April 15, 1959, to Seafarer and Mrs. George H. Colar, New Orleans, La.

Tonetta Sacco, born April 27, 1959, to Seafarer and Mrs. Albert Sacco, Hoboken, NJ.

James Donovan, born April 5, 1959, to Seafarer and Mrs. Joseph C. Donovan, No. Abington, Mass.

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.

Personals

Michael W. Conlon
Get in touch with your mother, Catherine Conlon, at 1107 First Avenue, New York 21, NY.

Jack D. Marsh
Please call your wife in Jacksonville or contact your father right away.

Rudolph Cefaratti
Your family has moved from 352 North Burrill St., to 51 Clinton Street. The telephone number is the same.

Labor Hits Ala. 'Wreck' Referendum

MOBILE—Alabama state legislators currently in session are threatening to put the state's "Right-to-Work" law on a special referendum ballot to be incorporated in the state constitution, Cal Tanner, port agent, reports. If this drive is successful, it will make it practically impossible to repeal this law in the future. However, all of the labor unions and councils in the area are determined to do their utmost to prevent this referendum.

The membership's attention is called to the fact that the clinic facilities in this port are open five days a week and can accommodate up to 15 persons daily. Out-of-port members, especially those coming from an outport which does not have such facilities, should register for examinations as soon as they can.

Shipping for the port for the last couple of weeks was not too bad, Tanner noted. Hitting the port for payoff, or in transit, were the Alcoa Ranger, Clipper, Roamer (Alcoa); Monarch of the Seas, Iberville, Claiborne, Hastings, Yaka (Waterman); Ocean Deborah (Ocean Trans); Royal Oak (Cities Service); Alice Brown (Bloomfield); Frances (Bull) and the Del Mundo (Mississippi).

With the exception of the Deborah and the Iberville, Tanner said, all of these ships reported in good shape with little or no beefs. However, on these two ships the beefs were settled to the satisfaction of all hands concerned.

Prospects for the coming period are about fair. In addition to the usual in-transits, the Royal Oak is scheduled to take on a full crew around the end of the month.

Happy Birthday



Birthday celebrant is Naomi Cruz, 3, daughter of Seafarer Virgilio Cruz.

Pan-Am Hails Missile Crew

JACKSONVILLE, Fla. — Seafarers and other crewmembers aboard the missile ship E-42-1834 were hailed as a group "where everyone pulls as a team and works toward a common goal" by top Pan American officials in Trinidad. Pan American operates the missile ship program through Suwannee Steamship Company.

The 1834 was recently laid up in Trinidad as part of a reorganization of missile ship operations.

The marine base manager for Pan American in Trinidad, Albert M. Jowdy, described the vessel as "clean and . . . shipshape . . . with all departments ready to proceed on a very short notice," and concluded with a "well done" to the skipper and the crew.

PHS Repeats Warning On Cigarette Health Peril

WASHINGTON—The US Public Health Service has again warned against heavy smoking of cigarettes because of the danger of lung cancer. Dr. John R. Heller, director of the National Cancer Institute repeated warnings issued last year that there was a direct connection between cancer and heavy smoking.

The warning appeared in the magazine "US News and World Report." It follows increasing public concern over cancer with prominent victims in the news recently being ex-Secretary of State John Foster Dulles; Arthur Godfrey, the television entertainer; Gen. Nathan Twining of the US Air Force; and the late Sidney Bechet,

well-known New Orleans musician.

Dr. Heller made it clear that lung cancer is on the increase, and added that the outlook is rather grim with lung cancer. He suggested that individuals who are 45 years of age and over, certainly heavy smokers, should have a chest X-ray at least every six months.

He declared that everybody over 45 is susceptible to lung cancer, but most of the men who have lung cancer are those who are heavy cigarette smokers.

Further, Dr. Heller said, heavy smokers should make every effort to cut down their smoking or cut it out altogether if they can.

Lung cancer, he pointed out, is one of the most difficult cancers of all to treat.

Seafarers can get regular x-ray check-ups through the SIU health centers in various port cities. The x-rays, in fact, are part of the standard annual examination given all Seafarers. Where indicated, the center will call Seafarers back at six-month or three-month intervals for more intensive check-ups.

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SUNDAY | DIRECT VOICE
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AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

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

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

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

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

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

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(2:15 PM EST Sunday)
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WCO-16908.8 KCs
East Coast South America
WCO-22407 KCs
West Coast South America

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

WMM 25-15607 KCs
Australia

WMM 81-11037.5
Northwest Pacific

MARITIME TRADES DEPARTMENT

FINAL DISPATCH



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

Ernest A. Gross, 70: Brother Gross, who was on the Union's disability-pension list, died of a lung ailment on April 18 in the New Orleans hotel where he lived. He became an SIU member in 1939, sailing with the steward department. Mrs. Kate Clayton, his sister, of Houston, Texas, survives him. Burial was in Laurel Cemetery, Laurel, Miss.



Leonard Ellis, 73: Brother Leonard died of heart failure at his home in Westwego, La., on April 29. A member of the Union since 1939, Bro. Ellis worked in the steward department. He is survived by his wife, Mrs. Leana Ellis, of Westwego. Burial was in Westlawn Memorial Park, Gretna, La.



Gus Koanavis, 62: A member of the Union since 1944, Brother Koanavis died in his home in Staten Island, NY on April 20. The cause of death was a blood ailment. He sailed in the deck department. Mrs. P. Koanavis, his mother, survives him. Burial was in Silver Mount Cemetery in Staten Island.

Shirley Butler, 49: Brother Butler was one of the victims of the Santa Rose-Valchem collision. He died of severe burns and shock. He became a member of the engine

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



Stay Put For Jobless Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address. An average delay of a month is reported in most cases, causing considerable hardship to the men involved.

Soogee Mixtures Endanger Crews, CG Report Says

The possible deadly consequences of using certain types of detergents for soogeeing on board ship have been revealed in the May, 1959, issue of the "Proceedings of the Merchant Marine Council," a US Coast Guard publication. The publication warns that detergents with a phosphoric acid base will rot away manila or other vegetable fiber lines without the line showing any signs of weakness.

Even a brand new line, the publication warned, can completely disintegrate if certain detergents and cleaning compounds are spilled on it, with resultant serious injuries.

P&I Warning

A similar warning was issued by the United States P&I Agency, Inc. in a recent safety letter. Both organizations cited instances of serious accident reported when apparently-sound lines parted because the core of the line had been rotted away by a cleaner with a phosphoric acid base.

In light of this information, Seafarers are urged to exercise extreme caution in using any detergent with a phosphoric acid base. The entire matter has been referred to the central safety committee of the SIU-industry safety program for action. SIU representatives are preparing a recommendation calling on the companies to immediately discontinue the use of this type of detergent as too dangerous, even with careful handling.

New Line Failed

The Coast Guard publication cited an instance in which a 2 1/4-inch line, which was virtually new to all appearances, was used to rig a bosun's chair to be hoisted to the top of the ship's stack. "Satisfying himself his chair was rigged properly, one able seaman got into it and started to soogee the stack. He cleaned all he could reach and then lowered himself about 18 inches. Just as he reached into his rinse bucket, the line parted and he fell 25 feet to the deck. . . . The line had been on the ship about a year and had been used only four or five times. Chemical analysis showed a phosphate concentration at the point of break, and it was subsequently learned that the line had gotten wet from detergent mixture on a previous job. The listed breaking strength of the line was 2,515 pounds but it had fallen apart supporting the weight of a single seaman.

Other examples of the hazards of such detergents were reported in Safety Letter No. 010159 put out by the US P&I Agency. An article entitled "Soogy" by Arthur E. Wills said in part:

'Rot The Insides'

"... One bad and often unexpected effect of these fancy soogy compounds is what they can do to a manila line. They can rot the insides of even new manila without discoloring it or giving any external indication of their hidden devastation. This is true particularly of cleaners which have a phosphoric acid base. Even when very diluted, they will rot manila line—or any other vegetable fiber. On one ship, now stage gantlines were rigged to soogy the front of

the bridge house with such a cleaner and when the job was finished, the gantlines went back to the forward storeroom. It was three months before one of them was needed again, this time to paint the stack. A man was hauled aloft by it and was just about to start painting when the gantline parted and he fell forty feet to the deck. The fall killed him.

Mooring Line Parted

"On another ship, when the after house was soogied, some of the soogy dripped on a mooring line. . . . When the line was used. . . it parted as soon as it took a strain. . . .

"... Solutions for cleaning tiled decks, toilets, oil burners, etc. contain the same potential hazards. . . a bottle of one such solution was broken on a shelf in the forepeak locker and dripped its contents onto a coil of new 3-inch manila line. Some time later, a gantline was cut from the coil, secured to a bosun's chair, and rigged to slush down a shroud. When the chair was hoisted aloft, the slusher climbed up and into it—and the gantline parted. Down the shroud he whizzed for ninety feet. Near the bottom a turnbuckle checked his momentum and, as a result, he spent only two months in a hospital. . . . Although this gantline showed absolutely no external trace of damage it could be twisted apart easily where the chemical had dripped on it. . . .

"Cleaners that rot manila line like that have no place on board ship and should not be permitted there. . . ."



Photo from Coast Guard source shows crewmember of unidentified ship pointing out here shipmate was perched when lines gave way because detergent splashed on them. Soogee compounds have been responsible for several serious shipboard accidents.

All SIU Pensioners Get Eyeglass Benefit

Seafarers on the disability list who do not have access to the SIU's optical facilities will be able to get the eyeglass benefit through private facilities near their homes. The trustees of the Seafarers Welfare

Plan approved a modification of the optical benefit allowing these disabled Seafarers to receive optical services up to a maximum cost of \$25. Under the optical plan, centers have been chosen in major ports—New York, Baltimore, Philadelphia, Mobile, New Orleans, Houston and San Francisco—where both active Seafarers and retired Seafarers receiving the disability-pension can get free eye examinations and free eyeglasses. The cost of these services is met by the Welfare Plan.

However, many retired Sea-

farers do not live in or near port cities offering the optical service and up until now have been unable to take advantage of this benefit.

The action by the trustees gives all Seafarers on the disability-pension list access to the eyeglass benefit, no matter where they may live. Those who live in the port cities will continue to make use of the optical centers working with the Welfare Plan.

In addition, disabled Seafarers and their dependents get the full coverage of the SIU Welfare Plan's hospital and surgical benefits, although they are no longer sailing.

Lakes SIU Continues Ship Search

CHARLEVOIX, Mich.—Two salvage vessels hired by the SIU Great Lakes District are continuing their search for the sunken lakes ship, the Carl D. Bradley despite rough weather conditions.

The sonar-equipped ship Sea-Hear and the catamaran Blue Chip are sweeping the area in efforts to locate the Bradley, which went down in a storm last November 18, carrying 33 crewmembers to their deaths. Once the wreck is located, the Great Lakes District plans to send divers over the side to examine the hulk in hopes of determining the cause of the disaster. They also hope to recover some of the bodies and personal effects of the lost crewmembers.

The SIU undertook the search in the interests of shipboard safety after the Coast Guard refused to do so, declaring it didn't have funds for on-the-spot investigation of marine casualties.

After the SIU initiated its search, US Steel, the owners of the Bradley fleet, belatedly sent a sonar-equipped pleasure cruiser into the area and spent a few days making sonar sweeps before abandoning its efforts.

Thus far, there is no definite evidence of the whereabouts of the sunken ship.

If the Great Lakes District suc-

ceeds in locating the ship, it hopes to be able to propose specific safety measures which will prevent any repetition of the Bradley disaster

and safeguard the lives of 15,000 American seamen on Lakes ships, many of which are built along the lines of the lost vessel.



One of two salvage vessels searching for sunken Carl D. Bradley, the catamaran Blue Chip carries monitor screen of underwater TV set. Other vessel, the Sea-Hear, has sonar equipment.

MEBA To Get Uniform Job Rules

NEW YORK—Members of the Marine Engineers Beneficial Association have approved a series of constitutional amendments designed to provide MEBA members with the same shipping rights and contract representation in all ports that they receive in their home locals.

The amendments also establish procedures for mergers between locals, and thereby lay the groundwork for the creation of a true national union.

The changes were approved by better than two to one in a 90-day referendum ending May 11. The results showed 2,607 votes in favor and 1,115 against.

The new constitution establishes national supervision of the shipping rules and contracts and gives the national executive committee and the national president full authority and responsibility to enforce and prosecute violations.

Steps also have been taken to assure more effective representation for engineers in small ports. The amendments provide for an expanded program of national subsidies to provide full-time representation in ports that had to get along with part-time service, and authorize mandatory mergers in cases where merger would provide better service.

Voluntary mergers will also be permitted between adjoining locals in the same or separate districts, regardless of the size of their memberships. In the past only the smallest locals were permitted to amalgamate. Besides permitting better service, these provisions leave the door open for the creation of a true national organization, along the lines of the SIU, NMU and other maritime unions.

The amendments were worked out at a special constitutional convention that met from Nov. 15 to Nov. 24, 1958. The final language was drafted by a committee representing locals in the MEBA's Atlantic, Gulf, Pacific, Great Lakes and Rivers' Districts. Ed Altman, Seattle business manager, was chairman of the drafting committee. Raymond McKay, president, represented the Brotherhood of Marine Engineers.

Welcome SF Optical Benefit

SAN FRANCISCO—After a slow start, shipping made a strong comeback towards the close of the last shipping period here, reports Marty Breithoff, port agent.

Two ships, the Choctaw and the Kyska, both Waterman-owned, paid off and later signed on crews. In transit were the J.B. Waterman and Wild Ranger (Waterman); Steel Architect and Steel Worker (Isthmian); Kenmar (Calmar) and the Jefferson City Victory (Victory Carriers).

The eyeglass program recently established here under the Seafarers Welfare Plan has been running smoothly. Any men in need of glasses are urged to come down to the hall and make an appointment for an eye examination and glasses.