

SIU FLEET NAMED SAFETY CHAMPION

Story On Page 3



Underway. First ship in 1960 to begin passage through the Great Lakes' Welland Canal, the 5,000-ton freighter Burlington, manned by SIU Canadian sailors, passes under raised drawbridge as she slips into lock at Port Weller, Ont.

Seamen Target Of 'Test' Move To Control Jobs

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State Dep't Moves To Scuttle '50-50'

Story On Page 2



Ringside. Newsreel and television cameramen set up gear on the SIU-manned missile ship Sampan Hitch for the launching of the first inertially-guided Polaris missile from the USS Observation Island, 1 1/2 miles away in the South Atlantic.



Balloting. Seafarers in New York hall begin balloting on proposed new SIU constitution in secret referendum that will last through April 29 in all ports. Group pictured here was among first to cast votes on the proposed document. (Story on Page 2.)

Revive 'Test' Plan To Control Seamen

An attempt is underway to revive a discredited scheme which would require seamen to meet arbitrary physical and mental standards to keep their jobs. The scheme harks back to a 1954 proposal by the US Coast Guard to set up a set of requirements, enforced by the Government, which seamen would have to meet on a regular basis or else lose their seamen's papers.

At that time the scheme was denounced by the SIU and other maritime unions as subjecting seamen to harsh and unrealistic standards and destroying their job security. As a result, it was dropped hastily, but has now been picked up by both the operators and some segments of Government.

Rigid Standards

The initial impetus for the new move apparently came from report to the Department of Commerce on shipboard personnel. The report recommends "rigid standards for screening" of individuals entitled to the classification of seamen; as well as declaring that there is an "urgent need" for the "establishment of complete physical and mental standards to be applied to all persons wishing to serve in any unlicensed position on an American merchant marine vessel." Such physical standards should be applied not only for new applications, but "on a recurrent basis, not to exceed every other year . . ."

This demand was echoed by a shipowner representative at the recent meeting of the Marine Section of the National Safety Council. W. Lyle Bull, formerly of the Military Sea Transportation Service, but now with American Export Lines, called for revival of the

discredited Coast Guard scheme. "Some years ago," he said, "they" (the Coast Guard) "attempted to establish certain physical standards for seamen which were resisted vigorously and successfully by the maritime unions . . . I suggest it might be worth while . . . to again review this matter."

Among the items for which seamen could have been deprived of their seamen's papers under the Coast Guard proposal were:

- Defective sense of smell
- Stammering and speech defects
- Unpleasant-looking, non-contagious skin diseases
- Divorced or separated parents, or any record of criminality among a seaman's ancestors
- Absence of educational advantages
- A record of juvenile delinquency
- A record as a "complainer" on ship
- Frequent changing of jobs
- Past head injuries
- Religious attitudes.

The strong union objections to the proposed 1954 Coast Guard program were based not only on the impossible standards set for seamen but, as the LOG put it at the time, the proposal would involve "sweeping new bureaucratic controls over the livelihood and shipboard actions of seamen."

Behavior Entries

Actually, the shipowners are already seeking to involve the Coast Guard in knocking seamen out of their jobs. Ship operators attending the marine section meeting of the National Safety Council were advised to have their skippers make entries in the log books about seamen's "behavior." The companies will then turn over the log entries to the Coast Guard and the Coast Guard will then carry the ball from there on assertedly on the ground that the seamen involved are neurotic or suffering from mental illnesses.

In effect then, this device gives the skipper a weapon with which to label crewmembers as "psychos," after which the Coast Guard can try to yank his papers.

The logbook entries would serve as a substitute for the old Cope-land continuous service book which the operators tried to foist upon seamen 25 years ago.

The tipoff on the proposal was the assertion by the Export Line spokesman that psychoneurosis ailments are up by 31 percent. An examination of the Marine Index figures which he was quoting shows that he took 1955 figures (259 reports out of a total of 19,051 reports dealing with illnesses) and compared them with 1959 (342 reports out of 22,502). In both instances, the percentage of so-called "psychoneurosis" was 1.4 percent of total illness reports. In actuality, the Marine Index figures, for whatever they are worth, show that 1959's incidence of 342 reports was way below the 462 of 1957 and the 579 of 1958.

The SIU had taken particular exception to the "mental traits" aspects of the proposed standards as giving the shipowner a perfect weapon with which to dispose of aggressive pro-union men on the

ship and active ship delegates who fight for the rights of the crew.

Since the original Coast Guard proposal came out, the Union and SIU-contracted shipowners have set up examination and detection clinics in major SIU ports. The clinic program provides thorough physical check-ups of seamen at least once a year, or more often in some instances. It has had considerable success in reducing the incidence of many serious ailments such as tuberculosis and diabetes, and in detecting numerous physical defects before they become so far advanced as to deprive seamen of their ability to work.

SIU Voting At Brisk Pace

A heavy vote is in sight as Seafarers in all ports started voting on March 31 on a proposed revision of the constitution for the A & G District. The voting, which was authorized at a headquarters meeting on March 2 and at outpost meetings on March 16, will run from March 31 to April 29 inclusive.

Nearly a thousand men voted the first day according to the all port tally. New York had the heaviest turnout with 275 men casting ballots.

Recommendations of the constitution committee and the entire text of the proposed new constitution were read at all meetings on March 2, at which time Seafarers voted the revised version of the constitution on the ballot.

At the March 16 meeting motions were carried in all ports to place the constitution on the ballot for 30 days, beginning March 31.

The amending procedure for the SIU constitution calls for a two-thirds majority in a secret ballot referendum. The six-man rank and file constitutional revision committee noted that the current constitution, written before the A&G district established its affiliated divisions, does not contain provisions for these divisions and for certain structural changes made in the Union.

Among the various divisions are: the Marine Allied Workers Division, the Puerto Rican Division, and the Harbor and Inland Waterways Division. The new constitution is necessary also because of the recently passed Landrum-Griffin Act, which sets certain requirements for elected officers of Unions, conditions for union membership and similar matters.

The constitution also sets up an executive board structure in the Union for more effective administration. (For the complete text of the committee's report, see the March 11th issue of the LOG).

State Dep't Starts Move To Scuttle '50-50' Law

WASHINGTON—Maritime industry leaders voiced alarm this week at the State Department's proposal to waive the 50-50 proviso of the Cargo Preference Act which allows half of all foreign aid cargoes to be carried in American flag vessels.

Some 15 shipowners who met with Douglas Dillon, Undersecretary of State, told the official that any departure from the 50-50 provision would cause a drastic economic crisis for American flag ships.

The State Department has consistently been opposed to the effects of the 50-50 rule mainly due to diplomatic pressure placed on it by foreign nations which want to run the American ship operator out of business by using cheap cargo rates. European countries have always clamored against "50-50."

Indus River Project

The Department's mention of the waiver was connected with the 10-year, \$410,000,000 Indus River Project in which the US hopes to participate jointly with Australia, Canada, West Germany, New Zealand and Britain. The US's share in the program will cost \$280,000,000 and will involve one of the largest cargo movements in peacetime foreign aid, quite a bit of which will be spent for transportation costs of equipment such as building materials, trucks, trailers, tractors and hydroelectric equipment.

If the American flag cargo fleet can continue to operate under the

50-50 provision as it has done in the past, it is almost guaranteed a large chunk of new business spread out for as long as the Indus project lasts. But if the State Department, somehow, can kill the benefit of the 50-50 law for US ships in this case, American operators will not be able to match the cheap operating level of foreign flag operators.

After the latest meeting with Mr. Dillon, one member of the shipping group remarked that "admittedly we won a deferment of any immediate imposition of the waiver, but the threat is still there."

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Seafarer signs vote register under eye of balloting committee member as voting gets underway on proposed new SIU constitution. Nearly 1,000 men voted in all ports on the first day.

ILA Starts Container \$ Arbitration

NEW YORK—A three-man arbitration board opened hearings here to determine the amount of premium pay to be paid to longshoremen who handle container ships. The hearings on the loading and unloading of general cargo in containers are taking place at the offices of the New York Shipping Association.

The New York hearings have been called for jointly by the NY Shipping Association and the International Longshoremen's Association to take up negotiation items omitted from previous contract talks.

The board, which has been mutually agreed upon by both NYSA and the ILA, is composed of Admiral Frank McCarthy, NYSA; Thomas Gleason, ILA; and Dr. Emanuel Stein, Professor of Economics, New York University.

Container operations involves the movement of cargo, in single van-like shipments. The containers are designed to be loaded or unloaded away from the piers. This operation involves loss of work for longshoremen. The same question had arisen at the December, 1959, contract talks between New York shipowners and the ILA.

It was mutually agreed in December that if no decision was forthcoming in negotiations, then the matter would be submitted to impartial arbitration to decide the issue.

278 Union Grads Now Lifeboatmen

Forty-one Seafarers have upgraded themselves and 278 have obtained lifeboat tickets by attending the Andrew Furuseth Training School, according to school figures at the end of March.

The 278 men receiving lifeboat tickets were out of a total of 287 Seafarers who enrolled in the lifeboat training, giving the school a record of just under 97 percent.

The figures involved on lifeboat training cover the period from May 5, 1959, when the program began, through March 25, 1960. Upgrading instruction was instituted at a later date. Of those upgraded, 35 ordinary seamen got their AB tickets, five men passed for FWT endorsements and one Seafarer got an electrician's rating.

The lifeboat class itself has now graduated 26 classes, with each lifeboat training course running for two weeks. Both classroom instruction and actual practice in the boat is provided. The facilities are maintained on the premises of the Bull Line terminal, near SIU's Brooklyn headquarters.

Lifeboatmen have to pass a rowing test administered by the Coast Guard to qualify for an endorsement.

US-Flag Shipowners Rap 'Anti-Jumbo' Bill

WASHINGTON—Ship operators are testifying in opposition to a bill which would prohibit the use of foreign-built ship midsections in "jumboizing" American-flag vessels in the domestic trade. The bill, supported by the US shipyard industry, is up for hearings in the Senate.

The bill, designed to "further amend the shipping laws to prohibit operation in the coastwise trade of a rebuilt vessel unless rebuilding is effected within the US and for other purposes" was introduced last month.

Amendments to the laws on coastwise trade came as a counter-measure to a Customs Bureau okay that will permit a US operator to import a foreign-made midbody section for installation here in the US and use in the domestic trade.

The SIU-contracted Sea-Land services is reported planning to use the converted container vessels in the intercoastal trade. The operation involves the midbody sections, being built abroad and then floated to the US.

The Bureau ruled that such con-

verted vessels will be considered to have been rebuilt in the US and will retain whatever coastwise privileges that they may have had prior to rebuilding.

Pacific Group Opposed

A spokesman for the Pacific American Steamship Association stated that although his organization has always been opposed to actions that would take trade from the US shipyards, he felt that the new amendment would be "unnecessary" as the imported sections offered no threat to our economy because of the vast difference in the construction.

The hearings being conducted by Senator Bartlett of Alaska, also heard from a Weyerhaeuser Steamship Company representative. He termed the bill as "one-sided" as each one of the vessels in the domestic trade is rapidly reaching the 20-year mark in age.

SIU-Manned Fleet Wins Safety Title Second Year In Row

For the second year in a row, the SIU-manned Alcoa Steamship fleet has captured top honors as the safest dry cargo fleet under the American flag. This was the first time that any company had won the annual National Safety Council contest two years running in the dry cargo and passenger category.

Alcoa won the 1959 Marine Section contest with a 1.62 rating, which is believed to be the lowest score ever registered in its category. In the competition for 1958 the company won with a 2.94 rating followed by United States Lines and United Fruit Company. These two companies finished in 2nd and 3rd spots this year as well with scores of 2.04 and 2.37, both of them doing

better than Alcoa's top score last year. The over-all performance of ships in the contest was 5.12 compared with 5.89 in last year's contest, showing a consistent improvement in shipboard safety.

Alcoa had finished second in the 1957 contest. The competition covers all shipboard ratings licensed and unlicensed.

SIU headquarters hailed the performance of Seafarers on the Alcoa ships. Messages were sent to all ships in the fleet congratulating the crews on their outstanding safety performance.

Contributing to the top record scored by Alcoa ships this year and last are the accident-free safety records of the Alcoa Roamer, which stretched its skin to 1,489 days as of the beginning of April, the Alcoa Partner with 972 days and the Alcoa Polaris with 751 days free of lost-time accidents.

In all, seven ships of the Alcoa fleet did not have a single lost-time accident in 1959. They were the Roamer, Partner, Polaris, Corsair, Pioneer, Pointer and Puritan. Lost-time accidents are those in which the injured man is forced

to miss work for one or more days following the accident.

The figures show that among the companies in the contest, fifteen in all, the industry-wide accident rate has been diminishing every year, from a 7.30 in 1957 to 5.89 rating in 1958 and 5.12 rating in 1959. These records contradict the figures published by the Marine Index Bureau. They also counter industry spokesmen's complaints about "accident prone" and "claims-happy" seamen.

In the Alcoa fleet, for example, records indicate that there were 28 lost-time accidents in 1957, although three ships had none. The number dropped to 22 in 1958, with six ships without a lost-time accident. This year the number of accidents fell to 12, with seven ships reporting no lost-time accidents at all.

Alcoa, which has participated actively in the industry-wide safety program through the Seafarers Safety Department, offers safety incentive awards to its crews. All ships which go 500 days without an accident receive movie projectors.

MSTS Stakes Exclusive Claim To Missile, Special Run Ships

The Military Sea Transport Service has served notice that it considers all future missile range and other special service functions as its private preserve. Admiral Roy Gano, commander of MSTS, told a meeting of shipping executives that MSTS is shifting the special service field as the result of cutbacks in its passenger and cargo-carrying operations.

MSTS has long been under fire from private ship operators and seamen's unions for competing with the private shipping industry. As a result, the service has been compelled to cut back some of the operations of its own shipping in favor of privately-owned US-flag ships.

Exclusive Areas

However, as a result of the cut-back, MSTS has been looking for other areas in which to maintain ships and employees and has chosen the missile ranges and "Dew Line" supply operations as the most likely fields of activity.

As a result, outside of the single contract of Suwannee Steamship Company on the South Atlantic missile range, all other ships on these ranges are either Navy vessels or MSTS-operated ships. When the Pacific Ocean missile range was opened out of

Santa Maria, Calif., the SIU Pacific District and the SIUNA protested vigorously but to no avail against a decision to bar private companies from bidding on this range—despite the fine record compiled by the Suwannee company, which is under SIU A&G District contract.

Similarly, privately-owned ship operators used to contract for

some of the radar line supply missions to Thule, Greenland, Goose Bay, Labrador, and other Far North bases. Now all these supply operations are handled on MSTS ships.

Gano indicated that in the years ahead, MSTS will be moving more and more into the special project area, with specially-built ships or remodeled merchant vessels.

Chile Union Gets Pact On Two Runaway Ships

BRUSSELS—An important breakthrough on wages and manning standards aboard runaway-flag ships has been scored by the ITF-affiliated Maritime Confederation of Chile, the International Transport-worker's Federation has announced. The Chilean maritime union has succeeded in obtaining Chilean scales and conditions aboard two Liberian-flag vessels operated by a Chilean company.

The agreement was significant because of the precedent set, namely, that runaway ships would agree to pay the wage scales of the country in which ownership or control of the vessel resides. This is the policy which American maritime unions have proposed and which has been adopted officially by the ITF.

IMWU Campaign

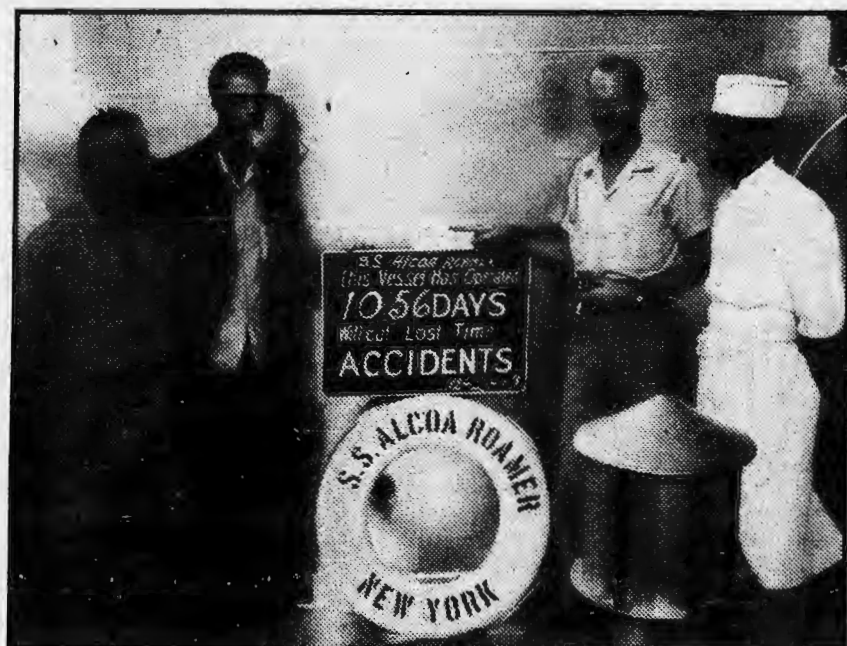
The agreement could have a bearing on the legal right of the International Maritime Workers Union to organize and obtain contracts on other runaway ships operating in American commerce under American ownership or control.

In this case, a Chilean concern, Cia Naviera del Pacifico, had chartered the two ships, the Bial and Joancy. Both of them, incidentally, had been American-flag Libertys and were formerly operated by the Isbrandtsen company.

When the vessels arrived in Chile, the company attempted to operate them at wage scales and manning levels below those of existing Chilean collective bargaining agreement.

The Chilean union raised a beef and obtained an increase in the manning scale and working conditions. The terms are parallel to those existing in the agreement between the Seafarers Union of Valparaiso and the National Association of Shipowners, with minor changes in bonus arrangements. Tax payments and welfare regulations will be identical with those imposed on Chilean-flag ships.

Once the runaway operators conceded that they can sign Chilean union contracts for ships operated out of that country, they would have difficulty coming into the National Labor Relations Board or a US court and claiming that American-owned runaways could not sign with American unions. The agreement to pay Chilean taxes could also have a bearing on the tax obligations of American-owned runaways to the US Government.



Alcoa Roamer, still going strong, has boosted its safety record to 1,489 consecutive days since this photo was taken.

Freight, Tanker Pacts Printed

The newly completed freightship and tanker agreements are ready in printed form and are being distributed by the SIU to all ports.

Wages, overtime and penalty rates set forth between the SIU and the various SIU-contracted freightship companies became effective February 15, 1960. The agreement highlighted a new wage scale for all ratings along with new overtime and penalty rates for each respective pay grade.

A similar agreement was reached between the A&G District and companies of the tanker industry. The effective date for the tanker agreement was March 1, 1960.

Isthmian Skippers To Man Atom Ship

WASHINGTON — Two Isthmian Line captains — one of whom recently commanded the Steel Director—are among the maritime officers chosen to run the new nuclear-powered vessel Savannah according to the Maritime Administration.

A master, chief officer, second officer, chief engineer and three alternates were selected to man the a-powered ship. Six of the seven are former unlicensed crewmen, and all are career mariners.

Chosen as chief mate of the ship was Captain William W. Meyer, who joined Isthmian in 1946 and was appointed master in 1953. He has continued to serve with that company since.

Another Isthmian employee who was named alternate deck officer

aboard Savannah is Captain James L. Gregory, who most recently skippered the Steel Director. He was among the group taking the full training course which qualifies them as deck officers aboard the nuclear ship. Two other alternates were chosen also, according to the MA and States Marine Lines, which will operate the ship for Maritime under General Agency Agreement.

Savannah's keel was laid in the spring of 1958. She hit the water for the first time in July, 1959. Extensive tests and trials are in store for the ship before she starts regular runs.



When Hastings (top) ran into Antinous (bottom) this was the result—two gashed bows. Nobody was injured as the two Waterman ships collided with each other in Houston ship channel. Looks like Antinous was riding lower in the water and upper-cut her sister ship.



Two Waterman Ships Butt Head-On; No Injuries

HOUSTON—Two SIU-manned Waterman Steamship vessels crashed head-on March 29 while in the harbor here. Involved in the accident were the Hastings, outward bound for Galveston, and the Antinous, coming in to dock here from New Orleans. The mishap,

which took place in fog, caused considerable damage to both vessels, but fortunately there were no injuries reported.

Hastings Is Drydocked

According to Waterman officials in the company's Mobile headquarters, the Antinous will continue to load cargo for the Mediterranean area with repairs being made at the dock. She is expected to clear port shortly. The Hastings, which apparently took the brunt of the damage, went into drydock for repairs that will take at least two weeks. When the ship is ready to sail, it will go into the Great Lakes. The crew has been laid off.

Houston has turned out to be a jinx port for the Waterman concern. A little more than a week before, the tanker Esso Chester put the Blenville of Waterman's affiliate, Sea-Land Services, Inc., out of commission. The Chester, in ramming the Blenville, damaged its unloading crane. As a result, the regular coastwise service of Sea-Land into New Orleans had to be suspended pending repairs.

Future Rosy In Baltimore

BALTIMORE—Shipping has improved over the last two-week period with more men shipping than registered, and affairs in the port are in pretty good shape. During the last period four ships crewed up and there are chances of another ship crewing up soon. Prospects for the forthcoming period are also fine.

During the last period the following ships paid off: Longview Victory (Victory); Emilia, Mae, Edith, Jean (Bull); Oremar, Marore, Feltore (Marven); Bethtex, Santore (Ore); and Portmar, Bethcoaster (Calmar).

The signons were Carolyn (Bull); Bethtex, Santore (Ore); Marore (Marven); Montego Sky (Eagle); Mount Shasta (American Tramp); and Bethcoaster (Calmar).

The following ships were in-transit: Bethcoaster, Flomar, Pennmar, Texmar (Calmar); Steel Traveler, Steel Voyager (Isthmian); Robin Sherwood, twice (Robin); Alcoa Patriot, Alcoa Pennant, Alcoa Polaris (Alcoa); Ocean Eva (Ocean Clippers); Yaka (Waterman); and Cottonwood Creek (American Bulk).



Ship Operators Told:

Union Voice In Ship Safety Is Only Positive Approach

Strong support for the joint labor-management approach as the only positive method of improving shipboard safety was voiced at last week's convention of the National Safety Council's Marine Section. At the same time, the convention, meeting in New York, was warned that management can no longer team up with other agencies to use the safety issue as an excuse to bludgeon unions and their members on the waterfront.

One of the keynote speakers at the ship operators' session, Captain Milton R. Williams, operating manager of the SIU-contracted Bull Line, had warm praise for the SIU's Joint Safety Program and the Union's "aggressive" role in the campaign. He declared:

"As a matter of fact, the union has been more aggressive in pushing the program than some of the companies. Apparently some of the companies have not yet overcome their reluctance in working closely with the union on any matter. They could not be more wrong in this attitude."

A highlight of the convention was the announcement at its close that the SIU-manned Alcoa Steamship Company fleet, for the second year in a row, had won the 1959 award for the best accident record among US dry cargo and passen-

ger ship operators. (See story on Page 3.)

This year's spring safety meeting also marked the first time that labor spokesmen were sharply in evidence to urge a voice with management on accident prevention programs in maritime. Joe Algina, Director, Seafarers Safety Department, spotlighted the issue for the audience of shipping executives as one of direct, mutual interest and concern.

He warned, however, that no union would stand idly by if management tried to "team up with other agencies" to give seamen and other maritime workers "a bad time." This view was also affirmed by Joe Leonard, safety director of the International Longshoremen's Association, who called for a chance to work together with stevedores and ship operators in dealing with the safety problems of dock labor.

One aspect of the gathering that followed the pattern of previous meetings was the reliance by many

of those present on the discredited accident data for maritime supplied by the National Safety Council, with which the Marine Section is affiliated, and by the Marine Index Bureau of New York. As noted on several occasions in the SEAFARERS LOG, the NSC figures on maritime cover a tiny handful of ships in the industry and seamen least of all. Yet, oddly enough, at every gathering of the Marine Section, which has its own specific data on ship safety, the inferior NSC figures are the only ones alluded to or mentioned.

In the same manner, the Marine Index still continues the practice of lumping together unevaluated illness and injury reports and projecting them as industry-wide statistics. Another speaker at the ship safety panel, W. Lyle Bull, executive vice-president of American Export Lines, used the Marine Index figures to revive interest in the proposed Coast Guard "profiling" system to impose loosely-defined physical and mental standards on merchant seamen. (See story on Page 2.)

Bull also dealt with "the mutuality of interest between the industry and the unions" in promoting ship safety, and went on to rap "racketeering lawyers" while making no distinction between valid and so-called "fake" claims under the Jones Act. However, he did pointedly blame management for not taking "ambulance-chasers" into court instead of making "lush" settlements.

LABOR ROUND-UP

The Amalgamated Clothing Workers of America have informed the men's clothing industry that they intend to stand pat on their demand for a 25-cent-an-hour boost covering increased wages and welfare benefits, after the present contract expires next June 1st; it covers about 125,000 workers in men's and boys' clothing. The union also disclosed that the union's welfare and pension funds has disbursed some \$214,688,675 in benefits since both were set up in 1944 and 1947, respectively. Reserves now exceed \$150,000,000.

An arbitration panel named to settle issues left over from the Packinghouse Workers strike against Wilson & Co., the meat-packing firm, has ordered that 233 strikers accused of picket line disturbances must be reinstated. The arbitrators also were scheduled to take up other matters, including the cases of 51 workers who were accused of picket line violence at the firm's plants at Albert Lea, Minn., and Cedar Rapids, Iowa, plus considering the cases of other strikers who allegedly were guilty of non-violent infraction during the walkout.

A State Circuit Judge has temporarily enjoined the city of Sioux Falls, South Dakota, from firing union members in the Fire Department, Police Department and Public Health Department. The unions involved are the State, County and Municipal Employees and the International Fire Fighters Assn. The injunction also prohibits the unions involved from soliciting additional members in the departments until the court rules on the legality of the ban on union membership.

Some 14,000 members of the Screen Actors Guild, on strike against eight major film studios since March 7, have charged the Association of Motion Picture Producers with stalling on negotia-

tions, and have demanded that immediate meetings be set up. Officers of the actors' union said that "sporadic negotiations will not end the strike." Movie producers have failed to carry out a promise to "let you know when we are ready to resume" negotiations, they noted. Main issue in the strike is payment to actors for movie films made prior to 1948 that have been sold to television.

CG Seeking Hit-Run Ship

NEW YORK—The Coast Guard, New York police and a marine towing company are trying to run down a hit-and-run ship which did about \$100,000 worth of damages in a chain reaction accident at Witte's Marine Basin, Rossville, Staten Island, near the Arthur Kill channel.

According to investigators, the "runaway" ship caused damage to six barges, sank a small tug boat and almost wrecked a floating derrick.

\$1,000 Reward Offered

An executive of the firm which owns one of the four barges said he was surprised the ship did not report the accident. A \$1,000 reward has been offered by the firm for information which will enable it to collect damages.

Police have found some fragments of red paint which they believe may have been scraped from the offending ship as it plowed into one of the barges.

Coast Guard investigators have come up with clues that reveal the ship in question had to be of very shallow draft — perhaps a small ship which may have been empty at the time of the accident. This conclusion rules out the possibility that a tanker or other large ship was involved. Tankers and other large craft use the Arthur Kill channel, which is close to the scene of the accident.



Joe Algina, director of the Seafarers Safety Department, bluntly informs ship operators that unions must be considered on safety matters.

In pressing the case for uniform, centralized ship safety plans such as the joint program of the SIU and its contracted operators, Capt. Williams noted that "the crews, when properly approached and made part of the team will not only cooperate but go out of their way in the matter of safety."

He criticized situations where training is wasted after a seaman moves from one company to another and "is considered a trouble maker or told to mind his own business" if he points out an unsafe condition on a vessel. He lauded the LOG for "promoting safety to the union members at every opportunity."

50-50 Oil Ruling Is Expected Soon

WASHINGTON—A decision should be forthcoming shortly on the proposal for a 50 percent rule on US oil imports as the Office of Civil and Defense Mobilization indicated it would not call public hearings on the proposal. The OCDM closed out the subject after all of the big international oil companies, dutifully following Esso's lead, filed statements objecting to any proposal that they carry their oil imports on American-flag ships.

Meanwhile, Esso made another

move toward switching from American to foreign-flag tankers when it petitioned for an increase in its oil import allotments. The petition was flatly rejected by the Government.

The strategy of the major companies was clearly to create the impression of overwhelming accumulation of opinion against any 50-50 import rule. This was done by the simple process of "changing hats." The so-called "American Committee for the Flags of Necessity," an organization of runaway operators representing all major oil companies, plus a number of other oil company fronts all dutifully filed the same objections to the proposal.

Among companies lining up to get their objections in the record, besides Esso, were Texaco, Socony, Gulf, and Standard of California. The companies have also rung in the State Department, long known for its support of the runaway flags, and other Government agencies in objecting to the proposal.

Under the 50-50 rule, which is supported by the SIU, NMU and other maritime unions as well as independent tanker owners, half of all oil imports coming into the US would be carried on American-flag ships.

This would have the effect of immediately reviving the dwindling US-flag tanker fleet, and requiring the transfer back to American registry of considerable runaway-flag tonnage, plus the construction of new ships in American yards.

The oil companies' opposition results from their desire to carry their oil on tax-free, low-wage Liberian-flag tankers at the expense of an American-flag tanker fleet and American seamen.

Mobile Gets Ship Money

MOBILE — After about five months of waiting, the crews of the Pacific Explorer and Pacific Tide have finally received their back monies covering base wages, overtime and transportation. Next on the agenda is legal action aimed at obtaining unpaid allotments due Seafarers' dependents, reports agent Louis Neira. The two ships were sold at auction here after the owners went bankrupt.

After a good shipping period during the past two weeks, this port is faced with slimmer prospects during the upcoming span, Neira added. Twelve vessels called here during the period—of which six paid off, two signed on crews and four were serviced in transit.

The vessels paying off were: Alcoa Corsair, Alcoa Pioneer, Alcoa Pilgrim (Alcoa); Monarch of the Seas and Claiborne (Waterman).

Signing on was Council Grove (Cities Service) and Alcoa Pilgrim (Alcoa).

In transit: Alcoa Ranger (Alcoa); John B. Waterman (Waterman); Longview Victory (Victory Carr.) and Fort Hoskins (Cities Service).

Record Vacation Benefit



Seafarer E. P. Dwyer, OS (left) accepts his vacation check for \$598.51 from SIU Welfare services representative Jeff Gillette. Dwyer was last on a missile ship.

Russia Ships To Lead US: Magnuson

WASHINGTON—Russia is not only racing to surpass this country in the production of satellites, but it's also attempting to outdo us in new shipping tonnage, says Sen. Warren Magnuson (Dem., Wash.).

He called for more US support of the Merchant Marine Act of 1936, maintaining that this country must build 25 to 26 ships a year to keep the Merchant Marine on a phased-out basis and thereby keeping our shipyards operating at a productive pace.

"America has slipped badly by letting only 19 contracts for new ships in 1958 and 15 contracts in 1959," he declared.

Rebuilding Needed

Magnuson, who heads the Senate Interstate and Foreign Commerce Committee, held that a "realistic re-building" of our merchant marine is dependent upon the Merchant Marine Act of 1936 and the assistance it gives. He called attention to the fact that in 1958, total operating expenses of lines under subsidy contract—including depreciation and overhead—were \$712,607,165, explaining that of this amount subsidies payable were \$139,770,672—or 19.6 percent of the total.

He called for a continuation of subsidies for American shipowners; otherwise, he added, the US will default to a Soviet system which "confidently expects to have 13,000,000 tons of merchant shipping—or about 8 percent of world tonnage—by 1975."

Safety Incentive Awards Announced By Bull Lines

The SIU-contracted Bull Lines has inaugurated incentive awards for ships which compile the best safety records. This brings to three the number of SIU-contracted shipping firms which offer such awards for high safety performances.

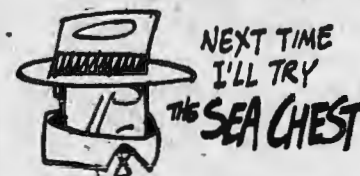
According to a Bull Line safety bulletin, cash prizes of \$25 will be placed in the ship's fund of vessels which have the longest continuous number of days without a lost time accident, or for the lowest number of such accidents during the calendar year. A grand prize worth \$250—a gift to be chosen by the crew—goes to the vessel having 500 continuous days without a lost-time accident.

Safety Ideas

Bull Line safety representatives who has visited several of the firm's vessels during the past few weeks report that several good

ideas came out of these safety discussions. One suggestion was that pressure-sensitive non-skid tape be used on the tile in front of the galley range and on the laundry floors. The tape, which comes in various widths, is water-and-steam-repellent. The use of another pressure-sensitive tape for marking obstructions (such as low overheads, valves in the engine room and telegraph handles) was urged at the discussions.

The other SIU-contracted shipping lines offering incentive awards are Alcoa and Isthmian Lines, which give movie projectors and a \$250 cash award to winning ship's crews, respectively.

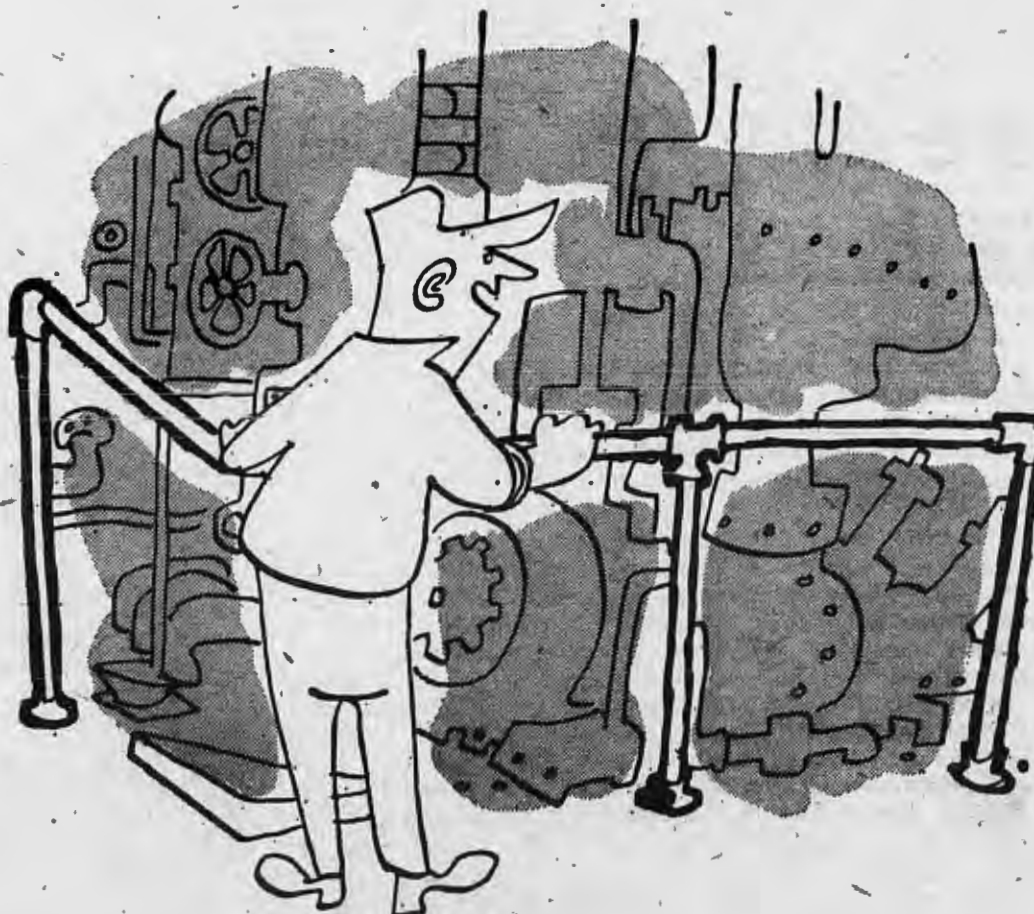


Handy Object - A Guard Rail

A simple, easy-to-install guard rail is the best way to keep crewmembers from bumping into fixed installations, particularly down in the black gang's working areas.

The guard rail enables crewmembers to service equipment, when necessary, and at the same time protects against damage, particularly if a crewmember should suffer a slip or be pitched off his feet in the vicinity.

Some SIU ships have installed such railings and have found them a desirable means of adding to shipboard safety.



An SIU Ship Is A Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Health Plans Can't Fill Bill

Readers are asking about the hospital and surgical insurance for people over 65 being offered through the mails by the American Association for Retired Persons.

To get this insurance you have to join the AARP for \$2. This entitles you to buy the insurance for \$6 a month. Whether you buy the insurance or not, your membership gets you the Association's magazine and the privilege of buying medicines through the Association at savings said to be 25 percent. Anyone over 55 can join AARP. But you or your spouse have to be at least 65 to buy its insurance.

The AARP performed a great public service at the Kefauver drug hearings. It demonstrated the damage done to older people by excessive charges for medicines and exposed how some manufacturers tried to stop the association from selling medicines at reduced prices.

But AARP's insurance, while among the best available, except for Blue Cross in some areas, provides no real solution for the tough problem of medical insurance for retired workers. In fact, analysis of AARP's plan, others offered by commercial companies, and new Blue Cross "senior" plans, clearly shows there isn't going to be any adequate hospital and health insurance for seniors unless it's made part of the Social Security system as the Forand bill, now before Congress, would provide.

The Forand bill is being determinedly supported in its new try for Congressional approval by labor unions, other community groups, health co-ops and many independent medical experts. It would provide hospital and surgical insurance for Social Security beneficiaries.

Unless the already-existing Social Security machinery is used, the problem of health insurance for senior citizens is just too big and expensive for private insurance companies or any individual association to solve. A survey by Health Insurance Plan of New York shows that people over 65 need 40 percent more medical care than the population as a whole, and especially need more hospital care—about twice as much as for all ages. They also require about 25 percent more hospitalized surgery.

But the new plans being offered by AARP and other sources are so limited that they offer only relatively slight protection.

The AARP plan actually is insured by Continental Casualty Company and is much the same as Continental's widely advertised "65-plus" hospital-surgical policy.

The AARP plan costs \$72 a year for each person compared to \$78 for Continental's "65-plus" policy. For this AARP pays up to 31 days of hospital bed and board at a rate of \$10 a day; 50 per cent of miscellaneous services required while in the hospital, like X-rays, lab tests, etc.; up to \$125; surgical payments on the basis of a specified rate of payment, like \$100 for an appendectomy, but in no case more than \$200, and outpatient emergency hospital care up to a maximum of \$125 for any one accident.

The AARP costs a little less than Continental and also, any existing illnesses are covered immediately. Under Continental's own plan which itself is not as harsh as many other commercial insurance plans, you're not protected against existing illnesses until your policy has been in existence six months.

Both policies are non-cancellable individually. But the entire group can be cancelled.

AARP also provides an optional coverage for \$3 a month extra. This pays for 50 doctor calls a year, at the rate of \$3 at office or hospital, or \$4 at home, plus nursing-home payments of \$5 a day for 31 days and \$3.75 for the next 29 days of each confinement, plus additional hospital payments of \$7.50 a day for the next 29 days.

This optional coverage is a desirable extension into paying for non-hospitalized bills. But coverage doesn't begin until you already have spent \$25 for doctor's visits at the rates above.

The trouble with these privately-insured plans, as AFL-CIO Social Security Director Nelson Cruikshank has pointed out in the case of Continental, is that the cost is too high for most retired people, and the benefits are too limited. The cost for a couple is \$144 a year for only partial hospital and surgical insurance, with no provision for ordinary doctor bills unless you also buy the optional coverage at an additional \$72 a year for a couple. A single person would be paying \$108 a year, and a couple \$216. This would take about ten percent of the current maximum Social Security income of a retired couple without insuring it against most of its total medical, dental and drug expenses.

The payment of \$10 a day for hospital room and board is far from the actual cost these days in most cities. The rough average cost of semi-private hospital room and board in seventeen cities selected at random by this writer, is \$19.15 a day. They range from \$13.06 in Atlanta up to \$27.80 in Oakland, Calif. Detroit, Boston, Cleveland, Los Angeles and New York are all over \$20.

Just as serious is the limitation on so-called "ancillary" benefits, the extras like X-rays, lab tests, etc. These are very important in hospital admissions of elderly people. But commercial policies characteristically limit them. The insurance companies know what they're doing. It's not unusual for a person over 65 to run through \$100 of these extra charges in just one day of a hospital stay.



NLRB Sets Esso Fleet Vote; 90-Day Balloting Scheduled

A fleetwide election on American-flag tankers owned by Standard Oil of New Jersey has been scheduled by the National Labor Relations Board, beginning April 25. The election was called on the petition of the Esso Tanker Men's Union, an affiliate of the SIU of North America, as the result of intervention in the Esso fleet by John Collins, professional promoter of so-called "independent associations" in the tanker industry.

The Esso fleet voting will be conducted in the ports of New York, Philadelphia and Baltimore. The election may run as long as 90 days so as to catch all of the ships, some of which operate exclusively in the Gulf, and also to cover men who may be on leave.

Last summer the Esso Tanker Men's Union membership voted overwhelmingly to affiliate with the SIUNA in a secret ballot election after it became obvious that the union would not be able to get a decent contract without the support of an international union. Following the membership's decision, the company broke off negotiations on the excuse that another "union," the Esso Seamen's Association, claimed to represent the men in the fleet. The new "union" was another creation of Collins.

Dismissed Petition

Subsequently Collins petitioned for an election, but the National Labor Relations Board's regional office, after investigation, dismissed the petition as "supervisor-tainted," ruling that Esso Seamen's Association could not qualify as a labor union petitioner under the law. However, the Board permitted Collins to intervene in ETMU's petition, setting up the forthcoming election contest.

Collins is well-known to Seafarers who participated in the Cities Service organizing drive back in the late 1940's. At that time he attempted to set up another in his string of "independent associations" in an effort to keep Cities

Service men from having a union of their own choosing. The effort collapsed and Cities Service men subsequently won an SIU contract.

Collins had enjoyed full control of the Esso fleet since 1940 through the old Esso Tanker Men's Association. But in 1958, an opposition group in the Association gained control of the Board of Governors and fired him. Subsequently, it was learned that Collins had a number of secret agreements, among them lifetime pension plus lifetime salary set-ups which had never been ratified by the association's membership. Other data about his irregular mode of operation have been turned up in examination of financial records which Collins was compelled to turn over to ETMU after a long court fight.

In addition to his activities among unlicensed Esso crewmembers, Collins also serves as "advisor" to Esso tanker officers, Esso stewards, Texaco officers, Socony officers and unlicensed men, Cities Service officers and units in several other tanker fleets. In all of these, the business of the various "independent" associations is conducted through a single office, with Collins as the sole full-time shore-side representative, and negotiator.

Part of the formula is that Collins never goes on the ballot to be voted on by the memberships involved, but is listed as an "advisor."

Seattle Sees Slack Ahead

SEATTLE—Shipping was good here during the past two weeks but prospects for the coming period look dim, reports Ted Babkowski, agent. Only one ship thus far has been scheduled to hit here for a payoff, he added.

There were six payoffs, five ships signed on and four were serviced in-transit during the past two weeks.

Payoffs included the Fairport (Waterman); Natalie (Maritime O'ceas); Almene (Clover); Inter-ocean (Interocean); Northwestern Victory, Couer D'Alene Victory (Victory Carriers).

Signing on were the Fairport (Waterman); Natalie (Maritime O'ceas); Almene (Clover); Northwestern Victory and Couer D'Alene Victory (Victory Carriers).

The Massmar, Kenmar and Seamar (Calmar) and Chocktaw (Waterman), were in-transits.

INQUIRING SEAFARER

QUESTION: Now that warmer weather is coming, do you have any special formula for keeping cool on the job?

Bob Bullock, FWT: I like the northern climate because I'm from the north—North Carolina that is. When summer and the hot weather hit us in the engine department, we all head for the nearest ventilation. Of course there is another

way to keep cool on the job during the hot weather, that is to ship on a vessel that has air conditioning.

Amat Kasnoin, AB: I just returned from Africa and working

on the deck during the daylight hours is a real hot job during the summer or in the tropical climates. What we usually do is create shade by stretching a canvas over the top of oil drums or hold boards. Our break periods are spent under the canvas try to keep cool.

Leonard Meeks, AB: Personally, I like hot weather and just love to be out in the hot sun. I'm originally from the South and have always enjoyed the warmest of climates. Keeping cool is not my problem, its getting warm up here in New York. By the way, I have two pairs of Bermuda shorts just waiting for the hot sun.

Thomas Maley, messman: This is a great question for me because

I just returned from a month in Africa and it was already hot there. Working in and around the galley all day is a hot job no matter where you are. I have found that the only way to keep cool is by taking plenty of showers. The hotter it gets, the more showers you have to take.

Homer Yates, OS: My home is southern California and I have al-

ways liked the hot weather better than the cold. This heavy jacket I have on now is to keep me warm. I'm worried about getting cold only because it's cold here. My blood is practically always thin and I don't need the shade.

Bernard Mace, steward: I have my own formula for keeping cool

on the job and it goes right along with me every day of the year. You see, it is practically always hot in the galley so I drink warm beverages to keep my body equal with that of the surrounding air. Cold drinks should be avoided when the weather is really hot. It only makes you perspire twice as much and you become that much more uncomfortable.

Discuss Status Of Canada SIU

A meeting was held recently in Washington, DC, pertaining to the SIU Canadian District's suspension from the Canadian Labour Congress. The suspension arose out of a dispute over jurisdiction between the SIU Canadian District and the National Association of Marine Engineers, as well as the Canadian Brotherhood of Railway, Transport and General Workers. This meeting was held in an attempt to resolve the outstanding issues in a manner satisfactory to all parties concerned.

Representing the CLC was Claude Jodoin, president, and Don McDonald, secretary-treasurer. Representing the AFL-CIO was George Meany, president; William Schnitzler, secretary-treasurer, and George Harrison, vice-president.

The Canadian District of the SIU was represented by Hal Banks, secretary-treasurer. Representing the SIUNA was President Paul Hall.

This meeting lasted better than two hours and all those matters which precipitated the SIU Canadian District's suspension from the CLC were discussed in varying degree. Although nothing concrete in the form of an agreement was reached at this meeting, several areas of possible agreement were explored and the meeting was recessed with the intent of further exploration by all parties for possible agreement later.

The membership will be informed as to any further developments on this matter.

Rails On Griddle Again For Destroying Shipping

WASHINGTON—A Congressional subcommittee heard charges that the nation's railroads are in a concerted effort to destroy independent water carriers, including coastwise, intercoastal and inland maritime carriers. The attack on the rails stems from the shipping industry's and the unions' charges of ICC-railroad collusion in the reduction of cargo rates, leaving the shipping industry without cargo in the domestic trade.

At hearings before the Merchant Marine subcommittee of the Senate Committee on Interstate and Foreign Commerce every rival form of transportation was unanimous in condemning ICC-railroad collusion.

Spokesmen from trucking firms, barges, ports and steamship agencies all voiced the general alarm at the railroads' procedures in competing with the water carriers.

SIUNA president Paul Hall made his charges of collusion known before the same Senate group in February. Hall, representing labor, placed the blame squarely upon the shoulders of ICC as well as on the railroad industry. He asserted that if the railroads were

allowed to continue carrying cargo at a loss in competing with the water carriers, the near-extinct coastwise and intercoastal trade would fold completely.

Since labor's presentation, all forms of transportation have voiced similar charges to the legislative group. All have charged that the railroads have taken select areas and reduced their cargo rates to drive out water carriers and truckers.

The Shipbuilders Council of America told the subcommittee that the mere existence of flourishing domestic services by ships is "the most potent insurance we have" that there will be immediately available for national emergency a nucleus fleet of modern vessels.

It was pointed out by the Shipbuilders Council that there were a total of 694 vessels registered (3,785,000 tons) in the domestic services on June 30, 1938. Twenty-one years later (October 1, 1959) there were 374 such vessels or 3,568,000 gross tons. "This substantial decrease in the number of vessels would appear at first glance to merely indicate an increase in the size of vessels, but little loss of tonnage. But further analysis shows that much more is involved than increased size of vessels."

Of the total presently reported as engaged in domestic services, tanker operations constitute approximately 73 percent of the gross tonnage. The dry cargo operation represents only 26 percent of the domestic trade.

To properly defend the nation, which requires both passenger and cargo ships capable of moving troops and supplies, vessels are needed in the active service that could be immediately available, the Council argued. Their flourishing and remaining in operation is being directly affected by railroad activity.

Lifeboat Class Number 26



Posing for a LOG photographer are the latest graduates of the Andrew Furuseth Lifeboat School. Class #26 was held in New York. (L-R, Standing) Thomas Maley, R. H. MacDonald, Patrick Morrissey, Eugene Sieradzki, John Adams and A. Miranda. (Seated) A. Strawinski and J. T. Craig.

NY Shipping Was Steady For Period

NEW YORK—Action in the port of New York was steady this period with 176 men shipping, and the outlook is for the same to hold for the next two-week period, Bill Hall, port agent, reports.

During the last period 21 ships paid off, 3 signed on and 14 were serviced in transit. A total of 245 men registered for the period and there were 835 men registered on the beach.

The lifeboat school is continuing, with great success. Since it began, 278 out of 287 men tested have passed, which is an exceptionally high percentage.

Replacements for the Eagle Voyager in Rhoda, Spain, were flown there on Monday. The men are signing on for one year.

Those returning to the US from the Eagle Voyager arrived in New York on April 7.

Last Abandoned Crew Returns

Crewmembers of the last of the bankrupt ships — the SS Valiant Faith, which went broke in Port Said, Egypt—are on their way back to the US aboard an MSTs ship scheduled to arrive in New York next Monday. From the time the ship hit Port Said on February 11, the crew had been restricted from going ashore.

Meanwhile, payments are going out on wages due Seafarers from several other vessels, and court orders on wage payments are expected momentarily on the remaining bankrupt ships.

Upon arriving in Port Said, the Valiant Faith was slapped with a lien for \$36,000 worth of bunkers previously received. Word of the shipping firm's financial condition followed shortly when it was learned that allotments had not been sent home. When attempts were made to have the ship attached for back wages, allotments, etc., it was discovered that, under Egyptian law, the proceeds from the sale of the ship—if this were effected—could not be converted into American money and therefore could not be taken out of that country.

The Valiant Faith left Norfolk

January 16 with a load of grain for India. At the time the crew had assurances from Ocean Carriers, the shipping firm, that money was available for allotments and draws. But things started when the vessel hit Ceuta, Spanish Morocco, for bunkers. The crew had been advised that mail from home awaited them upon arrival at the port. But there was none. Three days later, one man got a letter from a source other than the shipping company. In it he was informed by his wife that she had not received her allotment check. This news sent other crew-

men scurrying to send messages home to see if their dependents' allotments had arrived. Returned cablegrams informed them that none had been received.

After the ship arrived at Port Said, repatriation arrangements were made by the Union through the State Department.

It was useless for the crew to attempt to place a lien on the ship as long as it was in an Egyptian port. However, the vessel is subject to lien should it hit any US port. The Union is making arrangements to have the crew sent home when the MSTs ship arrives.

Register 'Screenoes,' Court Tells Unions

The National Maritime Union and member companies of the American Merchant Marine Institute have been compelled to offer top seniority ratings to a group of "screenoes" under a ruling of the US District Court. The ruling came about because of the refusal of the Coast Guard and the administration to confront the screened seamen with witnesses who had supplied the Government with information about the men's ties to the Communist Party and allied organizations.

US District Court Judge Alexander Bicks, handed down the decision that apparently will end a 4½ year dispute between the Coast Guard and the seamen.

In October, 1955, a three-man Federal Court of Appeals had voted two to one that Coast Guard screening of seamen and maritime

workers was unconstitutional. The court based its ruling on the use of anonymous accusers and informants which it said denied the accused seamen the right to confront and cross-examine their accusers.

In October, 1956, the Coast Guard apparently gave up its stand of retaining the screened seamen and the US Court of Appeals ruled that the Coast Guard must return their seamen's papers. The Coast Guard could have proceeded against the men had the Government been willing to come forth with witnesses and subject the witnesses to cross-examination.

The Coast Guard screening program was set up under an executive order by former President Truman during the Korean conflict. Under the authority contained in the executive order the CG was given the power to bar any subversive seamen from sailing the US merchant marine fleet.

The most recent decision will restore the screened-out seamen to "Group 1" seniority rights in the NMU hiring halls. Fourteen seamen are affected by the latest findings.

The effect of the ruling is to compel seamen's unions to register men who were screened off the ships, because of the refusal of the Government to come forth with witnesses as to the Communist Party associations of the men involved.

EVERY SUNDAY,
DIRECT VOICE
BROADCAST

"THE VOICE
of the
MTD"

To Ships in Atlantic
South American
and
European Waters

Every Sunday, 1620 GMT
(11:20 AM 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 Mex-
ico, Caribbean, West
Coast of South Amer-
ica, 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
Broadcasts
continue...

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

WCO-13020 KCs
Europe and No. America
WCO-16908.8 KCs
East Coast So. America
WCO-22407 KCs
West Coast So. America

Every Monday, 0315 GMT
(10:15 PM EST Sunday)
WMM-25-15607 KCs
Australia
WMM-31-11037.5
Northwest Pacific

MARITIME
TRADES
DEPARTMENT

AFL-CIO

PENSIONERS' CORNER



George F. Immel, 81: Brother Immel retired December 1, 1957 after some 16 years as a member of the SIU. His last ship was the Del Mar (Delta). Brother Immel first got his sea legs in 1936 on the Great Lakes. When he sailed under the SIU banner he preferred runs on Alcoa ships because, as he puts it, "I had very fine shipmates—and it's a good company to sail with." And, speaking of shipmates, Seafarer Immel reports he's keeping in touch with several of them. He welcomes a visit from former sailing mates, too. Presently he resides in New Orleans with his daughter, Velma Gamble, who's caring for him.



Maurice Copenhagen ... 56 ... became a member of the SIU in 1941, shipping initially aboard the Raphael Semmes. When war was declared in December of the same year, he was at sea in the old west Madaket ... the ship got lost in fog and bad weather at the time, he recalls. Brother Copenhagen, who sailed in the steward department, will live in New York during his retired life. He comes down to the hall regularly at present, and rehashes "the good old days" when he and his buddies were at sea together. Additionally, he has side interests in photography and classical music.



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 of seafaring plus the Plan's standard eligibility requirement, can apply for and receive the benefit. The seafarer has to be with SIU-contracted companies.

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

SHIPBOARD SAFETY: A COMPANY SPOKESMAN'S VIEWPOINT

Ed. note:—The following consists of excerpts from the paper presented by Captain Milton Williams, operating manager, A. H. Bull Steamship Company, at the marine section meeting of the National Safety Council.)

"... We are all for safety each in his own fashion, no one can be against safety, just as in the Great American Tradition no one can be against the Constitution—The Stars and Stripes—Mothers—Babies. The question then arises why when everybody is for safety does the shipping industry have such an unenviable record? ... the statistics ... tell us what our accidents cost each year both in time and money. They do not and cannot tell us what the accidents mean in depleted skill and what they represent in misery and suffering not only for the injured but his loved ones ...

"Safety campaigns on shipboard have been underway to my own personal knowledge since 1919 when I started to sea in merchant ships after a tour in the US Navy. The progress for the industry has been very unsatisfactory despite all the efforts and money expended. In checking about to determine the cause and reason for this lack of progress, failure to sell safety to the crews on the ships and to take corrective measures to improve the records, we find there appears to be only a few basic reasons for our poor showing.

"... Even the most modern ship with a most efficient crew however has its handicaps. The sea, the weather, one or the other or both together have a very specific effect on our accident rates, frequency charts, severity figures and cost tables. The elements, often uncontrollable govern the performance of the best seaman and the best ships. That is the nature of our industry, it can never be the safest nor however should it be the least safe.

"... The National Safety Council has over the past many years made a determined effort to improve the industry without any marked success. As a matter of fact some of its material and information was received on board in a hostile attitude as something put on board by "Frankenstein" the Shipowner ...

"... Excuses for failure of the program ... were of course easy to find—changes in crew, lack of time, overtime required in some instances, the caliber of the crews, the mental ability of crewmembers and so forth. None of these alibis were, of course, valid but in a number of companies they were accepted by the office and the safety program was allowed to deteriorate by management. Let me say at this point a number of shipping companies have been successful in their shipboard safety program. As a result they have established records which are outstanding when compared to records established by

other ship operators. These companies have proved that the crews when properly approached and made part of the team will not only cooperate but go out of their way in the matter of safety. Also that the average American seaman today is an individual with a high I.Q. who desires like most Americans, security, a home, family and an opportunity to improve his position ...

"We are all familiar with the fact that seamen do not remain too long on any one vessel and when the seaman ships on a ship where safety is considered to be very important and subsequently ships out on a vessel where safety is not practiced and the seaman because of his training in safety points out unsafe conditions or other hazards on this second vessel, he is considered a troublemaker and told to mind his own business ...

"It is recognized by all sides, though grudgingly by some, that a small group of seamen by themselves produce a burdensome number of accidents or if you wish accident claims. The picture painted so far has been all black and one which is all too well known to you. It would appear that our approach has been all wrong ... It is my opinion that the only way we can make our safety program produce results on all ships is to adopt a uniform policy of training and educating our crews ... This, however, calls for cooperation from the individual crewmember ...

The Seamen Have Great Loyalty To Their Union

"Management of ships has it, appears always felt that safety was its prerogative and felt the crews should abide by its doctrine and programs without so much as a question. It was felt that to invite union participation would result in additional clashes between management and labor and had, therefore, best be left alone. No operating man wanted a patrolman from the union to tell him anything about the safety condition on his ship. It is my sincere conviction that this attitude has been responsible to a great degree in our inability to reduce shipboard accidents.

"Let's face it the seamen have great loyalty to their union and not to the company that employs them. The unions have brought about vast changes in the lives, economics and working conditions of the men who go to sea. This the unions have accomplished in relatively few years ... I have had a goodly share of differences, disputes, rhuarbs and even strikes with various shipboard labor unions in my dealings with them and these dealings go back to 1937. With the passing of the years both labor and management have grown, despite all the differences, points of friction, opposing points of view, there is a common ground ...

"Several years ago the Seafarers International Union ... and the companies with which it has a contract agreed

on a jointly-sponsored union and management Safety Committee for the sole purpose of promoting, formulating and adopting shipboard safety. This program has already produced some very pleasant results and it is our feeling will result in much greater cooperation with the resultant reduction in our accident claims cost ... With backing of the union, management does not encounter the indifference and hostile attitude which obtained until a short while ago

"Since the establishment of the Joint Safety Committee the 'Seafarers Log,' which is the union's organ, has been conducting a vigorous and continuous campaign in promoting safety to the union members at every opportunity ... Articles and editorials in this publication are widely read and have a great influence on the members and their thinking.

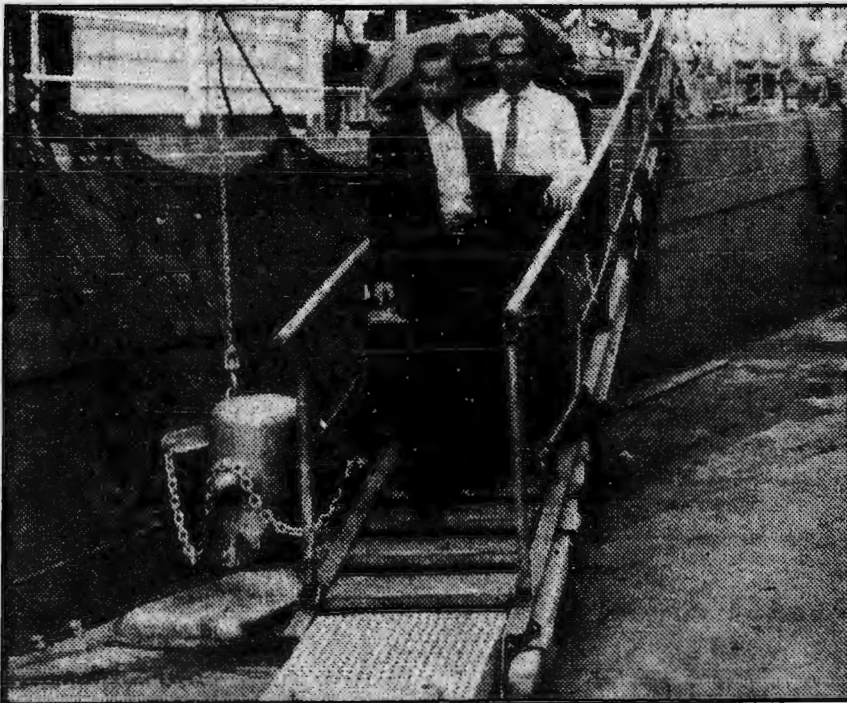
"... Committee representatives visit various vessels and discuss with the officers the problems arising in connection with shipboard accident prevention. We are happy to say that our fears of these representatives stirring up resentment among the officers were groundless and they are helpful to the ship's officer ...

"As a matter of fact the union has been more aggressive in pushing the program than some of the companies. Apparently some of the companies have not yet overcome their reluctance in working closely with the union on any matter. They could not be more wrong in this attitude. Top union leadership is vigorously behind the plan and anxious to make this Joint Committee Plan function to the advantage of both sides. The union is aware of the costs of our accidents, real or "phony", and is anxious to do something about it ...

"Here again records indicate that the union is very cognizant of what is going on and I believe will take steps to correct a very unsatisfactory situation through their training program ...

"One thing lacking in the past which now has made its appearance is competitive spirit among the various ships of the fleet. This spirit is becoming very real and is keen. We, together with some other companies are trying to keep this competition going by giving fleet-wide publicity and making awards to the vessel with no lost time accidents during a given number of days ...

"It is my sincere feeling that the union can and will do more in reducing shipboard accidents in the next decade than all that management, by itself, has been able to accomplish. Just as improved wages, hours, quarters, food, health care and similar conditions are the basic concern of the labor organization in its dealings with management so too in a very real way is the matter of safety of its members ..."



Safety conscious Seafarers aboard Robin Hood (top photo) are protected from gangway injuries by net. In contrast, bottom photo, taken at Brooklyn pier, shows perilous route which must be taken by crew. Jim Ward, OS, secures ladder.

Sidelights On Safety Meeting

Interest at the ship operators' session of last week's Marine Section safety convention centered at one point on the details of the navigational maneuver known as the "Williamson Turn." Properly executed, this is an oval turn that makes it possible for a vessel moving at full speed to return to the exact spot where someone has fallen into the sea. It was spotlighted in 1958 after being used successfully by the SIU Pacific District-manned liner Mariposa to get a victim back on the ship 17 minutes after he fell over the side.

Discomfited by material in the SEAFARERS LOG discrediting his pose as a genuine source of safety data, the head of the Marine Index Bureau took a new tack at the convention. Seizing on the release of detailed accident statistics by the SIU Welfare Plan's Safety Department, he alluded to "many" instances—and produced one isolated case—where the SIU's and MIB's reports meet head-on and list identical results. (There are no others—Ed.)

He next doggedly tried to swap labels on the published SIU figures to make a plus-item come up negative. A ship operator finally came to the rescue of the floundering MIB spokesman, urging him to stop sending anything to "the unions" because they must be "plagiarizing" his stuff.

A safety innovation that appears to be taking hold is the use of directional signal lights to indicate ship turns. Similar to the familiar directional devices used on automobiles, these light signals activated from the bridge flash a

bright arrow in the proper direction when a vessel is about to shift course.

So-called "safety problems" are not always what they seem. Use of new winches and special anti-corrective coatings by some tanker fleets is talked about as an added safety factor but really is a means of reducing manning scales. The companies save both ways, according to the remarks of an Esso spokesman—echoed by officials from Socony. When some listeners questioned the overtime problem, the Esso speaker was quick to point out the virtues of the sys-

tem—Esso pays very little OT. Instead, Esso, Socony and some other tanker fleets have contracts negotiated by John J. Collins, promoter of "independent" associations.

The joint luncheon of the Marine Section and Propeller Club that closed out the spring convention was a "bubbly" affair honoring the commander of the Military Sea Transportation Service, Vice Admiral Roy A. Gano. Using typical Madison Avenue advertising technique, the guest of honor plugged MSTs with slogans and lantern-slides.

SIU Safety Report Gets Close Attention

A favorable reaction from all segments of the shipping industry has been reported by the Safety Department of the Seafarers Welfare Plan following its recent release of a detailed analysis covering accident information supplied by SIU - contracted companies last year.

Labor, management and Government officials and agencies dealing with safety, particularly ship safety, indicated keen interest in the findings noted in the report, the first of its kind issued by the department.

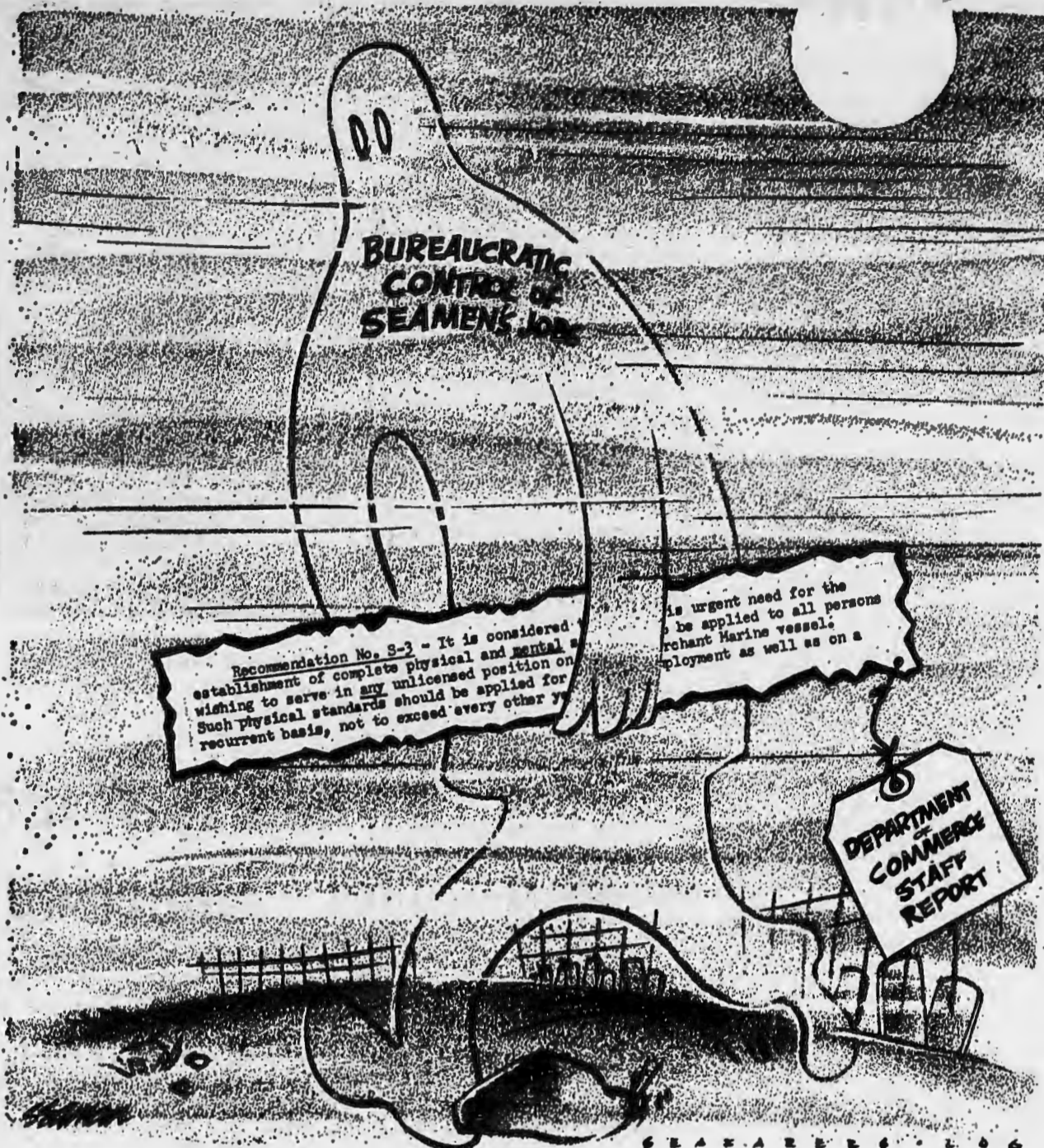
Much of the data deals with specific details about shipboard accidents and injuries previously unavailable from other sources. Of the 971 accidents reported by the companies to the department during 1959, only one out of three represented lost-time mishaps of any

consequence.

This proportion has remained fixed for more than two years regardless of the number of accidents reported, and indicates that it is a continuing relation covering all shipboard accidents. Lost-time accidents are the key to insurance and claims costs.

One other aspect of the report was its finding that older, experienced professional seamen, in proportion to their numbers in the Union, generally have fewer accidents than others. This data is likely to be helpful in weakening bias against older workers in maritime and other industries.

'The Ghost Walks Again'



Under-Sea Tunnel OK'd By Experts

The possibility is good that a channel tunnel connecting Britain with the continent will be built according to a study group which has been looking into the economic and technical feasibility of such a project.

The group—consisting of US, British and French partners—is due to give a detailed report on their findings at an early date. So far, they agree that such a tunnel makes technical and economic sense.

Twin-Tubes Envisioned

Such a tunnel will cost about \$300,000,000. One end of it will be near Calais, France; the other, near Dover in Britain. It probably will have a twin-tube railroad tunnel, to be used by special electric trains that will ferry about 300 cars a trip abroad double-decker flat cars. Express passenger trains, running between London and Paris via the tunnel in a little more than four hours one way, also would be utilized. Freight cars also are envisioned.

Such an operation would no doubt cut into air travel between the two points, not to mention what it would do to regular ferry service now in operation.

If the project is approved by all countries concerned, an international company—more likely the present study group—will build and operate the tunnel.

Six years ago, the Coast Guard hastily withdrew a proposal which would have required seamen to go through a wringer of physical, mental and personality tests in order to sail. The outraged protests of the SIU and other unions quickly killed that proposal. Now, however, there are stirrings of revival, with an official of one steamship company calling for a second look at the discredited 1954 scheme and a staff study for the Department of Commerce also recommending regular Government physical and mental examinations for seamen.

The original 1954 proposal collapsed of its own weight after the SIU pointed out the preposterous, and unconstitutional, nature of the requirements. Among other items they would have penalized seamen for the marital behavior of their parents and other blotches on the family escutcheon. But even if the standards proposed were reasonable—which they were not—the underlying principle was 100 percent wrong.

What it amounted to was giving a Government agency full control over employment rights of men working in private industry and full authority to determine, on its own hook, who could or could not work. Seamen are not in the Armed Forces. They are not Government employees. They are civilians, working for privately-owned shipping companies.

Even without such Government-imposed standards, some shipowners are seeking to use the Coast Guard as a tool with which to knock seamen off the ships for "mental health" reasons. Captains are being instructed to make entries in log books as to seamen's shipboard behavior whenever it departs from what they consider normal. From there on, the Coast Guard will carry the ball.

Nobody disputes the skipper's right to act if somebody takes to a fire ax, which is what captains have been doing since time immemorial, but if ship operators think that skippers are qualified to pass psychiatric judgements on crewmembers' mental health then they had better take a look into a mirror to find out who is screwy. Next thing you know, somebody will suggest a mental health examination for ship operators, and then where would we be?

Despite it all, nobody has yet suggested that a neurosis is the basis for disqualifying a man from working, for at that rate, probably 25 percent of the population would be unemployed overnight.

The proper approach to seamen's health is that which has been undertaken through the Seafarers Welfare Plan at the diagnostic clinics in all major ports. That approach is to prevent disease, to help the seaman keep in the best of condition, to preserve his ability to work and support himself and his family. It makes a lot more sense than punishing him by depriving him of his right to employment because he is ill.

Scandinavian Sea Unions Blast Egyptian Blacklist

GOTHENBERG, Sweden — The Seamen's Section of the Scandinavian Transport Workers' Federation has gone on record denouncing the treatment of crewmembers of the Danish-flag Inge Toft by the United Arab Republic. The International Transport Workers Federation reports that a meeting of Danish, Finnish, Norwegian and Swedish seamen's representatives in Gothenberg protested the detention of the Inge Toft at Port

Said as well as the blacklisting of Scandinavian ships.

The Inge Toft was held up for nine months at Port Said and refused passage through the Suez Canal because it had Israeli cargo on board. The ship was released only after the owners had agreed to unload the cargo at their own expense and permit the Egyptian authorities to confiscate it.

In addition to the Inge Toft case, the Scandinavian seamen protested the blacklisting of other merchant vessels by the Egyptians because the ships had carried Israeli cargo or touched at an Israeli port. The group sent a protest to President Nasser of the United Arab Republic and has also called upon the United Nations to assure that Scandinavian vessels are not delayed at the Canal or blacklisted from carrying cargo to Arab ports.

The United Nations has been on record for free passage for ships of all nations through the Suez Canal as per a long-standing international agreement dating back to the 19th century. However, Egypt has refused to abide by international agreements on this score, as well as blacklisting large numbers of ships, American-flag and others, for trading with Israel. Up until now, the United Nations secretary-general has been unable to persuade the Egyptians to alter their stand and the UN has been powerless to retaliate against the violations.

Shipping At Texas Port Rated High

HOUSTON — Shipping in the port of Houston has been good in all departments during the past two-week period and indications are that it will continue to run well for the next period.

During the past period four ships paid off, three ships signed-on and twenty-seven were serviced in transit. There was an OT dispute on the Penn Challenger but it is being settled to the satisfaction of all.

Paying off during the last period were: Penn Challenger, Penn Vanguard (Penn); Seagarden (Peninsular); Steel Age (Isthmian); and Margaret Brown (Bloomfield).

Serviced in transit were: Bienville, Gateway City, Beauregard (Pan Atlantic); Steel Navigator (Isthmian); Mount Evans (American Tramping); Fort Hoskins, Norfolk, Miami, Royal Oak, Chiwawa (Cities Service); Del Norte, Del Santos (Delta); Seatrain La., Seatrain N.J., Seatrain Ga. (Seatrain); Suzanne, Mae (Bull); The Cabins (Texas City); John B. Waterman, Hastings, Antinous (Waterman); Lucile Bloomfield (Bloomfield); Debardeleban Marine I (Debardeleban); Norfolk, Miami, Royal Oak, Chiwawa (Cities Service); Thetis (Rye); Denton (Penn); and Bethtex (Ore).

Norfolk Has Peak Action

NORFOLK — Shipping has been very good over the last two weeks. A total of 97 men shipped from this port according to Port Agent Paul Gonsorchik. Thirty-five men in all classes shipped in the deck department, 35 in the engine department and 27 steward department crewmembers.

Port action was heavy with two ships paying off, two signing on and eight vessels serviced in transit. The Penn Explorer (Penn) paid off and signed on, while the Josefina (Liberty-Nav.) paid off and the Thetis (Rye) signed on.

Ships serviced in transit were the Alcoa Pennant (Alcoa), Carlyn (Bull), Ocean Evelyn and Ocean Eva (Ocean Trans), Longview Victory (Victory), Antinous and Hastings (Waterman), and the Orion Clipper (Orion).

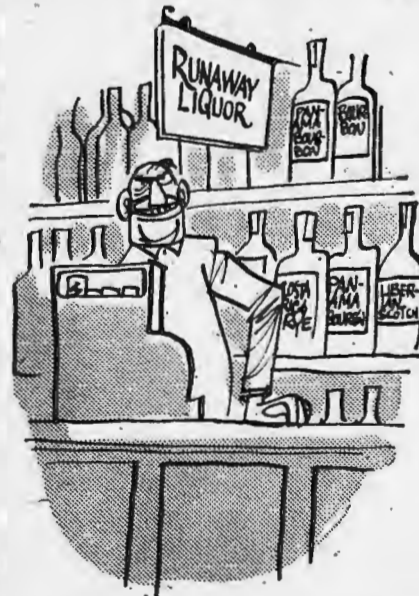
Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letters or other communications sent in by Seafarers unless the author signs his name. Unsigned anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request.

It's Runaway Liquor Now

First it was runaway ships when many shipowners switched flags to beat American wages, taxes and regulations. Now, the fever has spread to the very beverages we drink. Kentucky bourbon, long famous for its bouquet, and kicks—will now become Panamanian-Kentucky bourbon. This new trend in runaways was announced recently by a whiskey company spokesman.

In a statement issued to the press, the spokesman said, "The belief that bourbon has to come



from a distillery in the Kentucky-Tennessee area to be good is just a myth."

Obviously the firm has the shipowner's outlook on marginal profits. More can be had in the pocket when there is cheap labor, tax differentials and government loans to pay for runaway factories. Next to follow suit will undoubtedly be Honduran vodka and Liberian scotch.

At Sea He's AB; Ashore, A C-O-P

The stories of the unusual careers Seafarers have chosen when they go ashore are legion. There was the fellow from Mobile who decided to homestead outside of Anchorage, Alaska, of all places; the electrician who runs



Brown

Seafarer R. L. Brown, who joined the Union back in 1950, has a different kind of occupation

a frog's leg farm down in Carolina; the literary agent; a couple of ministers and priests, and, of course, the SIU men who went to school and are now doctors, dentists, engineers and what have you.

today. He's chief investigator for the sheriff's department of Monroe County, Key West, Florida. Brown's excellence at police work won him a scholarship to the Southern Police Institute at the University of Louisville, Kentucky, where he studied police science and police administration.

Brown's record as a Hawkshaw is such that he was voted the outstanding law-enforcement officer of Monroe County by the local Junior Chamber of Commerce. In 1959, he received the key to the city of New Orleans.

He comes from a Seafaring family, as his father, E. B. Brown is sailing with the Union now, having previously served a hitch in the Marine Corps back in the old days in Nicaragua. A brother, J. D. Brown, also sails with the SIU in the black gang.

Seafarers Who Work On Portmar Food Chores



Some members of the steward department on the Portmar are (l. to r.) Leo Cronson, saloon mess; Henry Huzio, B.R.; Joseph Roberts, crew mess; Tom White, pantry; and James A. Ray, steward.



Food preparation staff on the Portmar takes a moment to pose for a LOG photo. They are (l. to r.) James A. Ray, chief steward; M. M. Cutler, chief cook; Edward Gordon, baker; and Adrian Fiedler, third cook.

FROM THE SHIPS AT SEA

Job Incentives

Virtue, as everyone knows, is its own reward . . . but nevertheless, a bit of incentive helps immeasurably in getting people to do things . . . and so it is, informs William L. McBride, meeting secretary of the Seatrains New Jersey, that the good soul who takes care of the coke machine will receive a bonus of 20 cents a case for doing the job. Don't laugh . . . Carnegie started the same way.

~ ~ ~

Toilet Training

Former Seafarer Fred Costello had the following experience during his sailing days which he thinks rates a good laugh.

"I was on my first trip on a tanker in 1937 (and was as green as seaweed) in the steward dept. as crew's mess. The ship was going to have a lifeboat drill, but since I had never been on one before, the steward gave me advice and instructed me on my duties. He told me to get about 10 rolls of toilet paper, put a string through the holes, and make a handkerchief of them to sling over my shoulder, which I did. He explained that the paper was a necessary thing to have if we were adrift at sea.

"I believed him.

"When I got to the number one lifeboat the captain, mates and crew had a fit, laughing like crazy at me. I got red as a beet, but I can still laugh about it to this day."

~ ~ ~

Washing Machines

In this age of scientific wonders, when we are sending missiles into the far reaches of the heavens, and have mechanized the kitchen also, one thing seems to have escaped the eye of whoever-it-is in charge of perfecting gadgets . . . and that is the washing machine agitator.

Several ships, including the Losmar, Choctaw and others, have notes in their ship's minutes complaining about plastic agitators breaking, rubber agitators sticking, steel agitators not working. One crew noted that it seems as if the men don't realize that there is only one agitator guaranteed to never stop agitating . . . the name of this product is: woman.



Send 'em to the
LOG

Little Girl, Big Doll . . .



Little Iris Cloriss, 3½ years old, looks with astonishment at the life-size doll her father brought her for Christmas. She is the daughter of Seafarer LeRoy Jones, AB on the Alcoa Ranger, and lives in Mobile. In case you're having a hard time figuring out which is which, the doll is on the left. Looks like Iris has got herself a companion.

LOG-A-RHYTHM:

The Living Sermon

By W. G. Barron

I'd rather see a sermon
Than hear one, any day;
I'd rather one would walk with me
Than merely tell the way;
The eye's a better pupil
And more willing than the ear;
Fine counsel is confusing
But example's always clear;
The best of all the preachers
Are the men who live their creeds;
For seeing good in action
Is what everybody needs;

I soon can learn to do it
If you'll let me see it done;
I can watch your hands in action
But your tongue too fast may run;
The lectures you deliver
May be very wise and true;
But I'd rather get my lessons
By observing what you do;
I may not understand too well
The high advice you give;
But there's no misunderstanding
How you act or how you live.

Stay Put For Jobless Pay

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



'Voluntary Quits' Are Out Under NY Jobless Pay Law

ALBANY—Under the guise of "improving" the unemployment compensation system, the New York State administration has pushed through an amendment to the state system which will make it extremely difficult for seamen to collect unemployment benefits.

The amended unemployment insurance law takes away an employee's right to collect benefits after voluntarily leaving a job. Under present law, a Seafarer could pay off a ship which was not laid up and still collect benefits after a six-week penalty period. Now, the six-week penalty period is eliminated, and in its stead, no benefits will be paid at all to "voluntary quits" until such time as they return to work and earn at least \$200.

In a typical instance, a seaman coming off a long-run ship after several months aboard to spend some time ashore is able, under present law, to collect benefits provided he is registered to ship and has been on the beach for over six weeks. Under the new system, he will first have to return to work, after his long trip earn \$200 and then come in and apply for benefits on the basis of earnings on the long trip.

Since a Seafarer, in many instances, is not likely to be anywhere near a US port on his second job, his benefits can be delayed until such time as he is physically able to file for them.

The new law applies only to those companies who have their main offices in New York State, but this includes a considerable number of SIU-contracted companies, including Bull, Calmar, Ore, Isthmian, Robin, and Cities Service. Other major companies, such as Waterman, Alcoa and Mississippi, are not affected because

their headquarters are in other states.

The \$200 requirement (or three-days' work for four successive weeks) will apply to anybody who quits a ship voluntarily. It will not apply if a Seafarer pays off for reasons of health, family emergency or because the ship is laying up.

It is not clear as yet, but apparently the new law does not affect class B or C seniority group men who pay off under the 60-day rule. New York State and other states consider that "B" or "C" men paying off under the 60-day rule in the contract are not "voluntary quits." However, should a "B" or "C" man pay off before his 60 days or one round trip is up, then he too would not be able to collect any benefits until after he had returned to work.

In addition, it appears that a Seafarer who qualifies for benefits by taking a second job and earning the \$200 minimum may have to stay on that job in order to be eligible for benefits. Should he quit the second job he again becomes ineligible according to available information. In a typical instance, a seaman paying off a long-run ship might grab a coastwise run to retain his eligibility. But then he would have to stay on the coastwise ship to qualify for benefits instead of getting a

chance to be ashore with his family.

The new legislation was pushed through by the administration of Governor Nelson Rockefeller over the objections of the state AFL-CIO. It narrowly passed the State Assembly with just two votes more than the minimum required. The Rockefeller family, of course, has long been identified with Standard Oil of New Jersey, which is the leader of the runaway-flag group of ship operators.

Aided By Blood Bank:

Seafarer's Child Healing After Surgery On Heart

The condition of Margaret Rodriguez, daughter of Seafarer Adrian Rodriguez Texador, continues to improve following her recent open heart surgery at Mount Sinai Hospital, New York City. She received 10 pints of blood from the SIU Blood Bank for the operation, one of the largest single blood gifts ever made by the Blood Bank.

Margaret's affliction consisted of an opening between the left and right chambers of the heart that allowed the blood to flow freely

between the two chambers. The upshot of the affliction was over-taxation of the lungs by the abnormal amount of blood being forced through them.

To prevent strangulation, suffocation or complete collapse of the lungs, the surgery was deemed necessary.

The heart surgery took approximately four hours. Margaret's recovery is listed as satisfactory although she is still on the critical list.

Hospital spokesmen have stated that any number of difficulties are encountered following the operation requiring heavy blood donations. Miss Rodriguez was furnished with ten pints of blood from the Seafarers SIU Blood Bank. The Blood Bank program provides this aid to Seafarers and their families all over the country. The bank has an exchange arrangement with a national blood bank clearing agency enabling it to set up credit accounts for blood when and where needed.

Blood credits in the Blood Bank are built up through donations of blood by Seafarers and members of their families at the SIU's clinic in Brooklyn. Seafarers passing through the port of New York are reminded that their urgent help is always needed to build up the supply through donations.

US Now Has 938 Vessels

WASHINGTON — There were 938 vessels of 1,000 gross tons or over in the active ocean-going merchant fleet on March 1, the Maritime Administration has announced. This was a drop from the like period a month previous, when there were 945 active ships.

Breaking it down, there were 37 Government-owned vessels and 901 privately owned ships in service during that period, the MA reported. This excluded 26 ships in the custody of the Departments of State, Interior and Defense, the agency added.

on the ball

NEWS HEADLINES IN REVIEW



SENATOR KENNEDY WINS WISCONSIN IN DEMOCRATIC PRIMARY WITH 56% OF DEMOCRATIC TOTAL. HUMPHREY FINDS HIS SHOWING ENCOURAGING, STATES HE WILL CONTINUE CANDIDACY.



RUSSIA OFFERS WEST CONTRADICTING ATOM-BOMB PLAN AND DISARMAMENT PROPOSAL. I KE AND MACMILLAN CONFER ON WESTERN POLICY, BEFORE SUMMIT TALKS IN MAY.



72 KILLED BY POLICE SUBMACHINE GUNS IN SOUTH AFRICAN RACE CONFLICT. FLARE-UP CAUSED BY RULE FORCING AFRICANS TO CARRY IDENTIFICATION CARDS... MORE TROUBLE EXPECTED.



COMMUNIST CHINA MODIFYING ITS "GREAT LEAP FORWARD" PROGRAM... EASING RIGORS OF COMMUNE LIVING, STRESSING AGRICULTURAL OUTPUT INSTEAD OF MACHINE TOOLS.



KHRUSHCHEV TOURS FRANCE, TRIES TO CREATE WEDGE BETWEEN FRANCE & GERMANY... CITES GERMAN INVASIONS OF PAST FIFTY YEARS.



YANKES IN LAST PLACE IN SPRING TRAINING GRAPE-FRUIT LEAGUE, WINNING SEVEN AND LOSING FIFTEEN.

US Weather Satellite Will Aid Shipping

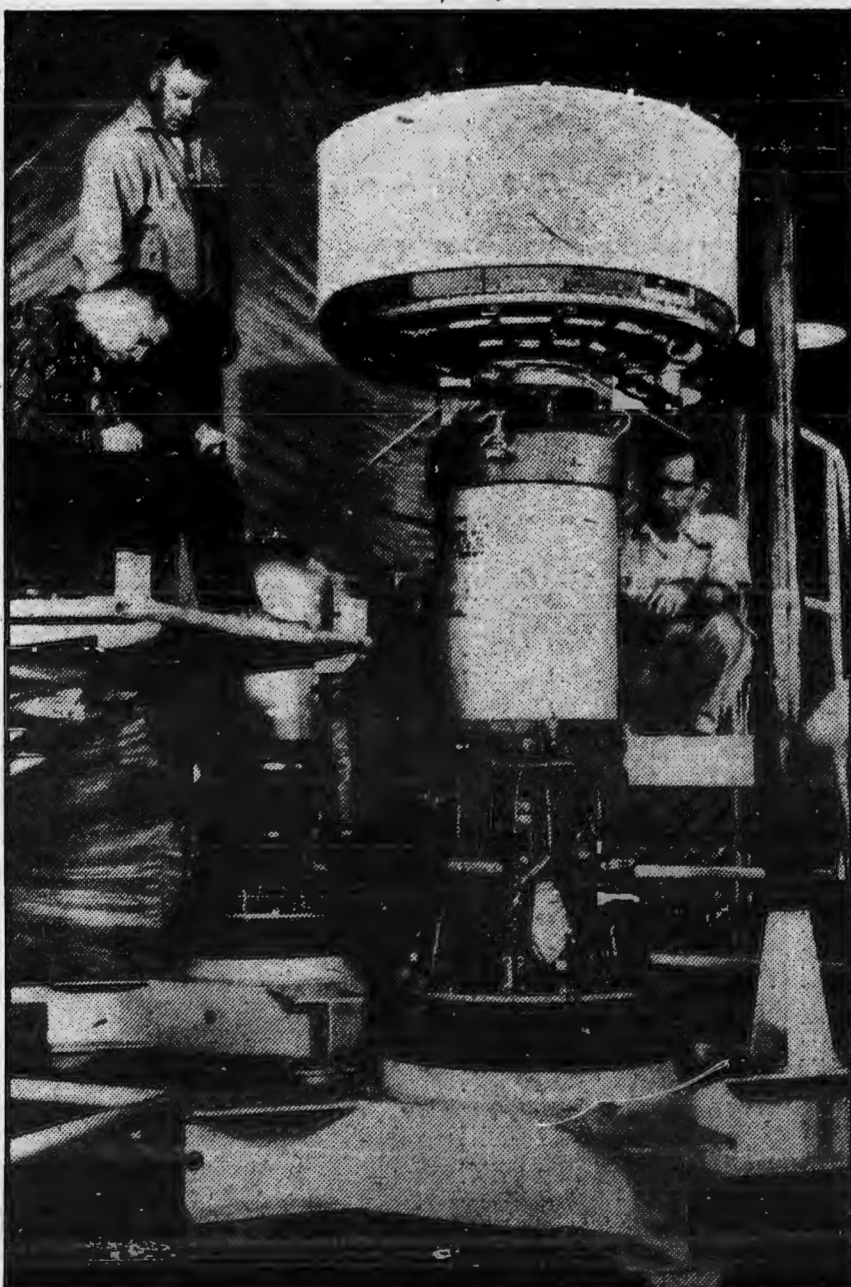
WASHINGTON—United States shipping will soon share weather pictures and meteorological readings by virtue of Tiros I, a space satellite that covers the globe. The detailed weather information obtained from the satellites will be distributed through normal weather channels to forecast weather around the world.

The cooperation at first will be limited to distributing the cloud cover pictures taken by the Tiros satellite. This announcement was made by Dr. H. L. Dryden, deputy administrator of the National Aeronautics and Space Administration, to the House Science and Astronautics Committee.

High Quality Photos

Since the Tiros I was launched March 25, the satellite has sent back about 1,200 pictures covering regions as far apart as Communist China and Central America. Scientists are literally amazed at the clarity and quality of the pictures. Two TV cameras in the vehicle transmit the photographs.

Scientists are just beginning to grapple with the problem of how to fit the wealth of new data to be obtained from the world satellites. Eventually one nation will be able to view the weather of another nation thousands of miles away. These global forecasts will also enable vessel navigators to steer around storms plotted by the very same forecast.



Workmen give a final check to Tiros I, the new global satellite that will photograph the world weather picture for US scientists. The new device will eventually be a boon to all ships at sea when storms can be forecast in advance for navigational purposes.