



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

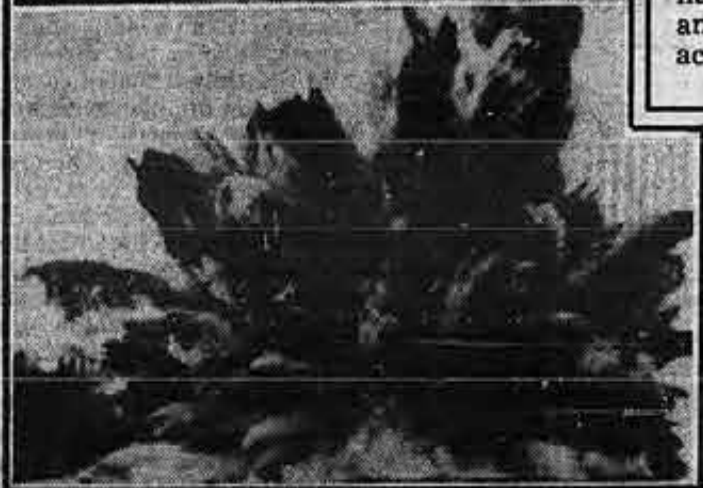
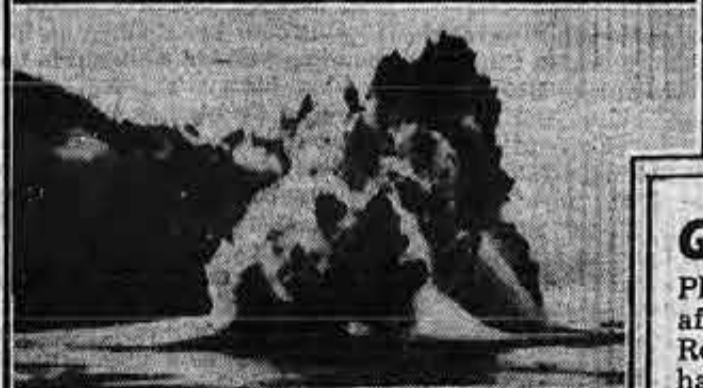
SIU CERTIFIED ON 7-SHIP ROBIN LINE

—Story On Page 3

Seafarers Eyeglass Benefit OK'd

—Story On Page 3

Family Day. On tap for family medical exam appointments at SIU health center in Brooklyn are Seafarer Pat Vieira and daughter Sandra; Seafarer Jesus Landron and daughter Sonia, and Mrs. Anna Fressoro, wife of Seafarer Armando Fressoro, with Fressoro's mother Tessie. Nurse M. Kortwright checks the appointment list. Thursday afternoons are reserved for families.



Going, Going, Gone!

Photos covering first seven seconds after blast record end of Ripple Rock, an underwater navigation hazard between Vancouver Island and Canadian mainland. The menace had wrecked many vessels.



Checkmates.

Seafarer David Pontes found Philip E. Shrimpton, 9, son of "Aussie" Shrimpton, a good match when the youngster visited the NY hall. A chess whiz, Philip beat Pontes the first time out.

US Stands Alone In UN As Runaways' Defender

The United States Government is in an extremely embarrassing position as a result of its refusal this week to help curb runaway-flag shipping. The US was the only major maritime nation at the UN Conference on International Sea Law in Geneva to oppose a resolution for sanctions against the tax-dodging, substandard runaway fleets.

The stand was voiced by Vice-Admiral Oswald S. Colclough, a US delegate.

America's defense of runaways was particularly unpopular because it came at a time of world concern over the international shipping slump which has been aggravated by the mushrooming growth of the cut-rate fleets. In a debate on a resolution to scuttle the runaways, the US lined up in support of Panama and Liberia, havens of 12 million tons of tax-dodging maritime activities, against Britain, France, Italy, Norway and other legitimate maritime nations. With 8 million tons of this runaway shipping American-owned, the US delegate's stand surprised no one.

Here are the significant factors in the crisis shaping up in world maritime on the runaway issue:

US POSITION

US support for runaway-flag shipping points up the inconsistencies in its maritime policies. On the one hand it has professed support for strengthening the economy of the free world—which in many cases, was expressed in outright aid for the expansion of their merchant fleets. The US also has a

Plan Homes For Coast Retirements

SAN FRANCISCO—Unions of the SIU Pacific District have agreed to build homes for retired members at the Marine Cooks and Stewards training site in Santa Rosa. A joint venture of the Sailors Union of the Pacific, the Marine Firemen's Union and the MCS, the plan is an extension of an earlier one put into operation by the SUP in Wilmington on December 7, 1952. The MCS training center has ample space for housing units plus recreational facilities close at hand. Other retirement apartments were provided later by the SUP in Seattle and Portland.

Located in or near port halls so that oldtimers are able to keep in touch with old friends and the seafaring life, each of the SUP efficiency units contains a kitchen, living room and bathroom, fully furnished with all necessary gear. In addition, washing and drying machines are located in the building.

The Wilmington home, a block from the SUP hall, is equipped with an electric cart to help disabled oldtimers to get around. Rents are moderate, varying from \$15 a month for those on disability or early retirement pension to \$30 a month for men on a full pension monthly plus Social Security.

AMMI Loves Those Runaways

On the heels of the announcement of the US position at the UN Conference on International Sea Law, Ralph Casey, president of the American Merchant Marine Institute, made the shocking statement that the runaway registries are "our fifth arm of defense" for this nation. How the AMMI reconciles this statement with the fact that it is supposed to represent the best interests of the maritime industry is understandable only in light of the fact that he was speaking for that segment of the American shipowners which have been flirting with the runaway flags. Casey's pitch represents the position of the American oil companies, which own or use large portions of the runaway fleet, and the major American-flag subsidized operators, who are not concerned by runaway-flag competition as long as they get theirs. They want to keep the door open for their own transfers of old tonnage, like US Lines, which has requested authorization to transfer the America in this fashion.

stated objective of maintaining a modern American merchant marine. To these ends, the United States has spent billions of dollars in foreign aid, turned over hundreds of American ships to European operators, and arranged for a 50 percent split of Government cargoes, with half guaranteed to foreign lines and the other half to Americans. On the domestic scene, the US subsidizes a limited number of American-flag shipowners on essential trade routes.

Undercuts Standards

But, on the other hand, it has in effect been undercutting legitimate American and foreign shipping operations by creating an American-owned runaway-flag fleet that operates under the world's lowest standards and engages in cut-throat competition with other shipping. This American-endorsed threat to world shipping consists of ships registered under the flags of Panama, Liberia, Honduras and Costa Rica.

To the American runaway operator who seeks Panamanian, Liberian or the other illegitimate registries, the US gives a direct subsidy in the form of a 100 percent income tax exemption, plus exemption from manning scales, safety standards and all other requirements of legitimate shipping, with no questions asked.

In effect, the US has encouraged and sustained a huge scab apparatus to undermine its own fleet and those of its allies. This is why the Seafarers International Union of North America, the AFL-CIO Maritime Trades Department, the International Transportworkers Federation, and other maritime labor organizations of the free world have vigorously opposed the US transfer policy since World War II.

EFFECTS OF US POLICY

The effects of the transfer program on the American-flag fleet are clear to see. In recent years, the US-flag fleet has carried only 25 percent of US cargoes. The transfer program has cut the US fleet by several hundred ships, and the runaways have already monopolized bulk ore haulage and virtually all of the offshore oil trade, plus making heavy inroads on passenger ship operations. If the 50-50 program were discontinued, it is doubtful whether more than a handful of unsubsidized American ships could remain in the offshore trades.

From the standpoint of the American worker, the transfer program has meant the loss of

thousands of jobs for American seamen. Shipyard workers have particularly felt the pinch, as the result of runaway construction in low-cost foreign yards.

The impact of this program is now being felt by the economy generally, with legitimate maritime nations losing out on shipping traffic, and consequently losing dollars. With fewer dollars to spend, their purchases of US manufactured goods are almost certain to decline.

POSITION OF SEA UNIONS

Up to this point, the only effective solution to the problem of runaways has been the world-wide boycott which has been considered by the International Transportworkers Federation and its member unions throughout the free world. However, the effectiveness of this approach has been stymied by the restrictive legal interpretations which have thus far prevented implementation of the boycott.

In 1955, the SIU Atlantic and Gulf District and the SIUNA-affiliated Sailors Union of the Pacific picketed the Liberian freighter Riviera following a crew revolt against substandard conditions. The unions were slapped with a judgment for damages. In other words, to proceed with a boycott could mean sapping the strength of the American seafaring unions.

It is interesting to note that the governments of all legitimate maritime nations except the United States have reached maritime labor's conclusion that the boycott or sanctions is the answer to the runaway problem.

What the opponents of US policy will do at the conference in face of the US position is uncertain at this point, although it appears the conference will vote to censure the runaways. Certain is the fact that the United States has lost an opportunity to provide any claim to leadership that it might have assumed at the coming conference of the International Labor Organization, which will also consider the runaway issue.

In fact, any pretense the United States may make for elevating safety standards, manning scales and other conditions will have a hollow ring because of its support for the notoriously substandard runaways. As long as the US Government continues to endorse runaway registries as a loophole for escaping decent levels of wages, conditions and safety standards, it will be in effect depressing conditions for seamen throughout the world.



Mrs. Hannah King, mother of Canadian District member, the late Edmond John King, receives first Canada SIU death benefit check from SIU Welfare Services representative Taby Flynn at New York SIU headquarters.

Teamwork Speeds Canada SIU Benefit

Efficient teamwork between the SIU Atlantic and Gulf District and the SIU Canadian District has resulted in payment of the Canadian District's first death benefit at the SIU's

New York headquarters. Mrs. Hannah King, mother of Canadian Seafarer Edmond John King, was the recipient of the \$1,000 benefit paid by the Canadian District's welfare plan.

King died on February 17, 1958, leaving his mother in Newfoundland as his beneficiary. The Canadian District's Halifax agent traveled to Newfoundland in the dead of winter to deliver the check, but on arrival there he found that Mrs. King had just left for New York.

After locating Mrs. King in this city, Canadian District headquarters forwarded the death benefit check to the SIU in New York where it was turned over to her.

Tampa Still In Doldrums

TAMPA—It has been a slow shipping period for the men on the beach in this port as there were no vessels paying off or signing on and only a handful of men got off the in-transit vessels during the last two weeks.

The in-transit ships were the Raphael Semmes, Azalea City, Fairland (Pan-Atlantic); Del Santos (Mississippi); Edith (Bull); Alcoa Pennant, Alcoa Polaris (Alcoa) and the J. B. Waterman (Waterman).

There were no major beefs in evidence on these ships, Port Agent Tom Banning reported. He said the crews and delegates were doing a good SIU-style job.

SEAFARERS LOG

April 11, 1958 Vol. XX, No. 8



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Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL-CIO, 673 Fourth Avenue Brooklyn 32, N.Y. Tel. HYacinth 9-4400. Entered as second class matter at the Post Office in Brooklyn, N.Y. under the Act of Aug. 24, 1912.



CS Reported Considering Atom Ship

The SIU-contracted Cities Service Oil Company is reportedly considering construction of an atom-powered tanker, the magazine "Business Week" reports.

Discussing the latest trends in shipping and shipbuilding in its March 29, 1958, issue, the publication said:

"So far, nuclear propulsion is still considered too costly for private shipowners. Reports are that Cities Service is thinking of building an atom-powered tanker. Otherwise, it's the government—with its combination passenger-cargo vessel and a nuclear-powered tanker—that's most active in this field."

The scuttlebutt in maritime circles is that Cities Service has been looking into the engineering problem involved but no word is forthcoming from the company as to any final decision on the matter.

From the commercial standpoint, the belief is that atom power can be applied most successfully in a large supertanker. That is because every gallon of fuel oil that has to be carried for bunkering is one gallon less of cargo capacity.

With a nuclear plant, the carrying capacity of a supertanker can be increased considerably.

Despite this belief, the only gestures made in that direction so far in the United States consist of proposals by the Maritime Administration to convert a prototype "Pipeline" class tanker to nuclear propulsion—and no final decision has been made in this area.

Overseas, both the British and the Japanese have expressed keen interest in this form of propulsion for tankers, with proposals in both countries that an undersea nuclear tanker be constructed.

The British have a design for one undersea tanker to be operated remotely, with no actual crew aboard.

7 ROBIN SHIPS NOW SIU

Court Rebuffs NMU; Union Certified On Last 3 Ships

The SIU's year-long fight to repel a National Maritime Union raid on Robin Line has ended in complete victory for the Union and Seafarers. Final confirmation of the SIU victory came on Monday, March 31, when an order was received from the National



Support for SIU as shown by members of tug Carteret paid off in new contract with \$55 monthly wage boost for unlicensed men following earlier increase for officers. Shown here are (front, l to r) M. Bridges, C. Flowers; (rear, l to r) R. Rice, G. Needham, D. Brothers, A. Melson.

Win \$55-Month Boost In Willis HIWD Contract

PHILADELPHIA—With a National Maritime Union raid attempt defeated, the SIU Harbor and Inland Waterways Division has been able to negotiate a superior new agreement for unlicensed crewmembers

of the Willis tug fleet. A \$55-a-month base wage increase has been won for all deckhands and cooks retroactive to January 1, 1958, plus other gains, including coverage by the SIU's deep sea welfare plan.

The new agreement is being ratified overwhelmingly, with crewmembers of the tugs voting four to one in favor in the nine-ship fleet.

As a result of the \$55 monthly raise, cooks' base wages are now \$505 a month; ABS, \$400; ordinary seamen on large tugs, \$390; on small tugs, \$360.

Additional benefits won in the fleet include:

- \$40 a month bonus where more than one barge is towed.
- Increase in travel allowance from three cents to five cents a mile when returning home after being relieved.
- The right to reopen the agreement on wages on July 1, 1958.
- Spelled-out hiring procedures and other fringe benefits.

The agreement runs for a two-year term, expiring on January 1, 1960.

Last December, the SIU, representing deck officers, and the Brotherhood of Marine Engineers negotiated a similar agreement for the approximately 60 officers in the Willis fleet. Captains go to \$720 a month by January 1, 1959; relief captains \$684 a month and mates \$648. In the engine department the chiefs get \$695 monthly; relief chiefs, \$672, and assistant engineers \$648.

All of the tugmen work a 20 days on-10 days off schedule.

The SIU-HIWD signed a first-time agreement with Willis in 1956 after winning a National Labor Relations Board election over the NMU-affiliated United Marine Division, 69 to 2. With contract talks coming up, the NMU attempted to intervene despite its lopsided defeat of the year before. The NMU's entire case for intervention was based on a Taft-Hart-

ley pitch to the effect that the union shop in the Willis contract was "illegal."

However, the NLRB denied the NMU's bid, pointing out that there was nothing wrong with the agreement. That decision paved the way for negotiations that had been held up because of the NMU's raid.

Willis tugs run in the coastwise trade hauling bulk paper north-bound and general cargo south-bound.

Vacation \$\$ Are Payable After Death

CHICAGO—A feature of the SIU Vacation Plan that treats vacation pay as earned wages in the case of a Seafarer's death has been extended to railway employees in a recent decision.

The principle affecting railway workers was set down by a seven-man panel operating under the National Railroad Adjustment Board last week. The panel ordered vacation money of about \$460 each to the estates of three Erie Railroad employees. The workers had died before taking the three-week paid vacation to which they were entitled.

Under the SIU Vacation Plan, earned vacation pay based on time worked aboard ship, like earned wages, goes to the seaman's family or beneficiary in the event of death.

Since the SIU vacation payment is based solely on per diem aboard ship, it is accumulated like wages, and is payable and taxable like regular wages.

In the railway case, the panel said that even if an employee dies before taking his vacation, the company still has a "money obligation" to his heirs. The railroad had argued that the vacation clause in its contract applied only to living employees.

ously, the NMU had made claims of "at least 80" Seafarers switching over to the NMU. The NMU had attempted to win over Robin Line Seafarers by the "carrot and stick" technique of shipboard pressure coupled with offers of NMU books free of initiation fee and other supposed benefits of an NMU agreement.

(In this context it is interesting that the NMU itself has been cited for intimidating voters in an election among workers of the Brooklyn-Staten Island Ferry, and an NMU vote victory has been voided accordingly. See story on Page 7.)

The immediate effects of the NLRB order are two:

- It will put job openings on the Hood, Goodfellow and Trent up on the board in SIU halls. Up until now, these jobs have been filled by the NMU, even after the SIU's smashing election victory. Jobs on four other Robin Line ships previously certified to the SIU have been shipping from SIU halls for several weeks now.

- It clears the way for the opening of negotiations with Moore-McCormack, the owners of the Robin Line division, for a standard SIU agreement which will put an end to the cut-rate, "no overtime" features of the NMU agreement with which Seafarers have been saddled for many months.

In certifying the SIU on the last three ships, the Labor Board upheld the findings of the New York regional director of the NLRB, Ivan McLeod. The latter had ruled, that NMU charges of "intimidation" and "fear" against the SIU were not valid and had no bearing on the outcome or conduct of the election.

The NMU charges were made, and trumpeted long and loud in the "NMU Pilot" after Seafarers on the Robin Line ships had gone down the line for the SIU 100 percent in the voting and even won the allegiance of two NMU men aboard the Robin Trent. Previ-

ously, the NMU had made claims of "at least 80" Seafarers switching over to the NMU.

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The Federal court suit had been instituted by the NMU as part of its last ditch effort to salvage something out of the crushing defeat its raid had suffered aboard the ships. The NMU was seeking a court order to prohibit the NLRB from certifying the SIU on the last three ships and to overturn certification received on the Kirk, Locksley, Gray and Sherwood. Judge Sugarman ruled out the suit and then reinstated it on the ground that the basis for his original ruling had been erroneous.

SIU Intervened
Then, after hearing oral arguments from the NMU, the Board and the SIU, which intervened in the suit, Judge Sugarman ruled that the NMU had no basis for its objections.

"The NMU has nowhere in record indicated," he ruled,

"that its claim is buttressed by anything more than the conclusion that, because it lost, the Board ignored the record."

The Robin Line beef began one year ago, in April, 1957, when Moore-McCormack purchased the Robin Line which had been SIU-contracted since 1941, and set it up as a separate division. On April 29, 1957, Curran informed his membership at the NMU headquarters meeting that "if Moore-McCormack buys the line . . . they're going to carry NMU members, or else."

Deal Worked Out

Subsequently, an arrangement was worked out between Moore-mack, the NMU and the American Merchant Marine Institute which was believed to be a foolproof way of getting the SIU out of the picture. The deal called for Moore-mack to notify the SIU that the NMU agreement applied to the ships and that Seafarers would be replaced, as they left their jobs, by NMU men.

The obvious nature of the program was a campaign of attrition against SIU men on the ships. It was hoped that sooner or later, through illness, injury, or exhaustion, Seafarers would leave the ships, one by one, and be replaced by NMU men, giving NMU control of the fleet.

The authors of the arrangement, including at least one Washington (Continued on page 15)

Latest SIU Benefit — Free Eyeglasses

A new benefit, free eyeglasses, will be available to Seafarers, starting on June 1. The new benefit was approved at last week's meeting of the trustees of the Seafarers Welfare Plan.

Under the benefit Seafarers who need eyeglasses will be able to secure them free of charge at selected optical centers in the ports of New York, Baltimore, Mobile and New Orleans. Arrangements are also underway for a similar set-up in San Francisco to take care of West Coast Seafarers.

Details Not Final

Final procedure under the new benefit has not yet been worked out, but in all probability, the Seafarer will be able to get a prescription filled, free of charge, for one pair of glasses at the center servicing the SIU Welfare Plan, after he has obtained his prescription from the Public Health Service, or from a private oculist or optometrist if he prefers to go to the latter.

The centers are being selected on the advice of Union Optical Service which has long been active in providing low-cost optical services to union members through a number of union welfare plans.

By providing free eyeglass service, the Welfare Plan closed a gap in the medical care program for Seafarers. At present, Seafarers are entitled to make use of the Public Health Service hospitals for both medical and dental care, and, in addition are entitled to

annual diagnostic examinations at SIU Health Centers.

Details as to the names and the locations of the optical services will be carried in the SEAFARERS LOG in advance of the June 1 starting date of the service.

Matson Speeds Container Plan

SAN FRANCISCO—Matson Navigation is proceeding with plans to use cargo containers on its Hawaiian Island service. Company president Randolph Sevier said Matson's new approach to cargo handling would feature aluminum containers 24 feet long, 8 feet wide and 8½ feet high. The Matson ships are manned by SIU Pacific District unions.

The use of containers was pioneered on the East and Gulf Coasts by the SIU-contracted Waterman Steamship Co., which operates trailerships in the intercoastal service between the US and Puerto Rico. Its value in cutting cargo handling costs and reducing pilferage and breakage promises to provide additional uses.

SCHEDULE OF SIU MEETINGS

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

- April 16
- April 30
- May 14
- May 28

NMU's Idle Men Bucking Big Register

Based on its own figures, there's more than meets the eye regarding shipping conditions in the National Maritime Union today.

The figures show that the top seniority NMU man generally has to be conditioned to a long stay on the beach before he can be sure of throwing in for a job and making it. The March 27, 1958, issue of the "NMU Pilot" offers this comparison with the SIU's current shipping report:

• The SIU shipped 3 jobs for every 7 top seniority (class A) men registered on the beach in a two-week period.

• NMU ships 3 jobs for every 24 top seniority men on the beach in a similar period.

8,700 On Beach

The ratio is based on "permanent" jobs shipped, according to the "Pilot" report. Given the benefit of the doubt, with "relief" and "re-ship" jobs thrown in, the NMU ratio becomes 3 jobs shipped for every 12 top seniority men on the beach. The actual NMU figures: 1,120 "permanent" jobs, 553 "relief" jobs and 413 "re-ship" jobs, for a total "shipping" of 2,131. Group one (top NMU seniority) on the beach: 8,747.

The figures go a long way to explain rising dissatisfaction in the NMU over shipping procedures.

All in all, as SIU men have known all along, on contracts, welfare, feeding, representation and other matters, the NMU is usually far behind.

Seafarers Rotary Shipping Board



From March 19 To April 1, 1958

SIU shipping held steady during the past two weeks, due to the healthy ratio of jobs available compared to the number of men registered on the beach. Figures for the past period show three SIU men shipped for every seven top seniority men on the beach, or almost one man shipping to two remaining. At that rate there could be a complete turnover of class A men on the beach in the coming four weeks.

A total of 974 jobs were shipped in all departments, and there were 2,143 class A men on the beach at the end of the period. Registration totalled 1,015. The breakdown by departments shows 350 shipped on deck, 328 in the black gang and 296 in the steward department.

Five ports shipped more men than in the previous two weeks. Even though New York and Baltimore both dipped, along with New Orleans and Houston they accounted for over 70 percent of the A&G District's shipping. Boston, Philadelphia and Norfolk were the others that listed increases. The rest declined.

Under the new reporting system in this issue, the summaries below give a man in any department the complete picture on his department, seniority class and job group in all ports. In addition, the number of men registered on the beach is listed in the same fashion. It all adds up to a healthy job picture not only for the top seniority

(class A) seaman in the SIU today, but for class B seniority men as well. Men coming off ship can also pick their spots by checking the "registered on the beach" totals alongside the shipping totals.

(Editor's Note: The revised, detailed reports below were designed on the basis of membership suggestions in letters and from the ships. In the near future, to complete the picture, SIU shipping will be reported on the basis of men shipped in individual ratings, by seniority groups, in all departments. Comments and suggestions on this procedure are always welcome.)

On the seniority side, class B shipping rose somewhat to 30.5 percent of the total, while class A men shipped fell to 64 percent overall. Class C accounted for the remainder, though eight ports shipped no "C" men at all.

The following is the forecast port by port:

Boston: Fair . . . New York: Steady . . . Philadelphia: Fair . . . Baltimore: Good . . . Norfolk: Good . . . Angelina and Val Chem should crew up . . . Savannah, Tampa Slow; only in-transits due . . . Mobile: Good . . . New Orleans: Should slow up; only four payoffs scheduled . . . Lake Charles: Slow; no payoffs in sight . . . Houston: Only in-transits expected . . . Wilmington, San Francisco, Seattle: Slow.

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	1	2	3	1	2	3	1	2	3	1	2	3	A	B	C	All	1	2	3	1	2	3
Boston	2	2	0	0	3	0	1	3	1	0	3	1	0	0	0	5	4	0	9	4	9	1	0	5	0
New York	15	25	14	1	10	8	14	25	11	0	4	5	0	0	3	50	9	3	62	71	131	39	2	17	26
Philadelphia	2	5	2	0	0	2	2	8	4	0	0	0	0	0	0	14	0	0	14	7	15	6	0	3	4
Baltimore	11	26	9	2	7	16	10	14	4	7	14	13	0	0	2	28	34	2	64	35	73	14	6	18	26
Norfolk	0	3	2	0	2	4	3	10	2	1	1	2	0	0	0	15	4	0	19	0	3	2	0	2	4
Savannah	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	2	0	0	2	5	8	2	0	2	1
Tampa	3	1	0	0	1	1	2	0	1	0	0	2	0	0	0	3	2	0	5	4	10	1	0	1	1
Mobile	9	9	3	1	1	2	5	7	5	0	1	0	0	0	0	17	1	0	18	31	37	5	0	4	8
New Orleans	11	18	7	0	3	6	10	26	10	1	9	14	0	0	1	46	24	1	71	44	56	19	1	11	19
Lake Charles	5	1	1	0	1	2	0	3	5	0	0	4	0	0	0	8	4	0	12	6	15	1	2	4	8
Houston	11	19	8	0	8	11	12	17	8	1	7	15	0	0	0	34	23	0	57	21	28	8	2	13	16
Wilmington	4	8	1	1	2	3	0	3	0	0	0	0	0	0	0	3	0	0	3	5	16	3	2	8	5
San Francisco	2	6	3	0	5	3	4	0	4	0	0	1	0	0	0	8	1	0	9	21	28	7	2	20	21
Seattle	4	4	3	1	5	4	0	3	2	0	0	0	0	0	0	5	0	0	5	14	28	5	5	20	12

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	1	2	3	1	2	3	1	2	3	1	2	3	A	B	C	All	1	2	3	1	2	3
Boston	3	4	1	0	1	1	1	4	0	0	1	2	0	0	0	5	3	0	8	5	10	1	1	1	3
New York	15	27	6	2	9	5	4	20	6	0	3	4	3	1	5	30	7	9	46	60	119	12	6	30	17
Philadelphia	0	8	0	0	1	1	2	10	4	0	0	1	0	0	0	16	1	0	17	0	30	0	0	3	3
Baltimore	4	25	4	6	24	13	2	23	2	2	12	16	0	2	4	27	31	6	64	9	76	8	5	25	16
Norfolk	1	1	1	0	2	2	0	9	3	0	3	5	0	0	0	12	8	0	20	1	1	1	0	2	2
Savannah	2	4	0	0	1	0	1	2	0	0	0	0	0	0	0	3	0	0	3	2	14	3	0	1	1
Tampa	0	4	0	0	1	1	0	2	0	0	0	1	0	0	0	2	1	0	3	0	10	1	0	2	1
Mobile	4	6	3	1	2	3	2	14	1	0	1	4	0	0	1	17	5	1	23	15	28	6	3	7	6
New Orleans	2	23	3	0	1	4	9	24	4	0	11	7	0	1	2	37	18	3	58	12	50	6	2	12	8
Lake Charles	1	5	3	0	2	5	2	2	5	0	0	3	0	0	0	9	3	0	12	5	9	0	0	3	9
Houston	8	19	2	2	15	7	9	17	3	2	10	11	0	0	0	29	23	0	52	10	32	3	3	22	8
Wilmington	1	3	0	0	3	2	0	2	0	0	1	3	0	0	0	2	4	0	6	4	9	0	0	11	1
San Francisco	2	6	3	0	4	1	0	3	2	0	0	3	0	0	0	5	3	0	8	9	37	0	2	17	15
Seattle	0	10	3	2	1	4	0	3	0	0	1	4	0	0	0	3	5	0	8	1	21	2	4	15	16

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	1	2	3	1	2	3	1	2	3	1	2	3	A	B	C	All	1	2	3	1	2	3
Boston	0	1	3	0	0	2	0	1	1	0	0	2	1	0	1	2	2	2	6	4	2	6	0	0	0
New York	21	4	33	0	1	11	17	4	26	0	0	4	1	0	6	47	4	7	58	67	36	90	1	2	31
Philadelphia	2	2	3	0	0	2	3	1	8	0	0	0	0	0	0	12	0	0	12	22	7	8	0	0	6
Baltimore	5	8	10	1	2	8	7	3	9	0	0	19	0	0	7	19	19	7	45	46	13	24	4	4	20
Norfolk	2	0	0	1	1	3	3	0	0	3	1	4	0	0	1	3	8	1	12	2	0	0	1	1	3
Savannah	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	7	2	1	0	0	0
Tampa	4	0	4	0	1	2	0	0	5	0	0	0	0	0	0	5	0	0	5	10	2	9	0	1	2
Mobile	10	2	8	0	0	7	3	1	14	0	0	3	0	0	0	18	3	0	21	34	12	21	0	1	16
New Orleans	14	0	20	0	0	8	13	6	31	0	0	17	0	0	11	50	17	11	78	34	4	71	1	0	25
Lake Charles	1	0	1	0	0	6	1	0	2	0	0	4	0	0	2	3	4	2	9	3	5	1	0	0	9
Houston	5	0	8	0	0	10	4	1	10	0	0	16	0	0	0	15	16	0	31	19	7	11	1	3	13
Wilmington	1	2	5	0	1	4	0	1	2	1	0	2	0	0	0	3	3	0	6	9	1	5	1	2	8
San Francisco	9	2	4	0	1	2	1	0	0	0	0	0	0	0	0	1	0	0	1	27	10	22	2	3	29
Seattle	5	3	4	0	0	8	0	0	6	0	1	4	0	0	0	6	5	0	11	14	6	8	0	1	20

TOTALS	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	1	2	3	1	2	3	1	2	3	1	2	3	A	B	C	All	1	2	3	1	2	3
DECK	79	127	54	6	49	62	63	121	54	10	39	57	0	0	6	238	106	6	350	268	457	113	22	128	151
ENGINE	43	145	29	13	67	49	32	135	30	4	44	64	3	4	12	197	112	19	328	133	446	43	26	151	100
STEWARD	82	24	103	2	7	74	52	18	115	4	2	75	2	0	28	185	81	30	296	298	107	278	11	18	184
GRAND TOTAL	204	295	186	21	123	185	147	274	199	18	85	196	5	4	46	620	299	55	974	699	1010	434	59	297	495
	686			329												974				2143			791		

Seafarers In Action

"All of the crew participated in the safety discussion held aboard the Topa Topa not too long ago," writes Luther E. Wing, meeting secretary. A number of possible changes were suggested in the interest of cutting down the accident rates aboard SIU vessels by preventing their occurrence.



Wing

Some of the suggestions offered, outside of needed repairs, were readily apparent. One was that warning signs be placed on engine room doors that open into the passageways, while a member



Knot ships Rose Knot and Timber Hitch are shown at anchor. Rescued man fell between the two vessels and was saved when Seafarers braced ships apart with their bodies.

Crew Holds Ships Apart, Saves Technician's Life

RECIFE, Brazil—A group of Seafarers who bodily held apart two ships to prevent them from crushing a technician who fell between them have earned a special commendation for their life-saving efforts.

The night-time maneuver was credited as largely responsible for saving the life of Robert S. Farmer, a technician on the SS Rose Knot, one of the Knot ships chartered to the Suwannee Steamship Company. The Rose Knot was docked in Trinidad alongside the Timber Hitch, another company ship, at the time.

Seafarer K. J. Hannaford said that when some of the crew heard Farmer yell for help at about 11:30 p.m. "one man let go the forward lines while four others kept the ship from closing in on him." Meanwhile, Seafarer Mike Machel dropped a line to Farmer and hauled him up.

An all-around commendation from the company for the Rose Knot's crew said: "We wish to congratulate you upon your prompt and efficient rescue of this gentleman and your willingness to lend your assistance in restraining the Timber Hitch from crushing (him). We can assure you your prompt action is appreciated . . ."

Hannaford, one of those involved.

Aqaba-Elath Ships Given Int'l Okay

GENEVA—By the hair-thin margin of one vote, the 87-nation conference on the Law of the Sea has approved the principle of innocent passage through straits connecting the high seas with the territorial waters of a coastal state. The change, which was approved by a vote of 31 to 30, legalizes passage of shipping through the Straits of Tiran into the Gulf of Aqaba and the Israeli port of Elath.

The Arab nations and the Soviet Union voted against the change. Egypt and Saudi Arabia, which are on opposite sides of the Gulf, have both claimed that the straits are territorial waters and therefore should be barred to Israeli shipping.

The SIU-manned tanker Kern Hillis was the first deep-sea tankship to go into Elath following the stationing of United Nations forces in the area. Other ships, both Israeli and foreign vessels, have been using the straits since the end of the brief Israeli-Egypt war in November, 1956.

PR Strike Makes Trailership Return

MOBILE—Waterman's lift-on, lift-off trailership Bienville has returned here from Puerto Rico with her cargo still aboard after members of the International Brotherhood of Longshoremen refused to unload the vessel and tied her up for 27 days. The cargo will be transferred to the conventional cargo ship, Monarch of the Seas which will return it to San Juan.

Fearing the loss of many longshore jobs all along the Puerto Rico waterfront due to increasing mechanization, IBL men refused to unload the vessel and demanded a work guarantee that the company would continue to hire the full complement of longshoremen, checkers and foremen, at least until their present contract expires.

Puerto Rico Governor Munoz Marin had offered proposals calling for the payment of full wages to laid-off workers for a six-month period and 50 percent of wages for an additional 12 months. Payments would be made whether the laid-off workers got other employment or not. The new service would slash longshore labor by 75 percent, from some 168 men required on a conventional C-2, to 42 men on the trailership.

Earlier last month Marin bargained with sugar interests for the establishment of a fund to make payments to some 2,000 longshoremen and 700 sugar mill workers

being put out of work by the installation of bulk sugar loading.

Under the new system, sugar is pumped through pipes directly into the holds of the ships. Loading through pipes not only cuts the costs on jute bags, but means a considerable saving to the operator in wages paid to longshore labor.

A 55-cents per ton special tax on bulk-loaded sugar has been established to finance a \$1 million "Special Compensatory Fund."

Payments to be made to the displaced workers vary with the port involved. Maximum payments will be made for 78 weeks in small ports where longshoremen may not be able to find other waterfront work, while payments from 12 to 24 weeks will be made in San Juan where there is a greater opportunity for similar employment.

At present, Puerto Rico has no system of unemployment insurance. Such a program is now being set up, but payments will not be made until 1959.

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.

No Pick-Up For Seattle

SEATTLE—As has been predicted, the port failed to pick up and continued on the slow side. There was only one ship, the Rebecca (Intercontinental) paying off and signing on during the past period.

In transit were the Yorkmar, Calmar and the Pennmar (Calmar). There was a small amount of disputed overtime and a few minor repairs, but all were settled satisfactorily.

Keeping In Touch:

WITH SIU OLDTIMERS

The SIU disability-pension benefit is now providing coverage for Seafarers, who because of various infirmities, who are no longer able to work on SIU ships. The \$150 a month benefit is the most generous in the maritime industry. For men over 65 who are also eligible for US Social Security benefits, the total income can mount up to as much as \$312 a month.

In addition, the Seafarer receiving the benefit is also eligible for full coverage under the Seafarers family hospital and surgical plan. That means he, his wife and his dependent children, if any, can obtain hospital and surgical benefits. He and his family are also eligible to use the facilities of the SIU Health Center. In the event of the disabled Seafarers' death, his family is entitled to the \$4,000 SIU death benefit.

Aside from the 103 men now on the list, more Seafarers have been covered since the benefit was first instituted in 1952, but have since passed away.

One of the Seafarers now on the disability benefits list is Seafarer William E. Lake of Boston who has been a member of the SIU since its earliest beginnings in 1938. Lake, who is 69 years old, had to stop sailing back in 1952 because of a kidney ailment. He spent 42 years at sea, most of them on coastwise and nearby-foreign passenger runs when those operations were a big item in US merchant shipping.



Lake

Lake shipped regularly out of New York, Baltimore and Boston in those years and now makes his home in the Massachusetts capital.

Seafarer Thomas Maynes is one of several younger men on the disability-pension list. He was disabled by the onset of blindness in 1956 at the age of 45.

Rejected by the US Army in 1940, Maynes started shipping out of the old Stone Street SIU hall that year on the Calmar Line, and sailed regularly until forced to call it quits 16 years later. During that time the worked as cook and steward.



Maynes

One of the sailing ship veterans on the benefits list is Seafarer John A. Axelsson who is now 70. Axelsson's seafaring career began way back in 1906 on a Scandinavian bark. He worked for various European shipping companies until 1917 when he caught an Army Transport vessel under the American flag.



Axelsson

He too became a member of the SIU when it was first formed in 1938, and is proud that he helped man merchant ships in two World Wars and stuck with the seafaring life through the worst of the lean years in the '20's and '30's.

Eligibility requirements for the \$35 weekly SIU disability-pension consist of the following:

Seafarers physically unable to work, no matter what their age, who have 12 years' seetime, plus the standard 90-day eligibility requirement, can apply for and receive the benefit. The seetime has to be with SIU-contracted companies.

Seafarers who are of age 65 or over, and also have the 12-year seetime requirement plus the standard 90-day eligibility provision, can also obtain coverage under this benefit.

Paine, Last Of Coal Charters, Recalled

WASHINGTON—The Federal Maritime Board has recalled the last of the Government-chartered ships it had let out to American Coal Shipping. The Thomas Paine was recalled in the course of the FMB's monthly charter review. Five other ships had been recalled earlier.

The action leaves the once-ambitious coal-carrier with one company-owned Liberty, the Coal Miner, on the grain run.

Both the National Maritime Union and the company have asked the National Labor Relations Board for an immediate election on the Miner. In separate communications, the two have asked the NLRB to disregard its policy of not ordering elections while a charge of favoritism towards one of the unions involved is still pending.

SIU Charges

The SIU has such a charge pending that the company has favored the NMU, plus individual charges dealing with a number of firings of SIU men off the Coal Miner.

The Coal Miner was originally the Chian Trader, an NMU-manned ship. When it was sold to American Coal, six NMU members remained aboard and the others were replaced.

Court Order

After the SIU made its initial charge of discrimination against the company, a Federal court order issued in February, 1957, established the seniority hiring procedure in the company. The court order specifically gave the six NMU members permission to remain aboard the Coal Miner, giving the NMU a built-in edge on that vessel.

Five of these NMU men are still aboard the ship. In the course of the company's operations a number of Seafarers who obtained berths on the Coal Miner while competing for the 22 open jobs were later fired by the company on a variety of trumped-up charges.

The Coal Miner firings are still the subject of SIU unfair labor practice charges before the Board, and the Union maintains that the Seafarers who were victims of company-NMU discrimination are entitled to protection of their interests before an election is ordered.

for SIU MEMBERS!



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Ex-Defense Dept Heads Buy Up Shipping Combine

A group of former high officials in the US Defense Department with powerful financial backing have bought up the huge 60-ship fleet owned or controlled by Marine Transport Lines, and added it to their runaway holdings.

With their prior holdings of eight runaway-flag tankers, they now have a vast fleet split between American-flag and runaway operations. The three principals in the undertaking are former Defense Secretary Charles E. Wilson, ex-president of General Motors; former Deputy Defense Secretary Roger Kyes, a GM vice-president, and Lee White, former assistant secretary of the Air Force.

Tax Loophole

The three ex-officials are thus exploiting a tax loophole in their foreign operations to escape supporting the Government in which they held top office.

Two years ago, Kyes, White and the present US Secretary of the Treasury, Robert B. Anderson, formed Trinity Tankers, whose runaway-flag ships will now be integrated with Marine Transport's world wide operations.

Anderson, a former Navy secretary and Kyes' successor as Deputy Defense secretary, presumably relinquished his Trinity holdings when he moved into the Treasury spot last June. Ironically, Anderson, as the top Government official handling US monetary and tax policies today, operated runaway-flag ships as a means of by-passing US tax laws. Wilson, in turn, has become Anderson's replacement in the enterprise.

Duplicating the 1956 situation,

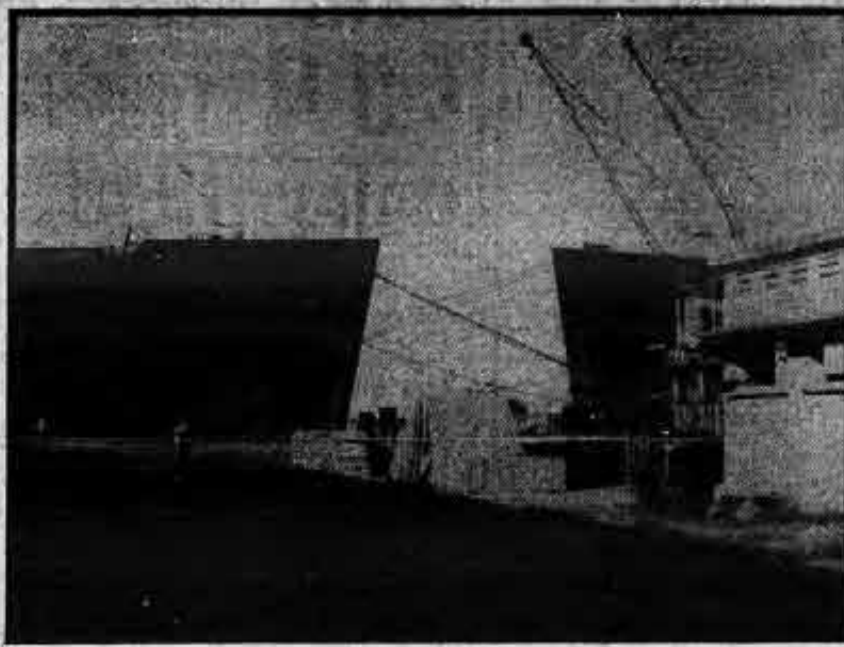
when Trinity Tankers was set up, the financial arrangements behind the new Oswego Shipping Corp., which will operate Marine Transport, are shrouded with secrecy. At the time Trinity was set up, the "Government alumni" group also found it unnecessary to sell stocks or bonds to the public, implying that the huge undertaking had the backing of a powerful domestic corporation — presumably the unnamed oil company which gave Trinity charters on ships it had not yet built.

White, who was chairman of Trinity and now becomes president and chairman of the Oswego Shipping, would only say last week that it was "a multi-million dollar deal." He said the financing was arranged by a New York bank and the University of Chicago. The University will be a part owner of the new company.

Not A Surprise

Although the transaction had been expected for some time among industry circles, its completion at this time, with the world shipping market in a depressed state, was considered significant. Indications are that there will be no major changes in Marine Transport's present operations, except that its foreign-flag services will be consolidated under Trinity Tankers. The US segment of the fleet is under contract to the National Maritime Union. Most of the ships are specialized bulk carriers.

Saigon Host To SIU Victorys



Coeur D'Alene Victory (left) and Ames Victory, both owned by Victory Carriers, showed up in Saigon at same time. Meeting was occasion for reunion of SIU men off the two ships. Picture by John Holoboski, 2nd assistant engineer on the Ames.

Canada SIU Wins Boosts In Montreal

MONTREAL—Retroactive wage increases that will net crewmembers about \$1,000 a man in retroactivity alone have been negotiated by the SIU Canadian District for harbor craft workers employed by the Montreal Harbor Board. The pace-setting agreement, featuring increases in wage and overtime rates and other major gains, covers crewmembers of two tugs and workers on crane and dredging equipment.

The pact provides two full years retroactivity for tug employees and one year for crane and dredge workers. It represents the first increase the tugmen have had in four years. Crane workers have received annual salary increases.

The agreement provides for January 1, 1957, wage rates ranging from \$328 a month for crane foremen to \$235 for fire watchmen. Wages for the same ratings were increased on January 1, 1956, to \$357 and \$257, respectively. Hourly overtime rates have also been increased by more than 22 to 44 cents an hour.

The agreement provides for a 40 hour work week, with overtime rates for work performed on Saturdays and Sundays.

The tug settlement represented a 27½ percent wage increase, plus four hours guaranteed overtime.

Oil Import Curb Stiffened

WASHINGTON—New and more severe restrictions in imports of oil have been announced by President Eisenhower. The new ceiling involves a reduction in average daily im-

ports to the East Coast of 57,800 barrels daily with the limit now set at 713,000 barrels a day.

The oil import ceiling is voluntary, but most importers have complied with it under the threat of compulsory curbs if they failed to do so. The basis for the action is that the national security is being endangered by over-dependence on foreign oil which discourages oil exploration in the US.

The effect of the program is to reduce tanker runs from Venezuela and the Persian Gulf. Theoretically,

at least, there should be a corresponding increase of tanker activity in the coastwise trade.

Foreign oil is cheaper than US oil because of the high cost of developing new US oil sources. With most major US oilfields already tapped, US oil exploration is running into an increasing number of dry holes, plus the fact that drilling costs are higher here.

The oil import restrictions have been criticized as promoting more rapid exhaustion of limited US oil reserves.

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... Safe and Sound



An SIU Ship is a Safe Ship



It's not only your own skin that's at stake when you risk injury aboard ship. There are others who count on you to "come back . . . safe and sound" at the conclusion of a voyage. If you are married, there are your wife and children who depend on you as their breadwinner. Or perhaps there are your parents for whom you may fill the same role.

Then there are your own shipmates who often have to bear the strain and burden of caring for an injured crewmember, and the Union to which you belong, which is deeply concerned with your health and well-being.

For all of these, and most of all for yourself, safe practice on the job is a "must" for every Seafarer.

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolin

How To Stay Out Of Debt

With average wages down and unemployment up the recession is aggravating wage-earners' financial problems, to put it mildly. If you've been affected, the big danger is that by the time the recession is over you may end up so heavily in debt it may take years to pull yourself out. This is a situation in which working people start borrowing from one lender to pay another, and become obligated for heavy interest payments.

So far, Social Security payments, unemployment compensation and other Government payments have taken up about half the nationwide drop in wages. Social Security especially is proving to be a life-saving cushion for older workers as they are laid off or work only part time.

But debt problems are beginning to brew for many families, especially as their unemployment compensation runs out. Here are the facts this department found in a survey:

Banks throughout the country are experiencing an increase in installment-collection problems and a rise in auto repossessions, the American Bankers Association reports.

More people are borrowing money. Personal loans from banks increased over ten percent in the last 12-month period on record. More people are borrowing on their life insurance, too, the Institute of Life Insurance finds.

People are finding it a little harder to pay back their cash loans as well as pay their installment debts.

Young families are believed to be in greatest distress. Not only do younger workers lack seniority when layoffs start, but they generally

have larger families than the preceding generation, the least savings and the most debt. Three out of four young families with debts are obligated for installment payments equal to 10 to 40 percent of their take-home pay.

If you do get into a financial crisis in this period, here are policies that may help protect you:

1—Use your credit union's help. It can provide useful guidance and service in a crisis.

2—Beware of excessive interest charges and high fees exacted by debt consolidators and loan companies advertising "consolidation loans."

3—Use fully the community resources and services available to working families caught in an emergency.

To the honor of the credit unions, they are not experiencing the

delinquencies and emergency borrowing some banks, insurance companies and finance companies are encountering.

In this crisis, the credit unions are doing the job they were designed to do, reports John Short, treasurer of a large factory credit union. For one thing, they are battling the "consolidation loans" promoted by small-loan companies by (1) educating members to the true costs of such loans (generally 18 to 30 percent a year) and (2) providing their own consolidation loans at lower cost, generally 7-12 percent.

When unemployment strikes, credit unions generally give you a blanket extension on your loans until you get located on another job.

One credit union in a plant which has suffered a big cut has a good arrangement with the company personnel department on garnishments. The personnel office tips off the credit union if a worker is about to be garnished. The credit union then tries to work out a loan so the worker can pay off the garnishment before it goes through. This keeps it off his employment record. But if the garnishment already includes the interest of the old debt, as it often does, this maneuver costs more. You have to pay additional interest, even at the low credit union rate, on the interest you already owe.

The additional fees are the big reason to avoid loan-company "consolidation loans," or pro-rating or debt-consolidation services.

Even reputable debt consolidators charge fees of 12-15 percent of your debts. If you have \$1,500 of debts, the fee would run \$180 to \$225. Thus you have a new debt on top of the old one. Some unscrupulous consolidators have been known to charge fees of as much as 35 percent and themselves garnish your wages if you don't pay them.

All a debt consolidator can do for you is arrange with your creditors to stretch your payments, and work out an emergency budget. The budget allows you the minimum you can live on, so that there is something left each week to pay your debts. This you may be able to do for yourself.

If your creditors won't agree to stretch out your payments, you may be able to enlist the family service or community service agency in your town, or your credit union, to persuade them it's better to get a little each month than possibly nothing. But don't stretch payments further than you need to. You have to pay interest for a longer time.

If you have the kind of life insurance that has cash-surrender value, you can borrow on it. This is probably the lowest-cost loan you can get. It's generally available at a true interest rate of 5 percent a year.

However, there are disadvantages in borrowing on your life insurance. You must then pay both premiums and interest to continue your insurance.

If you don't see your way to repaying the loan soon, it may be less costly to arrange for term insurance in the same amount and then surrender your old policy for the cash value. This way you get your money without interest charge and continue your insurance at a lower premium. If you borrow from a credit union, you generally are automatically provided with enough life insurance to pay off the loan.

Hawk Heads ILO M'time Delegation

A delegation of maritime labor representatives headed by John Hawk, SIU of NA secretary-treasurer, will leave shortly for Geneva for a conference of the International Labor Organization, ready to support resolutions calling for upgrading of standards on runaway-flag ships.

The April 29 conference will meet in an atmosphere of greater urgency surrounding this problem, with both management and labor delegations from European nations prepared to take a strong stand on the runaway issue. However, the US labor delegation will be handicapped by the support given to the runaways by the US government and by US shipowner representatives.

Labor Backs Revisions

Despite the position of the US shipowners, the labor delegation can be counted on to go down the line for proposals calling for upgrading of manning scales, safety standards, wages and conditions for foreign seafarers, particularly under the runaway flags.

Assisting Hawk, who has been formally designated the labor delegate by the AFL-CIO, will be advisers from various AFL-CIO sea unions, including John Fox of the SIU-affiliated Inland Boatmen's Union and Captain Roy Lurvey, Masters, Mates and Pilots; W. A. Furren, Marine Engineers Beneficial Association, and Lane Kirkland of AFL-CIO headquarters.

NMU Stays Away

The National Maritime Union will not be represented at the conference which has been described as a jumping-off point for a concerted international labor campaign against the runaways. The NMU refused to name any of its representatives as an adviser to Hawk.

Insisting that Hoyt Haddock, its Washington representative, should have headed the delegation, it refused to participate on any other terms.

If Haddock had gone, there would have been some doubts as to whether he represented labor or management, since he is also an employee of the Labor-Management Maritime Committee, a registered Washington lobby financed by major subsidized ship operators.

FWT Hurt In Blast



Despite second degree burns, Seafarer R. G. Pouliot is relieved to be safe and sound in the Norfolk Public Health Service Hospital. He was injured in fireroom explosion aboard the Madaket.

NORFOLK—Seafarer R. G. Pouliot is recuperating at the Public Health Service Hospital here from second degree burns suffered in a fireroom explosion aboard the Madaket.

Pouliot was standing the 4-8 watch in the engine room when the explosion took place.

A news report in the Norfolk "Virginian-Pilot" said that a fire broke out in the stack just before the explosion.

Pouliot was knocked flat by the blast and suffered second degree

burns on the face, chest and arms. He was rushed to the hospital where his condition was reported as satisfactory.

The explosion took place while the Madaket was tied up at the Army Base. The ship was moved to Lambert's Point for necessary repairs.

NMU 'Fear' Drive, Raid Both Set Back

The National Labor Relations Board has upheld the findings of its New York regional director that the National Maritime Union's United Marine Division had intimidated voters in a collective bargaining election among employees of the 69th Street Ferry. The Board has voided the NMU election win over an International Longshoremen's Association affiliate.

In another development, the NMU-UMD has had to halt its raid against Transport Workers Union Local 1463. The "TWU Express," publication of the transport union, said that the National Maritime Union had agreed to desist from a raid on the Delaware, Lackawanna and Western Railroad after TWU instituted a court suit.

The "Express" said the withdrawal "settled a dispute which began last summer when NMU began raiding activities in Local

1463, persisted after TWU International President Michael J. Quill informed the NMU national office, and continued through National Mediation and even after the arbitration decision in TWU's favor."

The arbitration decision was a ruling by an arbitrator for the AFL-CIO's Industrial Union Department ordering the NMU to cease raiding.

The 69th Street Ferry ruling by the NLRB followed a finding by the New York office that the NMU had created "an atmosphere of fear among the employees and deprived them of their free choice of a collective bargaining representative."

NY Hails Robin Line Victory

NEW YORK—A couple of the runaway ships that have come back under the US flag have been crewed by Seafarers in the outports. SIU Assistant Secretary-Treasurer Bill Hall reported. A number of others have also received permission to come back, but their disposition is still uncertain.

The members in the hall here cheered news that the last three Robin ships have been certified to the SIU. The membership and officials in headquarters, Hall said, wish to extend a hearty vote of thanks to the Seafarers on these ships for a job well done.

It wasn't an easy job, he added, considering the conditions they had to sail under and the pressure brought to bear by the NMU to have them fired, but they were willing to fight it out to keep these ships under the SIU banner.

Shipping for class A men in this port remained good throughout the period. At this time there are no ships laid up over the 10-day limit

to be crewed up again. Although the Carolyn (Bull) came out of idle status during the period, the Seatrain Louisiana went into lay-up in a Hoboken shipyard to even that score.

There were 21 vessels paying off during the last two weeks, nine signing on and 14 in-transit vessels called into port for servicing. All beefs on these ships were settled and the vessels paid off clean.

Paying off were the Beatrice, Ines, Elizabeth, Frances (Bull); Seatrain Georgia, New York, Texas, Louisiana, Savannah, New Jersey (Seatrain); Robin Kirk Robin Locksley (Robin); William Carruth (Transfuel); Fort Hoskins (Cities Service); Alcoa Runner (Alcoa); Steel Fabricator (Isthmian); Michael (Carras); Man-

kato Victory (Victory Carriers); Coalinga Hills (Pan-Atlantic); the Fairland and Citrus Packer (Waterman).

Signing on during the period were the John Kulukundis (Martis); William Carruth (Transfuel); Robin Locksley (Robin); Carolyn (Bull); Steel Fabricator (Isthmian); Mankato Victory (Victory Carriers); Citrus Packer (Waterman), and the Alcoa Runner and Alcoa Polaris (Alcoa).

The in-transit vessels included the Wellesley Victory, Steel Admiral, Steel Navigator, Steel Rover (Isthmian); CS Baltimore (Cities Service); Raphael Semmes, Azalea City (Waterman); The Cabins (Terminal Tankers); Valchem (Heron); Alcoa Runner (Alcoa), and the Massmar (Calmar).

PORT NEWARK:

ALCOA'S SUBURBAN HOME

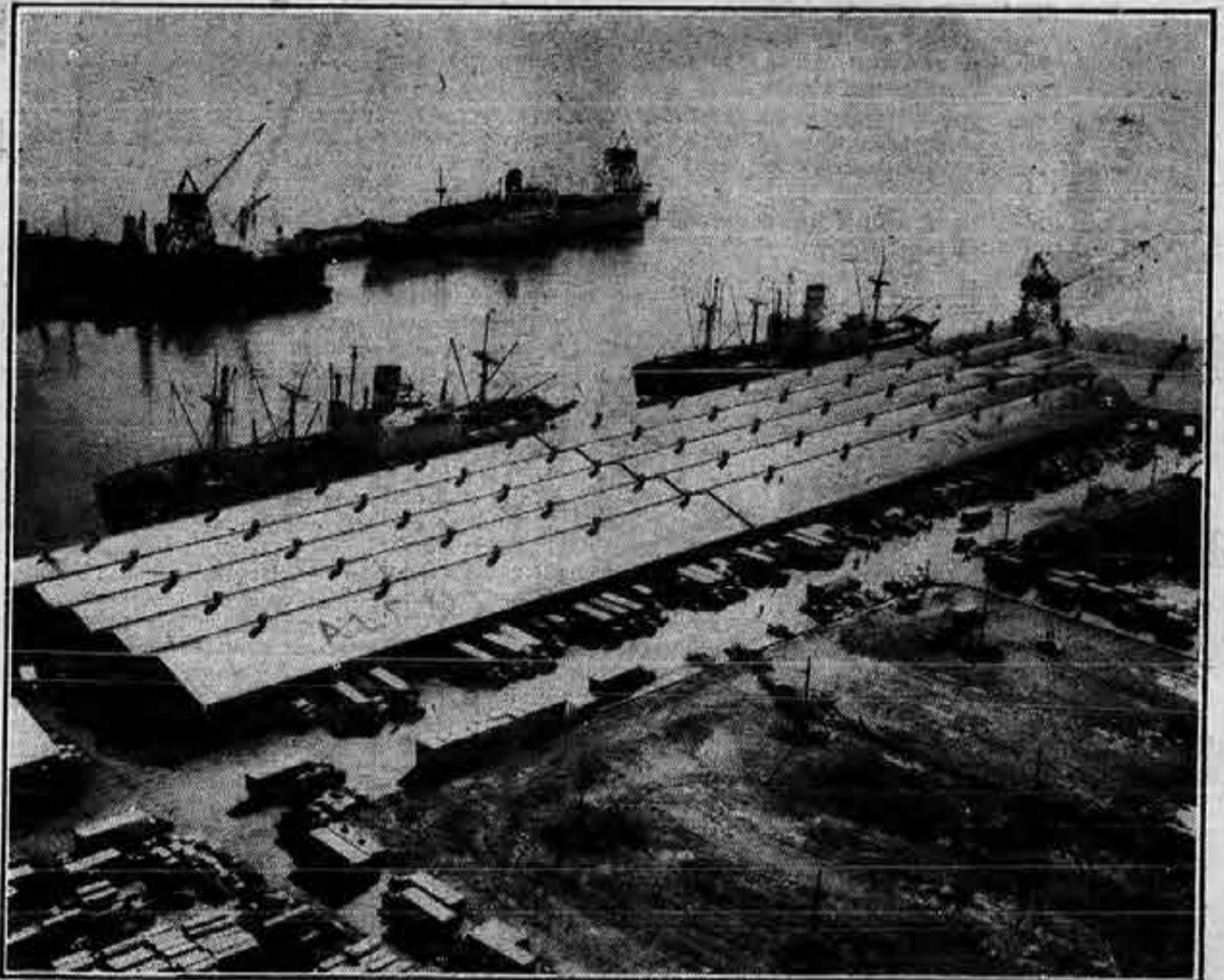
The SIU-contracted Alcoa Steamship Co. is operating full blast from its new terminal at Port Newark. Alcoa moved from its old site at Pier 6 Bush Terminal last August, leaving the Brooklyn waterfront to take advantage of spacious modern facilities on the Jersey side.

The new pier is cheek-by-jowl with facilities of the SIU-contracted Waterman Steamship Co., which was originally based in Brooklyn. With two major SIU operators doing business from Port Newark, the new facilities have emerged as a leading center of activity for Seafarers.

What makes Port Newark so attractive to steamship operators is shown at the Alcoa terminal, which consists of a long pier with wide docking berths, ample shed space, open storage areas and facilities for trucks and railroad lines. Special features often lacking elsewhere are railroad tracks paralleling the stringpieces, permitting direct loading and discharging from ship to train, and an open area at the rear of the cargo sheds from which fifty trucks or more can load or discharge cargo simultaneously.

The other highlight of the Port Newark terminal is its location on the Jersey side of the Hudson River. Cargo moving between the port and the south and the midwest travels directly into the terminal without crossing the Hudson.

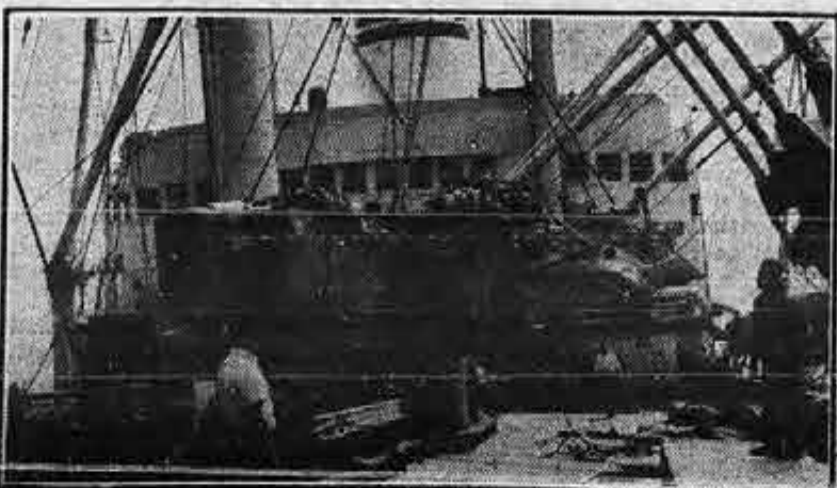
Pictured here are some of the operations at the pier and a few of the Seafarers on the Alcoa run.



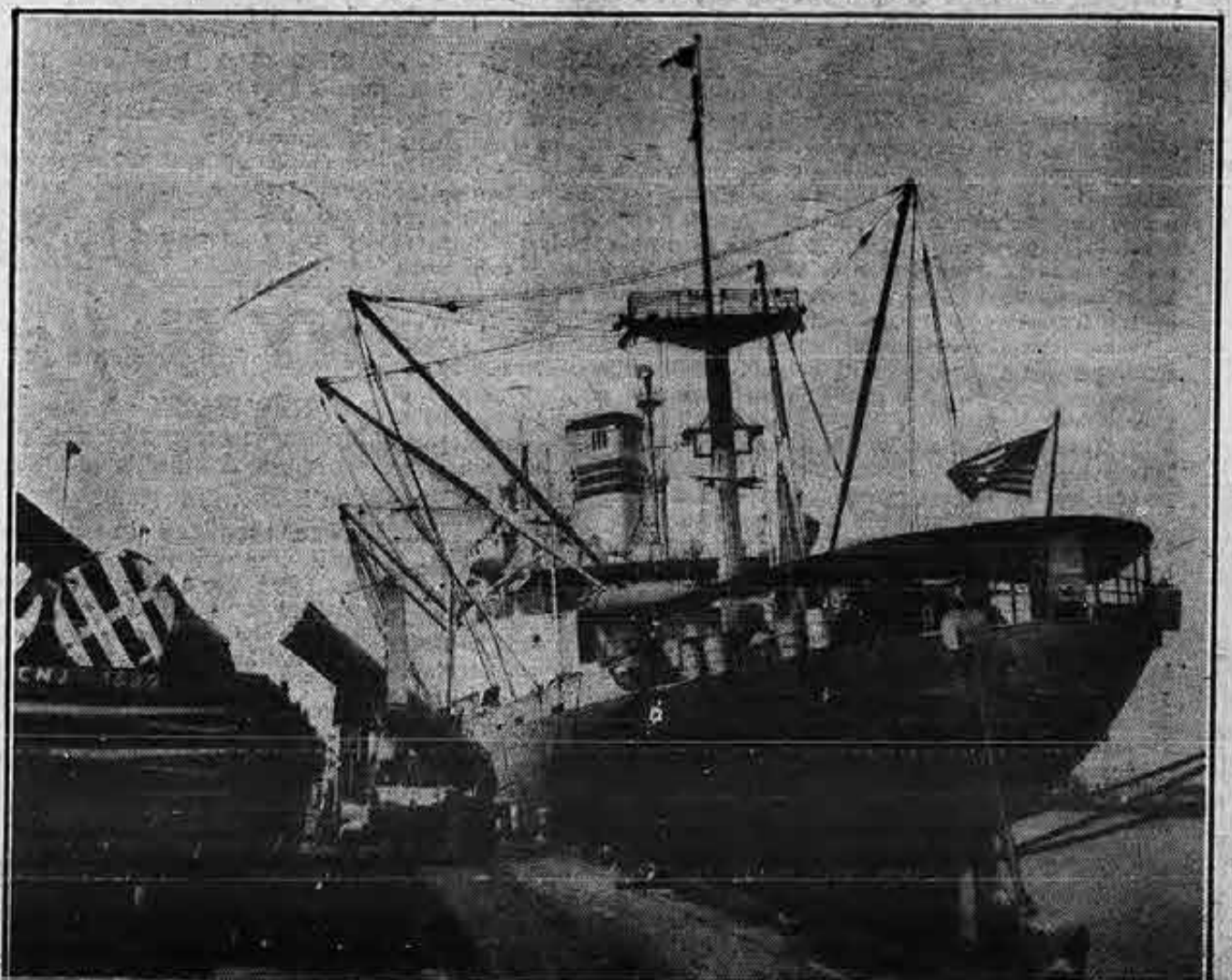
Aerial view of Alcoa terminal highlights ample facilities for docking, trucks. At upper right is edge of Waterman pier and crane used to put trailers aboard tankers.



Commercial truck body is loaded aboard the Alcoa Partner. Ship in rear is the Alcoa Pegasus.



Caterpillar tractor consigned for French West Indies is maneuvered into hold of Alcoa Partner.



Hi-lo driver steadies piece of tubing before it is loaded aboard Alcoa Pegasus. Tubing was brought direct to dockside aboard railroad car (left).



Patrolman P. Gonsorchik checks Union books on Alcoa Polaris. Seafarers are C. Vincent, J. Norston, J. Overton.

Among those at crew meeting on Alcoa Polaris are E. Wright, J. Norston, P. Long, J. Overton and E. Bowers.



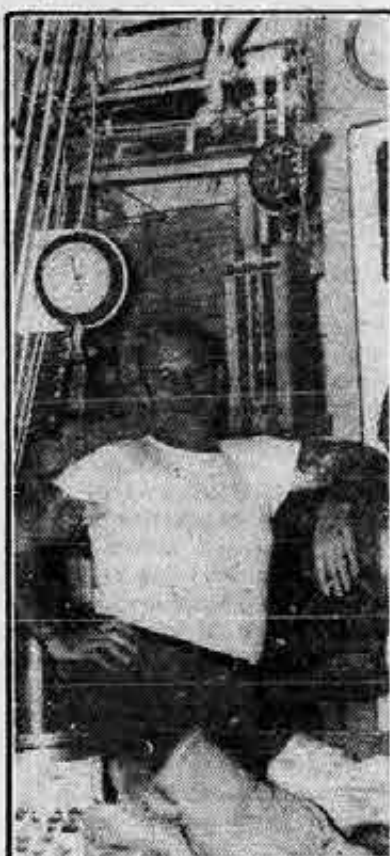
G. Kasprzyk studies point at meeting.



P. Gucman, MM, takes bread into pantry.



Longshoreman steadies tubing before lowering it into cargo hold aboard Alcoa Partner. Cargo like this would have had to be lightered to New York previously.



Fireman John Leys relaxes at station.



G. Busciglio, chief cook, readies meal.



Long line of trucks line up at rear of Alcoa shed to load and discharge cargo.

NY Jobless \$ Rise Retroactive

ALBANY—Seafarers employed by shipping companies with headquarters in New York State now qualify for state unemployment benefits up to a maximum of \$45 per week. Most seamen should qualify for the maximum, based on a weekly wage of \$90 or more.

In addition, the amended law has a retroactive feature, applying the new \$45 rate back to July 1, 1957. Accordingly, Seafarers who collected NY benefits any time after that date based on the old \$36 maximum should have a retroactive check coming in the mails shortly.

The retroactive checks will be sent to the same address where the benefits were sent previously. Thus, Seafarers who have changed their addresses within the state or left the state altogether should make sure their forwarding address is available at the old address or at the post office covering the area. State officials say payments have

already been started under the law's retroactive feature, and advise those involved that they do not have to contact state unemployment offices to get back payments. Those now applying for unemployment benefits or still receiving them are being paid on the basis of the new \$45 weekly rate.

Seafarers employed by such companies as Isthmian, Bull, Victory Carriers, Robin Line, Calmar and Cities Service, among others, can qualify for the NY benefits. Seamen qualify immediately if their ships are laid up or if they are required by contract regulations to leave their vessels.

The bill covering the amended benefits rate was signed by Governor Harriman shortly after the close of the state legislative session last month. It was a compromise between the Republican-controlled legislature and the Democratic administration. Gov. Harriman had vetoed similar bills three times previously because of objections over methods of financing the increased benefits and the eligibility rules for those getting the top \$45 rate.

Here's How To Handle Disputed OT, Other Beefs

The SIU in its contract and in its Union operation has worked out a clear-cut procedure for dealing with shipboard beefs, whether they are of the overtime variety or deal with other items such as repairs, draws, feeding, shore leave and similar matters covered in the agreement. The step-by-step procedure is designed to give every Seafarer the fullest possible protection of the Union agreement and also to make it easy for a Seafarer to get action on his beef.

Suppose, for example, that the Seafarer puts in a claim for overtime. Here's how the system works.

- The Seafarer should put it down in writing. He keeps one copy of his overtime claim for himself and turns the other one over to his departmental delegate.
- The delegate is obligated to turn over the overtime claim to the department head—the chief mate in the deck department, the chief engineer in the black gang or the chief steward in the galley. The delegate should feel free to advise the Seafarer as to whether he thinks it is a worthwhile beef or not. But even if the delegate feels the overtime claim is no good, he should turn it in.
- If the overtime is disputed by the department head, and the delegate is unable to get it cleared, or even if the delegate agrees with the department head that the beef is no good, the matter should not end there. The written beef should be called to the attention of the patrolman at the payoff.

Under the SIU policy of settling beefs at the point of production, most beefs will be settled on board ship at the payoff. In some instances, the patrolman may be unable to settle the beef with the skipper or company representatives because of a disagreement on the contract. Or in another situation, the patrolman may feel that the beef, in his opinion, is not justified under the contract.

Where there is a disagreement over interpretation of the contract, it is referred to a monthly clarifications' committee meeting at headquarters between SIU and employer representatives for settlement. Once this settlement is reached, it is then referred for membership action.

In cases where the Seafarer feels that the patrolman is either wrong in his interpretation of the beef and/or is negligent in his representation of the Seafarer, the Seafarer then has the right, and the obligation as well, to take his case to the Union shoreside.

While the following steps are generally utilized in handling any beefs, at all times every Seafarer has the right to take the floor at any membership meeting at any time on any issue he may desire to do so. This applies particularly to issues on which he feels he has not been satisfactorily represented.

Subject to the Seafarers right to go to the membership, the following procedure is the one that has proven to be satisfactory in handling shipboard disputes where the Seafarer feels he has not been properly represented by the patrolman who was at the payoff of his ship.

- He should go to the port agent in the port in which his vessel is at and take up his beef with the port agent so as to seek a favorable opinion and decision from the port agent.
- If the Seafarer feels he did not get proper support from the port agent on his beef, his next step is to write to the secretary-treasurer at Union headquarters immediately. This letter should be sent registered mail so that the Seafarer and headquarters will have full verification of receipt of the beef.
- The Seafarer, in this letter, should give full details pertaining to his beef, such as the name of the ship, the dates he was aboard, the nature of the beef, the patrolman and agent who handled it, and so on.
- The secretary-treasurer's office will then handle the matter. This sometimes necessitates a meeting between headquarters' representatives and the shipowners. In other cases the beef can be settled without the necessity of such a formal meeting. On other occasions, headquarters might be in agreement with the patrolman and port agent involved in the dispute. In such cases the Seafarer involved in the beef should take the matter to the floor of the membership meeting in the port in which he happens to be.

In the last analysis, the final authority of the Union rests in the membership and in the membership meeting as spelled out in the Union constitution.

As the membership knows, all contracts are submitted to, and voted upon, by the membership, in accordance with the constitution. Once the contract is ratified by both the Union membership and the shipowners, the contract provisions are final and binding.

FBI Seeking Man Reported On Waterfront

The Federal Bureau of Investigation is conducting an intensive search for an alleged murderer whom they believe may be operating in some waterfront area. Accordingly, FBI has made specific requests of maritime and waterfront publications such as the SEAFARERS LOG to publish his photograph and descriptive data



David Keegan

so as to forewarn Seafarers and also to serve as a possible source of information as to his whereabouts.

The man involved, David Daniel Keegan, sometimes known as Burt Williams, along with two other men, is charged with shooting a farmer, William Edwards, in his Iowa home on February 22, 1954. As Edwards was dying from the bullet wounds, the FBI reports, both his and his sister's plea for medical aid went unheeded. Keegan and two accomplices are accused of taping her mouth and tying her to a chair while her brother lay dying on the floor.

Keegan is a former Navy man and reportedly has expressed a desire to ship out on several occasions, hence the concern of the FBI that he may be in some waterfront area as a potential danger to Seafarers and other waterfront workers.

He is 40 years of age, 5 feet 11 inches tall with black hair and protruding blue eyes.

The FBI has asked all waterfront organizations to make known this information and for readers knowing of his whereabouts to notify the Bureau.

(Normally the coverage of crime events and police reporting is outside the regular scope of the SEAFARERS LOG. An exception was made in this instance at the request of the Federal Bureau of Investigation which is keenly concerned about Keegan's whereabouts.)

SAVANNAH (Seatrains), March 26—Chairman, F. Gaspar; Secretary, N. Connelly. No beefs. Repair list submitted and repairs made. Few hours disputed of. Report accepted.

RION (Aetivm), March 12—Chairman, A. Alexander; Secretary, L. Wahlen. One man missed ship. Captain reluctant to put out American money in first foreign port. Some men cut short on draws when money was due. Sufficient funds believed on ship to cover this draw.

COALINGA HILLS (Pan Atlantic), March 28—Chairman, J. P. Forsetta; Secretary, M. Gatz Jr. Everything running smoothly. Rumors about ship going foreign. Ship's fund \$15. Some disputed of. Question about paint-

be taken up with patrolman at payoff. One member refused hospital slip by captain and also reimbursement of two extractions. Lock on stateroom door to be repaired to prevent slamming. See steward about salads.

LUCILE BLOOMFIELD (Bloomfield), March 7—Chairman, A. Lazzaro; Secretary, T. J. Schultz. Beef regarding steak settled satisfactorily. LOGs to be sent to Holland. Delegates to obtain book numbers of crew members in case of illness or missing ship. Captain requests all hands to be on ship one hour before sailing. Ship's fund \$1.50. New delegate elected. Remove clothes from stateroom. Delegate to keep posted on allotment arrival dates. All minor repairs to be reported before final day of trip. Vote of thanks to retiring delegate for job well done.

USAF E-42-7837 (Suwannee), March 19—Chairman, J. Johnson; Secretary, C. McDaniel. No beefs. Everything running smoothly. No overtime sheets. Crew keeping overtime on scrap paper. Each member to contribute one dollar towards ship's fund upon arrival. No letters to be sent to headquarters without membership approval. New treasurer elected. Need percolators for coffee and water pitchers; iron for crew. See Union about transportation reimbursement. Bed springs bad, need mattresses and lockers. Cooperation urged in keeping bathrooms clean.

BENTS FORT (Cities Service), Feb. 24—Chairman, A. Hebert; Secretary, D. Sheehan. New delegate elected. Report accepted. Discussion on preparation of food. Help keep messroom clean.

March 15—Chairman, D. Sheehan; Secretary, R. Bennett. No beefs. Everything running smoothly. New delegate elected. Coffee bags to be used instead of metal strainers.

ALCOA CORSAIR (Alcoa), March 16—Chairman, E. Delaney; Secretary, M. Phelps. No beefs. No disputed of. A limited amount of cigarettes on board as per purser. Reports accepted. Treasurer will get good movies and keep projector in tip top shape. Books of previous movie director will be carefully checked. Communication regarding payoff read to membership. Personnel leaving ship to see doctor. Ice machine to be fixed. New delegate elected. Vote of thanks to baker for delicious bread. All new men and B and C card men to check with boarding patrolman. No cash accepted after bar closes Sat. midnight.

LONGVIEW VICTORY (Victory Carriers), March 22—Chairman, DiAngelo; Secretary, T. Lewis. Good trip. Repairs completed. To maintain cigarette prices. One member hospitalized at Bremerhaven. New delegate and reporter elected. Washing machine wringer to be repaired. Need new drain hose in washing machine. Deck quarters need painting. Repair list to be submitted. Keep bathrooms clean. Need some linen replacements, and additional linen. Longshoreman to be kept out of pantry and messrooms. Natives and peddlers to be kept out of passageways.

CITRUS PACKER (Watermen), March 23—Chairman, J. Dunlop; Secretary, C. Rawlings. No lumber aboard ship for building catwalk. Ship's fund \$3. Some disputed of. Fireman requested to report destroying property in his locale. Fan placed in laundry room. Rotation schedule to be posted for cleaning bathrooms.

FAIRLAND (Pan Atlantic), March 28—Chairman, None; Secretary, A. C. Beck. Letter on repair list read. Delegate reelected. Vote of thanks to steward dept. All soiled linen to be turned in. Discussion on food, menus, and cooking procedure; TV. Ship's fund \$35.

DEL SOL (Miss.), March 2—Chairman, J. Johnson; Secretary, W. H. Simmons. Everything running smoothly. Captain would not lift logs. Illness in steward dept. Vote of thanks to pantryman for job well done. Ship's fund \$25. Purchased magazines for library. Arrival pool started. Few hours disputed of. Logs to be discussed with patrolman as crew feels they are unjustified. No new LOGs received. Motion that ship be stored for eighty days before sailing foreign. Vote of thanks to radio operator for a job well done. Purser must post list of draws and stop chest accounts prior to paying off. Brother requested different and smaller cuts of meats. Vote of thanks to Brother Joseph W. Stocker for job well done.

Digest Of SIU Ship Meetings

spraying and feeding pumps to be taken up with patrolman. Wiper injured—checked into marine hospital upon arrival. Vote of thanks to steward dept. for excellent food. Water rusty—tanks to be cemented and cleaned. Suggestion made to move tv into spare room. Crew to clean rooms voluntarily.

MICHAEL (Carros), March 24—Chairman, W. Edelman; Secretary, S. Bayne. Need welfare cards for members. Ship's fund \$10.50. Need supply of books for library.

SEATRAN NEW JERSEY (Seatrains), March 23—Chairman, Al Whitmer; Secretary, B. May. Beef about cold cabins. Full cooperation by mate and engineers pertaining to repairs. Company not cooperating to have bunks fixed to avoid tearing linen, made more comfortable for sleeping. Report accepted. Present coffee pots inadequate—too small. Paris for larger pot not delivered. Request three coffee pots to avoid spillage.

WESTPORT (World Tramping), Feb. 16—Chairman, E. McCaskey; Secretary, C. J. Mitchell. New delegate elected. Everything running smoothly. Cooperation urged to keep mess room and recreation rooms clean. Suggestion to supply locks for doors on main deck to prevent slamming.

WESTPORT (World Tramping), March 22—Chairman, B. C. Lynn; Secretary, R. McCulloch. Ships delegate resigned, due to working hours. Six hours disputed overtime. Three men logged. Bosun injured removed by helicopter to Royal Naval Hospital in Valetta, Malta. Beef about faulty fire equipment, crew messman. Vote of thanks to steward dept. Screen doors need new wire.

WANG PIONEER (North Atlantic Marine), March 9—Chairman, M. Vitelli; Secretary, M. Vitelli. Ship's delegate elected. Ship's fund \$2.30. Contributions will be accepted to raise funds. 45 hours disputed overtime. Members of the crew to give 50c, each for ships fund to be used for communications only. To see captain about painting and other repairs, also sougeeing passage ways, ice boxes and mess rooms. Mess rooms, galley, pantry—exterminated for roaches. To see if some members of crew can be put on overtime to help exterminate ship.

COASTAL SENTRY (Suwannee), March 9—Chairman, M. Machel; Secretary, R. Torres. Ship's delegate elected. Each department to submit list of items needed for voyage. Suggestion to purchase two irons for crew's use. Donations 25c. and up.

GOVERNMENT CAMP (Cities Service), March 13—Chairman, J. Chermessina; Secretary, L. Melanson. Spoke to captain about radio antenna; bosun's mistreatment of deck crew; galley hot water heater; toaster needs adjusting. Some disputed of. One member walked off ship last trip before sailing time. Report accepted. Unjustified firing of ch. pumpman to

SEAFARERS

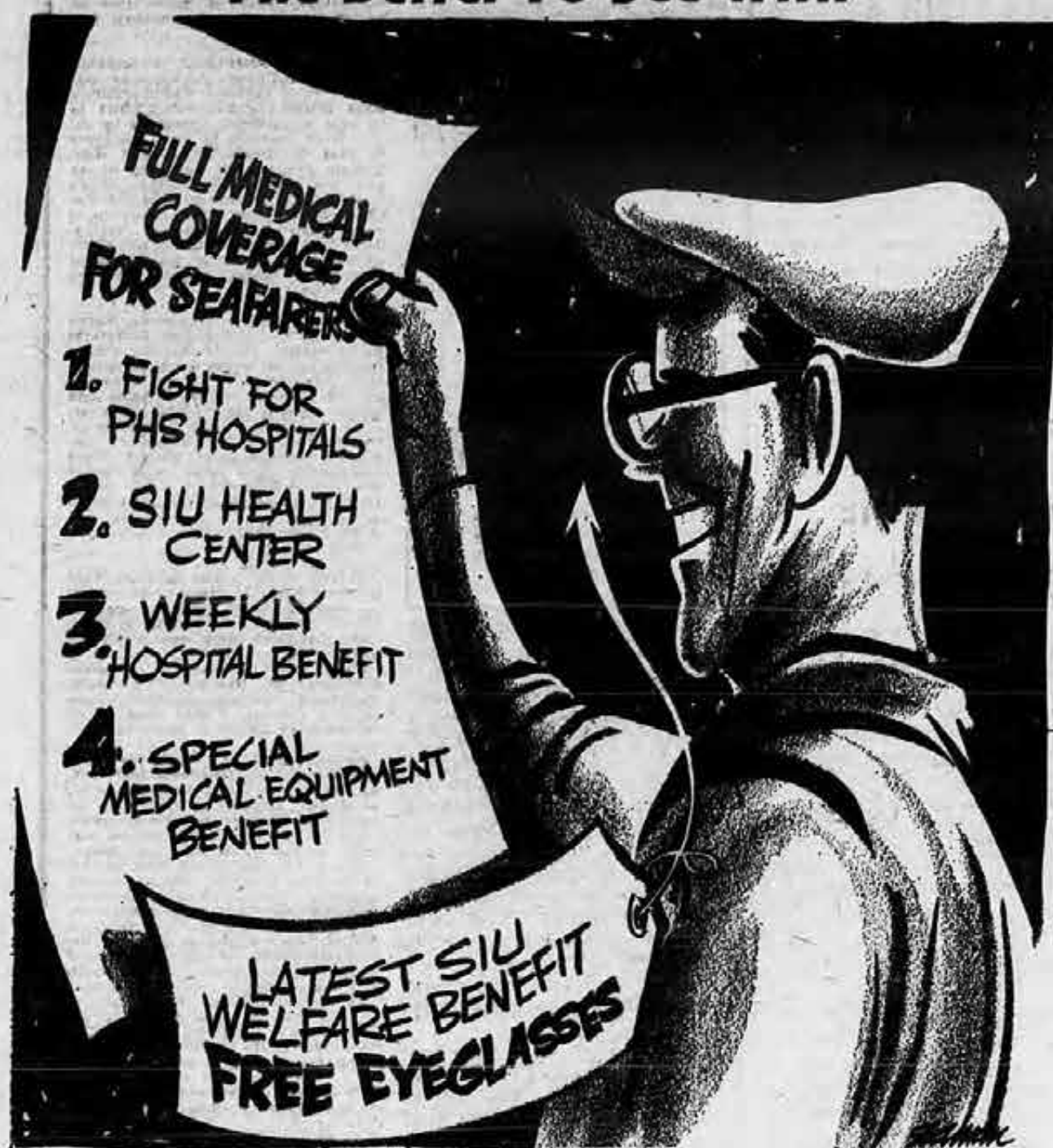
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'The Better To See With'



Save 1,287 From Boats As Norwegian Ship Burns

ADEN—Twelve-hundred eighty-seven survivors of the Norwegian passenger ship Skaubryn were landed here after one of the most remarkable ship rescue operations on record. Only one man was lost after

the ship, carrying a load of immigrants to Australia, caught fire some 300 miles off the coast of Somaliland in the Indian ocean. The lone death resulted from a heart attack in a lifeboat.

Two rescue ships, the British freighter City of Sydney and the Italian passenger liner Roma, successfully picked up the survivors who had taken to lifeboats when the Skaubryn caught fire as the result of an engine room mishap. Fortunately, the seas were calm at the time, a big assist in the successful rescue operation.

The 9,876-ton Skaubryn was jam-packed with immigrants from Europe headed for a new life in Australia. It had left from Bremerhaven and the majority of its passengers were German and Scandinavian.

The City of Sydney was first on the scene and soon found itself packed full of survivors like a subway train. When the Roma arrived, a second transfer was made from the rescue vessel to the more spacious Italian liner.

The rescue was all the more remarkable in that it took place in an area which is relatively lightly-traveled by merchant ships.

Australian Government representatives are arranging for emergency transportation for the immigrants. One load of 300 passengers were taken on by the British liner Orsovia last Sunday and others are leaving Aden as soon as shipping can be found for them.

The Skaubryn, still afire, sank after an attempt by a British navy frigate to take her under tow.

LABOR ROUND-UP

A Federal District Judge has ordered the reinstatement of an employee who was fired from her job for testifying before an investigator of the US Dept. of Labor's Wage and Hour Division. Judge Thomas Madden ruled that Equitable Beneficial Life, Health and Accident Co. of Camden, N. J., violated the Fair Labor Standards Act in discharging former clerk Mrs. B. Linthicum after she talked to the Department's investigator. He ordered her immediate reinstatement to her former job, or the payment of \$1,000 in lieu of reinstatement.

The AFL-CIO Executive Committee has called upon Congress for an immediate eight billion dollar tax cut to help end the business recession. "Trends since February indicate that unemployment is even higher" than it was last month and forecast a continued worsening of the economic picture. The call came shortly after the Senate acted on the second major anti-recession bill, a measure calling for an additional \$1,500,000,000 in highway funds to the states. Administration experts are also considering a \$1,850,000,000 housing bill, but are awaiting unemployment figures for March.

The Teamsters Union, apparently standing in for the ousted Bakery and Confectionery Workers Union, lost to the AFL-CIO American Bakery & Confectionery Workers in a series of NLRB elections covering 11 plants in four southern states. The collective bargaining election involved locals which had voted to shift from the expelled Bakery Union to the ABC. The elections covered seven plants in Memphis; one in Jackson, Tennessee; Clarksdale, Mississippi; Winston Salem, NC., and Little Rock, Ark. The Teamsters received only 35 out of the almost 800 votes cast.

The AFL-CIO Laundry and Dry Cleaning Union will be formed at a convention in Washington on May 12-14. The new union is designed to replace the Laundry Workers International Union which was ousted from the Federation for corrupt leadership. The new Union, which represents about half the membership of the old group, was formed from the Laundry Workers Council composed of directly affiliated locals that left the ousted unit. A call has been sent to some 75 locals representing between 50,000 to 60,000 members to take part in the convention.

Lunch Hour? Not In Open Shop State

SAN FRANCISCO—The effect of a "right-to-work" law on a working girl was clearly demonstrated to a member of the Department Store Employees Union while working in Arizona last year.

Miss Leona Wolf, a salesgirl, recently returned to work in a San Francisco specialty shop under the standard union contract. She works a five-day, 40-hour week at \$1.60 an hour, plus commissions and overtime. The union contract provides for paid vacations and holidays, a welfare plan and job security. But this was a far cry from working under Arizona's compulsory open shop law.

From April to August, 1957, Miss Wolf worked in three stores in Phoenix, Arizona. In her first job she was paid \$40 a week for 45 hours. When she was made assistant manager she received a pay boost, to \$50 a week, but was hit with a six-day, 48 hour week. Her lunch period was 20 minutes and there were no relief or coffee breaks.

Having had her fill there, Miss Wolf went to work in a "class" women's shop where the lowest priced garment was \$22.50. Conditions were better there, she said. Her lunch period was a half-hour. A coffee break? "You are in Phoenix now and we make our own rules. If you take a coffee break, don't bother to come back," she was told.

In her third job, Miss Wolf was an assistant manager, or buyer. But she had to put in ten hours a day, six days a week with a half hour for lunch. In addition to this, she had to close out difficult sales for the other girls, did janitorial work and was buyer for several other departments in the store.

Labor unions throughout California are uniting to defeat a proposed right to work bill in the coming elections. They are urging their members to register for the primary election next month.

Int'l Trustee Handling All 88 Activity

It's been business as usual for members of Local 88, Masters, Mates and Pilots at the union's temporary offices at 225 Lafayette Street where the local union's trustee, Captain Roy D. Lurvey has been in charge of the local union's affairs. The group of insurgents which seized control of Local 88's office by force four weeks ago are still in possession of the premises.

State Supreme Court Judge Benjamin Brenner had issued a temporary restraining order against the insurgent group after they seized control of the offices at 105 Washington Street ordering them to vacate and turn over the union's property, records and assets to the trustee appointed by the International MM&P. The insurgents won a stay of the order in the Appellate Division, but the stay was later modified to specify that the insurgents could not spend any of the local union's money or in any way disturb the union's property and records.

This week trial began back on the State Supreme Court level on a petition for a permanent injunction against the insurgent group. At the same time, the trustee is asking the Appellate Division to lift its stay so that he can take over the local's regular offices.

In the interim, all union business is being transacted at the Lafayette Street office by virtue of the fact that the contracts of Local 88 with Atlantic and Gulf District operators are signed in the name of the International union.

The completeness of SIU protection for the health and well-being of Seafarers was demonstrated last week when the SIU Welfare Plan added a new benefit, free eyeglasses, effective June 1 of this year. With the addition of this service, every possible personal medical need of a Seafarer is now taken care of in one form or another by the Plan and by the Public Health Service hospitals.

The PHS set-up, as Seafarers know, provides both out-patient and in-hospital medical, surgical and dental care for Seafarers. The Union Welfare Plan has covered the rest by providing \$21 weekly hospital payments for as long as the Seafarer is hospitalized, by setting up diagnostic health centers to detect and prevent Seafarers' ailments, by supplying free of charge such special aids as wheelchairs, artificial limbs and other devices where needed, and even by providing entertainment for hospitalized patients through regular movie showings and delivery of reading matter.

The very survival of the Public Health hospitals in the face of repeated attacks by powerful forces determined to destroy them can be attributed in large part to the successful efforts of seamen, working through their union organizations.

In this area of protection, the Seafarers Welfare Plan began back in 1950 with a modest \$7 a week hospital benefit. The growth of the Plan in this respect, and in other welfare areas as well, is a favorable indication for the future.

US 'Sweetheart Deal'

The United States, which has always boasted of its concern for wages and working conditions, finds itself way out on a limb at the current UN conference on sea law. It stands alone of all major nations in defending the cut-throat, low wage, tax-dodging operations of the runaway-flag ships.

It is no credit to the Administration that it has gotten itself into this embarrassing corner. The fact remains though, that this country "asked for it," by preposterous leniency toward American shipowners who evade all the laws and standards simply by transferring title to their ships. Among these companies are several industrial giants in the steel and oil industry who see nothing wrong in tax-dodging.

For the last few months, there has been much public furor over the ethics of the trade union movement, and much indignation over "sweetheart" deals and other undesirable practices. But if there ever was a "sweetheart" deal, it is the one Uncle Sam has pulled off with the runaways.

Perhaps as a result of the pressure being placed on the US by its closest allies, some steps will be taken to restrict the shenanigans of the runaway operators. Such restrictions would win back friends for the US abroad and be one of the biggest boosts ever given to the US merchant marine.

Hi, Dad!



Now on the Steel Scientist, Steve Pitak is shown trying to raise a big grin from Steve, Jr., one year old, when he was home in South Amboy, NJ, a few weeks ago.

Mae's Back In Top Shape After Lay-Up

With a good galley gang, a 21" television set, an outdoor radio rig for hot weather and a little shoreside pleasure thrown in, the SS Mae is back in shape after a five-month lay-up.

Ship's delegate Willie Morris has also come in for his share of compliments on "an outstanding job" in the delegate's spot plus yeoman service as a master electronic technician. Besides handling the beefs, Morris keeps the TV and radio in top condition, and rigged the radio with an outside speaker for the fantail that's a "godsend in hot weather," says L. B. Bryant, Jr., ship's reporter.

In the culinary department, the combined efforts of Guy Langley, chief cook; J. B. Harris, 3rd cook; Jerry Ange, crew messman; Purvis Parker, pantryman; Carney the steward and the rest of the gang are keeping the ship in good spirits.

"Another thing I would like to mention in particular is that no one has fouled up due to a little shoreside pleasure," he said. The crew added condolences for Brother Parker, whose mother died, and thanks to the skipper for making arrangements to have him get off at Miami as he could rush home.

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BOSTON, MASS.</p> <p>Hubert Clements
William S. Costa
Thomas Lowe</p> | <p>USPHS HOSPITAL
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I. Rhino
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J. Bass
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P. Heulu
E. Rivers
F. Fulford
C. Howard
M. Slovick</p> <p>BELLEVUE HOSPITAL
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FIRST AVE., NEW YORK, NY</p> <p>S. Legayada</p> <p>USPHS HOSPITAL
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BROOKLYN, NY</p> <p>Lewis R. Akins
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Fortunato Bacomo
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Joseph M. Gillard
Bart E. Guranick
Taib Hassen
Antonio Infante
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E. Tirelli
G. Silvertsen
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W. P. O'Dea
C. Osinski
George G. Phifer
William Rackley
Winston E. Renny
G. E. Shumaker
Henry E. Smith
Harry S. Tuttle
Pon P. Wing
Dexter Worrell</p> |
|--|--|---|

Friends and shipmates of Seafarers in the hospital are urged to write or visit them at the earliest opportunity. There's nothing a hospitalized man likes more than a visitor to break up the monotony of the day. Public Health Service Hospitals have liberal visiting hours and personal visits are always welcome. If you can't visit, drop your hospitalized shipmates a line.

During the week ending April 5, the SIU Welfare Plan paid \$4,977 to some 200 Seafarers in the hospital during that period. This brings the total of hospital benefits paid to Seafarers since the start of the Welfare Plan to \$1,289,926.50.

All Seafarers in the hospital more than one week who have the basic seetime requirements—one day aboard ship in the last 90 days and 90 days in the last calendar year—are eligible for the \$21 weekly benefit. Payments continue for as long as necessary.

(Note to hospital delegates: Many of you are already sending reports to the LOG. It would be appreciated if all of you would keep the membership informed, via the LOG, of all the news.)

'Sea-Spray'

—By Seafarer 'Red' Fink



Just home from a six-month trip and all you want to do is watch spring training??

Gets Runaround Over Eyeglasses

To the Editor:
While on a trip to Africa I had my eyeglasses stolen. Fortunately I had an old pair, though they were good for distance only, not for reading.
On arrival in New Orleans on Feb. 6, a shipmate, C. Braux, recommended an optical company on Common Street, where he said he had been a regular

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.

customer for 20 years. He also wanted to send a pair of glasses to be repaired.

So I rushed there by cab, took the eye examination, ordered a pair of glasses that would cost \$35 plus tax, paid a \$5 deposit and left Braux's glasses for repairs. I explained that when we arrived back in New Orleans we would leave the same day for Africa. I got them to give me a phone number to call in case it was a Sunday so I could still get the glasses. They gave me what they said was the owner's number and said she would come and get the glasses anytime.

We arrived back in New Orleans on Monday, Feb. 17, and were to sail that same day at 10 PM. So I got a cab and went to get the glasses. Braux's glasses were ready but mine were not.

Someone in the office made the remark that on account of the small deposit he had held the order up. He said they hadn't expected me back although I had left glasses to be repaired for a customer they'd had for 20 years. Of course, nothing had been said about the deposit when I originally made it.

Well, I told him I needed the glasses badly and he promised to have them ready for 5 PM. Since I would be working, he said he'd have the young lady in the office bring them to the ship by cab. When I got back to the ship I notified all the guards to be on the lookout for her and to send for me.

At 8 PM I tried to get the owner on the phone, got no answer and called the optical store. The porter answered and said everyone had left by 6:30 PM. We left at 10 PM without the glasses.

The store has my \$5 deposit and I'm out over \$3 more for cabs and the phone, and all I've received is a runaround. I'm writing this so maybe someone else won't get stuck the same way by this outfit.

S. T. Butler
(Ed. note: No need to worry with new SIU eyeglass benefit. See page 3.)

How's Shipping? Look At Payoffs

To the Editor:
We hear on the ship and in the hiring hall how tough shipping is. But has anyone ever stopped to think for just a moment how it works out?

Just for the heck of it, let's take my own case, based on the form W2 income tax statements I received from the companies I shipped for last year.

"I'm a 'B' seniority man, so I cannot ship as fast as a Class 'A' man nor can I remain on a ship as long as an 'A' man. After one trip or 60 days I have to get off and try to get another ship under the shipping rules.

Last year, I made \$4,100 in wages, plus \$125.08 from the Union for vacation time. This is a pretty good yearly salary if you stop to think that many men do not earn that much in a year.

But let's break it down some more, just using my wages. Now let's say I worked 52-weeks last year, five days a week. Do you know how that would have worked out? Or if I add my vacation money to this, how that would work out? I would have made each week for 52 weeks \$84.50 (assuming two weeks off for vacation—Ed.). This is a better paycheck than most New Yorkers make.

But here's the rub. I didn't work 52 weeks last year. I only worked 186 days last year, which is six months or 26½ weeks.

In other words, for working 26½ weeks, six months or 186 days, or however you want to divide it, it comes to almost \$169.00 per week. That's a damn good week's pay by any standard. I like being a sailor and an SIU man, but best of all I like what I earn as a result.

J. M. E.
(Name withheld)

Maternity Pay Makes Big Hit

To the Editor:
I wish to thank the Union for the maternity benefits we received for our son, Hal.

We really enjoy reading every issue of the LOG. We have two sons and I hope someday they will become members.

My husband is the night cook and baker on the Azalea City and can be home every couple of weeks or so. The kids always look forward to meeting the ship.

Mrs. Carl I. Copper
(Ed. note: Mrs. Copper's latest arrival, Hal, was born December 15, 1957.)

Seeks Payment Of Money Owed

To the Editor:
I would like to thank all persons who helped me in my time of sorrow after the loss of my beloved husband, Travis Bell. Especially thanks to Charles Kimball, SIU patrolman at the Houston hall, who was most kind.

He advised me on what steps to take. Travis and I had been enroute from Alabama to Houston when he passed away March 20 in Eunice, La., from a heart attack. The SIU and all its personnel are wonderful, and no praise is too great for them and the assistance of the SIU Welfare Plan.

At this time I would also like to ask the many brother seamen who owed Travis money to please get in touch with me so we can pay our various debts. This is especially for the Seafarer from Mobile who was on the Gateway City with him late in 1956 or early in 1957 and to those who were on his last trip on the Del Santos, which paid off in New Orleans March 11.

There are others too numerous to mention. There are always unpaid bills at a time like this.

God bless a Union as strong as the SIU. It truly brought many untold blessings to both Travis and I. I feel sure all brothers who owe money to him will respond. My address is 7124 Avenue F, Houston, Texas.

Mrs. Travis Bell

Logbook: Calcutta And Return

By Seafarer Bill Padgett

"Departing from New York during the heavy snows of early December last, the Steel Surveyor has just completed her usual run to the Near and Middle East, with Calcutta as the far terminus of the voyage. Approximately three weeks were spent in that port, enabling the brothers to become more acquainted with the ways of India and, for the older hands on this run, to renew friendships of many years' standing.

"During the eastward Atlantic crossing the heavy mid-December seas slowed the vessel and she wore south toward Madeira before resuming her course to Gibraltar, where bunkers were taken. While off the coast of Algeria, proceeding to Beirut, Lebanon, the ship was buzzed several times by warplanes patrolling for suspected munitions carriers.

"Christmas Day was spent between Beirut and Alexandria,

Egypt. The messhalls were set up with Christmas trees and the day passed in gala holiday tradition. Five nurses, nuns of the Holy Family Order, enroute to Karachi and Bombay, decorated the saloon messhall tree.

"Following Alexandria came the Suez Canal passage. From our Port Said mooring, not far from the Canal headquarters building, only the slightest signs of last year's warfare could be marked. The famous Johnny Walker sign still stands, enlivened with neon lighting. The statue of De Lesseps, builder of the Canal, was missing, of course, having been overthrown at the time of the troubles. Most of the evidence of devastation has been completely cleared away.

"New Year's eve found us in Jeddah, Saudi Arabia, about 50 miles from Mecca. As the foreign ships in the harbor whistled in the New Year at midnight, police descended in force upon the docks to silence the unseemly racket. Apparently the inhabitants of Jeddah, not understanding the cause for celebration, had become alarmed.

"The weather becoming milder, as we cruised southward through the Red Sea and into the Gulf of Aden, movies were shown on deck. A fine screen was made by marlinspike-welding brothers and slung abaft the midship deck housing.

"Our next port of call was Karachi, Pakistan, thence down the Indian coast to Bombay, like Jeddah,

a prohibition city. However, a beer permit, a huge and impressive document resembling the Bill of Rights, is procurable from the port chaplain at the Seamen's Club. Foreign seamen are permitted something like nine bottles of beer over a week's period. . . . No hard stuff available.

"After Bombay, we stopped briefly at Colombo, Ceylon, the town of star sapphires and a welcome selection of imported beers. . . . Then on to the Mouths of the Ganges after crossing the Bay of Bengal, up the Hooghly River, and so to Calcutta.

"Our stay here was marked by the infiltration of carbon dust from cargo unloading operations, and a pall of smoke from native cooking fires. We had docked in Kidderpore, a waterfront section of teeming humanity. As we left Calcutta, while at anchor in the Hooghly awaiting favorable tides, river pirates carried about 100 feet of mooring cable off the stern. The following night a second attempt at pilferage was made, but the vandals were repulsed with a well-directed firehose.

"St. Valentine's Day found the Surveyor again in Colombo, where bunkers were taken aboard and departure made the same day for Suez, a return visit to Alexandria and home. . . . After bucking rough head-on seas for much of the westward crossing, the ship arrived in Wilmington, NC, one day behind its original schedule."



Two Calcutta women give each other the high-sign on the way to market. "Our stay here was marked by . . . a pall of smoke from native cooking fires," and perhaps as much smoke from the cheroots even the women (above, right) seem to favor.



Ship's reporter Bill Padgett (left) and Howard "Sweetwater" Deitch, oiler, pose amid maze of pipes in their domain on the Steel Surveyor. Padgett sails as a fireman. At right, Indian boatmen haul primitive two-piece fishing craft from water. When big ships are in, waste dunnage thrown over the side is their main crop. Padgett supplied the pictures along with the account of the voyage.

OCEAN EVA (Maritime), March 9—Chairman, H. Schwartz; Secretary, W. Anderson. Ship to be fumigated. To see about new washing machine.

ALCOA PATRIOT (Alcoa), March 2—Chairman, E. A. Grady; Secretary, C. A. Crabtree. Everything running smoothly. \$10.46 in ship's fund. Some disputed of. Ship's delegate elected. Vote of thanks to resigning delegate. Men doing sanitary work to keep gear to one side of passageways. Discussion on delayed sailing and arrival pool.

ALAMAR (Calmar), March 2—Chairman, A. Michalski; Secretary, W. Bilsler. West Coast store list cut down by company's New York office. \$30.04 in ship's fund. One man hospitalized in Astoria. Lockers to be built in lower port passageway for deck dept. suit cases and spare gear. To arrange steward dept. for tables to ease crowding. To have food table in recreation room removed and all tables covered with formica. To have drains installed in crews mess and pantry; to have timer on washer repaired.

BALTORE (Ore), February 25—Chairman, L. W. Gallager; Secretary, N. D. Matthey. One man hospitalized in St. Thomas. Repair lists turned in and repairs to be done as soon as possible. To see patrolman for library. \$8.20 in ship's fund. Some disputed of. To see boss'n for windchutes. Members requested to save coffee for watch; clean pantry and recreation room after using; donate money to steward for ship's fund.

DEL MUNDO (Mississippi), March 9—Chairman, R. Hancock; Secretary, L. Franklin. Ship's delegate elected. Everything running smoothly. No beefs.

DEL CAMPO (Mississippi), February 23—Chairman, M. A. Karlson; Secretary, C. P. Braux. All brothers requested to keep noise down around gangway while in ports. Restriction in Petro Congo still pending. \$18.70 in ship's fund. Suggestion that beer and shrimp be procured and available for get-together parties in some of the African ports. Arrival pool for benefit of same.

STEEL KING (Isthmian), March 2—Chairman, R. Nielsen; Secretary, P. S. Howe. Everything running smoothly. \$10 in ship's fund. Crews mess and pantry to be souged. Members requested to keep quiet in respect for men off watch sleeping. To keep natives away from water cooler. Members requested to dress properly when entering messhall.

C B MIAMI (Cities Service), March 8—Chairman, A. Jones; Secretary, J. Lefce. Three men missed ship in Hawaii; one man paid off. Minutes of previous meeting to be posted on bulletin board in ship's lounge. Some

disputed of. Members reminded that there is no smoking anywhere on deck. Ship received compliment from Coast Guard at Hawaii and Japan as cleanest ship to hit port.

EDITH (Bull), March 14—Chairman, G. Miesner; Secretary, J. Byrne. Showers to be repaired. Ship's delegate elected. Request for better grade of ice cream and more rye bread. Vote of thanks to steward dept. for fine job.

ROBIN LOCKSLEY (Robin), February 23—Chairman, J. Bracht; Secretary, R. Baker. Deck dept. walked off ship at Laurence Marques because of NMO bosun. Fireman missed watch at Capetown. To see why fresh fruit and milk were not adequate in Africa. Members requested to take clothes

care of. Talk re: safety meeting. Ship's fund \$15.38. Few hours disputed of. Motion—rating of carpenter and maintenance be eliminated as it involves two jobs being done by one man. Take better care of washing machine. Talk on ship's fund for benefit of new crew. Crew warned about going topside. Keep messroom clean.

March 19—Chairman, H. Gwynon; Secretary, M. Gerdes. One man left in BA. No beefs, few logs. Discussion on launch service. Talk on safety meetings. No action since last meeting. Ship's fund \$11.68. Few hours disputed of. Reports accepted. To accept Alcoa Pioneer resolutions regarding Welfare Plan as published in LOG. Prepare arrival pool for ship's fund. Suggestion that fruits be colder for supper. Vote of thanks to steward dept. for good food, cakes and service.

ALCOA RUNNER (Alcoa), March 15—Chairman, P. Robertson; Secretary, R. Hall. No transportation given to brother sent to hospital with pneumonia. Reported to San Juan hall. Vote of thanks to new crew mess and pantryman for service and cleanliness rendered. New reporter elected. Ship's fund \$7.25. Hall to be notified when repairs not completed end of trip. Discussion on baker not carrying out orders and quality of baking—to be referred to steward and patrolman.

FAIRPORT (Waterman), March 8—Chairman, W. McBride; Secretary, W. O'Conner. All repairs to be taken care of. Few logs. Ship's fund \$17. Two replacements. Notify union re: LOGs to Seamen's Club in Pusan. Suggestion to put wages in escrow for all members in all companies, especially small ones. No LOGs sent to ship. Lock laundry in port. Vote of thanks to steward dept. for job well done. Beef regarding raise—notify headquarters.

MAE (Bull), March 13—Chairman, W. Morris, Jr.; Secretary, H. Carney. Short talk on delegates' duties. Letter on local events sent to LOG. Ship's fund \$12. Some disagreements concerning engineers—worked out satisfactorily. Discussion concerning TV and unkeep. Upkeep to be paid from fund. Vote of thanks to steward dept.

STEEL ARCHITECT (Isthmian), March 9—Chairman, G. Tenley; Secretary, B. Shuler. Ship to be fumigated for roaches. Some disputed of. Discussion on cleanliness of ship; medicine chest permits sailing more than 60 days.

SHINNECOCK BAY (Veritas), March 4—Chairman, W. Rhone; Secretary, J. Finney. Discussion on water shortage. 17 hours disputed of. Motion to have instructions posted as to proper use of washing machine. Need more books for library. Men urged to be quiet while man sleeping. Discussion on amount of money draw. Vote of thanks to steward dept. for job well

done. Vote of confidence to ship's delegate.

SEATRAN TEXAS (Seatrains), March 22—Chairman, W. Hall; Secretary, R. Mannibal. Some disputed of. Ship's fund \$94.45. Reports accepted. To see patrolman for stores to be put aboard on Monday. Discussion on pension and welfare plan—90 days. Need new antenna for TV. Deck dept. to handle linen and stores more carefully.

STEEL AGE (Isthmian), March 14—Chairman, J. Cummins. Repair list made up. New washing machine ordered. Few beefs—to be straightened out at pay-off. Ship's fund \$15. Few hours disputed of. To obtain new lockers for deck dept. Steward to put out better variety of night lunch.

WILLIAM H. CARRUTH (Penn.), March 5—Chairman, M. Badger; Secretary, J. Nagy. No ice cream, milk, oranges aboard this trip. Ventilators need greasing. Water cooler leaks—needs repairing. Need fans. Check requisitions for food stores received on west coast.

ELIZABETH (Bull), March 24—Chairman, M. Santiago; Secretary, H. Dombrwski. New mattresses needed, steward to be notified. Beef to be settled at pay-off. New delegate elected. Some disputed of to be settled at pay-off. Discussion of pension plan.

ALCOA CLIPPER (Alcoa), March 9—Chairman, E. Moyd; Secretary, T. Navarre. Collection made for brother. Ship's fund \$181. New delegate elected.

ALCOA PENNANT (Alcoa), March 9—Chairman, A. Abrams; Secretary, H. Ridgeway. Ship's fund \$25.15. Ship must be clear before docking. Laundry must not be used for washing of mops and garbage buckets.

CITRUS PACKER (Waterman), March 22—Chairman, J. Dunlop; Secretary, C. Rawlings. No lumber aboard for building catwalk aft, over deck cargo. Ship's fund \$3. Disputed of. Fireman subjected to report for destroying property in fore'de while intoxicated. Fan placed in laundry room. Weekly cleaning of water closet on crews deck to be done in rotation.

CITIES SERVICE NORFOLK (CS), Jan. 4—Chairman, P. Hammel; Secretary, W. Moore. Ship's fund \$28.46. One man paid off under mutual consent in Yokosuka. He was replaced by an SIU man.

FELTONE (Ore), March 19—Chairman, M. Jones; Secretary, R. Carraway. B & C men must leave ship after 60 days or more aboard. Men leaving ship must tie up washing machine. Beef about eating utensils.

such as only one spoon and knife left in pantry overnight. Shortage of fresh fruit and not enough coals to go around.

EVELYN (Bull), Feb. 28—Chairman, C. Menslay; Secretary, R. Douglas. Purchase of checkers and cribbage made. New delegate elected. Steward requests all brothers to turn in soiled linen. Repair lists turned in from Boca Grande.

FELTONE (Ore Navis. Co.), Feb. 11—Chairman, D. Starling; Secretary, R. De Boissiere. New delegate elected. Shower head in deck maintenance room and ports in wipers' room to be fixed. Heat to be sent through ventilators.

SEATRAN LOUISIANA (Seatrains), March 23—Chairman, E. Wallace; Secretary, G. Kreiss. Ship's delegate missed ship in Texas and quartermaster missed ship in Texas City. Eliminate the required one day in ninety to be eligible for welfare benefits and extend it to one day in six months. Ship's delegate to see patrolman about getting air conditioner for messhall, also if hot plate can be obtained for messhall.

JOHN C. (Atlantic Carriers), March 17—Chairman, C. Collins; Secretary, R. Maldonado. New delegate elected. Have all repairs checked before sign-on. See patrolman in regard to all repairs. Vote of thanks to steward.

STEEL FABRICATOR (Isthmian), March 23—Chairman, G. Ruf; Secretary, G. Masterson. Dept. delegates to make up repair list and turn in to ship's delegate. No one to sign new articles until beef is squared away with company. Headquarters and Welfare notified. Two members hospitalized. Letter to J. Algina explaining the bad need of fumigation. Ship's fund \$12. donations will be accepted at pay off. Few hours of disputed. All men leaving ship to strip bunks and leave clean fore'de for replacements. Ship's delegate to contact ch. eng. in reference to oily shower water. Vote of thanks to steward dept. throughout trip.

MAXTON (Pan Atlantic), March 3—Chairman, R. Matarangolo; Secretary, F. Brody. Men who missed ship to be reported to patrolman. Ship's fund \$15. Need better jams and fruit drinks. Ship to be fumigated for roaches. Suggestion to have Phil Reyes board ship.

INES (Bull), March 14—Chairman, B. Holt; Secretary, L. Saylor. To contact union about subsistence and lodging. Purser claims meals only. Ship's fund \$15. Fund at Phila. union hall \$32. Spent for TV repairs. Report accepted. Check parts for washing machine. Coals to be ordered for next trip. Vote of thanks to steward dept.

Digest Of SIU Ship Meetings

out of the dryers more quickly. Request that linen be changed more frequently. To see patrolman about bad food.

C S NORFOLK (Cities Service), March 4—Chairman, P. Hammel; Secretary, B. Nielsen. One man hospitalized in Singapore. Vote of thanks to officers showing movies. Captain appreciated remarkable speed with which crew undocked ship in Ras Tanura (dock was on fire). \$28.06 in ship's fund. Everything running smoothly.

ORION PLANET (Orion), March 2—Chairman, F. Van Dusen; Secretary, R. Perry. Matter of travelers' checks and exchange rate settled since last meeting. \$12.75 in ship's fund. Suggested that deck dept. get proper and safe tools, also that steel coal scoops not be used for mucking. One man demoted to wiper's referred to patrolman. Some disputed of. Vote of thanks to crews of the Robin Line. To see about stores not being up to standards.

DEL ORO (Miss.), Feb. 24—Chairman, J. Cheshire; Secretary, M. Gerdes. One man hospitalized at Santos—Union notified. Crew warned about performing. All sick men taken

Keeps Camera On Standby



Back working full time with the pots and pans instead of the camera, Seafarer William R. Cameron still managed to get in a few snaps of his shipmates on the Alcoa Pennant. The representation here (l to r) includes A. A. Abrams, Jr., chief electrician; D. B. Dees, AB; F. A. Pehler, bosun; J. A. Olsen, AB; William Smith, OS.



The trio in the Pennant's galley is made up of William H. Hamby, 2nd cook; Cecil H. Martin, chief cook; and Faustino (Frank) Orjales, galley utility. Cameron was working as a photographer at Brookley Air Force Base outside of Mobile for 22 months.

LOG-A-RHYTHM:

The Aggressor

By John Wunderlich

One, two.
 One, two.
 Marching on the move.
 Eyes reflecting greed in stonelike masks;
 Glittering brass, jet somber atmosphere.
 One, two.
 One, two.
 Marching on the move.
 Brilliant blue steel in naked bayonets;
 Freedom is forgotten, lust of blood prevails.
 Marching on the move.
 One rifle. One shoe.
 One, two. One, two.
 Marching on the move.
 Their strength makes right, to break all opposition;
 Death to freedom lovers, abolish all sentiment.
 Marching on the move.
 One, two. One, two.
 All silence. So quiet.
 No more marching boots.
 Their leader departed, disorder in the ranks;
 An ending, an exit, Judges take their stand.
 No more marching boots.

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Miami Makes A Clean Sweep

Making a good name for themselves wherever they go, crewmembers on the super-tanker Cities Service Miami report a clean sweep at Hawaii and Japan on Coast Guard inspections. Ship's secretary Alex Janes says the Miami has gotten compliments from the Coast Guard as one of the cleanest ships to hit port in both places. The inspection rating was 100 percent in Hawaii, he claims, and you can't do much better than that.

Quits Bauxite For PG Run

To the Editor:
 As crews change from time to time on a freighter, so do the runs made also change. This is what is happening to the Alcoa Planter on her present voyage.
 The dirt and dust of the Bauxite run is being left behind for a change. The expression "Hey, mon" heard in Trinidad will be replaced by "Baksheesh, sahib" in the Arabic countries.

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.

This voyage will take us through one of the most tense areas of the world today, through the Suez Canal and on to the Persian Gulf nations of Iran, Iraq and Arabia.

Though this will mean new ports for some of the crew, many have made this run before. Accordingly, we have a good supply of grits, rice, red beans and turnip greens aboard so the boys from Mobile will be kept happy in the food department, at least.

The Planter has been chartered for five to seven months. This trip is to the Middle East and after that is anyone's guess. About 80 percent of the crew stayed on for the long voyage and all is running along smoothly. It looks like a good trip in the months ahead, with the delegates on their toes and good cooperation with topside. All in all, this is a clean ship and a good Union crew.

Zee Young Ching
 Ship's reporter

SIU Scholar Graduates Soon

To the Editor:
 Time flies, as everyone knows. It's been three years since my son, Lemhard, won an SIU scholarship award in 1955, and now he will be graduating from college in June. He is at Lafayette College, Easton, Pa.

He already had a year's credits from City College, New York, when he won the scholarship, so he had a good start. When he graduates this summer, he is expected to go on for two years into the Navy. Then he will probably go on for graduate study, but that is still far into the future.

We are especially proud of him as he has been very successful on the school debating team and has made the "Dean's List" for honor students for the

third time. The following is a letter announcing this honor from the Dean of Students:

"It gives me great pleasure to inform you that your son has merited inclusion on 'The Dean's List' as a result of his excellent work during the regular semester. This represents an earned distinction of which you may well be proud.

"All students on this list have complete the recent term with an average of 85 or better. I congratulate you on his success."

We are very proud too that the SIU made all this possible.
 Cleveland A. Howell

Feeding Is Key To Happy Ship

To the Editor:
 There's more to the idea "food for thought" than we realize.

That was the case when some crewmembers from the Kyska, Jean Lafitte and Choctaw got together at the Swan Island shipyard in Oregon some time ago. It was a good chance for old shipmates to visit each other and see how things were going on the ships.

A reunion is a fine thing to watch and it is most interesting when one occurs among seamen. Everything gets a working over, but foremost, even more than the ladies and the favorite bars all over the world, are the discussions about food.

Food is a key item aboard ship and invariably the talk shifts to who is the best baker or cook in the SIU until you wind up almost with a culinary "Who's Who" of the seven seas. Then follows the greatest tribute that a steward department can get. When a good seaman says a cook is really a cook, or that steward is a real steward, etc., that's the supreme stamp of honor.

The dessert of these mouth-watering conversations is nearly always the same: What ships are good feeders, etc. You can't get away from the fact that good food properly prepared and served is as important as anything aboard ship.

A badly fed man is just not as efficient as the guy who's well-fed. A ship's plant can't run properly without an abundant supply of clean and processed fuel oil, lubricating oil and water for the boilers. It's as simple as that. It is a little different for other humans who work ashore and can choose their restaurants.

The authorities on the subject of life at sea (not the hair-raising magazine novelists, mind you) are the men who must live on a ship with thousands of miles of watery wilderness around them. How they operate and how their morale is depends largely on what and how they eat. It's a point that can't be stressed too often.

William Calefate.



FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries.

Obert J. Morgan, 54: Brother Morgan died on January 4, 1958, in Galveston, Texas, from a lung ailment. He became a full member of the Union on November 23, 1938, and sailed in the deck department.

Brother Morgan is survived by his brother, Albert Morgan, of Azusa, Calif. Burial took place in Lake View Cemetery, Galveston, Texas.

Ignatius Torre, 48: On December 15, 1957, Brother Torre died from natural causes in Staten Island, NY. He became a full member of the Union on July 19, 1949, and was sailing in the engine department. Brother Torre is survived by a sister, Mrs. Marion Torre Dupree, of Tampa, Fla. He was buried in Myrtle Hill Cemetery, Tampa, Fla.

Charles A. Stevenson, 44: Brother Stevenson passed away on March 8, 1958, in Mobile, Ala. Death was due to a heart ailment. He became a full member of the

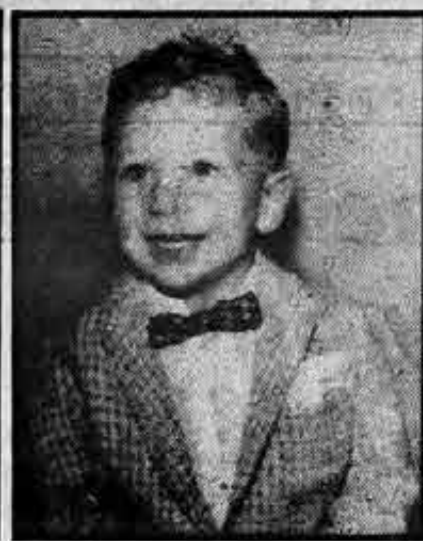
Union on May 28, 1951, and sailed in the steward department. Brother Stevenson is survived by his wife, Lucile Stevenson, of Mobile, Ala. Burial took place in Pine Crest Cemetery, Mobile, Ala.

Elwood E. Van Nieuwenhuize, 48: On March 5, 1958, Brother Van Nieuwenhuize, of Galveston, Lauderdale, Florida, from a respiratory ailment. He became a full member of the Union on April 1, 1944, and was sailing in the deck department. Brother Van Nieuwenhuize is survived by his wife, Ruth Van Nieuwenhuize, of Galveston, Texas. He was buried in Grove Park Cemetery, Fort Lauderdale, Fla.

Thomas Moncho, 70: Brother Moncho died on March 9, 1958, in the USPHS Hospital, Staten Island, NY. Death was due to natural causes. He became a full member of the Union on November 27, 1942, and sailed in the deck department. Brother Moncho is survived by his wife, Rose Moncho, of Brooklyn, NY. Burial took place in the US National Cemetery, Pinelawn, Long Island, NY.



Two Lads With The Roving Eye



Showing off their smiles for all the young ladies are Nicky Patazano on the left and John David Mitchell on the right. Nicky, who lives on Staten Island in NY, is the nephew of Seafarer Tony Pisano. Although only two and one-half years old, John David, son of Seafarer David Mitchell of Tampa, Fla., cuts a fine appearance with his sport jacket and bow tie.

7 Robin Co. Ships Certified

(Continued from page 3)
"labor relations" specialist, also believed that they could get the NLRB to rule that Robin ships were incorporated as individual vessels in a fleetwide Mooremack unit, despite the fact that the company set up Robin Line as a separate division, comparable to West Coast Mooremack divisions operated by the SIU Pacific District.

However, the company's plans were stymied when Seafarers clung to the jobs in the face of heavy pressure and the NLRB called for ship-by-ship elections in response to an SIU petition for either a Robin Line unit or ship-by-ship vote.

On an over-all basis in the fleet, the SIU won handsomely by a vote of 190 to 62, with 188 Seafarers and two NMU replacements voting for the SIU. The ship-by-ship basis favored the NMU to the extent that it won one ship, the Robin Mowbray, by virtue of the fact that 11 Seafarers on that ship were fired and replaced through the NMU hall, and other Seafarers were replaced, in the normal course of events, because of injuries or illness suffered aboard the vessel. On a fleetwide basis that ship too would have gone to the SIU.

The NMU objected violently to the ship-by-ship election but has shown no signs of standing by its own objections and turning the Mowbray back to the Robin Line unit.

PERSONALS AND NOTICES

Robert S. Farrington
Please get in touch with Alden Gould, Jr., PO Box 43, Norfolk, Mass. He is anxious to hear from you.

Leonard A. G. Smith
Your wife would like you to contact her at 35 Oak Street, West Haven, Conn.

William Berry
Please contact Mrs. Anne Belle Wingo, 111 W. Whitney Dr., Houston 18, Texas.

Edward Lee Woods
Your mother, Mrs. Harry Goff, would like you to get in touch with her at H21 N. Eye St., Tacoma 3, Washington.

John W. McCauley
Mrs. Maude Kincaid is holding important mail for you. Contact her at 120 Welborn Circle, Easley, South Carolina.

Nicholas F. Verbanac
It is important that you contact your mother at 2171 N. 36th St., Milwaukee 8, Wis.

Robert (Bobby) Ray Pope
Get in touch with your sister, Mrs. Earl K. Boggs at 1916 Grant Rd., Halethorpe 27, Md.

James Austin Brodus
The LOG office is holding your vaccination card from the SS Seagarden. Please contact us concerning it.

Art (Tony) Cornman
It is urgent that you contact Mary Cornman, 3119 Baldwin St., Los Angeles 31, California. Telephone CA 2-8978.

Clayton Frost
Get in touch with Mrs. M. C. Hayman at 117 Milby Street, Houston 3, Texas. You stayed at her rooming house in March, 1956.

Tony Liparri
Get in touch with Stephen Sopko, 321 Thompson Ave., PO Box 55, Clairton, Pa. Phone BELmont 3-8983 collect.

SIU BABY ARRIVALS

Gary James Allen, born January 26, 1958, to Seafarer and Mrs. Francis J. Allen, Baltimore, Md.

Denise Aida Rivera, born January 31, 1958, to Seafarer and Mrs. Robert Rivera, Jersey City, NJ.

Xaviar Valentine Bisin, born February 14, 1958, to Seafarer and Mrs. Simplicio Bisin, Baltimore, Md.

Sheila Ruth Skinner, born March 11, 1958, to Seafarer and Mrs. Russell L. Skinner, Houston, Texas.

Latest figures show SIU families have received \$635,000 in benefits for the 3,175 children born since the start of the maternity benefit payments in 1952. In addition, SIU families have received over \$79,000 in US Defense Bonds from the Union, with each bond in the baby's name.

The \$200 maternity benefit was the first of its kind in the maritime industry. It is apart from the hospital, surgical and medical coverage given Seafarers' families by the SIU Welfare Plan.

Parents of new-born Seafarers' children who are interested in showing off the new addition in the SEAFARERS LOG are invited to send in a family photo if they haven't already done so. All photographs will be returned after use.

Elizabeth Ann Krause, born March 9, 1958, to Seafarer and Mrs. Joseph L. Krause, Baltimore Md.

Pat Joseph Monardo, born March 17, 1958, to Seafarer and Mrs. Sylvester Monardo, New Orleans, La.

Thomas Anthony Rocco, born March 25, 1958, to Seafarer and Mrs. Nicholas M. Rocco, Brooklyn, NY.

Vote Heavy On Seatime For Sailors

SAN FRANCISCO — Balloting among members of the Sailors Union of the Pacific on the question of reducing the time of continuous employment on one SUP vessel has reached the half-way mark, and from the number of ballots cast, there is considerable interest on the issue.

A total of 2,381 members voted in SUP headquarters and halls throughout the country. More than one-half of these were cast during the first two weeks of the election.

Under the proposed change, the continuous seatime on one SUP-contracted vessel would be reduced from 12 months to 210 days a year. Also on the ballot is the question of whether amendments to the constitution and shipping rules should only be placed on the regular annual ballot from now on.

Voting on the two propositions is the same as on a constitutional amendment and will require a two-thirds majority to become effective. SUP officials have not made any recommendations on the proposed resolutions.

EVERY SUNDAY | DIRECT VOICE BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

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

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

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

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

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

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

WCO-16908.8 KCs
East Coast South America

WCO-22467 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

SEAFARERS PORTO'CALL

IN NEW YORK 675-4746
IN BALTIMORE 1216 E. BALTIMORE

Claiborne Called 'Hero' By Safety Council, AMMI

The SIU-manned Claiborne has won the 1957 annual award of the American Merchant Marine Institute and the National Safety Council for heroic acts at sea by a US freightship. The presentation ceremony for the joint award is expected to be held early next month in Mobile.

Recognition for the Claiborne covered two separate rescues during the year. Enroute to Puerto Rico last December 16, the ship's lifeboat gang overcame heavy swells to pick up a Navy jet pilot who had ditched his plane after running out of fuel in a storm. This is the primary basis for the award. However, a year ago, on March 18, the ship also rescued the 43-man crew of a sinking Liberian tanker off the Florida coast.

The AMMI - National Safety Council "Ship Safety Achievement Award" each year is based on noteworthy acts at sea demonstrating outstanding safety practices. The award itself consists of a special pennant for the ship plus a certificate of commendation for each crewmember on the vessel at the time. The actual presentation is being arranged by an AMMI committee headed by Commander S. R. Bross of Alcoa Steamship. Based on the ship's itinerary, Waterman expects the Claiborne will be in Mobile early in May, and appropriate ceremonies are being set up for that time.

Five years ago, the Claiborne

SUP, Cooks Share Hall In Honolulu

HONOLULU—Members of the Sailors Union of the Pacific are now operating out of a new hall here located at 51 South Nimitz Highway, between Piers 11 and 12. The new hall is also being used by the Marine Cooks and Stewards Union, and the Marine Firemen's Union is considering sharing the facilities. All are in SIU Pacific District.

The new facility has an excellent view of the harbor, with large windows in the front of the building offering an unobstructed outlook. A cement porch circles the entire building providing comfortable outdoor lounging space in good weather.

The facility is now being equipped with glass-enclosed dispatch counters for use by the two unions, business offices and a coffee-room which will be used for recreational purposes as well.

Sailors hitting the port have been lavish in their praise of the new facilities as a considerable improvement over the old establishment.



gained a reputation as a rescue ship when the Liberian tanker Angy broke in half in heavy seas southeast of Newfoundland. Twenty-eight seamen were rescued from the foundering stern section of the tanker. Nine others, who clung to the bow, were lost.

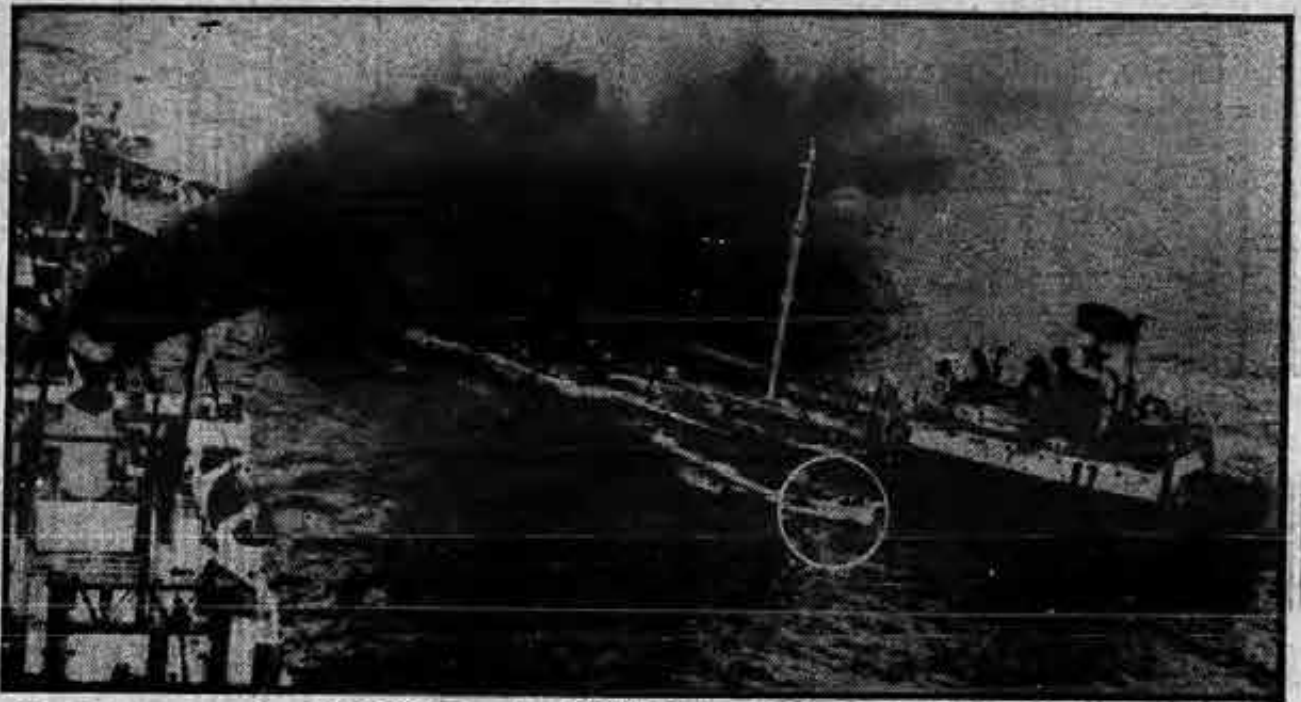
The incident last December occurred east of Great Inagua Island in the Bahamas when the Navy pilot, Lt. Cmdr. E. Holmgaard, ran out of fuel and then spotted the ship as he broke through some overcast.

The boat crew ordered over the side as the plane ditched about a half mile from the ship, and located the pilot after he got off a flare. The boat had to fight heavy rains and swells going to and from the ship but was finally gotten back aboard after ship headed for the lee of the island.

"All in all it was a most successful operation," Captain Donald E. Bolhuis commented, "and the crew did outstanding work in effecting the rescue and handling the ship during this critical period. The man most pleased was Commander Holmgaard."

In the earlier 1957 rescue, the Claiborne saved all the crew of the stricken tanker Perama after a fire and two explosions wrecked the vessel. Salvage efforts over a ten-hour period proved fruitless when the stern of the Perama began settling and she began taking a port list. She had been carrying a cargo of soybean oil.

The American Merchant Marine Institute primarily represents companies under contract to the National Maritime Union. It makes its awards each year jointly with the National Safety Council. Other 1957 winners were the passenger ship Excambion and the tanker Atlantic Engineer.



One of two rescues for which Claiborne won AMMI-National Safety Council award was rescue operation involving crew of SS Perama, a Panamanian-flag ship. The other was the rescue of a downed Navy flier.

Nine More Runaways Coming Home To Feast On '50-50'

WASHINGTON—Nine more former American-flag cargo ships are abandoning runaway registry in order to get a crack at "50-50" cargoes. Three others switched back to US registry earlier.

The "rally-round-the-flag" movement has no special patriotic overtones, but is strictly a question of economics. The American operators who originally sought out the tax havens of Panama and Liberia in order to bypass American conditions have found that runaway registry is no solution either.

Maritime Mainstay

Due to the "boom-bust" nature of the shipping industry, the Government-established "fair and reasonable" rates for "50-50" cargoes are found to be the mainstay of maritime prosperity today after all. Nine of the dozen ships involved so far were formerly manned by Seafarers. In effect then, the "50-50" law has reversed, temporarily at least, a long-term trend on the part of tramp opera-

tors to transfer their ships foreign.

Several US operators, particularly Bull Line, have sharply protested the "reverse runaway" movement, and the Maritime Administration's policy of letting the prodigals back. These companies contend that the runaways shouldn't be allowed back to bid for the limited number of cargoes now available to American ships after having milked the runaway route as well.

The return of a dozen ships, mostly Libertys and Victories, means a significant boost in the US trampship fleet, which had been down to about 70 vessels. There is no new tonnage involved. Ten were under Liberian registry and two were Panamanian.

Ships involved are the Eva Cynthia, Evaliz, Pacific Star, Pacific Wave, Penn Explorer, Penn Mariner, Penn Trader, Penn Voyager, Taxiarch, Transcape, Transglobe,

Transyork. Several of them are expected to come back under SIU contract.

Eye Benefit Gets Praise In Mobile

MOBILE—A considerable amount of favorable comment has been heard over the proposed eye clinic for Seafarers. Most of the men, especially the old timers, are enthusiastic about the benefit and are waiting while arrangements are being made for this port.

Candidates for the coming local and state-wide elections are also being thoroughly discussed by the men on the beach here. Interest is being focused on their previous stands in labor situations. Those with favorable labor backgrounds can count on many votes from union men in this area.

In the meantime, the membership here is urged to make sure they will be eligible to vote by going out and registering as soon as they can.

The Bienville returned to port with her cargo of trailers consigned for Puerto Rico still in her holds. The vessel was unable to unload the cargo in San Juan because longshoremen there refused to work the ship, contending that trailer-ships will result in the loss of a number of longshore jobs. Meanwhile, the government is negotiating with the union and the company to try and work out a solution.

Shipping for the period was a little on the slow side. But it promises to improve for the next period as the Wacosta and Beauregard are to take on full crews within the next 10 days and about 12 other vessels are scheduled in the port during the period.

The vessels calling during the past period were the Alcoa Pioneer, Alcoa Cavalier, Alcoa Roamer, Alcoa Clipper, Alcoa Partner (Alcoa); Arizpa and the Monarch of the Seas (Waterman).

Three Alcoa Vessels Accident-Free As Crews Head SIU '57 Safety List

After leading by a comfortable margin for 11 months in 1957 as the safest fleet in the entire US merchant marine, the SIU-manned Alcoa Steamship Company was nosed out by a statistical whisker in the final standings of the National Safety Council sweepstakes.

Three lost-time accidents in the month of December in the 16-ship fleet gave the company a final rating of 3.71—just a fraction behind the 3.61 figures attained by States Marine Line. The best attainable figure, of course, is 0.00. Three of the ships in the fleet attained that rating.

No other shipping company in the competition had less than a 5.00 rating and the industry-wide average was 7.30; indicating that there were only half as much lost time in proportion to hours worked in the Alcoa fleet than in the industry as a whole.

Three Ships Accident-Free

In establishing this outstanding safety record, the Alcoa Roamer, Alcoa Polaris and Alcoa Patriot all went through the 12-month period without a single lost time

accident. Six other ships in the Alcoa fleet had only one accident each, the Corsair, Cavalier, Partner, Pilgrim, Pioneer and Runner.

All told, the fleet had only 28 accidents during the year aboard its ships, less than two accidents per vessel, a remarkable achievement in the light of the hazards faced by the maritime industry.

As an example of these hazards, one of the three accidents which occurred in December was the result of a huge wave sweeping the deck of the Alcoa Ranger and hurling a crewmember against the anchor windlass. The deck gang was recentering the anchor chain spilling pipes at the time, a repair necessitated by a severe storm.

The other two accidents were minor ones; a sprained ankle on the

Alcoa Pennant and a cut little finger on the Alcoa Pointer.

Watch Out, You May Be An Exec

The Government, noting that "the salary is an index of the status that sets off the bona fide executive from the working squad leader," has decided that it won't consider anyone an executive unless he earns at least \$80 a week. Previously, it was willing to consider anyone an executive who made \$55 a week. The action, which resulted from the recommendation of a Labor Department report, is used as a definition to determine who is covered by OT rules.