

**Best Wishes.** Seafarer Henry Maginess (left), rapidly recovering after surgery in which he received six pints of rare-type blood donated by the SIU Blood Bank, is congratulated by fellow-patient Seafarer Robert Bunner. Both men were discharged from Staten Island Public Health Service hospital this week. A second blood assist was given to the mother of Seafarer Louis Cirignano. (Story on Page 2.)

## Defense Dep't Finding:

# 'MERCHANT FLEET NOT UP TO PAR'

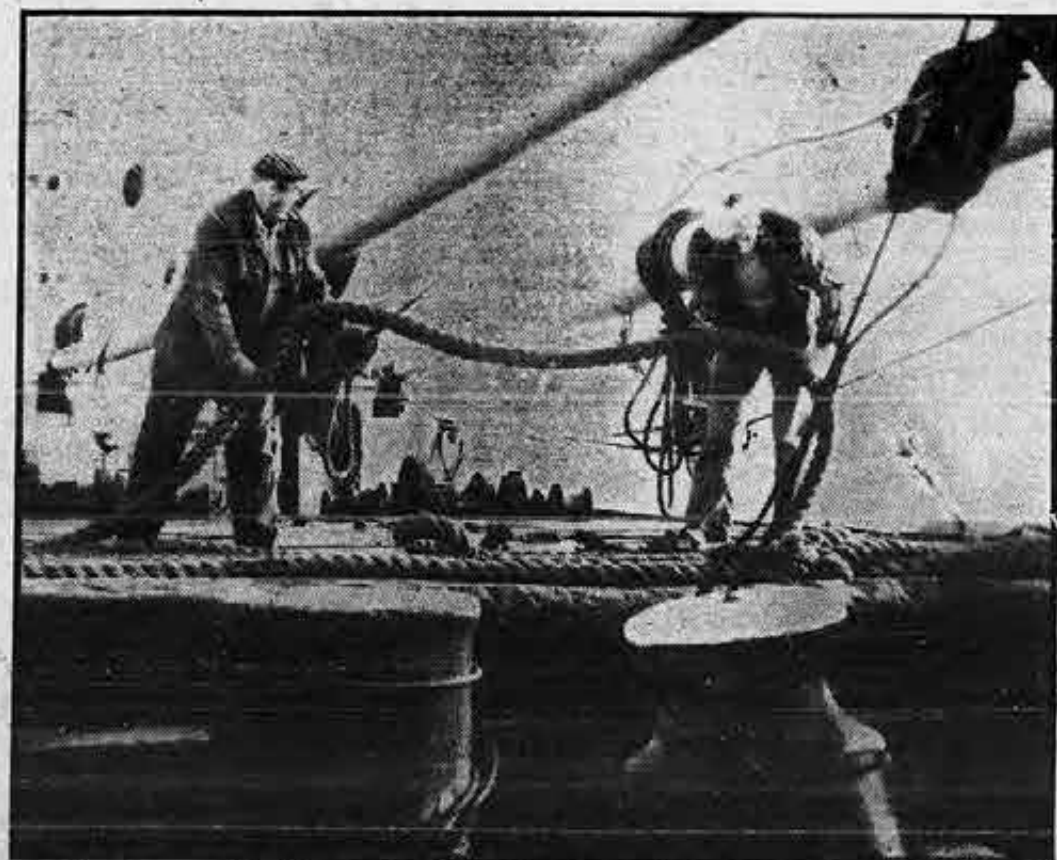
—Story On Page 3

## Congress Airing Likely On Beef Over Runaways

—Story On Page 2



**Anniversary.** Sailors Union members mark second anniversary of Harry Lundeberg's death at monument outside SUP's San Francisco hall. Lundeberg, first SIUNA president and secretary of SUP for 20 years, died Jan. 28, 1957. Pictured (kneeling, l to r) are C. Bohm, W. Twiss, O. Fagertvedt; standing, Robert LaRue, H. Hendrickson and S. Rodrigues.



**Homecoming.** Seafarers L. Layton (left) and J. Green, both ABs, flake out line aboard the SIU-manned freightship National Liberty as the vessel heads in to Houston on return from trip to Germany. She went out again after discharging and picking up new cargo of grain bound for Egypt and India. The photo was submitted by ship's delegate N. Mendelson.

# Runaway Issue Headed For Congress Hearing

WASHINGTON—Prospects of Congressional action on the runaway issue have brightened as the result of a wire sent by SIU of NA President Paul Hall and NMU President Joseph Curran to all members of the House of Representatives and the Senate. The telegram followed up their message to President Eisenhower calling for Maritime Administrator Clarence Morse's resignation because of Morse's defense of the runaway flags.

Morse, in a press interview two weeks ago, declared that the unions' activity against the runaways was injurious to American mobilization plans. He also defended the runaways' tax and wage-dodging practices.

The joint wire, sent on Thursday, February 5, has already evoked considerable response from members of the Senate and House. Senator Richard Neuberger (Dem.-Oregon) a member of the Senate Commerce Committee, assured the two unions that the Committee would thrash out the matter fully when the confirmation of Louis Strauss as Secretary of Commerce comes before it for hearings. The Secretary of Commerce is responsible for Maritime Administration activities.

Many influential members in both Houses of Congress have responded indicating their interest

and their concern about the issues raised by the maritime unions. For example, on the Senate side, Senator Hubert H. Humphreys (Dem.-Minn.) answered as follows:

"Many thanks for your telegram about the statement by the Federal Maritime Administrator concerning unionization of American-owned ships flying foreign flags. I have followed the articles in recent issues of the 'Seafarers Log' and I am much concerned about this situation. I will give this matter very careful and sympathetic attention."

Brooklyn's Rep. Emanuel Celler, one of the deans of the House of Representatives and chairman of the Committee on the Judiciary, strongly put himself on record in favor of the unions' stand as follows:

"I approve your opposition to the efforts of Maritime Administrator Morse, who seeks to prevent the unionization of

American-owned ships flying the flags of Panama, Liberia and Honduras. It seems anomalous that those companies availing themselves of the loose conditions in these countries can jeopardize truly legitimate shipping and hold union seamen at a grave disadvantage. Certainly it should not be the plan or purpose of any one connected with the Government, much less the Maritime Administration, to help build up what you call 'phony flag fleets'."

Rep. Celler added that although he is not a member of the merchant marine committee, he would be glad to introduce remedial legislation to deal with this issue.

In their wire, the unions asked for changes in the Merchant Marine Act to protect the US Merchant Marine against "administrative abuse." It cited Morse's "misguided policies which were apparently dictated by profiteering anti-union shipowners."

The joint wire pointed out that the maritime administrator "has responsibility to promote and protect" the American merchant marine not to weaken it by encouraging the build-up of phony flag registrations.

It characterized Morse's statement that union organizing would drive ships to other flags and leave the US unprepared as proof that the US Government has no real control over such vessels. The administration's position has been that these ships could be relied on in an emergency.

The action of the last International Transportworkers Federation (Continued on page 11)

## Runaways Find Tax-Dodge Simple

Maritime Administrator Clarence Morse's strong defense of the runaway device included a denial that there was really any tax benefit to the runaway or tax loss to Uncle Sam. Morse declared that the tax-loss argument was "fallacious" because when the runaway operator sends earnings back to the parent company, they become taxable if passed on as dividends.

"At the same time," he was quoted as saying, "if the parent companies obtain the transport of their raw materials at less than it would cost them by chartering other foreign tonnage it improves their earning position and consequently raises their taxes. So they don't escape taxes in my book."

Contrary to Morse's position, the benefits of tax-dodging to the runaways were clearly described by the Bureau of Internal Revenue back in May, 1957. As reported in the May 24, 1957, SEAFARERS LOG the following are the elements of the situation:

- The runaway shipowner can hold his earnings outside the United States as long as he wants and the Internal Revenue can't impose any penalty on him. Consequently, for tax purposes, any of these earnings that are remitted to the States can be included in the most suitable calendar year.

- Even if earnings are remitted to the States, they are not necessarily taxable. The foreign operation simply gives the parent company an interest-free "loan." Or the foreign operation can transfer its funds by buying additional stock of the American company. This provides the American company with additional financing at no cost to it; financing which it would have to pay four to five percent for if it went out to get it on the open market. If such financing were done out of US earnings, the earned surplus would be subject to the 52 percent tax rate. (It might

be noted that the Administration is against allowing American-flag operators to get Federal loans at 3½ percent interest for ship construction but has shown no interest in closing the "no-interest loan" loophole for the runaways.)

- Should a US operator transfer one of his American ships foreign, no capital gains tax has to be paid when the payment is made in the form of a stock transfer instead of cash. In addition, use of the stock transfer device allows the stock value to be understated considerably.

- Further, the earnings of the foreign subsidiary can be plowed back directly into more ships, refineries or other foreign installations without being subject to any US tax bite.

Morse's statement that these tactics by the American owners of runaway shipping "improves their earning position" is undoubtedly true to say the least, but it doesn't follow that the improved earnings are necessarily reflected in increased taxes to the same degree that they would be if earned here in the States. Furthermore, the crews of these ships pay no taxes whereas American seamen would in an American-flag operation; and, of course, shipyards and shipyard workers lose income while the Government loses revenue from them.

Carrying Morse's argument to its logical extreme, the Government should forgive everybody's income taxes in 1959 so that all companies and individuals can invest their surplus and make money, with resulting additional taxes in the future. The only catch to this Ponzi-like argument is that the Government wouldn't have any money to function with.

## MFOV Votes On Proposals; Elects Bennett

SAN FRANCISCO—One proposition calling for "no promotions on ships" after a ship has sailed was decisively rejected and a second one increasing the six-month shipping rule to seven months easily passed as the biennial Marine Fireman's Union elections came to a close.

President Sam Bennett and Vice-President Jack Hatton were both returned to office. Others elected were George Paton and Leonard Knopp as San Francisco business agents; Stu Hunt, Frisco business agent-clerk; C. J. Christie, SF Dispatcher, and W. Haley, Seattle business agent.

Also Joe Do Bosics, San Pedro agent; Art Coleman, Portland port agent; R. N. Sweeney, Portland business agent; and Fred Brulette, gulf representative.

### Trustees Named

Elected to the board of trustees were Coleman, DoBosics, W. W. Jordan and A. H. Ward.

The proposition on promotion would have made it impossible for a seaman to take a higher position than the one he shipped in where such higher opening is created through a man taking ill, leaving ship, or unable to discharge his duties for any other reason.

## Pouring A Fresh Cup



Norman Longtine, AB, on the Bienville, helps himself to a piping-hot serving of coffee while ship was paying off in Port Newark last week. Vessel is a Pan-Atlantic containership.

## Blood Bank Assists Seafarer's Mother

The SIU Blood Bank gave its second assist last week when Mrs. Rose Cirignano, mother of Seafarer Louis Cirignano, was supplied with four pints of A-positive blood for an operation in Passaic General Hospital, Passaic, NJ.

Meanwhile Seafarer Henry Maginess, who received six pints of rare AB negative blood through the blood bank, was discharged on outpatient status. Maginess underwent major surgery at the Staten Island Public Health Service hospital two weeks ago and needed twelve pints of blood all told, six of which were supplied by the hospital and the rest by the SIU Blood Bank.

Without the SIU assist it would have been extremely difficult for Maginess to get the type of blood he needed as the hospital was unable to supply it.

### Building Up Reserves

Contributions now coming in to the Blood Bank at the SIU New York clinic are now building up its reserve credits. All blood collected through the SIU Blood Bank is deposited at the Brooklyn Donor Center. When a Seafarer or a member of his family is in need of blood, as is often the case in surgery, then a hospital anywhere in the United States can call on the Brooklyn Donor Center to supply the needed blood, which is charged against the SIU Plan.

In addition to the normal advantages of having a reserve on deposit, the system allows for the drawing of different types of blood which might normally be difficult to obtain on the spot.

At present the blood donations are being accepted at the New York SIU clinic only, but it is planned to expand the system so

that Seafarers coming into the other ports can also make donations.

## SIU, NMU Aid Liberian Ship's Crew

PROVIDENCE—Joint action by the SIU and the National Maritime Union meant food and lodging for the 32-man crew of the Liberian-flag tanker, MV Fleet Tank, after they sued the owners for \$40,000 in back wages in this port last week.

The action was taken after it was reported that the ship was out of food and did not have enough fuel aboard to maintain heat. Acting through NMU Providence Port Agent John Reaves, the two unions supplied the crewmembers with money for food and lodging ashore. The SIU does not maintain a hall in the Rhode Island port.

Although both unions are planning a joint drive to organize American-owned Liberian and Panamanian-registered vessels, their move to aid the crew of the Fleet Tank was prompted by the crew's need, not for organizing purposes.

### No Protection

However, the situation on the Fleet Tank was further striking evidence of the absence of protection and representation for crewmembers of runaway ships, despite assorted claims to the contrary by spokesmen for the runaways.

The runaway operators have stated that conditions on their vessels are superior to those of legitimate maritime flags, except the US.

Conditions aboard the vessel were the worst he had seen in 20 years, the NMU agent reported. "Not only is there no heat or food; there are two inches of water in all the crews' quarters and there is not a seaworthy lifeboat aboard," he said.

The court order holding the vessel was issued last week in behalf of all the crewmembers and officers. (Continued on page 15)

## SEAFARERS LOG

Feb. 13, 1959 Vol. XXI, No. 4



PAUL HALL, Secretary-Treasurer  
HERBERT BRAND, Editor, BERNARD SEAMAN, Art Editor, HERMAN ANTHONY, LEWIS SPINACK, AL MARRIN, JOHN BRADLEY, ANATOLE LEVKOFF, Staff Writers, BILL MOODY, Gulf Area Representative.

Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL-CIO, 475 Fourth Avenue, Brooklyn 32, N.Y. Tel. NYacincth 7-4408. Second class postage paid at the Post Office in Brooklyn, N.Y. under No. A-11, Aug. 14, 1912.



## THE 'AMERICAN WAY' GETS ODD DEFENDER

Under attack from US maritime unions on their tax and wage-dodging practices the runaway-flag shipowners have embarked on a campaign to picture themselves as staunch defenders of the American Way Of Life. A high-powered public relations apparatus has been set up, under the label, "Committee for the Flags of Necessity," to convince the public that the runaways are in business to assist the Army, Navy and Air Force in meeting a world emergency.

The Committee's approach is complete with all the Madison Avenue "product image" apparatus. Armed with volumes of press releases and slick-paper brochures, the runaways raise the specters of America's defense stripped bare of its essential transportation arm should a union delegate dare set foot on the deck of one of their ships. The implication is that somehow the idea of American companies paying American wages is subversive.

Admittedly, the campaign has been a persuasive one. For example, "Newsweek" magazine, which normally disposes of many earth-shaking developments in two paragraphs, found it important enough to devote its entire editorial column, two weeks running, to berating the SIU and NMU for presuming to annoy the runaway operators. Similarly, high Government officials and other editorialists have taken up the cry.



Hardly anywhere in the flood of literature is there a hint that giant oil, steel and aluminum companies are in business to make money and that they have found that registering their ships under runaway flags with assorted tax and wage advantages is an excellent way to make more money faster.

In these threats to junk the shipping operations rather than pay an American wage, no mention has been made of the fact that these fleets are transportation arms of the giant companies, carrying the raw materials with which they operate. The idea of such companies surrendering all control over the transportation of oil, iron ore and bauxite to the vagaries of the charter market has its ridiculous aspects. Obviously, these companies do not have the slightest intention of leaving themselves vulnerable to violent fluctuations on the charter market and fluctuations in the availability of independently-owned shipping. They will maintain their fleets, through ownership and long-term charter contracts, no matter what flag they use or what unions approach them.

It would be refreshing candor for the runaways to concede that they are runaways simply because they can make more money that way and save quite a few bucks on their tax bills, just as the seamen's unions concede quite readily that their object is to raise the wages of crewmembers on the runaway-flag ships and to protect the earnings and jobs of their membership.

# US Merchant Fleet Called 'Deficient' In Defense Study

WASHINGTON—In the face of Government cutbacks on aid to merchant shipping, and official support for the runaway flags, the US Department of Defense has received the results of a study indicating the merchant marine is deficient in minimum needs for mobilization. The report, which is "under study" has not yet been released, and its existence came to light only after an inquiry was made in the Department.

Attempts by maritime reporters to get further details on the content of the report were blocked with the announcement that it was "classified" and that it had not been finally adopted as official policy. It is believed though, that it is on the agenda for such adoption.

Should such a report be adopted as policy, it would mean that the Department of Defense, in effect, disagrees with the Administration's policy on the budget and also runs counter to the "effective control" theory. This theory, pushed enthusiastically by the State Department and the Maritime Administration, says that the runaway flags should be considered part of the US merchant marine for defense purposes.

The budget presented by the Administration to Congress calls, for cutbacks in new ship construction schedules, allowing funds for only 14 new ships as against a proposed 28 and a ceiling on subsidies of 2,040 voyages. The ceiling would not allow any room for additional subsidy applicants such as

Isthmian, Waterman, States Marine and Isbrandtsen, except for an additional 75 voyages on the Seaway run out of the Great Lakes.

The budget also does not allow funds for new passenger ship construction for US Lines and American President Lines as authorized last year.

According to reports that have come out so far, the Defense Department study indicates that the United States has a sufficient number of merchant ships for mobilization requirements but that modern, high speed ships are lacking. This would indicate that the Defense Department no longer considers the Liberty reserve fleet as representing any useful asset for emergency purposes.

### Hold Nuclear War Unlikely

It is well known that many Defense Department planners believe the only likely international emergencies will be so-called "small wars" fought with conventional arms. This theory holds that nobody would be likely to use nuclear weapons because of the threat of world-wide destruction of civilization that would be involved.

Such "small wars" and other international crises would rely heavily on a modern merchant fleet to serve the pipeline functions it performed in World Wars I and II and in Korea.

The "effective control" theory, whose strongest exponent is Maritime Administrator Clarence Morse, holds that the runaway ships can be substituted for US-flag vessels in the event of any such emergency and that such ships are under the direction of the US Defense establishment for practical purposes.

Morse himself conceded, in ef-

fect, that the theory wouldn't hold water when he declared that the runaways would transfer to a European flag if they so desired and he could not stop them from doing so. (See story on page 2). Obviously a ship under the flag of a European nation could not be held to be under the direction and control of the US Defense Department except in action involving the NATO countries.

## Neva West In Collision; No Injuries

ROTTERDAM — A dense fog which cut visibility down to a matter of yards caused a collision between the SIU-manned Neva West and US Line's American Angler in the new waterway which connects this port to the sea. There were no reported injuries to either of the crews, and damage to both ships was slight.

The Neva West ran aground after the collision and had to be pulled free by two tugs. The ship returned to Rotterdam for drydocking and is expected to be there for four or five days undergoing the necessary repairs. The vessel will then go to Southampton to pick up cargo for the Gulf.

Shipping through the new waterway was almost paralyzed as many of the vessels waited outside for the weather to clear before trying for port. Some of the ships were tied up for the third straight day when the collision occurred.

## Norfolk Slow

NORFOLK — Shipping for this port has been very slow, James Bullock, port agent, reports, with only two vessels calling in for payoff during the past two week period. However, although only 27 men were shipped, the majority of the jobs, 15, were taken by class B men.

There were seven ships calling into the port over the past period. Two paid off, the Arizpa (Waterman) and the Atlas (Tankers and Tramps) and only one, the Atlas, signed on. In transit were the Alcoa Polaris (Alcoa), Steel Executive (Isthmian), Coe Victory (Victory Carriers) and the Wang Pioneer (Inter-Ocean).

### Shorthanded?

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

## US May Pay Roll-On Costs

WASHINGTON—Having modified its original demand for complete roll-on, roll-off ships with a proposal that private industry provide one deck for roll-on operations on its new cargo ships, the Defense Department has all but given its assurance that it would pay for the costs of constructing such features.

Vice-Admiral John Will, commander of the Military Sea Transportation Service, recently declared: "... the Department of Defense will be expected to pay 100 percent of the cost of that defense feature." He felt that the shipowners should not be required to pay for the special deck if it was of no commercial value to them and was primarily a national defense feature.

One of the stumbling blocks in this proposal is that President Eisenhower's 1960 budget does not include any allowances for the construction of roll-on ships. Moreover, the Defense Department is not likely to depart from its policy of not paying for the defense features of merchant ships out of its own appropriations. Therefore, if funds were obtained (after a request to Congress), they would probably be turned over to the Commerce Department for disposal.

Despite the apparent offer, shipowners continue to cling to their original preference for lift-on or container ships. Their reaction to any sort of proposal for roll-on ships has been cool since it is felt that roll-on operations entail an excessive waste of storage space.

### 'Pull All Together, Boys'



Four towboats line up and haul away at the SS Michael K. Tewkesbury, SIU-contracted Great Lakes vessel, which ran aground in Buffalo. Under lash of 75-mile-an-hour winds, ship rammed and demolished bridge on Buffalo River before grounding. The tugs finally got her off after much strenuous hauling and pulling.



# SEAFARERS ROTARY SHIPPING BOARD



January 21 Through February 3, 1959

SIU shipping rose again for the first time in six weeks to a total of 1,054 jobs dispatched. The increase affected all seniority groups except class C. Registration was up only slightly, however, to 1,066, and was barely higher than shipping. The result, taking into account normal changes due to re-registration, hospital cases, retirements, etc., left fewer men on the beach at the end of the period than in the previous report.

Taken together, these figures show that the average top seniority man on the beach last period had a 50-50 chance on every job shipped. This is based on the ratio of one job shipped during the past two weeks for every two class A men on the beach.

Eight ports reported shipping improved over the previous report and Lake Charles and Wilmington again showed no change either way. Thus shipping in only four ports declined during the period. On the "up" side, Boston, New York, Baltimore, Savannah, Tampa, Mobile, Houston and San Francisco all showed gains. Houston and Frisco were particularly busy. The opposite held for Philadelphia, Norfolk, New Orleans and Seattle. New Orleans fell way off again, shipping under 100 jobs this time.

All SIU ports handled a total of 60 payoffs, 28 sign-ons and 135 in-

transit calls, or a total of 223 visits. New York was kept busy covering 44 ships and, with New Orleans, Houston and Baltimore, in that order, accounted for more than half of all the ship activity. (See summary at right.)

A shift in activity by seniority classes brought class B shipping back up to an even 25 percent of the total. Class A shipping slipped slightly to 68 percent and the class C portion fell off to seven percent. Boston, Philadelphia and Norfolk shipped no men in class C. Half of the "C" jobs shipped by all ports were again in the steward department.

The list of men on the beach at the end of the period showed eight ports with less than 100 men on hand in all departments. These ports were Boston, Norfolk, Savannah, Tampa, Lake Charles, Wilmington, San Francisco and Seattle. All of these except San Francisco also had less than 50 class A on the beach.

Following is the forecast port by port:

Boston: Slow ... New York: Busy again ... Philadelphia: Slow; still waiting for Bull Line lay-ups to come out ... Baltimore: Good ... Norfolk: Quiet ... Savannah, Tampa: Slow ... Mobile: Fair ... New Orleans: Fair ... Lake Charles: Fair ... Houston: Busy ... Wilmington: Slow ... San Francisco: Good ... Seattle: Good.

## Ship Activity

	Pay	Sign	In	
	Off	Ons	Trans.	TOTAL
Boston	2	1	7	10
New York	25	6	13	44
Philadelphia	1	—	10	11
Baltimore	11	6	8	25
Norfolk	2	1	5	8
Savannah	1	1	9	11
Tampa	—	—	4	4
Mobile	9	4	2	15
New Orleans	2	3	23	28
Lake Charles	—	—	12	12
Houston	3	2	22	27
Wilmington	1	—	7	8
San Francisco	2	2	6	10
Seattle	1	2	7	10
<b>TOTALS</b>	<b>60</b>	<b>28</b>	<b>135</b>	<b>223</b>

## 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	3	7	4	14	—	2	2	4	—	2	1	3	1	—	1	2	—	—	—	—	3	2	—	5	6	17	7	30	1	5	1	7	—	—	—	—
New York	22	38	25	85	1	8	5	14	14	42	15	71	—	2	4	6	—	—	1	1	71	6	1	78	89	147	53	289	2	22	20	44	—	—	—	—
Philadelphia	1	11	1	13	—	—	—	—	2	1	2	5	—	—	—	—	—	—	—	—	5	—	—	5	14	21	9	44	—	—	—	—				
Baltimore	13	20	3	36	—	7	12	19	9	22	8	39	2	3	13	18	—	1	—	1	39	18	1	58	31	76	10	117	4	12	26	42				
Norfolk	—	4	—	4	—	2	5	7	1	3	4	8	1	—	—	1	—	—	—	—	8	1	—	9	4	9	—	13	—	5	10	15				
Savannah	—	6	—	6	—	—	—	—	—	4	1	5	—	1	—	1	—	—	1	1	1	5	1	7	3	8	—	11	—	—	—	—				
Tampa	2	2	1	5	—	2	—	2	—	2	—	2	—	—	1	1	—	1	—	1	1	2	1	4	2	2	1	5	—	1	—	1				
Mobile	6	9	1	16	—	2	2	4	2	9	13	24	—	2	2	4	—	—	—	—	28	4	—	32	35	38	6	79	—	2	7	9				
New Orleans	13	18	9	40	2	2	8	12	15	9	5	29	—	—	2	2	—	—	—	—	29	2	—	31	40	74	20	134	1	8	17	26				
Lake Charles	2	7	3	12	—	—	1	1	—	5	1	6	—	—	1	1	—	—	—	—	6	1	—	7	3	10	4	17	—	2	8	10				
Houston	18	28	3	49	1	5	12	18	16	26	11	53	2	10	10	22	—	—	—	—	53	22	—	75	24	40	3	67	—	4	9	13				
Wilmington	5	5	1	11	—	1	1	2	—	2	—	2	—	—	1	1	—	1	—	1	1	5	1	7	13	13	2	28	—	2	5	7				
San Francisco	6	10	2	18	1	7	4	12	8	16	3	27	1	5	4	10	—	2	6	8	27	10	8	45	9	18	2	29	—	1	1	2				
Seattle	7	4	3	14	—	10	1	11	2	7	2	11	2	3	3	8	—	—	1	1	11	8	1	20	11	4	3	18	—	7	—	7				
<b>TOTALS</b>	<b>98</b>	<b>169</b>	<b>56</b>	<b>323</b>	<b>5</b>	<b>46</b>	<b>53</b>	<b>104</b>	<b>78</b>	<b>152</b>	<b>62</b>	<b>292</b>	<b>9</b>	<b>26</b>	<b>42</b>	<b>77</b>	<b>—</b>	<b>5</b>	<b>9</b>	<b>14</b>	<b>292</b>	<b>77</b>	<b>14</b>	<b>383</b>	<b>284</b>	<b>477</b>	<b>120</b>	<b>881</b>	<b>8</b>	<b>71</b>	<b>106</b>	<b>185</b>				

## 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	—	4	—	4	—	—	1	1	1	4	—	5	—	—	1	1	—	—	—	—	5	1	—	6	—	5	1	6	—	2	4	6			
New York	11	37	7	55	1	9	11	21	11	49	8	68	1	7	14	22	—	1	2	3	68	22	3	93	45	133	18	196	8	35	19	62			
Philadelphia	1	7	1	9	—	1	1	2	1	1	1	3	—	—	—	—	—	—	—	—	3	—	—	3	1	36	2	39	1	1	4	6			
Baltimore	3	10	4	17	1	1	11	13	1	22	5	28	—	2	9	11	—	1	2	3	28	11	3	42	3	60	7	70	2	12	16	30			
Norfolk	1	7	1	9	—	5	3	8	1	1	—	2	1	4	4	9	—	—	—	—	2	9	—	11	1	14	2	17	—	4	1	5			
Savannah	—	2	1	3	—	—	1	1	—	3	—	3	—	—	—	—	—	—	—	—	3	—	—	3	—	6	1	7	—	2	2	4			
Tampa	—	4	1	5	—	3	—	3	1	3	—	4	—	1	—	1	—	—	—	—	4	1	—	5	—	4	1	5	—	2	—	2			
Mobile	3	5	3	11	—	4	2	6	3	16	2	21	—	2	9	11	—	1	—	1	21	11	1	33	18	31	8	57	—	7	3	10			
New Orleans	5	28	3	36	—	8	2	10	3	17	2	22	—	1	2	3	—	1	3	4	22	3	4	29	18	79	7	104	—	11	7	18			
Lake Charles	2	4	3	9	—	1	2	3	2	4	2	8	—	—	4	4	—	1	1	2	8	4	2	14	2	12	2	16	—	1	3	4			
Houston	2	27	3	32	1	13	6	20	2	17	4	23	—	15	12	27	—	2	2	2	23	27	2	52	11	37	1	49	2	13	4	19			
Wilmington	1	4	1	6	—	2	4	6	1	7	1	9	—	1	1	2	—	—	—	—	9	2	—	11	1	6	3	10	—	2	3	5			
San Francisco	3	15	5	23	—	5	4	9	1	4	2	7	1	4	4	9	—	3	5	8	7	9	8	24	8	14	6	28	—	4	1	5			
Seattle	4	16	1	21	1	6	1	8	2	8	—	10	1	7	—	8	—	1	2	3	10	8	3	21	1	7	—	8	—	1	2	3			
<b>TOTALS</b>	<b>36</b>	<b>170</b>	<b>34</b>	<b>240</b>	<b>4</b>	<b>58</b>	<b>49</b>	<b>111</b>	<b>30</b>	<b>156</b>	<b>27</b>	<b>213</b>	<b>4</b>	<b>44</b>	<b>60</b>	<b>108</b>	<b>—</b>	<b>8</b>	<b>18</b>	<b>26</b>	<b>213</b>	<b>108</b>	<b>26</b>	<b>347</b>	<b>109</b>	<b>444</b>	<b>59</b>	<b>612</b>	<b>13</b>	<b>97</b>	<b>69</b>	<b>179</b>			

## 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	ALL
Boston	3	—	—	3	—	1	—	1	1	2	—	3	—	—	1	1	—	—	—	—	3	—	—	3	5	1	—	6	5	3	1	9	—	1	2	3
New York	32	11	34	77	2	2	8	12	26	7	27	60	1	1	9	11	1	—	20	21	60	11	21	92	92	46	114	252	1	2	28	31	—	—	—	—
Philadelphia	4	1	2	7	—	—	1	1	—	1	2	3	—	—	—	—	—	—	—	—	3	—	—	3	13	3	7	23	—	1	5	6				
Baltimore	14	3	6	23	1	2	6	9	12	6	9	27	1	2	17	20	—	—	3	3	27	20	3	50	42	12	19	73	1	2	21	24				
Norfolk	1	—	1	2	1	—	3	4	1	—	1	2	—	—	5	5	—	—	—	—	2	5	—	7	6	3	1	10	1	1	6	8				
Savannah	1	—	—	1	—	—	—	—	2	2	2	6	1	—	—	1	—	—	—	—	6	1	—	7	6	—	2	8	—	2	1	3				
Tampa	—	—	3	3	—	—	2	2	—	—	1	1	—	—	2	2	—	—	2	2	3	1	2	6	—	4	4	8	—	—	—	—				
Mobile	4	3	11	18	—	—	6	6	6	3																										



William Miller, right, president of the newly-formed Baltimore Port Council, gets charter from Harry E. O'Reilly, executive secretary of the Maritime Trades Department.

## Baltimore MTD Meets; End Of Ship Slump Seen

BALTIMORE—If present rumors come true, there may be a break in the shipping slump that has gripped this port for the past couple of months. The Irenestar (Triton) is reported to have received a charter to carry grain to Yugoslavia and if so, will be taking on a crew early next week.

In addition the Texmar is reported ready to load up this week and will also need a crew. Of course the scuttlebut is still going strong about the eight other vessels tied up here, but as has been pointed out, they are only rumors. However if the Texmar and the Irenestar do take on crews this period, it will be a big help in relieving the registration lists in all departments in this port.

## Mardi Gras Is Highlight For Mobile

MOBILE—Although shipping has been slow during the past two weeks, and will probably continue that way for at least another period, Seafarers here have plenty of activity ahead. Port Agent Cal Tanner reports, as it is Mardi Gras time in Mobile.

The Mardi Gras, annual pre-lenten celebration, will be as big as ever, with some 15 parades and other activities scheduled for the ten-day period. Although most of the activities are at night, Seafarers in this port will have ring-side seats for the parades as they pass in front of the hall here.

It has been noted that many of the men on the beach here, and a number of Seafarers getting off long voyages, are holding expired medical cards. As the test only takes an hour or so, these men should have their cards renewed promptly. The exams are given at the SIU clinic every Monday, Tuesday, Thursday and Friday, starting at 8:30 AM. Thursday and Fridays are days for the members' wives and children. Eye tests and glasses may be obtained any weekday, starting at 9 AM.

Ships here during the last two weeks were the Alcoa Partner, Alcoa Corsair, Alcoa Roamer (Alcoa); Clalborne, Wacosta, Monarch of the Seas, Topa Topa (Waterman); Ocean Deborah (Ocean Trans.); Northwestern Victory (Victory Carriers) and the Lucile Bloomfield (Bloomfield).

The Baltimore Port Council of the Maritime Trades Department held their first meeting last Tuesday. At present there are 15 unions in the council which was recently chartered.

Earl Sheppard, port agent, said that congratulations are in store for the crew of the Felton and the manner in which they handled a lodging beef while the vessel was in the shipyards here. Quick and concerted action on the part of the vessel's delegates and the crew resulted in three days extra pay for all involved.

Paying off in this port during the past period were the Jean, Emilia, Edith (twice) (Bull); CS Norfolk, Royal Oak (Cities Service); Wang Trader (Rockland); Marore, Felton (Marven); Armonk (New England) and the Steel Director (Isthmian).

Signing on were the Barbara Fritchle (Liberty Nav.); Wang Trader (Rockland); Marore, Felton (Marven); Armonk (New England) and the Portmar (Calmar).

In transit were the Kenmar (twice), Portmar (Calmar); Steel Executive (Isthmian); Alcoa Runner, Alcoa Polaris (Alcoa); Morning Light (Waterman) and the Robin Goodfellow (Robin).

# Collision With 'Berg Sinks Danish Vessel, 135 Lost

In a grim parallel to the Titanic disaster of 1912, another reportedly "unsinkable" ship, the new Danish freighter Hans Hedtoft, struck an iceberg off the coast of Greenland January 31 and sank without any survivors. Returning to Denmark on the final leg of her maiden voyage, the ill-fated vessel was carrying 95 passengers and 40 crewmen.

The collision occurred 600 miles north of the point where the Titanic went down. She too was making her maiden trip and was reputed to be unsinkable. Only 707 of her 2,224 passengers and crewmen survived.

Designed and built in Denmark last year, the 2,857-ton ship had successfully completed the first leg of her Denmark-Greenland run a month earlier. She had skirted the southern tip of Greenland and was on her way home when the collision with the berg took place.

### Cold Barred Survival

No explanation is available to why the ship's highly-sensitive radar gear failed to reveal the presence of an iceberg large enough to inflict such damage.

The ship's construction had been advertised as making her virtually unsinkable. She had been equipped with a full-length double steel bottom and her hull was divided into seven airtight compartments. Supposedly, if the ship did tear a hole in her hull, only the compartment or compartments punctured would fill with water and not the entire ship. Moreover, the ship had extra-strong hull plates and a reinforced bow for protection against the ice.

Experts consider it unlikely that the ship's three metal life-boats and four rubber liferafts had been lowered into the sea. Their total capacity was close to 200 and they carried emergency radio equipment. However, no radio signals were picked up by ships in the area other than the distress messages of the freighter itself.

### Radar Failure?

One theory is that the life-saving craft had been smashed beyond use in the collision. Survival in the 38-degree waters was deemed impossible. It is estimated that a person could survive only a minute in the icy waters.

Ironically, the disaster came on the same day that the International Ice Patrol began its annual operation of the major North Atlantic shipping lanes. Aircraft and cutters cover hundreds of miles of ocean looking for icebergs. They stick to the conventional ocean tracks and do not extend as far north as the rarely-used route the ill-fated vessel was following.

The first word of the collision came in a terse radio report from the Hedtoft at 11:54 A.M. It read, "Collision with iceberg," and stated the ship's position. Less than an hour later, she radioed, "Filling with water in the engine room." The engine room was aft in the Diesel-powered ship.

The rapidly worsening situation was reflected in subsequent messages. At 3:35 P.M., less than four hours after the crash, she reported, "Slowly sinking and need immediate assistance." That was the last

report heard from the stricken ship.

When the first rescue boat, a German trawler, appeared on the scene two hours later, there was no sign of wreckage nor survivors. More ships arrived later but the search was hampered by rough seas carrying waves 20-40 feet high.

Among the victims was a member of the Danish Parliament, Augo Lyng, who had opposed using the Hedtoft's route during the winter.

## Russia Selling Oil To US; Building Giant Tankers

The first of a possible series of oil shipments from behind the Iron Curtain is expected to arrive in New York sometime this month. The shipment of 112,000 barrels of residual oil is coming from Rumania for the Commerce Oil Corporation of New York.

Further reflecting Russia's entry in the international oil field is the news that the Soviet Union is building a number of tankers in the 40,000-ton class. Since Russia produces more than enough oil for her domestic needs, the tankers will be used in the offshore trade, which is now estimated to amount to export of 300,000 barrels of oil a day.

In addition to the tanker construction, the Soviets are pushing pipeline expansion and, in fact,

have been trying to buy a good supply of pipe from United States' firms. With Russian automobile output held down to a minimum, the Soviet Union is in a position to export a large percentage of her oil output.

The residual oil being imported by the New York corporation is reported to be a premium product because of its low-sulphur content. Mixed with domestic crude, it cuts the sulphur content to the point that it is more suitable for manufacturing processes.

The news of this latest transaction followed on the heels of an agreement for import of \$13,000,000 worth of Soviet benzene by Dow Chemical Company at a price well below the domestic level.

## NY Tugmen Strike, Win 20c Raise

A 30-cent-an-hour package wage increase ended a 6½-day strike of New York harbor tugboatmen last week when members of United Marine Division Local 333 voted to accept the settlement and to return to work.

The package provides for a 20-cent increase retroactive to February 1, 1959, and for ten cents more a year from now. The strike arose over wage reopening talks midway in the life of a four-year agreement. It will bring basic wages for deckhands on single-screw tugs up to \$2,255 by next February. The contract will continue to run until 1961.

Some 4,000 members of the National Maritime Union affiliate were idled in the walkout that began February 1, halting work on over 400 liners, freightships and tankers that entered and left the port during the strike period. Only military vessels were handled by the tugs while the strike was on.

## Propose Farm Pay Minimum

WASHINGTON—Long overdue legislation to protect migrant farm workers through minimum wages and other regulation is under study by the US Labor Department. At present, migrant workers do not have any minimum wage protection. In addition, children of migrant workers are not fully protected by child labor regulations.

The Labor Department study is also considering a system of registration of crew leaders. At present, crew leaders are in a position to siphon off migrant workers' meager pay and usually fail to make social security payments.

Other regulation is needed in the area of migrant housing, health, education and safety. Few children of migrant farm workers receive any kind of education because the migrants are constantly on the move from place to place.

## Conversation Group

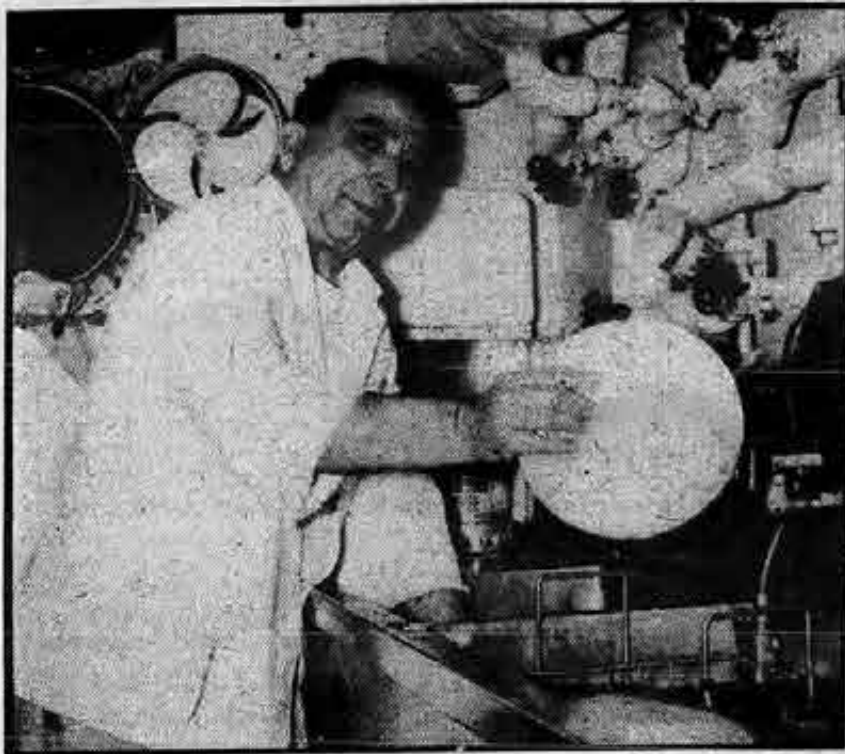


Coffeetime aboard the Azalea City finds Seafarers John Davis, Chester Yow and A. Morris talking things over.

## 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.

### Sudsing Them Up



With plenty of soap and hot water at his disposal, Seafarer Tony Dendo gets those dishes clean in the Bienville's galley.

## Seaway Toll Plans Debated In Canada

OTTAWA—While the United States and Canada have recently resolved all major issues concerning tolls to be charged on the St. Lawrence eaway, Canada is still faced with serious opposition within its own ranks.

An opposition party, the CCF, rejecting the idea of any tolls at all, has promised to offer bitter resistance in the House of Com-

mons. Influential in the Western wheat-producing province of Saskatchewan, the party is also known to command the support of other wheat producers in the area.

Opposition is also mounting in Ontario, an industrial center, which traditionally had its raw materials and finished products carried free of tolls through the Welland Canal.

The strongest supporters of the tolls are the Atlantic coastal ports, which are in year-round competition against the Seaway. They have been lobbying for high tolls so as to provide a measure of protection to coastal ports like St. John's and Halifax.

At the same time, they oppose any expenditures designed to improve the effectiveness of the Seaway, especially during the winter, when the Seaway freezes over, when they generally hold a monopoly on east coast shipping.



### Notify Union About Sick Men

Ship's delegates are urged to notify the Union immediately when a shipmate is taken off the vessel in any port because of illness or injury. Delegates should not wait until they send in the ship's minutes but should handle the matter in a separate communication, so that the Union can determine in what manner it can aid the brother.

It would also be helpful if the full name, rating and book number was sent in. Address these notifications to Welfare Services at headquarters.

## Lots Of Ships, Few Job Calls In New Orleans

NEW ORLEANS — Although there were a large number of ships calling here during the past period most of them were in-transits or of the short-trip variety. As a result, shipping continued on the slow side. However, there are seven vessels scheduled to pay off here within the next two weeks and they should help ease the registration lists.

There were 27 vessels in this port during the past two weeks. Two paid off, three signed on and 24 were in transit.

The vessels paying off were the Del Mar (Mississippi) and the Steel Maker (Isthmian). Signing on were the Del Rio, Del Aires and the Del Mar (Mississippi).

**24 In-Transit Visits**  
The in-transit vessels were the Alcoa Ranger, Alcoa Partner (twice), Alcoa Clipper, Alcoa Roamer, Alcoa Corsair (Alcoa); Seatrains Louisiana, Georgia; Del Rio, Del Aires, Del Mar (Mississippi); Alice Brown (Bloomfield); Topa Topa, Hurricane, Andrew Jackson, Iberville, Claiborne, Wacosta, Monarch of the Seas (Waterman); Raphael Semmes, Gateway City (Pan-Atlantic); Northwestern Victory (Victory Carriers) and the Ocean Deborah (Ocean Trans.).

Most of the vessels reported only routine beefs that were readily straightened out by the boarding patrolmen and the various delegates on the spot.

## NLRB Closes Book On 6-Million-Word Hearings

WASHINGTON—The National Labor Relations Board has closed hearings (it hopes) on the longest case in history, the charges of the United Auto Workers Local 833 against the Kohler Company of Sheboygan, Wisc. The final record of the four-year case ran 20,414 pages, or a total of more than six million words.

The latest hearings were conducted in order to put into the record the testimony of two private detectives hired by the company attorney to spy on union officials. The record, with all of its testimony, will be turned over to the McClellan Committee.

### Scabs Employed

The strike started in February, 1955, when the company closed its gates and refused to negotiate with the union for economic improvements. Kohler, a leading figure in Wisconsin politics, brought in scabs to work his plants turning out plumbing equipment.

News of the walkout made headlines across the nation when an investigation revealed that in addition to hiring strikebreakers, Kohler had also installed a private police force and an arsenal of guns and gas bombs in the plant to "protect" them.

In commenting on the historic hearings, George A. Downing, the NLRB trial examiner, said that "this is a good example of the unfairness of American justice . . ."

"It took the Kohler Company only a matter of a few days to get from the courts the injunction it sought to limit picketing," Downing said, "but approximately five years will have passed before the Board will have made its decision regarding the company's guilt—a decision that the NLRB must take to the courts to enforce if the company should refuse to obey it; a decision the company can appeal to the highest court in the land, should it so desire, thus adding at least another year to the over-all length of the case.

"There's something terribly wrong with American jurisprudence when such a condition exists. New laws should be made, or existing ones amended, to correct a glaring evil which gives all the

odds to the union-hating employer."

The Kohler-UAW strike has had the strong support of the labor movement throughout the country. The union has been paying strike benefits during the entire strike period.

## Subsidy Bid Renewed By US Tramps

WASHINGTON — American tramp shipowners have renewed their bid for tramp subsidies before the 86th Congress. Long unsuccessful in their efforts to receive Federal assistance, the American Tramp Shipowners Association has called upon two separate Congressional committees to take some action in the matter.

Noting the steady decline in the percentage of American dry cargoes carried by American-flag ships, the tramps warned that without subsidies they would gradually be forced to suspend operations. Although more than 70 percent of US ocean-borne dry cargo foreign commerce is carried by tramp vessels, there has never "been any move to foster and promote an American tramp fleet . . . on a permanent basis," said J. C. Anderson, executive secretary of the Association.

Foreign tramp ships are now carrying some 63.4 percent of American dry cargoes, four times the tonnage of the entire US merchant marine, according to the group. American tramp owners claim it is impossible to compete with the foreign ships whose operating costs are considerably lower. Under present law, Federal shipping subsidies are available only for berth line dry cargo and passenger operations. This excludes tankers and bulk carriers as well as tramp vessels.

## Sure It's Cool, But . . .



No one will argue with the fact that the closer you are to a fan, the more effective is its cooling power. Consequently when the ship hits the tropics, the temptation is to mount fans low on the bulkheads in foc'sles, messrooms and other interior spaces.

However, such practice can be dangerous because it makes more likely the possibility of head gashes or hand injuries from contact with moving fan blades. Keep the fans out of range and above head height, and you eliminate another cause of shipboard injury.

**An SIU Ship is a Safe Ship**

# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### Built To Last—Not Very Long

Even some manufacturers are beginning to rebel against the custom of "yearly models" in cars, appliances, TV sets and other goods which add to their costs, or contribute to reduction of quality. This is known as "planned obsolescence." It costs you money.

For example, when home air conditioners were widely introduced after World War II, engineers had hoped that the industry would not follow the yearly-model trend, but would bring out new models only when they could provide some genuine improvement. But the manufacturers didn't see it that way. They, too, adopted the yearly-model technique.

Another form of planned obsolescence is the deliberate manufacture of goods so they will last only a relatively short time. Two examples often cited are electric-light bulbs and auto batteries.

In contrast to the lead-acid battery used here, the nickel-cadmium battery used in Europe lasts the life of a car and is transferred to the owner's next car. In defense of lead-acid batteries, US manufacturers argue that nickel-cadmium batteries would cost over \$100, and that the materials required are too scarce for mass production.

Independent electrical engineers tell this writer that light bulbs could be manufactured to last five years instead of 2,000 hours (about 83 days) as now. The Japanese build one that lasts 5,000 hours. However, US manufacturers claim it gives less illumination.

This form of planned obsolescence has made particular trouble in home appliances recently. There is evidence that manufacturers don't want appliances to last too long.

Manufacturers aren't always themselves sure how long an appliance will last. One executive has indicated his company's washing machine probably will last seven years compared to the fifteen that pre-World War II washers generally served.

This is not to say that all recent changes have been unimportant. There have been worthwhile improvements too. In electric ranges, the tubular-type surface elements on modern ranges are more compact and more efficient, and are tested to make sure they will last at least 3,500 hours, reports Electrical Testing Laboratories, an independent organization. Water heater manufacturers also have made recent improvements. They now use fiberglass for insulation since it doesn't settle as did rock wool. They also developed the wrap-around heating element. Both it and the immersion type are efficient, but the wrap-around is less dangerous.

In cars too, auto experts often speak of the modern engine as a 100,000-mile engine as compared to the old 50,000-mile engines.

It also may be argued that it's just as well not to build an appliance to last forever, to facilitate replacement when innovations like the forthcoming ultrasonic washing machine appear.

But the fact is, the modern lower-quality appliances have been responsible for high frequency of service and repair problems. Also, a well-made electrical appliance is a safer one. Moreover, the yearly-model form of planned obsolescence definitely adds to costs. This has been particularly noticeable in car manufacturing.

Furniture manufacturers, as well as auto and appliance manufacturers, recently have been trying to accelerate obsolescence. Business writer Elmer Roessner reports that some companies would like to see completely new furniture fashions every year or two, thus forcing style-conscious women to buy furniture more often.

In men's wear too, there has been an acceleration of obsolescence by increased emphasis on fashion. There are many perfectly good double-breasted suits hanging unworn in closets, and even some single-breasted ones with heavy shoulder padding, because today's fashion is single-breasted, natural-shoulder models.

In the auto industry obsolescence was intended to increase car sales. Finally, by helping increase car prices to this year's record levels, it has contributed to pricing many moderate-income families out of the new car market.

Several leading manufacturers themselves recently have protested against the rat race of obsolescence. American Motors made little change in the body of this year's Rambler, in line with its policy of avoiding unnecessary change. At the same time, it avoided as sharp a price rise for '59 as other manufacturers effected. "Obsolescence is only justifiable if it results in an advantage for the consumer," declared George Romney, president of American Motors.

Fred Maytag, one of the biggest appliance manufacturers, also recently urged that manufacturers bring out new models only when they have significant improvements. His own company now is following that principle. He pointed out that artificial obsolescence harms dealers and manufacturers as well as consumers. When new models come out, dealers must unload present stock at or near cost. Dealers also are discouraged from ordering new models at carload prices, which would in turn enable them to reduce their own selling prices, because they are afraid of being stuck with old models. Even manufacturers often find themselves choked up with their own old models. Artificial model changes increase costs of tooling, Maytag reported.

In construction, too, planned obsolescence can be disastrous, Fred Hauserman, a building-materials manufacturer recently warned designers. He asked: "Are we going to permit the slums of tomorrow to be planned on the drawing boards of today? Deliberate or unplanned, obsolescence takes money from our pockets."



## SIU Host To European Maritime Representatives



Dr. Joseph Logus (right), director of the SIU Medical Department, explains operations of SIU clinic to Belgian and Norwegian maritime representatives. They are (l-r) Pierre Van Den Bergh, Georges De Crom and Ward Cassiers, Belgian Transport Union representatives; Willy Backland, Norwegian Seamen's Union assistant representative in US; Einar Johansen, representative of Norwegian Seamen's Union in US. Group was one of many from abroad who have toured SIU facilities.

## New York, California Tax Boosts Due To Hit Seafarers

Seafarers and other residents of New York who face a whopping additional \$275 million in taxes, mostly on incomes, can take cold comfort from the fact that the same thing is happening in California and Massachusetts. Proposals by California's Democratic Governor

Pat Brown for \$265 million in additional taxes closely parallel New York Republican Governor Nelson Rockefeller's plans for New York State. In Massachusetts, Governor Foster Furcolo, also a Democrat, signed a bill into law which establishes a withholding system for Massachusetts state income taxes. The Massachusetts withholding goes into effect on Sunday, February 15, under special emergency action. Seafarers who are residents of Massachusetts but work for New York companies may find themselves with a double tax bill on their hands.

In both New York and California, personal incomes, cigarettes and gasoline would take the brunt of the tax increases. Further, the New York income tax plan, calling for a switch to a withholding basis, promises to cause problems for Seafarers working only part of the year on ships owned by New York companies.

New York State has already passed a two-cent a gallon gasoline tax increase and the governor is calling for a two-cent increase in cigarette taxes up to five cents a package as well as changes in the income tax which would bring in an additional \$150 million by lowering exemptions and increasing the tax rate.

California's package of woe calls for a three-cent cigarette tax (at present there is no state tax on cigs), a 15 percent tax on tobacco products, five cents additional on a gallon of beer to a seven-cent level, an increased tax on petroleum products, a boost in mutual taxes from 13 to 15 percent and increases in personal income taxes for taxpayers over the \$10,000 level from six to seven percent.

To add to the general picture of rising taxes, Governor G. Mennen Williams of Michigan has asked that that state adopt a personal income tax, which it does not have now, to bring in another \$140 million in revenue.

Setting aside the "nuisance" taxes on beer, cigarettes and the like, in New York and California, Seafarers will be most affected by the withholding aspects of the New York State income tax.

The present proposals are as follows:

Seafarers would not have to

fill out a state tax form for their 1958 taxes, but would be taxed for the balance of 1959 at a higher rate to make up the difference.

Withholding of tax payments will be done on a basis similar to Federal withholding, beginning April 1 according to present plans. The personal exemptions would be similar to those of the Federal program, \$600 per person, but the tax rates would be less.

In 1960, the tax rate would drop off somewhat from 1959 because the 1959 withholding begins in April, and a year's taxes will be paid in nine months.

The problem that arises with Seafarers is that in practically all instances, the Seafarer would be overpaying on withholding. This is because he would be taxed on weekly earnings on the assumption

that these would continue through 52 weeks a year, so that Seafarers who take time off on the beach during the year would be overpaying on tax rates.

Also, those Seafarers who work only part of the year for a New York company, such as Isthmian, and part of the year for a company based in another state, such as Waterman or Alcoa, would overpay heavily because they would be taxed at the full year rate for the time spent on the New York ship.

In such instances, just as with Federal withholding, the Seafarers so affected will have to file next year for rebates on part of their 1959 state taxes, but in any case, the tax payments themselves will be higher than they were in previous years.

## AMONG OUR AFFILIATES

The SIU Great Lakes District have opened contract negotiations with the Wisconsin - Michigan Steamship Co. and the Clark Oil and Refining Co. Although pay increases and improved working conditions will naturally be among the Union's demands, particular emphasis will be placed on negotiating a comprehensive Welfare Plan. The District is currently in the midst of an organizing drive in the Bradley fleet. Bradley's home port of Rogers City is not far away from the SIU hall in Alpena.

Four years of payment for doctors' visits under the Brotherhood of Marine Engineers' welfare plan have amounted to \$33,000, the BME reports. A total of 2,025 claims have been handled for doctors' visits to engineers and members of their families. The maximum allowance for such visits is \$150 yearly.

Four seamen have recently joined the ranks of the Sailors Union of the Pacific pensioners. They are Harry Dixon, 67, Wilhelm Thorstenson and Phil Lockett, both 66, and Marvin White, 51. Dixon began sailing 47 years ago on a

passenger ship and wound up his career on one. Thorstenson plans to retire in an SUP apartment and devote his time to woodworking while Lockett intends to take his wife, "hitch up the trailer, and go fishing and hunting for a while." White, who has 27 years of sea time to his credit hopes to catch up on some reading.

The SUP's negotiating committee brought to 21 the number of contracts signed in the last five months with the completion of agreements with the San Francisco Bar Pilots Association, the Hillcone Steamship Co., and the Tidewater Oil Co. The Frisco Pilots granted a flat \$10 across-the-board increase while the other two offered pay hikes ranging from \$11 to \$29, as well as increased overtime and penalty time rates, increased room, meal, linen and transportation allowances, and a general improvement in working conditions. All three companies agreed to an extra week's vacation.

LET 'EM KNOW!  
Write TO THE LOG

# ICC Rejects Bid To Halt Steamship-RR Rate War

WASHINGTON—The Interstate Commerce Commission has ignored an appeal from Maritime Administrator Clarence Morse to intercede and stop a rate war between Pan-Atlantic Steamship Corp. and a group of coastal railroad lines. The ICC has granted permission for both carriers to reduce their rates for carrying canned goods from Florida to northern ports.

In a letter to Howard Freas, ICC chairman (LOG-January 2), Morse had warned that the granting of

the proposed rate reductions to either company would result in one receiving preference over the other, while the granting of reductions to both, would mean a substantial loss of revenue both to Pan-Atlantic and the railroads.

"Inasmuch as these most recently proposed rate reductions (Pan-Atlantic's) would bring about a situation in which water rates would again be lower than all rail rates," the Administrator wrote, "it would be reasonable to expect that the railroads in turn will protest and petition for suspension of Pan-Atlantic's rates."

"... If only the Pan-Atlantic rates are suspended," Morse warned, "water rates will then be higher than rail, and it is not unreasonable to expect that Pan-Atlantic will not be able to retain its canned goods traffic."

Morse then called on the ICC to help maintain the status quo between the two carriers until a closer investigation of the situation could be held.

A rate war had been foreseen earlier when Congress passed an amendment granting railroads the power to make selective rate cuts on cargoes where they were competing with coastwise and inter-coastal carriers. By cutting the rates in competitive areas, and raising them in areas where there is no competition, the rails could eventually drive most of the domestic water carriers out of the freight business.

# Seattle Short Some Ratings

SEATTLE—Shipping for the port during the past period has been "booming," Port Agent Ted Babkowski, reports, and from the looks of things, it should continue for a couple of weeks more. In some cases, he said, the dispatcher had difficulty getting replacements for the vessels that called for them.

Of the 53 jobs shipped during the last two weeks, 21 were in the black gang, 20 on deck, and the remaining 12 in the stewards department. The jump in shipping during the period left the black gang with only eight class A men on the list at the start of the new period.

The vessels calling into port during the past period were the J. B. Kulukundis (Martis), pay-off and sign-on, and the Pacific Star (Colonial), sign-on. The Seamar, Calmar, Pennmar (Calmar); Antinous, Fairport, De Soto (Waterman) were in transit.

# INQUIRING SEAFARER

QUESTION: How do you spend your vacation time?

Tony Pisano, pantryman: During the summer I go fishing quite often. At other times I take in a movie, go to the fights, visit my relatives and girlfriends, read some good detective thrillers and watch TV. I also come down to the Union hall just to sit around and chew the fat with the boys.



Alberto Velez, FWT: A wife and five kids give me plenty to keep my hands full when I'm on the beach. Being a religious man, much of my time is devoted to attending Church services, spreading the word of the Lord, reading the Bible and participating in various religious meetings. As far as I'm concerned I couldn't ask for more.



John Katsos, steward utility: When I've got time on my hands, I sit down, puff on a good cigar, and pick up a newspaper and see how the horses look. I guess I've got gambler's blood in me for I also get out to Las Vegas once or twice a year. I only wish I could



get out to Japan more often to see my family.

Fred Israel, AB: I hop into my car and travel around the country. Lately, I've been heading Southwest, usually to Houston, which is quite a city. I love moving around and have already been in all 49 states. Sometimes another guy on the beach will go along with me. One of these days, when they finish that Pan-American Highway, I'm goin' South, way South.



Alfred Casey, FWT: Besides holding an SIU card, I also belong to a painter's union back home, and there's usually some good work to be had when I'm on vacation. Whenever possible, I try to set aside a week or two to take the family on a trip. This year, I'm bringing them to New York and everyone's burning with excitement. I also manage to get in some fishing, picnicing and swimming with the family.



# Lake Charles Nominates 2 To La. Body

LAKE CHARLES—The Central Labor Council of Lake Charles and vicinity held a meeting last week to pick two candidates for the post of vice president of the State Labor Council. Leroy Clarke, port agent, reports. The two men picked have worked in cooperation with the SIU in the past. The elections for this and other posts will be held at the coming state convention in April.

Two of the top officials of the State Council, President Victor Bussie, and Secretary-Treasurer E. J. Berg, addressed the members to the meeting. They talked on the various activities of the council, the COPE system which has been set up in this state, and of the importance of all union members and their families being registered so they will not lose their right to vote in future elections.

Shipping for the port held up fairly well over the past period, especially for men in the black gang, Clarke noted. However there is still a large registration list and plenty of men on hand to take any open berths.

Calling into the area over the past two weeks were the Royal Oak, CS Miami, Cantigny, CS Baltimore, Bents Fort, Chiwawa, Winter Hill, Bradford Island, Council Grove (Cities Service) and the Del Alres (Mississippi). All were in good shape with no major beefs.

# Ship Lost, 'Effort' Crew Comes Home

NEW YORK—The crew of the ill-fated SS Valiant Effort which hit a reef en-route to India last January 8, was repatriated to the United States and paid off at headquarters last week, Bill Hall, assistant secretary-treasurer, reports. In addition to receiving back wages, room and subsistence, all of the men collected for lost gear under the \$500 clothing allowance provided for in the SIU agreement.

Shipping for the port improved slightly over the past two-week period, Hall noted, but is still well below the holiday period total of 400. The breakdown of jobs shipped saw the engine department taking most, 93, with the steward department running a close second, 92. However, included in the steward department totals were 21 jobs filled by class C men, an indication that many of the A and B men on the list are waiting for special ships or runs.

There was a total of 44 vessels calling into the area during the past period. Twenty-five ships paid off, six signed on and 13 were in transit.

The following were the vessels paying off: The Cabins (Texas City); Ocean Ulla (Ocean Trans.); Steel Artisan, Steel Recorder (Isthmian); Frances, Suzanne, Elizabeth, Ines, Beatrice (Bull); Robin Locksley, Robin Goodfellow (Robin); Raphael Semmes, Fairland, Beauregard (Pan-Atlantic); Alcoa Runner, Alcoa Polaris (Alcoa); Coe Victory (Victory Carriers); Valiant Effort; Seatrain New Jersey, Seatrain Georgia, Seatrain New York, Seatrain Savannah, Seatrain Texas, Seatrain Louisiana (Seatrain) and the Atlantic (Banner).

The Atlantic (Banner); Coe Victory (Victory Carriers); Steel Recorder (Isthmian); Ocean Joyce (Ocean Clippers) and the Robin Locksley (Robin) signed on.

In transit were the Massmar, Marymar, Bethcoaster (Calmar); CS Miami (Cities Service); Morning Light, Arizona, Afoundis

(Waterman); Gateway City (Pan-Atlantic); Ocean Joyce (Ocean Clippers); Steel Voyager, Steel Director, Steel Executive (Isthmian) and the Val Chem (Heron).

# SF Reports Fair Activity

SAN FRANCISCO—Shipping for this port has been on the fair side although there were only two vessels paying off here during the past period, Port Agent Marty Breithoff reports. However, a number of men were sent to Seattle to take rated berths on vessels calling into that port.

Aside from the two vessels paying off during the period, two signed on and six were in transit. Paying off were the Antinous (Waterman) and the Steel Surveyor (Isthmian). The Kyska (Waterman) and the Steel Surveyor (Isthmian) signed on. In transit were the Fairport, DeSoto (Waterman); Calmar, Pennmar (Calmar); Steel Chemist (Isthmian) and the Rebecca (Maritime Overseas).

# Be Sure To Get Dues Receipts

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

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

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

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



# the SEA CHEST

# Ellis Island Sale-Priced At \$800,000

Ellis Island, just one mile off the Battery in New York harbor, is up for sale and although the official price tag is \$1 million, the "right person" could pick it up for a low \$800,000, a Government official reported.

However while the Government is looking for a buyer for the 27-acre island, it is not willing to sell it to just anyone. One major condition of the sale is the future use of the island.

Proposals to use the island as a resort and cultural center, an amusement park, a lottery headquarters, or a haven for narcotics addicts were all rejected by the General Services Administration recently.

When the sale was first announced in February, 1958, a GSA spokesman reported, the department received 21 bids for the island. However, none of them were of the "right type," he said.

A mile from the Battery and about a half-mile from the Jersey shore, Ellis Island, the first American landing place for 15,000,000 immigrants, boasts 30 brick buildings, some dating back to 1904 and 1910, a number of docks, waterworks, sidewalks and shade trees.

Valued at \$6,326,000 just four years ago, the island was purchased by the Federal Government from New York State for \$10,000 in 1898.



# 'On The Jeff City'



It was just another routine day when the Jefferson City Victory pulled into the Brooklyn Army Base recently. At left, C. T. Walker, OS, reads his mail while Joe Crawford, 2nd cook, looks on. Above Fred Gentry, FWT, enjoys his coffee in the engine room. At right, ship's delegate Bob Hathcock, AB, takes a break in the crew mess.



Plenty of grade A was on tap for lunch. Messman Ruben Martinez made sure of that when he set up.



Bosun Manuel Sanchez (left) is ready to take gift ashore to family while James McLinden, AB, packs stores aboard.



Gilbert Gonzales, galleyman, (left) and Len Adams, 3rd cook, stopped work in the galley for the moment when LOG photographer came by.



Steward Antly Resko was on the spot checking fresh bread being delivered to the ship. At right, AB Gus Lindberg brings a case of chocolate syrup aboard.



Fred Oliver, AB, stood the gangway watch at the foot of the ladder, helping protect the chow. Meanwhile, Ray Holder, electrician, was at work on a motor in his shop.

# Liquid Gas Ship On Maiden Run

LAKE CHARLES, La.—The SS Methane Pioneer, forerunner of a possible fleet of specially-constructed tankers, sailed from this port last month carrying a cargo of highly-explosive liquefied natural gas to Canvey Island, England. The vessel, a British-flag converted World War II coastal freighter, is the first of its kind built to attempt the hazardous task of carrying liquefied gas across the Atlantic.

The project, under the auspices of the Constock Liquid Methane Corp., an American Company, and the British Gas Council, included the \$2,000,000 conversion on the Methane Pioneer, the construction of a pilot liquefaction plant in Lake Charles and the building of special storage tanks on Canvey Island in the Thames River, some 50 miles from London. The gas will be distributed for general use in London.

The vessel's main decks were cut away and her cargo bulkheads shifted so five aluminum tanks could be installed. These tanks extend above the main deck to the fore's deck and are inclosed in steel containers.

The major obstacle in transporting liquefied natural gas is the difficulty in controlling the boiling off or evaporation of the liquefied methane. In order to keep it at a temperature of minus 260F, the gas is stored in the aluminum and steel tanks. However, while it is necessary to keep the methane at below-zero temperature, it is also important to keep the gas from chill-

ing the steel, for at that temperature steel becomes brittle and breakable.

To prevent this a 12-inch layer of balsa wood was installed between the aluminum and the steel.

The Methane Pioneer was also fitted with specially-designed deep-well pumps. The pumps' impellers are near the bottom of the tanks while their motors and all pipings are kept on deck.

Plans for future methane tankers, the company revealed, include a small ship-board liquefaction plant to re-liquefy the gas, or to use the boiled-off gas to supplement the ship's fuel supply.

While the company was confident that the "double-flask" tanks of aluminum, steel and balsa wood would keep the gas under control, strict security measures were enforced while the ship was loading. Since under Coast Guard regulations all methane gas must be kept on deck stored in special bottles and in a protected area, the vessel had to receive a provisional permit in order to make her experimental run. The ship had recently completed a series of shakedown tests in the Gulf carrying a full cargo.

Success of the Methane Pioneer could mean a major turnover in

the gas and oil industry here and abroad and an increase in the tanker trade.

It was pointed out that the ship's cargo of 33,000 barrels of liquefied gas is equal to 115,000,000 cubic feet in gaseous form. This is more than enough gas to supply the average needs of 1,000 American homes for a year. The converted ship is smaller than a converted T-2.

Liquefied gas, experts claim, could be highly competitive in any area where manufactured gas sells for \$1 or more per million cubic feet. It is estimated that Western Europe alone will be using some 3-trillion cubic feet by 1975, and Japan 900-billion cubic feet by that time.

## Red Chinese 'Pay' Scale: Half-A-Cent

HONG KONG—Wages amounting to less than one-half penny an hour and an 18-hour day, seven-day week were described as basic conditions of labor by a group of Chinese fishermen who fled to this British Crown Colony. The fishermen, part of a group of several hundred, told how the Red Chinese actually cut wages below already rock-bottom levels and increased working hours to the bargain.

In addition, the men were separated from their families who were also put to work under similar conditions in the so-called "communes" set up by the Red Chinese government.

The men declared that they were forced to join a commune last August and put to work on a 6 AM-to-midnight shift, seven days a week. Meanwhile, their wives and children were ordered off the fishing boats and all between the ages of 13 and 55 were put to work on construction jobs.

Women over 55 were assigned to care for all the children under 13 in groups of 25 each.

At first the fishermen were given about \$2.40 a month for the support of their families plus about 11 cents a day for themselves. Subsequently this was cut down further with the \$2.40 being discontinued and the rest of the wage cut nearly in half. The entire fishing catch went to the government, whereas before that the men had been allowed to keep 30 percent of the catch.

They escaped by pleading sickness, went ashore and collected their families at night and sailed their fishing junks into Hong Kong harbor.

### Throw In For A Meeting Job

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

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

## LABOR ROUND-UP

In an effort to ease the shock of the closing of their Roanoke, Va., plant, the American Viscose Corp., has agreed with the Textile Workers of America on a \$3.5 million severance program covering the plant's 2,200 employees. The program will provide separation wages averaging \$800 for each worker, with some of the payments as high as \$2,500. Many of the plant's employees had service of up to 35 and 40 years with the company and more than 54 percent were 50 or older.

§ § §

After a month of negotiations, representatives of New York City's AFL and CIO bodies have ironed out all difficulties between the two groups and have formed one organization called the New York Central Labor Council, AFL-CIO. The council represents over one million union members in the city. The first formal delegates' session will be held later this month.

§ § §

The Communications Workers have signed the first contract in the union's 1959 round of bargaining with the Bell Telephone system companies. The agreement, covering 6,300 employees at the Wisconsin Bell Telephone Co., provides for wage boosts of about eight cents an hour, increased pension payments from \$100 to \$115 a month with a revision of the rules for determining the base for the pension, and four-week vacations for employees with 30 years of service. In addition to these, Milwaukee operators working on split shifts will receive a significant cut in hours.

§ § §

Some 6,000 lumberjacks, members of the Woodworkers Union, have staged a sitdown strike in freezing weather in Newfoundland. They are protesting substandard wages, and living and working conditions such as those which prevailed some 50 years ago. The men, employed by the Anglo-Newfoundland Development Co., are fighting a wage scale of \$1.05

an hour, a 10-hour day and a 60-hour work week. In addition, they are fighting conditions which require each man to carry his own bedding, and do not provide running water or facilities for washing either themselves or their clothes. Many strikers are standing guard at bridges to bar attempts by scabs recruited by the company to get into the camps. They are being fed by the union from a helicopter as union representatives are barred from the camp.

Although a three-man conciliation panel, consisting of one representative from the union, the company and a public representative, unanimously recommended that the work week be cut to 54 hours and wages be raised three cents an hour the first year and two cents the second, the company flatly turned down their proposals. The workers then voted 98.8 percent in favor of a walkout.

§ § §

New York City's longest strike, at Sherman Billingsley's swank Stork Club, entered its third year last month with the workers' original demands for a 40-hour week, wage improvements and job security still unresolved. Joining in the picketing are 122 employees of Local 1 of the Dining Room Employees, Local 89 of the Chefs, Cooks, Pastry Cooks and Assistants and Musicians Local 802. Union officials are still willing to put the issues before a neutral third party, but Billingsley has been adamant.

§ § §

The United Hatters, Cap and Millinery Workers Union is investing \$300,000 in the faltering Merimac Hat Company in an effort to save the jobs of 325 idle workers. The investment will give the union a majority share in the Amesbury, Maine, company's stocks and will give it majority membership on the firm's Board of Directors. It was the second large-scale financial aid the union has given a company, the first being in 1954 via a \$200,000 loan to the Kartiganer Hat Corp.

**ORION CLIPPER** (Orion), Dec. 18—Chairman, K. Allen; Secretary, R. Barker. New delegate elected. One man missed ship; one man returned; one man hospitalized. Impossible to get fresh vegetables—suggest frozen vegetables. Return cups to pantry. Suggest friendly relationship among crew. Special meeting held deck dept. re: men missing ship in Yokohama and captain appointing man to bosun's job.

**ATLAS** (Tankers & Trampers), Jan. 14—Chairman, C. Tedona; Secretary, R. Perry. \$65.00 and 776 bottles of Coke profit to be used for movie film. New temporary treasurer elected. One man injured—getting off in Baytown, Texas. Request variety of food and better grade of toilet tissue. Suggest soundproof messhall and sleeping quarters because of

**STEEL VOYAGER** (Isthmian), Jan. 18—Chairman, T. Stedus; Secretary, F. Quintaye. \$8.37 ship's fund. New delegate elected. Food too cold. Suggest coffee cake, doughnuts or sweet rolls for coffee time.

**YAKA** (Waterman), Jan. 11—Chairman, S. Wagner; Secretary, W. Bushens. New repair lists to be made up and turned in. Suggest dry laundry to be removed from lines. Request safety lines aft in bad weather.

**EDITH** (Bull), Jan. 4—Chairman, J. Parker; Secretary, J. More. New delegate elected. Vote of thanks to steward dept. for fine holiday dinner.

**DEL VIENTO** (Miss.), Dec. 26—Chairman, H. Edwards; Secretary, G. Broderick. New delegate elected. Investigate why brother was fined two days pay because engineer ordered replacement at eleven o'clock—man had three witnesses. Keep messhall and pantry clean. Keep Kroo boys outside.

**ROYAL OAK** (Cities Service), Jan. 4—Chairman, P. Hammett; Secretary, D. Beard. Two men missed ship. Sinks and settee ordered. Matresses to be checked. Two payot slips—one for 1958 and one for 1959. Ship's fund \$3.02. Reports accepted. New delegate elected. Keep messhall and pantry clean. Standby to warn men sleeping below to class parts when weather changes.

**COE VICTORY** (Victory Carriers), Dec. 28—Chairman, L. Curry; Secretary, G. Ulrich. New delegate elected. Lock reading room in port. Keep outside doors closed. Don't slam doors to engine room.

**FRANCES** (Bull), Jan. 8—Chairman, N. Olen; Secretary, E. Grell. Delegate fired due to use of profane language. Outline given on Lakes situation.

**ROBIN KIRK** (Rabin), Dec. 28—Chairman, B. Rivera; Secretary, B. Weed. Two men hospitalized. One man left in Capetown. Ship's fund—\$2.25. No beefs. Few hours OT disputed. Request laundry be shut down at midnight until morning because of pump disturbing sleep. Suggest improvement on quality and variety of food. Request checkers not to cat with crew.

**IDEAL X** (Penn. Ship), Jan. 16—Chairman, B. Dunn; Secretary, D. Liefz. Men happy about having new washing machine. Repairs being made and taken care of in good manner. Cabins, phone calls and Christmas spending put ship's fund at minus pool—\$3.75. No beefs. Each man to donate one dollar to ship's fund. New treasurer elected. Vote of thanks to steward dept. for good meals and job well done.

**ALCOA PIONEER** (Alcoa), Dec. 28—Chairman, J. Ousse; Secretary, E. Canonizado. Painting and minor repairs needed. Ship's fund \$20. New delegate elected. Request new washing machine. Spring on seats in messhall to be repaired. Request not to have glasses left in sink at night. Need new percolators. Keep messhall clean.

**TIMBER HITCH** (Suwannee), Jan. 3—Chairman, A. Mosher; Secretary, G. Cullen. 5 1/2 hours disputed OT. New delegate elected.

**DE SOTO** (Waterman), Dec. 19—Chairman, P. Sarchio; Secretary, C. Garner. Vote of thanks to those who used their cars to take crew to vote in Baltimore. Everything running smoothly. No beefs.

**PETROCHEM** (Valentine Chem. Carr.), Jan. 4—Chairman, J. Hoggie; Secretary, J. Ward. Beef regarding sailing board in not changing and delayed sailing. Re repairs—not loading or discharging cargo, have headquarters clarify. Three men missed ship—one in each dept. \$18 in ship's fund—spent \$8 for Christmas decoration. No beefs. One man missed ship in Houston, and one in Beaumont. Request radio turned off.

**ALCOA POINTER** (Alcoa), Jan. 2—Chairman, S. Thayer; Secretary, R. Sadowski. Draws to be in American money until money on hand is exhausted. Suggest no clothes drying in engine room. Several hours OT disputed. No other beefs. Suggestion made to be more careful with cups and dishes. Crew asked to be a little cleaner in pantry.

**STEEL APPRENTICE** (Isthmian), Dec. 28—Chairman, J. Saugher; Secretary, J. Olive. Some OT disputed. Ship's fund \$60. Chief Engineer to be seen about conditions of water. Request return of flashlight stolen from messroom. Suggest anything taken from refrigerator to be put back.

**ALCOA RANGER** (Alcoa), Jan. 4—Chairman, S. Monardo; Secretary, W. Barner. Stain comes off on clothes from chairs in messhall. No beefs. Motion made that headquarters be contacted about milk from Puerto Rico being on board over ten days. Clean laundry room. Suggest messhall be checked after each meal.

**DEL ALBA** (Mississippi), Dec. 26—Chairman, L. Snodgrass; Secretary, G. Parker. New delegate elected. No beefs. Suggest taking care of new washing machine—old one to be kept on hand. New SIU Library. Vote of thanks to steward dept. for Christmas dinner.

**ROBIN LOCKEY** (Rabin), Jan. 4—Chairman, A. Thompson; Secretary, J. Devito. Reported difficulties pertaining to personal laundry. Request sailing board time be posted. One minute allowed for departing brothers.

## Digest Of SIU Ship Meetings

tremendous vibration of ship. Double up on stew. dept. lockers; one to be used for personal gear such as suitcases.

**ALCOA CAVALIER** (Alcoa), Jan. 12—Chairman, W. Foley; Secretary, R. Ray. New delegate elected. Everything OK.

**ALCOA PIONEER** (Alcoa), Oct. 28—Chairman, J. Kane; Secretary, L. Moore. New delegate elected. \$24.33 to be turned over to new delegate. No beefs.

**Nov. 16—Chairman, V. Hain; Secretary, L. Moore.** New treasurer elected. Check repair list before sailing. Request steak knives. First aid kit to be put in galley.

**Dec. 14—Chairman, L. Eckhoff; Secretary, L. Moore.** Discussion on repair list. No beefs. \$10 in ship's fund. Some disputed OT. Vote of thanks to steward dept. on Thanksgiving dinner.

**STEEL ADVOCATE** (Isthmian), Jan. 14—Chairman, L. Johnston; Secretary, T. Concepcion. Two men missed ship in San Diego—reported in Long Beach. Two electricians, night cook and baker fired for being drunk while on duty; same men replaced in Long Beach. New delegate elected. Repair list to be turned in to delegate. Crew to report one hour before sailing time. Request discontinuing travelers checks.

**ATLANTIS** (Petrol), Jan. 11—Chairman, F. Albert; Secretary, J. Thompson. No beefs. Ship's fund \$30. Majority wants payoff next port. Wire letter sent to HQ.

**OCEAN DINNY** (Maritime Overseas), Jan. 2—Chairman, C. Majetti; Secretary, T. Delaney. New delegate elected. Discussion on inadequate slop chest. Request messroom be kept clean nights.

**FAIRPORT** (Waterman), Jan. 11—Chairman, J. Ribbeck; Secretary, J. Coyle. Ship's fund \$27.75. No beefs. Everything running smoothly. Some disputed OT. New delegate elected. Discussion on abuse of heating system in after accommodation. All lighting and electrical repairs to be brought to attention of electrician. Vote of thanks to steward dept. for well prepared food and good menu with special mention of good holiday fare provided.

**PENNMAR** (Calmar), Jan. 17—Chairman, F. Baron; Secretary, W. Messinger. One man missed ship at Baltimore. Request membership permit shipment insured to hall in Baltimore. No beefs. Suggest delegate see engineers about hot water in laundry. Need new springs in 4-8 deck fore'sls. See about ten minute clean-up time.

**BENTS FORT** (Cities Service), Jan. 18—Chairman, E. Johnson; Secretary, E. Ambrose. No beefs. New delegate elected. Clean & paint messhall fans. Fix messhall water fountain. Ice water to be put on tables at all meals.

**ALCOA PARTNER** (Alcoa), Jan. 16—Chairman, G. Hayes; Secretary, L. Pearson. No beefs—everything running smoothly. Complaint of insufficient medicine aboard. Have ship fumigated for rats. Have patrolman see about washing machine. Check mattress as to how many new ones needed. Report slop chest at pay off.

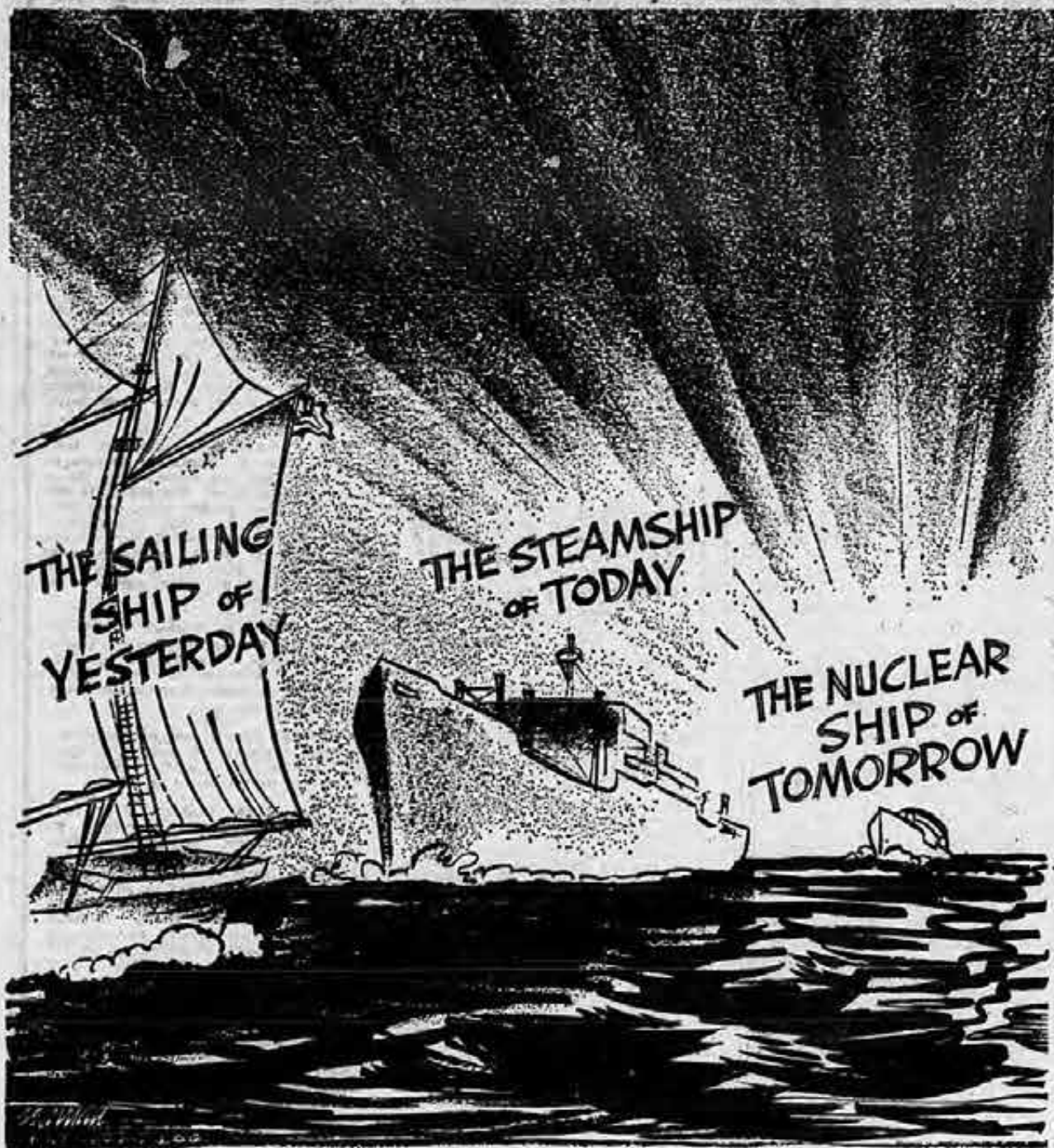
**STEEL CHEMIST** (Isthmian), Jan. 17—Chairman, Thomas; Secretary, T. Weker. New delegate elected. Complaint about not getting new washing machine. Ship's fund \$23. No beefs. Laundry to be kept clean. See about getting antenna for TV.

**ALCOA CLIPPER** (Alcoa), Dec. 7—Chairman, L. Harpsosimori; Secretary, P. Blisack. No beefs. Discussion held on roach situation.

**Dec. 26—Chairman, E. Meyer; Secretary, P. Blisack.** Everything running smoothly. Minor differences to be discussed.

**Jan. 18—Chairman, E. Meyer; Secretary, P. Blisack.** \$150 collection made for ill crew members. And electrician failed to join vessel in Trinidad-Port of Spain. No beefs. New delegate elected.

# 'Tomorrow Is Here'



## Sugar Run Seen Boost For Philly

PHILADELPHIA — Although it has been fairly quiet on the shipping front during the past two-week period, indications are that shipping from this port in the future will be much better, Steve Cardullo, port agent, reports.

The men on the beach here are eagerly waiting the return of the Bull Line Liberty which will be starting the sugar run to Puerto Rico soon. It has been over a year since the company discontinued the service from this port, and their return should mean better shipping for all hands.

As to the immediate future, Cardullo said, a crew will be called to man the SS Lumber Carrier. The vessel was recently purchased by Kulukundis Steamship Co., an SIU-contracted operator. In addition, the port will have its usual number of in-transit replacements, and possibly a payoff and sign-on.

There was only one vessel, the Dorothy (Bull), paying off during the past period. There were no ships signing on. In transit were the Steel Recorder, Steel Executive, Steel Voyager (twice) (Isthmian); Ocean Joyce (Ocean Clippers); Emilia, Jean (Bull); Portmar (Calmar); Petrochem (Valentine) and the Robin Goodfellow (Robin).

Any doubts that the age of atom power is at hand should be dispelled by the news that West German private business interests are contracting for a commercially-useful atom-powered tanker at a price comparable to that of a conventional steamship. This ship, which is scheduled to sail by 1964, will be the first true atom-powered merchant vessel. The United States ship NS Savannah is admittedly an experimental vessel which is far too expensive to be commercially-useful, while the only other atom-powered ship being built, aside from naval ships, is a Russian icebreaker.

There are several dramatic implications in the German announcement. First, it means that the shipping industry is one of the first in which atom-power will become practicable, before competing forms of transportation and before other shoreside industries, with the exception of electric power plants.

Then, the development of atom power means that ships will undoubtedly become far more efficient and economical than they have been up until now, holding forth the prospect of considerable growth for an industry which is suffering severe competition from railroads and trucks in coastal trades and from airlines in the offshore passenger and high-priced cargo trades. Atomic power may provide the means whereby ocean transportation will be the easiest and best means of communication.

### Cost Breakthrough

The very fact that the Germans intend to build an atom-powered plant at a cost comparable to a conventional plant is a major technological breakthrough all by itself. The conventional steam plant has just about reached the limits of its efficiency at the end of over 100 years of engineering development. The atom-powered plant is in its infancy. It is bound to become more compact, lighter, and more economical to operate as the years go by and engineers develop new techniques.

Essentially, the atom-powered plants of today are hybrids because they are still steam-producing engines, with radiation heat instead of oil heat producing the steam. In years to come there is evidence that electricity will be produced directly from radiation, which would be a revolutionary source of power for ships.

For the immediate future, the atom-powered ship raises a number of serious problems too. If the Germans can build such a ship with modest horsepower at a modest cost, then are US shipowners making a mistake by ordering new ships with conventional steam plants? The US policy up until now has been to wait until the Savannah comes out and see how it operates before shipowners commit themselves to atomic power. The advent of the German ship may make for some second thoughts on this policy.

## B'klyn Sea School Site Now 'Surplus'

The Sheepshead Bay Training Center, which once turned out as many as 35,000 maritime trainees a year, will soon be a thing of the past.

## Budget May Curb MSTs Operations

WASHINGTON—A slight cut-back in operations of the Military Sea Transportation Service appears in the offing, based on budget estimates sent to Congress by the President. A differential of about \$60 million is involved.

The decrease is attributed to "operating economies, reductions in the number of ships operated, and a favorable commercial market..." An estimated 190,700 cabin passengers will travel on MSTs account in 1959, a drop of 26,000 from last year. The total represents 60-80 shiploads. Troop passenger travel would at least triple these figures.

However, despite repeated requests by MSTs for new construction by private operators to handle this trade, there have been no nibbles. US passenger operators, except for the American Banner Line with its one all-tourist ship, are still dedicated to the luxury trade. Banner Line is currently handling some MSTs passenger traffic.

A similar call for roll-on and heavy lift ships has also attracted little interest.

Criticized over the years as a direct Government competitor with private industry, MSTs is somewhat nettled that its "peace" feelers are being ignored. The agency has warned that if private operators won't build and run the ships it needs, the Government will build them anyway.

Now in its tenth year, MSTs has been operating in recent months with a fleet of 145 ships, plus varying amounts of private tonnage chartered from time to time.

## Intercoastal Earnings Off

WASHINGTON — Intercoastal shipping for the July-September quarter of 1958 dropped 14.4 percent below a similar figure for the previous year, according to the quarterly report of the Interstate Commerce Commission. The report covers revenue and traffic of vessels sailing between the East and West coasts via the Panama Canal.

The sharpest drop was sustained by the SIU-contracted Pan-Atlantic Lines, whose volume of business was off close to 90 percent. Pan-Atlantic withdrew from active intercoastal participation during the year. The only other SIU company in the group, Calmar, fell 26 percent.

Of ten shipping lines surveyed, only Isbrandsten show a substantial gain—71.6 percent. Four lines showed slight increases of up to 8.3 percent, while five lines had deficits, ranging from the SIU Pacific District's American President Lines' 12.7 percent to Pan-Atlantic's high-water mark.

Statistics for individual companies in the Atlantic and Gulf coastwise trade showed Pan-Atlantic with a 95 percent increase over 1957. Seatrain Lines, also under an SIU contract, was down 24.5 percent in total revenues.

Taking the land over from the city in 1942, the Maritime Administration proceeded to establish the largest merchant marine training base in the country. Now, with the site long since abandoned by Maritime and more recently by the Air Force, the land may be returned to the city.

The Maritime Administration, under whose name the property still remains, began legal proceedings seeking complete release of the site when it declared it surplus. Following a similar release expected from the Air Force, the land will be turned over to the Government's General Services Administration for disposal.

It is believed the city is eager to repossess the land and use it to extend a housing development and recreation site already in the neighborhood. The Manhattan Beach Public Health Hospital may be affected by the latest moves.

During World War II, most prospective mariners had to undergo a training course before obtaining their papers. Over 100,000 trainees were turned out between 1942 and 1945.

After the war, the center limited its activities to providing courses for seamen who wanted to upgrade themselves. This program lasted for eight years, drawing few applicants towards the end.

In 1954, the Maritime Administration closed its doors, but the Air Force stepped in to establish a training base for recruits. It, too, recently abandoned operations.

## Congress Will Air Complaint On Runaways

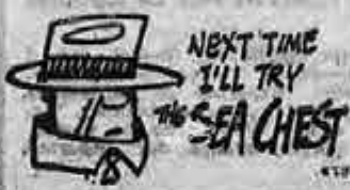
(Continued from page 2)

tion meeting in London made it extremely unlikely that transfers to European flags would be utilized by the runaways in an effort to escape American union organizing. The ITF voted to give jurisdiction over runaways to the unions in the country of ownership, so that American-owned runaways would have nothing to gain by another flag switch.

In addition to being a subject of discussion before Congress, the runaway-flag issue is expected to be taken up by the AFL-CIO Maritime Trades Department and the AFL-CIO Executive Council at their quarterly meetings in San Juan, Puerto Rico, starting this weekend. It is expected that the MTD will go on record supporting the runaway drive and calling upon the Federation to take similar action.

### Use Only One Mail Address

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



# SEAFARERS IN DRYDOCK



The reaction to the start of an SIU Blood Bank as a means of avoiding possible delays in securing necessary blood supplies both for themselves and their families has been very good among the brothers in drydock. The feeling is unanimous that this is a welcome step in the right direction.

Among those who see the Blood Bank as an important SIU benefit are Hector Duarte, Samuel Gordon and George Lowe, Jr., all laid up at the USPHS hospital in Baltimore. Duarte, who last served on the Jean as oiler, has a broken thumb suffered in an injury while he was working aboard ship, and Gordon, ex-chief cook on the Transatlantic, is in for a general check-up. Lowe, who was AB on the Pacific Wave, is laid up due to a leg injury. All three are progressing as well as can be expected.



Lowe



McCarthy

Norfolk has two newcomers on the list: William H. Mason, ex-Ocean Dinny, and A. W. Canter, ex-Bents Fort. Mason also has a leg injury, but due to a mishap while he was working in the icebox aboard ship, and Canter has a kidney infection. Both men are progressing satisfactorily. They both ship 3rd cook.

An old eye condition has Kenneth A. LaRose back at the marine hospital in Boston. He last shipped as oiler on the William Carruth. Charles A. McCarthy is another new man in there, and is slowly recovering from asthma. He was 3rd cook on the Bradford Island. At nearby Hahnemann Hospital in the Boston area, Lindley R. MacDonald is almost ready for discharge after an operation to remove a bleeding kidney. MacDonald was 3rd cook on the Steel Chemist.

Joe Domino was whisked over to the Staten Island PHS hospital last week to check on a possible heart condition as soon as the Steel Artisan docked in Brooklyn. An ambulance met the ship at 3 AM. Domino is alright so far. Duisan De Duisin, ex-Frances, has undergone a serious eye operation at Staten Island which appears to have been successful. He's reading headlines in the LOG without glasses now.

Remember these and all brothers in the hospital with letters and visits. The following is the latest list of SIU men in the hospitals:

- USPHS HOSPITAL, STATEN ISLAND, NY
  - Eustachy Bulik
  - Robert W. Bunner
  - Enoch B. Collins
  - Duisan DeDuisin
  - Irving DeNobriga
  - Joe Domino
  - Wm. A. Gardner
  - George B. Griswold
  - Ralph Groselose
  - Hamlin Y. Hambouz
  - Patrick T. Kelly
  - Kuifno Lara
  - Mario G. Lopez
  - Nils H. Lundquist
- NORFOLK, VA
  - Francis Boner
  - Albert W. Canter
- USPHS HOSPITAL, SAVANNAH, GA.
  - R. W. Cetchovich
  - Harry Henze
- USPHS HOSPITAL, BOSTON, MASS.
  - Kenneth A. LaRose
  - Chas. A. McCarthy
  - Paul Norton
- USPHS HOSPITAL, MANHATTAN BEACH, NY
  - Lewis R. Akins
  - Manuel Antonana
  - Eladio Aris
  - Fortunato Bacomo
  - Joseph Bass
  - Matthew Bruno
  - Leo Carreon
  - James F. Clarke
  - Joseph D. Cox
  - Juan Denopra
  - John Driscoll
  - Otis Gibbs

- Winston Renny
- George Shumaker
- Almer Vickers
- USPHS HOSPITAL, SAN FRANCISCO, CALIF.
  - Joseph H. Berger
  - Michael J. Coffey
  - Joseph R. Ebbola
  - Alberto Espina
  - Myron E. Folta
- USPHS HOSPITAL, SEATTLE, WASH.
  - Robert J. Aumiller
  - Louis H. Blizard
- USPHS HOSPITAL, BALTIMORE, MD.
  - Talmadge Barbour
  - Maximino Bernes
  - Henning Bjork
  - Millard E. Byron
  - Clyde Carlson
  - Hector Duarte
  - Patrick J. Durkin
  - Edmond Ericson
  - John M. Gallagher
  - Clarence Gardner
  - Jack Gardner
- USPHS HOSPITAL, GALVESTON, TEXAS
  - Roscoe T. Milton
- CHESTER HOSPITAL, CHESTER, PA.
  - Donald L. Willis
- HAHNEMANN HOSPITAL, BRIGHTON, MASS.
  - L. R. MacDonald
- CHELSEA HOSPITAL, CHELSEA, MASS.
  - Joseph Bibeau
- USPHS HOSPITAL, FT. WORTH, TEXAS
  - Lawrence Anderson
  - B. F. Delbler
  - H. Ledwell Jr.
- VA HOSPITAL, RUTLAND HEIGHTS, MASS.
  - Charles Bartlett
- STATEN ISLAND, NY
  - Victor B. Cooper
- VA HOSPITAL, BROOKLYN, NY
  - E. T. Cunningham
- VA HOSPITAL, KECOUGHTAN, VA.
  - Joseph Gill
- VA HOSPITAL, BOSTON, MASS.
  - Thomas K. Killion
- VA HOSPITAL, BUTLER, PA.
  - James F. Markel
- USPHS HOSPITAL, NEW ORLEANS, LA.
  - Herbert Allman
  - Ronald L. Babbitt
  - Robert G. Barrett
  - John W. Bigwood
  - Claude Blanks
  - Robert D. Brown
  - John L. Caldwell
  - Herman Carson
  - James W. Carter
  - Bernard R. Chason
  - Cloise Coats
  - Fess Crawford
  - Charles Dalcourt
  - Adolph Danne
  - Jeff Davis
  - Harris C. Dyas
  - Melvin Eickmiur
  - Oliver S. Flynn
  - Benjamin Foster
  - Chas. B. Foster
  - Henry Foy
  - Henry C. Gerdes
  - J. H. Gleason
  - James Glisson
  - James E. Guy
  - Wayne F. Harris
  - Hayden F. Henry
  - John Hrolenok
  - J. H. Hudson, Sr.
  - Sidney Irby
- VA HOSPITAL, CHESTER, PA.
  - Samuel Gordon
  - Lynwood Gregory
  - George Lowe Jr.
  - Domingo Orbigozo
  - Frederick Radtke
  - Vincent Rizuto
  - Henri Roblin Jr.
  - Herbert Shartzter
  - George Warrington
- VA HOSPITAL, DANIEL FITZPATRICK SAILORS SNUG HARBOR, STATEN ISLAND, NY
  - Thomas Jaaksen
- VA HOSPITAL, BROOKLYN, NY
  - Henry A. Janicka
  - Woodbridge King
  - Edward Knapp
  - Leo H. Lang
  - Isidore Levy
  - Alexander Martin
  - Granville C. Mattise
  - David E. McCollum
  - William J. McKay
  - Clyde E. Miller
  - Lionel Miller
  - Edward O. Moore
  - Michael O. Muzio
  - William E. Nelson
  - Dominic Newell
  - Homer L. Ringo
  - William N. Rollins
  - Calvin Rome
  - Cyril H. Sawyer
  - William Scarlett
  - James H. Shearer
  - Paul P. Signorino
  - Andrew Stauder
  - Richard L. Toler
  - James Ward
  - William D. White
  - H. H. Winborn
  - R. J. Wiseman
  - Cleophas Wright
  - C. T. Wuertz

## Evelyn's On Tour



Undismayed by round-the-world port-hopping with the Ocean Evelyn, George Lynch (top, left) and William Davies probably figure it might grow them some hair by the time they return. Red Sullivan works hard concentrating on brushing job.

## LOG-A-RHYTHM: Hospital Wish

By Floren Weintraub

All you dauntless mariners,  
Keep up your chin;  
Rise forth your hope,  
Health will surely win.  
As you ride the storms  
Along the path of life,  
Cherish in thoughts  
That all was not in strife.

All our gallant brothers,  
Men of the sea,  
Within our hearts  
Lies a mutual sympathy.  
Together, as a team,  
We worked hand in hand;  
Each day of our voyage,  
The going was grand.

Preserve your courage,  
Keep this in mind:  
Your Union brothers  
Have faith in time.  
Each one of you  
Paves a way to our hearts,  
A path to loyalty  
That can never part.

Our men, our ships,  
Our great American flag,  
Our valiant merchant seamen,  
None will ever lag.  
Across the broad horizons,  
Across to foreign shores;  
With you, old shipmates,  
We'll sail once more.

With parting words, dear brothers,  
Hear what we say:  
Keep up your spirit,  
Soon will come the day;  
Up the gangway  
To your ship again you'll sail,  
Brothers of the sea,  
To all of you we hail.

## SIU Wife Is Proud Of It

To the Editor:  
I would like to express how proud I am to be a seaman's wife. I have been married only a year and a half and believe me I am very well satisfied. Things were not too easy at first because my husband had to be away two, three or even five months. But with us each time he returns seems to be a greater homecoming. He is home only a short time

## 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.

but one has to support his family so we can't all be together at all times. In fact, he is at sea now. But he will be coming home soon, and if you have faith and love in your heart then you don't mind the waiting. I would also like to express my thanks to the Seafarers Welfare Plan and its officials. I was in the hospital this past July and without their help matters would have been bad for us.

As you can see, I am very proud that my husband is a member of the SIU and that I too can be part of the SIU family.

Mrs. Clara F. Daniels

## Appreciates Aid In Bereavement

To the Editor:  
My sincere thanks to all the officers and members of the Seafarers International Union for their expressions of sympathy and for all the kindness shown to my late husband, Rupert Daniels, during his illness.

Since it is impossible for me to personally thank all who had a part in easing his suffering, I do hope that through this means all of you will be made aware of my deep appreciation.

Mrs. Gladys Daniels

## Daughter Seeks SIU Scholarship

To the Editor:  
I would like the brothers to know that my daughter, Virginia Lee Magboo, recently took the college entrance examination to help qualify her in the competition for an SIU college scholarship.

As an SIU oldtimer who joined the Union when it began back in 1938, this is something that makes me very proud.



Virginia Magboo and father, Seafarer E. H. Magboo.

My daughter graduated from Southern High School in Baltimore on February 4, and is hoping to win an SIU scholarship in order to continue her education at St. John's College. I have sailed in the engine

department as an oiler and also as deck engineer mainly with Bull Line for many years. However, since some of the Bull Line Libertys are idle for lack of cargo, I am now aboard the SS Jean, as oiler, on the two-week run between Baltimore, Philadelphia and Puerto Rico.

E. H. Magboo

## Explorer Lives Up To Its Name

To the Editor:  
We grained up and left the Gulf for Ceuta, Spanish Morocco, went through Suez to Djibouti, French Somaliland, and then to Vizagapatam and Calcutta, India, where discharge was completed. At present the good ship Pacific Explorer is bunkering in Singapore enroute to three loading ports in the Philippines for cargo to Saigon.

We had the good fortune prior to Thanksgiving to assist some Indies sailcraft with 38 persons aboard who had no drinking water for four days and also no bearings. All this was supplied by Captain Patrick F. Keenan.

"Rubberlegs" Pendleton, our serang, is unsure whether his dayman speaks Swedish with an English accent or English with a Swedish accent, but they seem to be making out anyway. We'll be sure to toast the seafaring bard who first proclaimed the truth about most Liberty ships when he wrote:

Rust is rust, and paint is paint,  
And ever the twain shall meet;  
'Til blistered, sweatin' sailor men  
Fall at the bosun's feet.

So far the weirdest beef that has crossed this delegate's wake is one by the guy who says he gets hungry on company time and wants to know why he can't eat on company time also.

Bob Porter  
Ship's delegate

## Crew Looks Back, Hails 1958 Gains

To the Editor:  
At the first regular meeting aboard the Steel Apprentice, a written motion was presented to the crew, seconded and unanimously carried to write you commending the SIU Negotiating Committee for its successful efforts during the past year.

These efforts resulted in an increase in wages and overtime rates, a vacation pay increase, plus various and sundry further welfare benefits. The crew of the Steel Apprentice sends its thanks and greetings to the responsible officials and wishes them continued success during the New Year 1959.

The above is also signed by delegates J. Michael, deck department; H. W. Hall, engine department, and M. P. Marcelino, steward department.

T. C. Riley  
Ship's delegate

## Sailor, Marine? Love Them All!

To the Editor:  
I noticed in the December 5 1958, issue of the LOG the poem entitled "Sailor's Love" by E. R. Wild.

The poem originally appeared in the Marine publication "The Leatherneck Magazine" back in 1952. It was entitled "Loving a Marine" by Miss Beverly Regan.

Mrs. Robert E. Anson

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

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Voyager Runs Into A Rough One



Rapped by a big blow in the Atlantic on a recent trip, crewmembers on the Steel Voyager had a big job on their hands before things returned to normal. The ship lost one gangway plus part of another, and had deck cargo scattered all over. A pair of ABs (left) return after surveying the wreckage while (right) a crewmember steps lightly over loose drums and dunnage. Chief electrician Sverre Pedersen submitted the photos during a visit to the hall with his daughter Debbie.

**AFOUNDRIA (Waterman), Dec. 21—**Chairman, E. Lane; Secretary, W. Sink. Repairs to be known to delegate—see patrolman on any beefs. Few hours disputed OT. Three men logged. No beefs. One man left in hospital in Karachi. Pakistan. Motion that two separate valves be installed in heating system aft to accommodate crew, also that heating unit be transferred so deck dept. fo'c'sle adjoining will not be too hot.

**TRANSATLANTIC (Pacific Waterways), Jan. 3—**Chairman, M. Spires; Secretary, L. Garabedian. Spoke to captain re men logged. Ok by Captain to lift logs, but chief engineer & chief mate refused to do so. Repair list turned in—few repairs made, other repairs or replacements to be taken up with patrolman, such as installing larger hot water heater, crew refrigerator & washing machine. Draw to

Digest Of SIU Ship Meetings

be put out on arrival in NO before payoff. 80 hours disputed OT. One man hospitalized in Karachi. Two men short. Some men logged. Bottoms falling out of all sinks in crew pantry and officer's pantry—should have been replaced on previous voyage.

**DEL RIO (Delta), Jan. 4—**Chairman, A. Dumas; Secretary, L. Morsette. Ship's fund \$53—\$3 used for wire to call for patrolman in Mobile. Some disputed OT. Suggest more green vegetables and less rice. Request fan in messroom and ash trays.

**MARIA H (Herald), Jan. 1—**Chairman, J. Wymbs; Secretary, J. McNeil. No beefs. Repairs being taken care of. Few hrs. OT disputed. All door locks to be fixed before reaching India. Discussion on responsibility for cleaning steward dept.—to be settled at meeting.

**SEATRAN TEXAS (Seatrains), Jan. 12—**Chairman, T. Moore; Secretary, J. Rolling. Complaint about crew passage-way lights being removed, also vapor bulbs and guards. Air-conditioner still not working. Some OT disputed. Motion made and seconded to send registered letter re insufficient draws. Discussion on painting engine quarters.

**MADAKET (Waterman), Dec. 13—**Chairman, R. Ferens; Secretary, J. Burke. New delegate elected. Discussion on man logged. Suggest stronger coffee and to have juices chilled. January 3—Few hrs. disputed OT. Repair list to be made by all depts. and turned in. Vote of thanks to steward dept. for job well done.

**DEL RIO (Delta), Nov. 2—**Chairman, J. Harris; Secretary, L. Morsette. Wired Mobile Hall for patrolman to meet ship on arrival re trouble about messman. Ship met and beef handled effectively. Ship's fund \$53—\$8 used for wire and phone calls. New delegate elected.

**LUCILE BLOOMFIELD (Bloomfield), Dec. 11—**Chairman, F. Rowell; Secretary, L. Parlier. Skipper hard to get along with; gives men a hard time especially when putting out last draw. Wanted crew to come back to ship without posting sailing board time. Has used delegate as errand boy and treated him with contempt. Ship's delegate resigned and new delegate elected.

January 4—Ship to lay up in Mobile shipyard—request statement from captain for each crewmember describing reason for lay off so unemployment money can be paid quicker. Members to take beefs with delegates prior to and at payoff. Draw list to be drawn up. All repair lists to be turned in complete. Few hrs. OT disputed. Two delayed sailings disputed. Discussion on coffee situation. Members discussed procedure in filing for unemployment compensation and how slips speed it up.

**WANG ARCHER (North Atlantic Marine), Jan. 4—**Chairman, A. Megillo; Secretary, J. Bourgeois. Ship crew did well in keeping natives out of crew living area as planned at last meeting. Everything running smoothly. Repair list made out by all depts. \$4.50 in ship's fund. Drinking water tanks to be cleaned before new crew signs on—repairs to be made before next sign on. Room to be clean and all dirty linen to be turned in. Turn washing machine off after use.

**LA SALLE (Waterman), Jan. 4—**Chairman, A. Tremor; Secretary, J. Steele. No beefs. Ship's fund \$10.30.

**PENNMAR (Calmar), Dec. 21—**Chairman, F. Benz; Secretary, W. Massenger. New delegate elected. Few hours OT disputed. No beefs. Request ships delegate be given mail. Garbage accumulating on inside passageway—suggest go aft.

**MARGARET BROWN (Bloomfield), Jan. 6—**Chairman, G. Bales; Secretary, W. Stone. One man missed ship in NO. Some disputed OT. Need new hand-type wringer for washing machine. Headquarters to investigate

shifting foreign ship crews in Gulf area. Longshoremen to be kept out of midship house. Keep messroom & pantry clean at night.

**THE CABINS (Texas City Ref.), Jan. 13—**Chairman, E. Minyard; Secretary, H. Fossett. Repair list turned in; some made, others to be done. One man left ship. Ship's delegate to contact bq on letter from Baltimore re: ship's paying off.

**ALCOA PILGRIM (Alcoa), Dec. 2—**Chairman, A. Pietrowski; Secretary, F. Shanell. Ship's fund \$15. No beefs. Request messhall be kept clean. Water spout shut off outside passageway. Steward dept. toilet out of order.

**STEEL MAKER (Isthmian), Jan. 10—**Chairman, J. Selby; Secretary, R. Simpkins. Repair list turned in to dept. heads. Three men logged. Messmen told not to dump garbage over the side at midship. Keep fans & port hole screens clean. Request men paying off ship to leave rooms clean and all dirty linen to be turned in. Ship's fund \$13.55. Some disputed OT. Motion made and seconded to have letter written to headquarters re voyage stores. Request better variety of meat instead of so much beef.

**DEL SUD (Mississippi), Jan. 11—**Chairman, K. Shaugnessy; Secretary, T. Novak. Purchased new movie screen. Repatriated seamen (2) given extra \$10. Delegate to check books. Sailing Paranagua no good because of logs. \$149.37 Gen. Fund—\$87.69 Movie Fund—\$6.00 Athletic Fund beginning Voyage #83. No beefs. New athletic director and delegate elected. Cigarettes to be kept out of coffee cups. Lounges to be kept clean.

**GATEWAY CITY (Pan Atlantic), Jan. 6—**Chairman, J. Righetti; Secretary, F. Fernandez. Suggest when man is sick, either mate or captain is to be notified at once. Everything running smoothly—no beefs. Captain to be commended for prompt action in helping sick or injured men. Ship's fund \$8.15. Vote of thanks to steward dept. for excellent holiday meals and general high efficiency.

**STEEL AGE (Isthmian), Dec. 21—**Chairman, J. Sauerheber; Secretary, C. Welbern. Delayed sailing disputed. No beefs. Discussion on roaches still on board.

**DEL SUD (Mississippi), Dec. 27—**Chairman, W. Perkins; Secretary, A. Novak. \$30 for repair. Seamen—\$2.38 in ship's fund. 1 man missed ship. Motion for new movie screen. New librarian elected. Cups to be returned to pantry.

**ARMONK (New England Industries), Jan. 3—**Chairman, L. Paradise; Secretary, T. Carmichael. Some disputed OT. No beefs. B.R. reprimanded for poor work. Request fo'c'sle sougeed and painted. Also paint lockers.

Jan. 23—Chairman, L. Gribbons; Secretary, T. Carmichael. No beefs. One man missed ship in Nordenham, Germany. Negotiate for foul weather gear to be furnished by companies, gear to be handled by steward and checked out to individual subject to pay for damage or loss. Request slip stating ship is laying up. Leave ship clean for next trip. Vote of thanks to steward dept. for fine job.

**SEAFAR (Colonial), Jan. 3—**Chairman, J. Mehan; Secretary, F. Hicks, Jr. Repair list turned in. Most repairs done on ship; shipyard gang to take care of rest. Steward thanks crew for cooperation in obtaining some items he was unable to secure. Few hours disputed OT. 30 hrs. of questioned OT for extra baking in excess of eight hrs. Vote of thanks to steward dept. for holiday meals. Suggest coffee pots be moved to PO messroom to keep anyone from getting burned in rough weather. Reported leaking pipe in steward dept. toilet. All men asked to be sober and available for work because of inspection coming up.

**SEATRAN SAVANNAH (Seatrains), Jan. 14—**Chairman, W. McBride; Secretary, W. Dunham. Repair list to be turned in by payoff. Chief mate has keys for rooms; those who wish same to pay 50 cents deposit, refund upon return of keys. No beefs. One man hurt. Motion made to have meeting re settling beefs on feeding of ship and ascertain why crew cannot have certain items on menus and variety of night lunches. New delegate elected. Shipyard workers to stay out of messroom. Suggest ship's fund. Discussion of set-up of fruit juices at breakfast.

**BEAUREGARD (Pan Atlantic), Dec. 14—**Chairman, R. Sullivan; Secretary, T. Violante. No beefs. Ship's fund \$14.75. One hour disputed OT. New delegate elected. Return cups to messhall. No coffee grounds to be put in sink. Hot water heater coils to be repaired or checked.

Jan. 23—Chairman, M. Johnston; Secretary, T. Lewis. Some men missed ship. Request no drinking. Ship's fund \$14.75. One hour disputed OT. Need workable lock on 4-8 fo'c'sle door. Two men short; one missed ship. Inspect percolators, messroom and pantry occasionally. Return cups and glasses to pantry. Vote of thanks to steward dept. for good food and service. Need wrenches for nuts on deck.

**FAIRLAND (Pan Atlantic), Jan. 23—**Chairman, D. Charrelm; Secretary, C. Goldstein. Steward leaving ship. New delegate elected. No beefs. See about deck benches aft to be ordered.

**DEL MUNDO (Mississippi), Dec. 21—**Chairman, C. Wilsons; Secretary, H. Hutchins. Man got off ship in Florida as mother was very ill. No beefs. New delegate elected. Discussion on recreation room. Washing machine settled.

Father, Son In Photo Mix-Up

A photo slip-up that pictured retired Seafarer Claude Fisher as his own father in a recent issue of the SEAFARERS LOG has now been set to rights. Fisher was one of a trio of re-



C. Fisher W. Fisher

tired Seafarers featured in a "Pensioners' Corner" column on January 16, 1959. As a result of the mix-up, a photo of Fisher's late father, William Fisher, which he also sent in to the LOG, was identified as Brother Fisher himself.

'Beauregard Capers': Sales, Cycles, Siesta

Plowing its way up and down the coast with its regular load of trailer boxes, the Beauregard and its crew apparently offer shipmate Thurston Lewis plenty of material for comment—there being little else for diversion along the way.

Here are some notes on "crew capers" from the last trip:

Red Ferguson, chief electrician, is getting off this trip in Houston. Red was poker champion until Eddie Yates came on as AB. He says he just can't stand a man who plays his cards so close to his chest. . . . Ehle Cartwright; DM, is getting off, too. He wants to try for a job on the American Banner liner SS Atlantic.

George O'Berry, keeper of the Sea Chest and also 2nd cook and baker, makes it a ritual to have pizza pie for coffeetime on fire and boat drill days. The brothers have been calling it "Fire and Boat Drill

Pie" . . . O'Berry made a sale of a beautiful portable tape recorder complete with AC-DC converter to one of the FWTs. Then the sea came in the porthole and sent the recorder on the way to Chicago for drydocking and repairs.

The best business deal on here yet was when bosun Owens raffled off his TV set, then bought it back for \$85 . . . Everybody's selling something, it seems. Eddie Yates is selling leather purses, handbags and wallets made by a friend of his temporarily separated from society, in order to help the guy support his family. "He's innocent, too," adds Eddie.

An oil painting of his son that he did entirely aboard ship is being entered in the 1959 contest at the Seamen's Church Institute by steward Bill Rhone . . . Herb Johnston, crane maintenance, is inquiring about a home south of the border in Mexico for his wife and three kids. Herb says its for reasons of health and economy, but we know he likes those siestas.



O'Berry Peppett

Charley Lee, MM, is busy translating letters into Chinese for an orphan boy in Hong Kong "adopted" by one of the crew . . . A motorcycle has its disadvantages when you're dating the girl friend, admits oiler Lester Peppett. But he's getting his 'cycle out of storage anyway now that spring is headed toward Houston . . . There is and will always be some turnover on the Beauregard but since the same men often come back the old tub can't be too bad!

It's Time for Your Check-Up

THE time to get your annual check-up at the SIU Health Center is right after you come ashore. That way, in case the examination shows you need treatment, all your health needs can be taken care of before you ship out again. Don't wait until just before you ship. Do it now!

Tell it to the Log!



Time Out For Tankermen



CITIES SERVICE MIAMI: No card game is really complete without a kibitzer looking in on the play, so John M. Yates, OS (left), and Tony Pinchook, OS, have one, too. He's Alex Triano, MM, who looks dubious about the whole bit. Yates seems to think he has the game cold in the picture by Charles Burns.



ATLAS: Back home now, Thomas Danbeck wants all hands to meet Connie, who helped him do the town while the Atlas was in Sasebo, Japan. That's Danbeck on the right, boys. Jack Pierce (left) and John Gallagher are teamed up in the photo taken in their fac'sle. Gallagher submitted both pix.



MAXTON: Magdaleno Paralta, chief cook; Tommy Jenkins, steward; Louis C. Cayton and Y. McMillian, MM, and Theodore Harris, baker, make up the fivesome in the galley of the Maxton after she was converted back to a regular tanker. She had been one of Pan-Atlantic's "piggyback" ships also carrying truck trailers. Cayton, as ship's reporter, supplied the photo.

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OX 2-3431

How-To-Travel Map Suggested

To the Editor:
As you know, on the second floor of the headquarters hall we have large pictures about various events that have taken place in our Union.
I was thinking that it would be a very handy thing if we could have a good-sized map of New York Harbor showing all the piers plainly. Very often, when a man is assigned to a ship, say in Greenpoint, he

all crew mail through the ship's delegate for posting in all ports on this run. This has resulted in the relief of a mental as well as a physical burden in the matter of mail.
A typewritten list itemizing each letter is sent ashore with the agent in each port for receipt by the postal clerk and listing of the rate of postage for each individual item. These charges are then posted to the crewmember's stopest account.

Besides eliminating the inconvenience otherwise involved, this system also obviates the necessity of exchanging US currency or travelers' checks for the matter of a few cents of postage.
The junior 3rd has ungrudgingly assumed this added burden for no personal gain. It is our hope that in publicizing this service we may help find other officers with sufficient of the milk of human kindness to adopt this system on any and all runs where the posting of mail may present difficulties.
Again, our thanks to Mr. Magnus for an inestimable service.

Edgar R. Jansen

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.

doesn't know where the place is nor how to get there. So he goes and asks the dispatcher, who very often cannot give him the correct dope. Most patrolmen go to a ship by car, but a seaman going to a job generally has to find his way by subway.
Now if we had a good-sized map on the wall at eye level, we could locate where the ship is docked and get a better idea of how to get there. I would like the map to include the North and East Rivers, Staten Island and as far up as Linden, New Jersey.
I have talked with quite a few men in the hall and they thought this was a real good suggestion. I am sending this in the hope that it may be given some thought. A map is always interesting and the shipping hall is a place where we should have a good one. I would like to see others write in their feelings on this subject.

James F. Byrne

Widow Applauds Crew's Kindness

To the Editor:
I would like to express my thanks to each and every one of the crewmembers on the SS Cities Service Miami for their generous collection for me after the death of my husband, Frank P. Shaw.
I can't say thank-you enough for their kindness. I hope they will see this in the LOG and know of my sincere appreciation.

Mrs. Thelma Shaw

He Finally Made It Lying Down

To the Editor:
For the past sixteen years I have looked for my picture in the SEAFARERS LOG. Then when you do print it (Seafarers On the Missile Range, LOG, Jan. 2), damned if you don't misspell my name.
Incidentally, I am the guy lying down; the fellow sitting down is named Owens.
Thanks, anyway. It was a nice gesture and I do appreciate it. I am on the LaSalle in La Pallice, France, right now.

A. J. Tremmer, Jr.

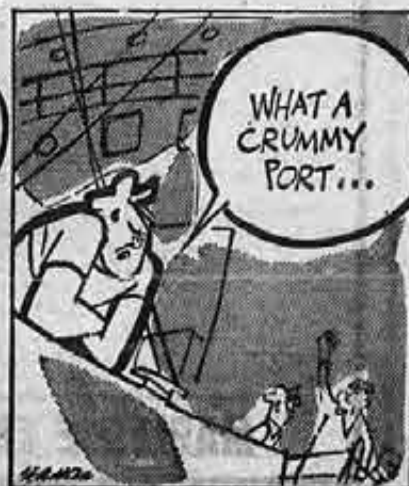
(Ed. note: We were lying down, too, in checking the identifications submitted with the pictures. Apologies also to Brother Owens.)

Mate Lauded For Assist On Mail

To the Editor:
This letter is written on behalf of the crew of the SS Steel Seafarer to publicly express its thanks and appreciation for a valuable service rendered us by the junior 3rd officer of this ship, B. A. Magnus.
Getting mail posted in many foreign ports often poses a problem. On this Persian Gulf run in many instances it becomes almost an impossibility. Mr. Magnus volunteered to receive



Tremmer



# 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:

Terry Daniel and Larry Samuel Smith, born December 31, 1958, to Seafarer and Mrs. Leonard E. Smith, Los Angeles, Cal.

Loretta Anne Palmquist, born January 6, 1959, to Seafarer and Mrs. Hilding L. Palmquist, Blue Point, NY.

Richard Clifford Siar Jr., born November 17, 1958, to Seafarer and Mrs. Richard C. Siar, Elmira, NY.

Rosie Lee DeLong, born January 3, 1959, to Seafarer and Mrs. John DeLong, Baltimore, Md.

Bruce Gary Martinez, born December 23, 1958, to Seafarer and Mrs. Aurelio G. Martinez, Baltimore, Md.

Laurel Marie Hubbard, born December 20, 1958, to Seafarer and Mrs. William C. Hubbard, Douglasville, Ga.

Byron Wesley Hassett, born January 3, 1959, to Seafarer and Mrs. Douglas M. Hassett, Houston, Tex.

Ji Yolande Fraone, born January 16, 1959, to Seafarer and Mrs. Francisco F. Fraone, New Orleans La.

Charles Michael Fox, born December 7, 1958, to Seafarer and

Mrs. Charles H. Fox, Birmingham, Ala.

Edward Charles O'Connell Jr., born January 11, 1959, to Seafarer and Mrs. Edward C. O'Connell, Salem, Mass.

Mia Rose Chih Yee Wu, born December 18, 1958, to Seafarer and Mrs. Jerry Chih Yee Wu, Renton, Wash.

Elizabeth Victoria Harrington, born December 25, 1958, to Seafarer and Mrs. Arthur C. Harrington, Charlestown, Mass.

Gordan Keith Wilkerson, born January 1, 1959, to Seafarer and Mrs. Herman T. Wilkerson, Mobile, Ala.

Louis Lucian Wagner, born November 6, 1958, to Seafarer and Mrs. Emil Wagner, Kittanning, Pa.

Diana Elaine McGowan, born January 14, 1959, to Seafarer and Mrs. Silas M. McGowan, Dayton, Tex.

Nina Lai Fun Ching, born January 14, 1959, to Seafarer and Mrs. Lam Ching, New York City.

Kerrylee Cynthia Vial, born January 7, 1959, to Seafarer and Mrs. Erwin H. Vial, New Orleans, La.

# SIU, NMU Aid Runaway Ship Crew

(Continued from page 2)  
cers, except the captain. The wages due are for periods up to eight months, according to the crewmembers.

The 14,000-ton 28-year-old vessel, owned by Fleet Operators, Ltd., Inc., of Monrovia, Liberia, arrived in Providence on January 31 with a cargo of 88,000 barrels of oil. Agents for the vessel are Philipotts Shipping Agency, 24 State Street, NYC.

In addition to the libel by the crew for their wages, the ship has other liens filed against it for wharfage, towing and pilot fees. The vessel also presents a berthing problem to port officials and a safety hazard to air pollution authorities who had warned her agents about thick, black smoke which had poured from her funnel when the vessel first arrived.



# FINAL DISPATCH

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

Rupert D. Daniels, 59: Brother Daniels died of natural causes on December 28 while in the USPHS Hospital in Staten Island. He was a Union member since 1941, sailing in the steward department. He leaves his wife, Mrs. Gladys Daniels, of Brooklyn, NY. Burial was in Evergreen Cemetery, Brooklyn.

Lamar L. Freeman, 25: A kidney ailment proved fatal to Brother Freeman on September 14 while in Cook County Hospital in Chicago, Ill. He joined the Union in 1955

and worked in the deck department. Mrs. C. W. Freeman was appointed administrator of his estate.

Roscoe Dearmon, 39: Brother Dearmon, a member of the Union since 1945, died of a heart attack at his home in Mobile, Ala. on November 29. He had sailed in the deck department Mrs. Lillian Dearmon, his wife, survives him. Burial was in the Chapel Hill Cemetery in Mobile.



Michael Gretz, 33: While in the Marine Hospital in Staten Island, Brother Gretz passed away because of natural causes on January 20. A member of the Union since 1953, he sailed in the steward department. Burial was in St. Peter's Cemetery in Staten Island. His wife, Mrs. Mary Gretz, of Staten Island, survived him.

Hubert Clements, 49: A circulatory disease proved fatal for Brother Clements who died December 21 while at the USPHS hospital in Walden, Mass. He joined the Union in 1942 and sailed in the engine department. Dennis Clements, his father, of Walden, Mass., survives him. Brother Clements was buried in Forrest Dale Cemetery in Walden.



Alu Hassan, 58: Brother Hassan died of natural causes December 24 while a patient in the USPHS hospital in Staten Island. He had been with the SIU since its inception in 1938. A cousin, Alfonso Lamporella, survives him. Burial was in Rosedale Cemetery in Linden, NJ.

Alu Hassan, 58: Brother Hassan died of natural causes December 24 while a patient in the USPHS hospital in Staten Island. He had been with the SIU since its inception in 1938. A cousin, Alfonso Lamporella, survives him. Burial was in Rosedale Cemetery in Linden, NJ.

# Bloomfield Co. Sues Lykes

WASHINGTON—As a result of allegedly defamatory statements made against the Bloomfield Shipping Company by Lykes Brothers Co., Bloomfield has filed a damage suit for \$500,000 in the Federal District Court here.

The suit refers to statements made by a Lykes spokesman at a Federal Maritime Board hearing on the application of States Marine Line for an operating differential subsidy. Noting an agency agreement between States Marine and Bloomfield, an SIU-contracted and Government-subsidized company, the Lykes spokesman charged that Bloomfield was owned by States Marine for all practical and legal purposes.

He went on to charge States Marine with violating the 1936 Merchant Marine Act.

Bloomfield maintains that, in the past, the Maritime Board has found it to be working within the framework of the Act. A jury trial has been requested.

# PERSONALS AND NOTICES

## Felix Dayrit

A letter with the picture you submitted to the LOG has been returned by the Brooklyn post office. Please send a forwarding address.

## Robert J. Landry

Your clothes are being held at the "Idle-Hour" Club in port of Spain, Trinidad. Please contact Verney Lu.

## Bob W. Fernandez

Eric Rlsberg  
Richard Schultz  
Richard A. Swartz  
Sylvester Zygarowski

Jack Lynch is holding your income tax refund checks. Contact him at the SUP building, 450 Harrison Street, San Francisco, California.

## George Lichtenberger

Jack Lynch needs your authority to send in your tax forms. Get in touch with him at the SUP building, 450 Harrison Street, San Francisco, California.

Ed Connor, second mate on the SS Calmar, is doing a magazine

article on drugs. He needs negatives of coolies in Siam standing in line for their shot of morphine. If the story is accepted, he will pay for the photographs submitted. Contact him at 2240 Ryer Ave., Bronx 57, NY.

## Dennis Ponvey Fred Houck

Former shipmate R. L. Harden would like to hear from you. Contact him in care of the Orion Comet, c/o Dodwell & Co., Ltd., PO Box 71, Yokohama, Japan.

## Felix Bonfont

Your money order was referred to the SIU mailroom in headquarters for lack of an address on the envelope.

## Edward J. Kosecki

Anyone having any information on the above, please contact his mother, Mrs. Lottie Kosecki, New Court Ave., RD No. 1, East Syracuse, NY.

## Jose Cerda

You are urged to get in touch with your lawyer, Silas Blake Axtell, 15 Moore St., NYC, as soon as possible.

## Tom Hodney

Anyone having any information as to his whereabouts please contact Mary Milaughlin, 27 Norfolk St., Roxbury, Mass. Hodney was formerly captain on the Buck Eye, a salmon fishing boat out of the State of Washington.

# Jobless Hit 4.7 Million In January

WASHINGTON — The nation's unemployment problem continued to remain serious as 600,000 workers were added to the unemployed rolls during the month of January. This brings the overall jobless total to 4.7 million.

Officials claim the new unemployed figure actually reflects a very slight improvement in the employment picture, since seasonal work usually accounts for a good percentage of unemployed this time of the year. Six percent of the labor force are now out of work as compared to a high of 7.5 percent several months ago.

A study made by the Federal Reserve Board found that the recovery from the present economic slump has been much slower than after two earlier post-war dips. The report found that, except for seasonal fluctuations, there has been no pick-up in the employment situation since September. This is in direct opposition to President Eisenhower's Economic Report, which said that job recovery was progressing rapidly.



EVERY SUNDAY | DIRECT VOICE BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN AND SOUTH AMERICAN WATERS

# "THE VOICE OF THE MTD"

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

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

WFL-63, 15850 KCs Ships in Gulf of Mexico, Caribbean, West Coast of South America, West Coast of Mexico and US East Coast.

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

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

Every Sunday, 1915 GMT (2:15 PM EST Sunday)

WCO-13020 KCs Europe and North America

WCO-16908.8 KCs East Coast South America

WCO-22407 KCs West Coast South America

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

WMM 25-15607 KCs Australia

WMM 81-11037.5 Northwest Pacific

MARITIME TRADES DEPARTMENT

# Germans Set To Build 1st Atom Tanker

HAMBURG—A West German concern plans to have the first truly commercial atom-powered ship in service by 1964. The vessel will be a tanker powered by a 10,000 horsepower nuclear reactor.

Completed contracts indicate the project will cost from \$3.6 million to \$4.8 million or roughly one-tenth the cost of the prototype commercial atom ship now being constructed in the United States. The US-flag Savannah is due to be launched next year at a cost of \$42 million. She

will be a 22,000-ton combination cargo-passenger ship with accommodations for 60 passengers. The Savannah is not being built with an eye toward commercial operation but purely as an experimental vessel, and no effort was made to keep cost in line with a conventional ship.

Plans for the German vessel call for using a low pressure reactor that would be able to operate within the economical limits necessary to private business. This would contrast with the high pressure reactors used in the US Navy's atom subs. The Savannah will be powered by a reactor similar to the one aboard the pioneer US atom sub Nautilus.

Critics of the US atom ship program have questioned the large Government expenditure on a ship that will admittedly not be suitable for commercial operation, and will not even be powered by an advanced type of reactor. More efficient types of reactors have been utilized on the newer atomic subs built for the Navy since the Nautilus went into operation in 1955.

The proponents of the program have argued that the prototype ship by its very experimental nature, will pave the way for rapid advances in nuclear power, which will give the United States an edge. They argue that it would not be wise at this early stage of nuclear power development to "freeze" a design and possibly wind up with an outmoded fleet.

One estimate is that the Savannah will cost two and a half times as much as a conventionally-powered ship of the same size built in the US. The low price tag on the West German ship is partially due to the fact that costs in West German shipyards are among the lowest in the world.

It is believed the German ship will eventually pay its own way since the experts are generally agreed that tankers are more suited to atom propulsion than dry cargo ships.

## Court Imposes \$13,500 Fine On Pay Cheat

One of the largest penalties ever imposed for a wage-hour violation was ordered by Federal Judge Walter Bruchhausen in New York last week. He assessed the Klinghoffer Brothers Realty Corp. \$13,500 plus court costs after a jury trial found the firm guilty of failing to pay a \$1 wage minimum and overtime after 40 hours. The firm was also held to have falsified work records to cover up the underpayments.

### Pay Court Costs, Too

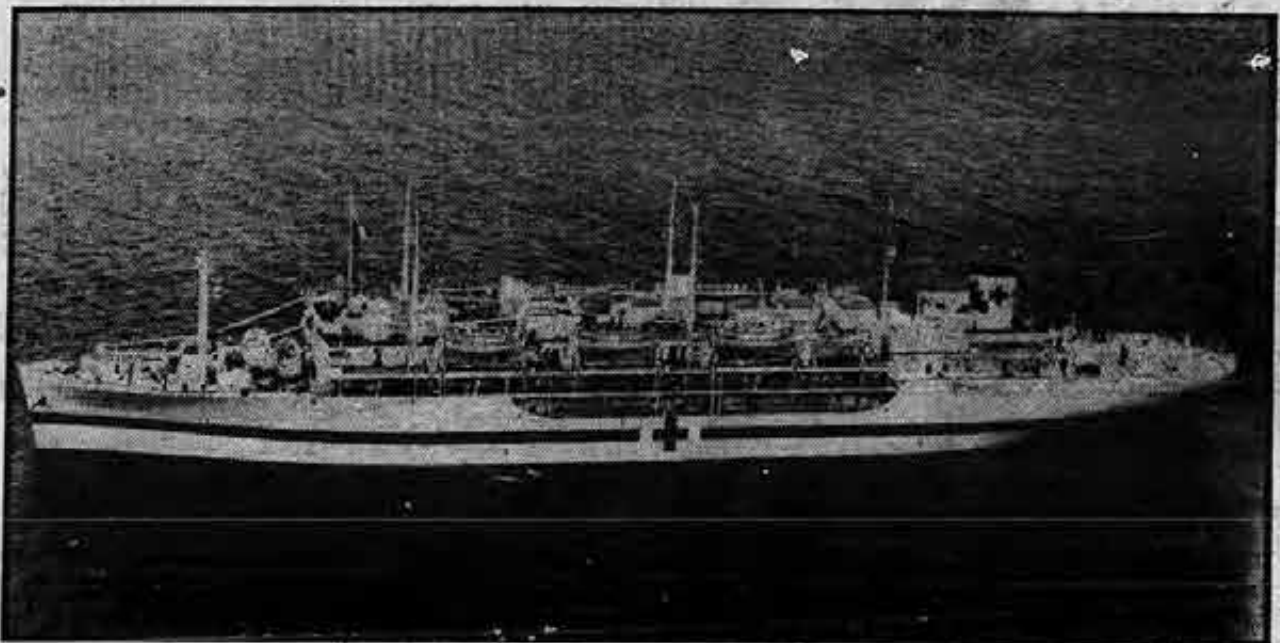
In addition to levying the largest fine ever imposed in the New York-New Jersey area, Judge Bruchhausen's ruling added the payment of court costs to the fine for the first time.

The actual amount of additional compensation due to four employees involved was \$800, but the heavy fine was apparently assessed because of the deliberate nature of the violations including falsification of the company's records. The fines involved were actually 17 times the amount saved by the violations.

## Savannah Up

SAVANNAH—Shipping for the last two weeks picked up a bit for this port. The SS Wang Juror crewed up in Jacksonville last week on short notice, Port Agent William Morris said, and it was necessary to call to the outports for additional men to fill all the berths.

The nine vessels calling into this port during the past period were all in transit. They were the Fairland, Azalea City (Pan-Atlantic); Seatrain New York, Seatrain Georgia (twice), Seatrain Louisiana (twice); Robin Locksley (Mormac); and the Morning Light (Waterman).



Shown at the time of her commissioning in 1945, US Navy hospital ship Consolation may serve as floating medical school and treatment center in Southeast Asia, operated by American President Lines. Plans call for ship to call at various Asian ports and instruct local medical men in latest medical practices. She is to be crewed by the SIU Pacific District and will carry some 400 doctors and nurses.

## APL To Run Floating Hospital

Members of the SIU Pacific District will be crewing the hospital ship Consolation for American President Lines under present Government plans to use the vessel as a floating medical school. The Navy hospital ship will be outfitted for a tour of Southeast Asia to assist in training local physicians and to perform medical services as well.

The project, to be financed by a private health foundation, calls for the ship to carry a staff of 200 doctors and an equivalent number of nurses. Some 800 hospital beds, operating rooms, laboratories and other facilities will be utilized. Lectures would be given by medical specialists to local medical trainees in Southeast Asian countries and, in addition, the operating rooms and hospital facilities would serve as training centers for local physicians who could observe techniques and treatment methods.

### Aid The Underprivileged

In the process, the Consolation would treat thousands of people in poverty-stricken areas who would normally have to go without medical attention because of lack of funds and facilities in their home countries.

A World War II hospital ship, the Consolation is 520 feet long, has a rated speed of 18.3 knots and weighs in at 15,400 tons. During the Korean War the Consolation served as a floating hospital, treating American and Korean wounded.

### Might Sail Soon

If the plans work out, the Consolation would put to sea in about six months. American President Lines has offered to operate the vessel at no profit to the company.

## Hawaii Statehood Bill Clears House Committee

WASHINGTON—The bill which would make Hawaii the 50th state of the Union cleared the House Interior Committee by a sweeping 25 to 4 vote last week. Although the proposal made the first Congressional hurdle with comparative ease, a much tougher fight is expected before the bill passes the House Rules Committee.

New support for the statehood of the Pacific territory came about early this month in a report from a special House subcommittee which spent 15 days in the island investigating the controversial Communist infiltration issue.

### Admit Reds' Existence

"We found them (Hawaiians) ready to admit that Communism in the islands existed, but we learned that they abhor it as we do and are meeting its evil challenges as capably as the people and government in the forty-nine states," the report said.

Part of the committee's activities included "a long look" into Harry Bridges' International Longshoremen's and Warehousemen's Union and its activities in the islands.

Hawaii, they concluded, "in training for statehood for sixty years," measured up as to its people, its loyalty to the United States, and its status in finances and resources and ability to be a self-governing state.

### Expected To Pass

While the statehood bill is expected to meet opposition in the Rules Committee, it is predicted it will clear without major delay. The Rules Committee schedules legislation for House action.

Rep. Leo O'Brien (Dem.-NY), acting chairman of the Interior Committee, and chairman of the special House subcommittee which reported on the islands, said that reports for the bill would be ready to be acted on by the committee this week. O'Brien, who carried the Alaskan statehood bill through the House last year, said he hoped to have the Hawaiian bill passed by the House before the Easter recess, or a short time afterward.

## Red Chinese Fleet Isn't Only Junk

Red China, formerly content with just about any ship it could get its hands on, is showing greater discrimination in vessel purchases lately. This is evidenced in her purchase of the three-year-old Greek freighter Kyvernitis for over \$1 million.

### Ship Tastes Improve

Compared with the old, World War II Liberty China has been buying since launching a drive for used tonnage, the Kyvernitis makes quite a contrast. Shipowners, now speculating about China's new taste in ships, will see just how lasting this change is. Negotiations are already under way with eight shipping companies for the purchase of 300 vessels from Japan and Great Britain.

In her eagerness to build up a merchant fleet, China has been willing to pay up to \$50,000 above the going world price on Liberties.

## PENSIONERS' CORNER



Eugene Milanesi . . . 31 . . . one of the younger men receiving the \$150 disability-retirement benefit . . . was paralyzed in 1951 and has been receiving benefits since . . . joined Union in 1947 as deck department crewmember . . . started sailing in 1945 aboard USS Saratoga . . . worked on runaway tanker under Panamanian flag before joining Union . . . after sailing on SIU-contracted tanker, Liberty and Victory ships he concludes, "Thank God for an SIU contract" . . . preferred North Atlantic run for "same reasons as thousands of other seamen" . . . second best was South and East Africa run, so he could save the money that he couldn't save on the European run . . . reminds membership that "they are sailing under the best Union contract in the history of sailing" . . . lives in Brooklyn with wife and son . . . does oil paintings . . . drops in at hall every now and then to look up old friends.



## Tell it to the LOG

