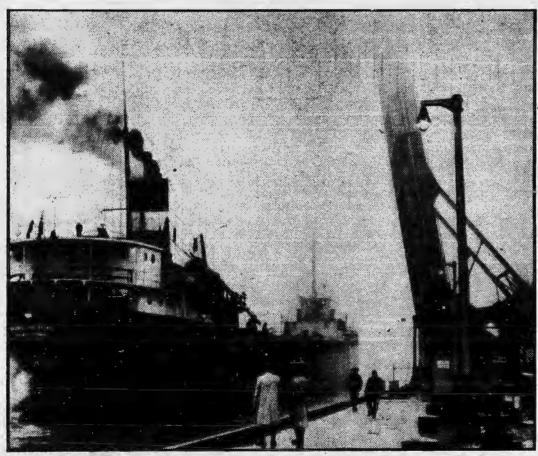
SEAFARERS-



FFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION . ATLANTIC AND GULF DISTRICT . AFL-CIQ

FLEETNAMED 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

Story On Page 2

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

Story On Page 2



Newsreel and television cameramen set up gear on Ringside. Newsreet and television camerament Hitch for the launching of the first inertially-guided Polaris missile from the USS Observation Island, 11/2 miles away in the South Atlantic.



Seafarers in New York hall begin balloting on pro-Balloting. posed 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 discredited Coast Guard scheme. ship and active ship delegates who 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 fects 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 on ship 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

ILA Starts Container \$ Arbitration

tration board opened hearings 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 ternational Longshoremen's Association to take up negotiation seamen 25 years ago. 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 as giving the snipowner a perfect electric equipment. impartial arbitration to decide the weapon with which to dispose of "If the American flag cargo fleet

"Some years ago," he said, "they" fight for the rights of the crew. (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 de-

 Unpleasant-looking, tagious 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"
- 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 bureacratic 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 here to determine the amount of 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," try to yank his papers.

The logbook entries would serve been called for jointly by the NY as a substitute for the old Cope-Shipping Association and the In- land continuous service book which the operators tried to foist upon

> 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 socalled "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 trucks, trailers, tractors and hydroaggressive pro-union men on the can continue to operate under the

were named and other ways nated the

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.



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.

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 outport meetings on March 16, will run from March 31 to April 29 in-

the all port tally. New York had for 30 days, beginning March 31. the heaviest turnout with 275 men casting ballots.

Recommendations of the constition were read at all meetings on constitution on the ballot.

At the March 16 meeting mo-Nearly a thousand men tions were carried in all ports to certain structural changes made in the Union.

The amending procedure for the SIU constitution calls for a twothirds majority in a secret ballot tution committee and the entire referendum. The six-man rank and text of the proposed new constitu- file constitutional revision committee noted that the current con-March 2, at which time Seafarers stitution, written before the A&G voted the revised version of the district established its affiliated divisions, does not contain provi-

sions for these divisions and for

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 o 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

vessels.

clusive.

Some 15 shipowners who met with Douglas Dillon, Undersecretary of State, told the official that any departure from the 50-50 proafter which the Coast Guard can vision would cause a drastic economic crisis for American flag for US ships in this case, American

> The State Department has consistently been opposed to the effects of the 50-50 rule mainly due to run the American ship operator out of business by using cheap cargo rates. European countries have always clamored against there."

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,

be carried in American flag 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 operators will not be able to match the cheap operating foreign flag operators.

After the latest meeting with to diplomatic pressure placed on Mr. Dillon, one member of the it by foreign nations which want shipping group remarked that "admittedly we won a deferment of any immediate imposition of the waiver, but the threat is still

SEAFARERS LOG April 8, 1960 Vol. XXII. No. 8



PAUL HALL, Secretary-Treasurer HERBERT BRAND, Editor. BERNARD SEA-MAN, Art Editor. HERMAN ARTHUR, AL MASKIN, ANTHUR BEEGER, CHARLES BEAUMET, DEL ROBINSON, Staff Writers. BILL MOODY, Gulf Area Representative.

Published Diweekly at the headquarters of the Seafarers International Union, Atlantic & Guif District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, NY. Tel. HYacinth 9-6600. Second class postage paid at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.



278 Union **Grads Now**

. 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 chip midsections in "jumboizing" American-flag vessels in

the domestic trade. The bill, supported by the US shipyard verted vessels will be considered the Senate.

amend the shipping laws to pro- prior to rebuilding. hibit operation in the coastwise trade of a rebuilt vessel unless US and for other purposes" was introduced last month.

coastwise trade came as a counter- the US shipyards, he felt that the measure to a Customs Bureau okay new amendment would be "unthat will permit a US operator to necessary" as the imported secimport a foreign-made midbody tions offered no threat to our econsection for installation here in the omy because of the vast differ-US and use in the domestic trade. ence in the construction.

The SIU-contracted Sea-Land services is reported planning to use by Senator Bartlett of Alaska, also the converted container vessels in heard from a Weyerhauser Steam-

The Bureau ruled that such con- the 20-year mark in age.

industry, is up for hearings in to have been rebuilt in the US and will retain whatever coastwise The bill, designed to "further privileges that they may have had

Pacific Group Opposed

A spokesman for the Pacific stated that although his organization has always been opposed to ger category. Amendments to the laws on actions that would take trade from

The hearings being conducted

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 con-

test two years running in better than Alcoa's top score last to miss work for one or more days rebuilding is effected within the American Steamship Association the dry cargo and passen- year. The over-all performance following the accident.

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 formance of Seafarers on the Al- Bureau. They also counter indus-1958 the company won with a 2.94 erating followed by United the intercoastal trade. The opera- ship Company representative. He States Lines and United Fruit the crews on their outstanding happy" seamen. tion involves the midbody sections, termed the bill as "one-sided" as Company. These two companies being built abroad and then floated each one of the vessels in the finished in 2nd and 3rd spots this domestic trade is rapidly reaching year as well with scores of 2.04 and 2.37, both of them doing

of ships in the contest was 5.12 provement in shipboard safety.

censed and unlicensed.

SIU headquarters hailed the persafety performance.

scored by Alcoa ships this year 28 lost-time accidents in 1957, aland last are the accident-free though three ships had none. The safety records of the Alcoa number dropped to 22 in 1958, Roamer, which stretched its skein to 1,489 days as of the beginning of April, the Alcoa Partner with 972 days and the ships reporting no lost-time acci-Alcoa Polaris with 751 days free of lost-time accidents.

time accident in 1959. They were farers Safety Department, offers which the injured man is forced projectors.

The figures show that among compared with 5.89 in last year's the companies in the contest, contest, showing a consistent im- fifteen in all, the industry-wide accident rate has been diminish-Alcoa had finished second in the ing every year, from a 7.30 in 1957 contest. The competition 1957 to 5.89 rating in 1958 and covers all shipboard ratings li- 5.12 rating in 1959. These records contradict the figures published by the Marine Index coa ships. Messages were sent to try spokesmen's complaints about all ships in the fleet congratulating "accident prone" and "claims-

In the Alcoa fleet, for example, Contributing to the top record records indicate that there were with six ships without a lost-time accident. This year the number of accidents fell to 12, with seven dents at all.

Alcoa, which has participated In all, seven ships of the Alcoa actively in the industry-wide fleet did not have a single lost- safety program through the Seathe Roamer, Partner, Polaris, Cor- safety incentive awards to its sair, Pioneer, Pointer and Puritan. crews. All ships which go 500 days Lost-time accidents are those in without an accident receive movie

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 pas- Santa Maria, Calif., the SIU Pa- some of the radar line supply mis-

MSTS has long been under fire from private ship operators and companies from bidding on this operations are handled on MSTS seamen's unions for competing range—despite the fine record 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

Exclusive Areas

However, as a result of the cutback, 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 At- the International Transport-Navy vessels or MSTS-operated ships. When the Pacific Ocean missile range was opened out of

Freight, Tanker **Pacts Printed**

The newly completed freightship and tanker agreements are ready in printed form and are being by the ITF. 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 erating in American commerce unagreement highlighted a new wage der American ownership or conscale for all ratings along with new overtime and penalty rates for each respective pay grade.

agreement was March 1, 1960.

compiled by the Suwannee company, which is under SIU A&G District contract.

operators used to contract for remodeled merchant vessels.

senger and cargo - carrying cific District and the SIUNA pro- sions to Thule, Greenland, Goose tested vigorously but to no avail Bay, Labrador, and other Far against a decision to bar private North bases. Now all these supply

Gano indicated that in the years ahead, MSTS will be moving more and more into the special project Similarly, privately-owned ship area, with specially-built ships or

Chile Union Gets Pact

BRUSSELS-An important breakthrough on wages and manning standards aboard runaway-flag ships has been scored by the ITF-affiliated Maritime Confederation of Chile,

sels operated by a Chilean company.

because of the precedent set, namely, that runaway ships would control of the vessel resides. This

IMWU Campaign

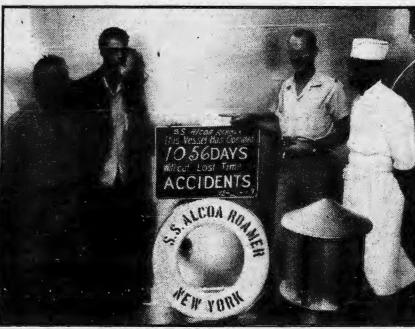
The agreement could have a bearing on the legal right of the International Maritime Workers cede that they can sign Chilean Union to organize and obtain contracts on other runaway ships optrol.

In this case, a Chilean concern, A similar agreement was reached | chartered the two ships, the By- | The agreement to pay Chilean between the A&G District and lal and Joancy. Both of them, in- taxes could also have a bearing on companies of the tanker industry, cidentally, had been American-flag the tax obligations of American-The effective date for the tanker Libertys and were formerly oper- owned runaways to the US Governlated by the Isbrandtsen company, ment.

lantic missile range, all other worker's Federation has an- When the vessels arrived in Chile, nounced. The Chilean mari- the company attempted to operate time union has succeeded in ob- them at wage scales and manning taining Chilean scales and condi-levels below those of existing tions aboard two Liberian-flag ves- Chilean collective bargaining agreement.

The Chilean union raised a beef The agreement was significant and obtained an increase in the manning scale and working conditions. The terms are parallel to agree to pay the wage scales of those existing in the agreement the country in which ownership or between the Seafarers Union of Valparaiso and the National Assois the policy which American mar- ciation of Shipowners, with minor itime unions have proposed and changes in bonus arrangements. which has been adopted officially Tax payments and welfare regulations will be identical with those imposed on Chilean-flag

Once the runaway operators conunion 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 Cia Naviera del Pacifico, had not sign with American unions.



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

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 Adminis- aboard Savannah is Captain James tration.

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.

was named alternate deck officer lar runs.

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 Another Isthmian employee who for the ship before she starts regu-



- SEAFARERS ROTARY SHIPPING BOARD



March 16 Through March 29, 1960

appeared like a bouncing ball on a cement walk, up and down—up The previous period had seen 1,054 men registered as compared to and down—and now up again over the past two weeks. New York, the 1,299 registered this period. All departments have shown an inand down-and now up again over the past two weeks. New York, New Orleans, Baltimore, and Houston combined to ship 778 of the crease with 505 men in deck, 416 in engine, 378 in steward. The last 1,254 SIU crewmembers shipped. This is an increase of 252 men period had 432 registered in deck, 327 in engine and 295 in steward shipped and represents the widest margin of increase since the beginning of winter.

Ship activity was also up for the period as 24 more vessels were serviced-251 as compared to 227 for the previous two weeks. The actual breakdown as shown at the right is 74 payoffs, a gain of thirty; 36 sign-ons, a gain of twelve; and 141 ships in transit, a drop of 18. Wilmington was the only port to have neither a payoff or sign-on while Boston and Miami had no sign-ons. New York led the way with 39 vessels serviced.

A rise in shipping was shown in New York, Philadelphia, Baltimore, Norfolk, Mobile, New Orleans, Houston and San Francisco. Boston, Jacksonville, Miami, and Wilmington all registered slight drops in

The past four shipping reports, together with this report, have | Registration also flourished and took a sharp increase of 245 men. departments respectively. At the end of this period there were 2,765 registered on the beach, a decline from the last total of 2,849 men on

> Boston, Philadelphia, Norfolk, Jacksonville, Miami and Wilmington all had less than 100 men in classes A & B registered on the beach. Boston, Philadelphia, Norfolk, Jacksonville and Miami had less than 50 "A" men registered on the beach.

The following is the outlook for the next period port by port: Boston, Steady . . . New York, remain the same . . . Philadelphia, Fair . . . Baltimore, busy . . . Norfolk, steady . . . Jacksonville, the same . . . Miami, slow . . . Mobile, slim . . . New Orleans, slower shipping while Seattle shipped only one less than the last two weeks . . . Houston, good . . . Wilmington, steady . . . San Francisco, moving . . . Seattle, dim.

Ship Activity

	Hs	Sign	In Trans, T	OTAL
Boston	2	-	- 4	6
New York	21	4	14	39
Philadelphia		- 6	10	24
Baltimore	12	. 9	15	36
Norfolk	. 2	1	10	13
Jacksonville	. 2	1	12	15
Miami'	. 1	-	3	4
Mobile	. 4	2	. 4	12
New Orleans .	. 9	3	21	33
Houston	. 4	3	27	34
Wilmington	_	-	. 8	
San Francisco.		2	•	12
Souttle	. 6		4	18
Totals	74	36	141	251

DECK DEPARTMENT

		Regis CLA:				Regis CLA:				Ship	SS A			Ship CLAS				Ship				TOT		-	- 11	Regi:		ed Or		CLAS		
	G	ROUI	P		GI	ROUE			G	ROU	P .		GI	ROUE			G	ROUP			GI	ROUP			G	ROUP		-	GI	ROUP		
Port -	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	. 3	3	ALL	1	2	3	ALL
Boston	1	4	1	6	-	- 2	2	4	-		_	-	-	-	-	-	-	-	-	_	-	!		100	8	15	2	25	-	5	3	1 8
New York	19	35	. 15	69	1	9	11	21	19	28	. 8	55		11	7	18	_	-	1	-1	55	18	1	76	82	29	49	160	8	26	44	72
Philadelphia	8	7	.8	23	_	1	3	4	7	16	. 5	28	1	3	- 6	10	3	1	3	7	28	10	7	45	8	7	8	23	-	1	3	
Baltimore	9	20	7	36	1	7	7	15	12	29	7	48	3	11	17	31	2	2	2	6	48	31	6	85	30	64	19	113	4	10	26	40
Norfolk	8	4	4	11	1	4	4	9	5	12	1	18	1	4	5	10	-	3	4	7	18	10	7	25	3	5	4	12	1	4	4	1. 1
Jacksonville	4	5	2	11	_	4	1			2	3	. 5	_	1	1	2	-	1		1	5	2	-1	8	9	11	1,1	21	-	2	2	
Miamt	_	2	-	2	_	_	-	-	_	1	-	1	_		-	-	_	_	-	-	1	-	-	1	1	4	1	6	-	M. red	2	2
Mobile	14	20	3	37	-	_	7	7	-	11	4	15	-	3	5	8		_	3	3	15	~ 8	3	26	30	26	5	61	_	2	7	8
New Orleans	28	28	12	68	2	3	8	13	17	30	9	56	3	3	8	14	1	1	1	3	56	14	3	73	69	82	25	176	6	4	19	29
Houston		32	10	57	1	7	14	22	14	30	10	54	-	3	10	13	1	1	-	2	54	13	2	69	27	40	9	76	3	9	13	2
Wilmington	8	6	2	16	1	2	2	5	2	2	_	4	1	2	3	6	-	1	2	3	4	6	3	13	11	13	2	26	-	5	3	1. 1
San Francisco	5	. 14	4	23	-	1	4	5	4	11	6	21	-	_	1	1	-	-	1	1	21	1	1	23	9	20	2	- 31		4	6	10
Seattle	6	14	4	24		7	5	12	4	14	2	20	1	3	6	- 10	-	_	2	2	20	10	2	32	15	21	4	40	-	10	2	11
	120	191	72	383	7	47	68	122	84	186	55	325	10	44	69	122	7	10	19	36	325	123	36	484	302	337	121	770	17	82	134	231

ENGINE DEPARTMENT

,		•							_					-			-											,				
	Registered CLASS A					Regis				Ship				Ship				Ship		. 1		TOT				Regis CLAS		d On		Boa		
	GI	ROUI	P		G	ROUI	P		GE	LOUP			GI	ROUP			G	ROUP			GI	ROUP			GI	ROUP			GH	OUP		100
Port	1	2		ALL	1	2		ALL	1	2		ALL	1	2	1 3	ALL	.1	2		ALL	A	B	C	ALL	1	2	3	ALL	1	2		ALL
Boston	-	_	1	1	-	2	1	3	-	2		2	-			-	-	3		3	2		3	5	-	4	1	5	1	3	3	7
New York	15	39	3	57	3	.7	11	21	7	35	1	43	2	10	9	21	-	_		-	43	21	-	64	40	124	22	186	.5	37	39	81
Philadelphia	3	7	3	13	_	7	3	10	3	11	2	.16	1	10	4	15		4	5	9	16	15	9	40	. 3	7	3	13	-	7	3	10
Baltimore	5	27	6	38	1	12	12	25	2	26	6	34	1	14	13	28	-	3	1	4	34	28	4	66	-9	61	7	77	1 .	20	19	40
Norfolk	1	6	2	9	_	1	3	4	2	16	3	21	1	4	3	8	-	2	4	. 6	21	8	6	35	1	5	2	8	_	1	3	4
Jacksonville	1	1		2	1	3	1	5	1	1	1	3	_	-	1	1	-	1	1	2	3	1 "	2		2	7	1	10	-	1	3	4
Miami	_			-	-	_	-	-		1	-	1	-	_	1	1	-	1	-	1	1	1	1	3	_	1	-	1		-	-	-
Mobile	1	14	7	22			10	10	2	8	3	13	-	2	7	9	1	3	-	4	13	9	4	26	10	32	9	51	-	6	8	14
New Orleans	6	38	3	47	1	7	8	16	9	32	3	44	1	8	10	19	-	1	1	2	44	19	2	65	27	67	7	101	2	27	19	45
Houston		42	2	52	1	16	8	25	8	39	.4	51	1	5	15	21	1	1	-	2	51	21	2	74	16	30	3	49	-	8	. 4	12
Wilmington		4		6	-	4	3	7	-	_	1	1	_	1	-	. 1	-	-	1	1	1	1	1	. 3	2	13	-	15	-	7	2	
San Francisco	2	10	1	13		4	3	7	3	12	3	18	-	1	2	3	-	-	3	3	18	3	3	24	7	18	3	28	-	. 3	2	5
Seattle	4	12		16	1	5	1	7	2	8	4	14	1	2	-	3	-	-	1	1	14	3	1	18	4	22	-	26	-	i. 7.	2	9
TOTALS	48	200	28	276	8	68	64	140	39	191	31	261		57	65	130	2	19	17	38	261	130	38	429	121	391	58	570	9	127	107	243

STEWARD DEPARTMENT

		Regis				egist CLAS		1		Ship				Ship				Ship				TOT				Regis		ed On		Bec		
O _{au}		ROUI	P			OUP				ROUP			_	OUP			-	LOUP		,	-	LOUP	•		_	ROUP		-		OUP		
Port	_1	2	3	ALL	1	2		ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	В	C	ALL	1.	2	3	ALL	1	Z	3 .	ALL
Boston.,	-	1	1	2		-	_		-		1	1	-	-	1	1	-	-			1	1	-	2	-5	-	2	7	2	_	3	
New York	16	5	33	54	1	-	22	23	10	1	17	28	_	. 1	5	6		-	4	4	.28	6	4	38	94	42	108	244	1	8	82	91
Philadelphia	4	3	6 .	13	-	-	3	3	9	1	7	+ 17	_	_	. 5	5			9	- 9	17	5	9	31	4	3	6	13	-	-	3	3
Baltimore	12	4	10	26	_	1	10	11	14	6	12.	32	1	4	8	13	1	1	15	17	32.	13	17	62	40	11	17	68	2	4	79	25
Norfolk	3	2	_	5	_	1	4	5	7	2	4.	13	_	1	7	8	1	-	5	6	13	8	6	27	3	2	_	5	-	1	4	4
Jacksonville	2	1	4	7	1	1	1	2	i	_	2	3	2	_	1 (3	_	_	_	-	3	3	_	6	3	3	5	11	-	. 2	1	. 3
Miami	2	-	1	3	_	_	_	_	_	`	_	_	_		_	-		-	-	-	_	_	_	-	. 2	_	3	5	-	_	2	2
Mobile	11	2	17	30	_	_	15	15	1	4	11	16		_	8	6	_	-	_		16	. 6	_	22	21	. 5	31	57	-		13	13
New Orleans	13	3	35	51	_	1	18	19	â	5	38	47		. 1	10	11		-	_	_	47	11	-	58	50	14	80	144	1	1	45	47
Houston		5	17	36	1	2	15	19	0	6	18	32			12	12	_	1	4	5	33	12	5	50	22	6	12	40	8	2	12	22
Wilmington	6	1	6	13	î	_	2	- 3	2	_	3	K								1	5		-	5	9	ĭ	4	14	1		3	
San Francisco	5	. 4	4	13	_	_	3	3	5	2	5	12	THE		3	3		_	1	1	12	9	1	16	12	4	11	27	-	1	B	
Seattle	5	1	6	12	1	2	6	0	6	2	8	14	1	1	A	1	. 1		4	5	14	5	5	24	- 0	2	6	17	/2	2	7	11
TOTALS	93		.140	265			99	113	0_	29	0	1.8	-												274	93		652	17	21		297

SUMMARY

_	Registered CLASS A					stere			Ship				Ship CLA:	ped SS B		*	Ship CLAS			-	TOT				Regis		d On		CLAS			
	G	ROU 2		ALL		ROUI 2		ALL		OUF 2		ALL		ROUI 2		ALL		ROUF 2		ALL		LAS!	No.	ALL	1	ROUI 2		ALL	-	ROU!		ALL
DECK				383				122											19				The second second	Acres Santa Contra	Commence of the last of the la	-		770			1	
ENGINE	-			276										57			2		-	Contract of the	-	Application Co.	-	Construction of the last of th				570	-		-	-
STEWARD	-	-		265										8				J. 100 C	.42			73	14-	and the second	CONTRACTOR OF THE PARTY OF	93	Of the Section	A CONTRACT OF THE PARTY OF THE		-	-	
GRAND TOTALS	261	423	240	924	20	124	231	375	196	406	205	807	21	109	196	326	12.	31	78	121	1807	326	121	1254	697	821	474	1992	43	230	500	178

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 t agencies to use the safety issue as an excuse to bludgeon unions and their members on the

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 overclosely 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 of dock labor. year in a row, had won the 1959

and welfare benefits, after the

June 1st; it covers about 125,000

workers in men's and boys' cloth-

ing. 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

An arbitration panel named to

settle issues left over from the

against Wilson & Co., the meat-

packing firm, has ordered that 233

strikers accused of picket line dis-

turbances must be reinstated. The

arbitrators also were scheduled to

accused of picket line violence at

strikers who allegedly were guilty

of non-violent infraction during

A State Circuit Judge has tem-

porarily 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 Fight-

ers Assn. The injunction also pro-

hibits the unions involved from so-

liciting additional members in the

departments until the court rules

on the legality of the ban on un-

* *

ion membership.

\$150,000,000.

the walkout.

Page 3.)

This year's spring safety meetprograms in maritime. Joe Algina,

union would stand idly by if management tried to "team up with other agencies" to give seamen and other maritime workers "a bad come their reluctance in working time." This view was also affirmed Index still continues the practice by Joe Leonard, safety director of of lumping together unevaluated the International Longshoremen's illness and injury reports and chance to work together with statistics. Another speaker at the stevedores and ship operators in ship safety panel, W. Lyle Bull, exdealing with the safety problems ecutive vice-president of Ameri-

One aspect of the gathering that award for the best accident record followed the pattern of previous

LABOR ROUND-UP

no longer team up with other ger ship operators. (See story on of those present on the discredited accident data for maritime supplied by the National Safety ing also marked the first time that Council, with which the Marine labor spokesmen were sharply in Section is affiliated, and by the evidence to urge a voice with man- Marine Index Bureau of New agement on accident prevention York. As noted on several occasions in the SEAFARERS LOG, Director, Seafarers Safety Depart- the NSC figures on maritime cover ment, spotlighted the issue for the a tiny handful of ships in the inaudience of shipping executives as dustry and seamen least of all. one of direct, mutual interest and Yet, oddly enough, at every gathering of the Marine Section, which He warned, however, that no 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 Association, who called for a projecting them as industry-wide can Export Lines, used the Marine Index figures to revive interest in the proposed Coast Guard "profilamong US dry cargo and passen- meetings was the reliance by many ing" system to impose loosely-defined physical and mental standards on merchant seamen. (See story on Page 2.)

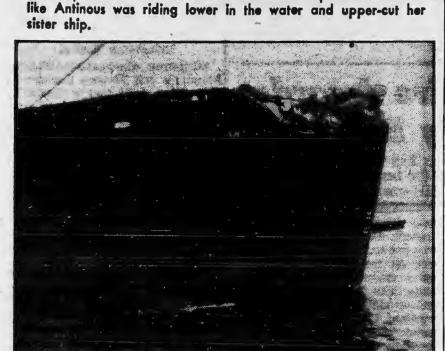
Bull also dealt with "the mutuality of interest between the industry and the unions" in promoting ship safety, and went on to rap "racketeering lawyers" Workers of America have informed mediate meetings be set up. Offi- while making no distinction bethe men's clothing industry that cers of the actors' union said that tween valid and so-called "fake" they intend to stand pat on their "sporadic negotiations will not end claims under the Jones Act. Howdemand for a 25-cent-an-hour the strike." Movie producers have ever he did pointedly blame manboost covering increased wages failed to carry out a promise to agement for not taking "ambu-"let you know when we are ready lance-chasers" into court instead



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, ments of red paint which they Capt. Williams noted that "the believe may have been scraped crews, when properly approached from the offending ship as it and made part of the team will not only cooperate but go out of Coast Guard investigators have their way in the matter of safe-

He criticized situations where



When Hastings (top) ran into Antinous (bottom) this was the

result—two gashed bows. Nobody was injured as the two Water-

man ships collided with each other in Houston ship channel. Looks

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 which took place in fog, caused

New Orleans. The mishap, considerable damage to both vessels, but fortunately there were no injuries reported.

crewed up and there are chances 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 During the last period the fol- before, the tanker Esso Chester lowing ships paid off: Longview put the Bienville of Waterman's Victory (Victory); Emilia, Mae, affiliate, Sea-Land Services, Inc., out of commission. The Chester, ore Feltore (Marven); Bethtex, in ramming the Bienville, damaged Santore (Ore); and Portmar, Beth- its unloading crane. As a result, the regular coastwise service of The signons were Carolyn (Bull); Sea-Land into New Orleans had to

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 BALTIMORE—Shipping has im- clear port shortly. The Hastings, the cases of 51 workers who were channel. proved over the last two-week which apparently took the brunt period with more men shipping of the damage, went into drydock than registered, and affairs in the for repairs that will take at least port are in pretty good shape. two weeks. When the ship is ready to sail, it will go into the Great

Amalgamated Clothing tions, and have demanded that impresent contract expires next to resume" negotiations, they of making "lush" settlements. 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

NEW YORK-The Coast Guard, Packinghouse Workers strike 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, at the dock. She is expected to take up other matters, including Staten Island, near the Arthur Kill

> According to investigators, the the firm's plants at Albert Lea, "runaway" ship caused damage to Minn., and Cedar Rapids, Iowa, six barges, sank a small tug boat plus considering the cases of other and almost wrecked a floating derrick.

\$1,000 Reward Offered

An executive of the firm which owns one of the four barges said he port the accident. A \$1,000 reward has been offered by the firm for information which will enable it to

Police have found some frag-

come up with clues that reveal the ty." ship in question had to be of very shallow draft — perhaps a small training is wasted after a seaman ship which may have been empty moves from one company to anat the time of the accident. This other and "is considered a trouble Some 14,000 members of the conclusion rules out the possibility maker or told to mind his own Screen Actors Guild, on strike that a tanker or other large ship business" if he points out an unagainst eight major film studios was involved. Tankers and other safe condition on a vessel. He since March 7, have charged the large craft use the Arthur Kill lauded the LOG for "promoting

Future Rosy

During the last period four ships of another ship crewing up soon. Prospects for the forthcoming period are also fine.

Edith, Jean (Bull); Oremar, Marcoaster (Calmar).

Bethtex, Santore (Ore); Marore be suspended pending repairs. (Marven); Montego Sky (Eagle); Mount Shasta (American Tramp); and Bethcoaster (Calmar).

The following ships were intransit: 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).

was surprised the ship did not recollect damages.

plowed into one of the barges.

Association of Motion Picture Pro-channel, which is close to the safety to the union members at ducers with stalling on negotia-scene of the accident.

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 move toward switching from Amering to any proposal that they carry ment. their oil imports on American-flag

Meanwhile, Esso made another

months of waiting, the crews of the Pacific Explorer and Pacific Tide have finally received their back monies covering base wages, besides Esso, were Texaco, Socony, overtime and transportation. Next Gulf, and Standard of California. on the agenda is legal action aimed at obtaining unpaid allotments due Seafarers' dependents, for its support of the runaway 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).

John B. Waterman (Waterman); Liberian-flag tankers at the ex-Longview Victory (Victory Carr.) pense of an American-flag tanker and Fort Hoskins (Cities Service). fleet and American seamen.

closed out the subject after ican to foreign-flag tankers when all of the big international oil it petitioned for an increase in its companies, dutifully following Es- oil import allotments. The petition so's lead, filed statements object- was flatly rejected by the Govern-

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 Neces. 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, The companies have also rung in the State Department, long known flags, and other Government agencies in objecting to the proposal.

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

This would have the effect of immediately reviving the dwindling lowest number of such accidents US-flag tanker fleet, and requiring the transfer back to American reg- prize worth \$250 - a gift to be istry of considerable runaway-flag tonnage, plus the construction of new ships in American yards.

The oil companies' opposition results from their desire to carry In transit: Alcoa Ranger (Alcoa); their oil on tax-free, low-wage

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.

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 tal operating expenses of lines unbrings to three the number of SIU-contracted shipping firms der subsidy contract-including dewhich offer such awards for

will be placed in the ship's fund used on the tile in front of the of vessels which have the longest galley range and on the laundry continuous number of days with- floors. The tape, which comes in out a lost time accident, or for the various widths, is water-and-steamduring the calendar year. A grand sure-sensitive tape for marking obchosen by the crew-goes to the vessel having 500 continuous days without a lost-time accident.

Safety Ideas

weeks report that several good ship's crews, respectively.

ideas came out of these safety dis-According to a Bull Line cussions. One suggestion was that pressure-sensitive non-skid tape be repellent. The use of another presstructions (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 Bull Line safety representatives awards are Alcoa and Isthmian who has visited several of the Lines, which give movie projectors firm's vessels during the past few and a \$250 cash award to winning

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, toperciation and overhead—were \$712,607,165, explaining that of this amount subsidies payable were \$139,770,672-or 19.6 percent of the

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."

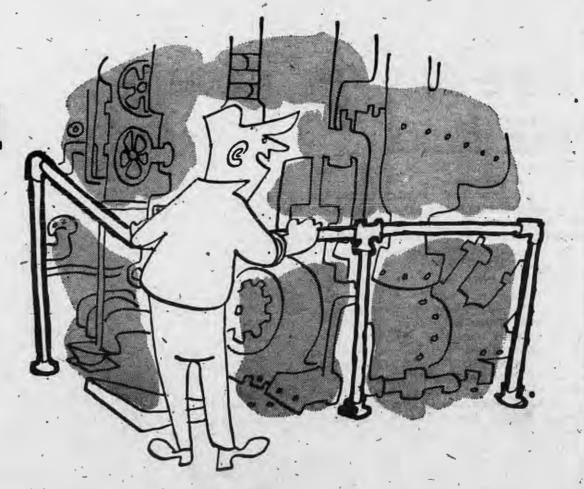


Handy Object - A Guard Rail

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

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 Sociai Security benefici-

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 careabout 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 nonhospitalized 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

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 extre 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 Service men from having a union Part of the formula is that Coltanker 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 position group in the Association 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 association's membership. Other the union would not be able to get data about his irregular mode a decent contract without the sup- of operation have been turned up port of an international union. Fol- in examination of financial records lowing the membership's decision, which Collins was compelled to 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-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

Discuss Status

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.

Collins had enjoyed full control of the Esso fleet since 1940 through the old Esso Tanker Men's Association. But in 1958, an opgained 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 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 containted," ruling that Esso Seamen's ducted through a single office, with Collins as the sole full-time shoreside representative, and negotiator. | terman), were in-transits.

Esso fleet by John Collins, of their own choosing. The ef- lins never goes on the ballot to professional promoter of so-called fort collapsed and Cities Service be voted on by the memberships "independent associations" in the men subsequently won an SIU con- 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'seas); Almena (Clover); Interocean (Interocean); Northwestern Victory, Couer D'Alene Victory (Victory Carriers).

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

The Massmar, Kenmar and Seamar (Calmar) and Chocktaw (Wa-

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 | Thomas Maley, messman: This is northern climate because I'm from a great question for me because



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 condition-

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

ing 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 can-

vas 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 problem, its get- surrounding air.

of Bermuda shorts just waiting for come that much more uncomforthe hot sun.



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 need the shade.

practically always thin and I don't

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 South and have hot in the galley always enjoyed so I drink warm the warmest of beverages to keep climates. Keep- my body equal ing cool is not my with that of the



Cold drinks ting warm up should be avoided when the weathhere in New er is really hot. It only makes you York. By the way, I have two pairs perspire twice as much and you betable.





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 allowed to continue carrying cargo the rails stems from the shipin 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 riyal 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

EVERY SUNDAY

DIRECT VOICE

BROADCAST

"THE VOICE

To Ships in Atlantic

South American

European Waters

• WFK-j9, 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

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

Meanwhile, MTD Round-the-World

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

WCO-13020 KCs Europe and No. America WCO-14908.8 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 81-11037.5 Northwest Pacific

Broadcasts

continue . . .

of the

at a loss in competing with the ping industry's and the unions' water carriers, the near-extinct charges of ICC-railroad collusion 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. Twentyone 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 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.

ast 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,

from going ashore.

from several other vessels, and riers, the shipping firm, that cablegrams informed them that court orders on wage payments are money was available for allot- none had been received. expected momentarily on the re- ments and draws. But things start-

Upon arriving in Port Said, the Valiant Faith was slapped with a lien for \$36,000 worth of bunkers 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

The Valiant Faith left Norfolk

the crew had been restricted

maining bankrupt ships.

January 16 with a load of grain men scurrying to send messages Meanwhile, payments are for India. At the time the crew home to see if their dependents' going out on wages due Seafarers had assurances from Ocean Car- allotments had arrived. Returned

> After the ship arrived at Port ed when the vessel hit Ceuta, Said, repatriation arrangements Spanish Morroco, for bunkers. The were made by the Union through crew had been advised that mail the State Department.

from home awaited them upon ar- It was useless for the crew to previously received. Word of the rival at the port. But there was attempt to place a lien on the ship none. Three days later, one man as long as it was in an Egyptian got a letter from a source other port. However, the vessel is subthan the shipping company. In it ject to lien should it hit any US he was informed by his wife that port. The Union is making arshe had not received her allotment rangements to have the crew sent check. This news sent other crew- 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 Dissupplied the Government with in- cross-examine their accusers. formation about the men's ties to

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

trict Court. The ruling came workers was unconstitutional. The about because of the refusal court based its ruling on the use of of the Coast Guard and the admin- anonymous accusers and informants istration to confront the screened which it said denied the accused seamen with witnesses who had seamen the right to confront and

In October, 1956, the Coast Guard the Communist Party and allied apparently gave up its stand of retaining the screened seamen and 41/2 year dispute between 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 now idle or laid up under non- "Group 1" seniority rights in the Communist flags, according to a NMU hiring halls. Fourteen seacurrent marine brokerage survey. men are effected by the latest

The effect of the ruling is to gross tons now laid up in reserve compel seamen's unions to register. men who were screened off the Another survey made last June ships, because of the refusal of the showed that 447 privately owned Government to come forth with tankships totalling 6,466,629 tons witnesses as to the Communist were idled because of lack of Party associations of the men involved: which was the same was the same of the same of

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 organizations. on Alcoa ships because, as he puts it, "I had very fine shipmates—and it's a good company to sail ander Bicks, handed down the deciwith." And, speaking of shipmates, Seafarer Immel sion that apparently will end a their seamen's papers. The Coast 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 Kopenhagen . . . 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 Kopenhagen, 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 classi-



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

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

Idle Tankers? Plenty Of 'Em

There are 361 privately owned tankers-totalling 5,868,514 tons This sum does not include 61 US findings. Government tankers of 1,006,052 fleets, the survey noted;

cargoes. What

MARITIME

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 whatthey 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 ail 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 perogative 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 acci-

"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, rhubarbs 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

"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.

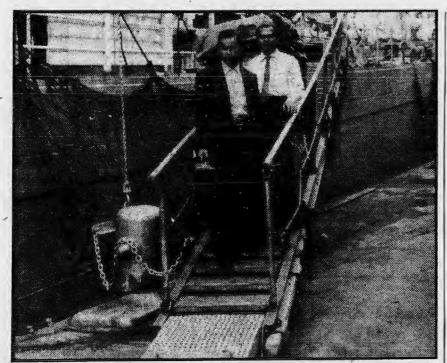
. . Committee representatives visit various vessels and discuss with the officers the problems arising in connection with shipboard accident prevention. We are happy to say that our fears of these representatives stirring up resentment among the officers were groundless and they are helpful to the ship's 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 "phoney", 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 perileus route which must be taken by crew. Jim Ward, OS, secures ladder.

Sidelights On Safety Meeting

tion 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 new winches and special antimakes it possible for a vessel moving at full speed to return to the exact spot where someone has safety factor but really is a means 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

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 "the unions" because they must be "plaglarizing" his stuff.

to be taking hold is the use of dents and injuries previously unactivated from the bridge flash a resented lost-time misnaps of any and other industries.

shift course.

So-called "safety problems" are not always what they seem. Use of corrective coatings by some tanker fleets is talked about as an added companies save both ways, according to the remarks of an Esso. point out the virtues of the sys- slides.

Interest at the ship operators' | bright arrow in the proper direc- | tem-Esso pays very little OT. session of last week's Marine Sec- tion when a vessel is about to Instead, Esso, Socony and some other tanker fleets have contracts negotiated by John J. Collins, promoter of "independent" asso-

> The joint luncheon of the Marine Section and Propeller Club that closed out the spring convention of reducing manning scales. The was a "bubbly" affair homoring the commander of the Military Sea Transportation Service, Vice Adspokesman-echoed by officials miral Roy A. Gano. Using typical from Socony. When some listeners | Madison Avenue advertising techquestioned the overtime problem, nique, the guest of honor plugged the Esso speaker was quick to MSTS with slogans and lantern-

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 de-

tailed analysis covering accident information supplied by consequence. SIU - contracted companies last year.

Labor, management and Govcame to the rescue of the floun- dealing with safety, particularly it is a continuing relation covering dering MIB spokesman, urging ship safety, indicated keen inter-him to stop sending anything to est in the findings noted in the report, the first of its kind issued by the department.

Much of the data deals with spe-

This proportion has remained fixed for more than two years regardless of the number of acciernment officials and agencies dents reported, and indicates that and claims costs.

One other aspect of the report was its finding that older, experi-A safety innovation that appears cific details about shipboard acci- enced professional seamen, in proportion to their numbers in the directional signal lights to indi-cate ship turns. Similar to the 971 accidents reported by the familiar directional devices used companies to the department dur- ly to be helpful in weakening bias on automobiles, these light signals ing 1959, only one out of three rep- against older workers in maritime

Sea Law Meeting Stalemated

GENEVA-Little progress has been made at the current United Nations Conference on the Law of the Sea, which has seen the United States and Britain opposing a Canadian move to establish a new 12-mile boundary on territorial waters.

Under the Canadian plan, a+ nation would have exclusive | fishing industry in the Pacific and by an international law, which canfishing rights for 12 miles be- the jobs of the Union's 2,000 memyond its shores instead of the three-mile limit now in operation.

Were the Canadian proposal accepted, claims The Alaska Fishermen's Union, an affiliate of the SIUNA, the traditional rights of American fishermen off the coast viously. of Canada would be nullified and the future of the American salmon

N' Orleans Busy; Slow Time Ahead

NEW ORLEANS - The employment situation here was steady during the last period as six ships -two of which were supertankers -signed up crews and 21 vessels called for servicing, reports Lindsey Williams, agent. A slight slackening in the number of jobs is forecast for the next period, he added.

The supertankers National Defender (National Trans.) and Transeastern (Transeastern) called for crews at this port and loaded grain for Uruguay. The Atlas (Tankers & Tramps), another supertanker, Downturn was serviced en-route on a coastwise run. In all there were 21 ships in-transit.

Statistics For Period

Nine payoffs were registered during the last period. These were: Del Santos, Del Sud (Miss.): Lueile Bloomfield, Margaret Brown (Bloomfield); Steel Age (Isthcian); Antinous, Hastings, La Salle, De Soto (Waterman).

In addition to the Transeastern and National Defender, the Del Sud (Miss.) signed on crews.

Serviced in transit: Alcoa Roamer, Alcoa Clipper, Alcoa Puritan, Alcoa Ranger, Alcoa Corsair (Alcoa); Seatrain Savannah, Seatrain New York, Seatrain Texas (Seatrain); Lucile Bloomfield (Bloomfield); Steel Voyager, Steel Navigator, Steel Age (Isthmian); Gateway City (Sea-Land); Monarch of the Seas, John B. Waterman and Claiborne (Waterman); National Defender (National Trans.); Atlas (Tankers & Tramps); Ocean Ulla (M'time O'seas) and Longview Victory (Victory).

bers would be jeopardized.

Both America and Britain are fighting for a "six-plus-six" rule, which would allow foreign vessels to fish in the outer six miles if they had regular fished there pre-

The Canadian delegate said that the American reservation would only benefit 15 nations and its effect "would not be to reconcile conflicting fishing interests of states upon a basis of equality but to confer special privileges as part of international law."

Second Canadian Attempt

Canada attempted to get a 12mile rule adopted at a similar conference last year, but was unsuccessful. The Canadians concede that if they can't pressure the matter through this time, they probably never will.

The Alaska Fishermen's Union position was stated by their secretary-treasurer George Johansen, who declared that problems involving fisheries cannot be solved

SAN FRANCISCO - Shipping has been pretty good during the last period with nine ships serviced in transit, one for a payoff and one for a sign on. But prospects don't look particularly good for the forthcoming period, warns Port Agent Walt Sibley.

During the last period, the Choctaw (Waterman) paid off, the Natalie (Intercontinental) signed on, the Steel King, Steel Fabricator, Steel Flyer (Isthmian); Massmar, Yorkmar (Calmar); Madaket, Iberville (Waterman); Erna Elizabeth (Albatross); and Northwestern Victory (Victory) were serviced in

Type Minutes When Possible

In order to assure accurate digests of shipboard meetings in the LOG, it is desirable that the reports of shipboard meetings be typed if at all possible.

not fit local conditions, but must be dealt with in respect to the individual nature of any controversy.

Anti-Union aw Upheld Canada

OTTAWA, Ont .- The Government of Canada has refused to disallow the anti-union legislation outlawing the Woodworkers Union which was passed a year ago by the Newfoundland House of Assembly, said President Claude Jodoin of the Canadian Labor Congress.

Under Canadian law, the Federal government can, in effect, set aside legislation passed in any of the provinces if a national issue is at stake. It must, however, act on this within one year. The deadline for the Newfoundland laws was March 16, but no action was taken on it by Prime Minister John Diefenbaker. The legislation in question was aimed at banning the Woodworkers in the province because of a strike by some 6,500 loggers against two paper firms over higher wages and better living conditions in the woods. In its place, the province set up a governmentsponsored "union" to break the

The Canadian Labor Congress referred the bill to the International Labor Organization on the ground that it constituted a violation of the rights of freedom of association and of organization, reported the CLC official. Jodoin also stated that after a year of delay by the federal government, the CLC made an appeal directly to Prime Minister Diefenbaker. The appeal was acknowledged, he said, but nothing ever was done about it.

Jodoin also said that his organization believes that the ILO will not absolve the Canadian Government of its responsibility in seeing the right to organize and freedom of association "are protected in all parts of Canada."

Sampan Hitch Hosts Newsmen



Newsreel photog aboard the SIU-contracted Sampon Hitch shoots a few frames of Seafarer Rudy De Boissiere. Other members of the press corps were aboard to observe the launching of a Palaris missile from another ship. Other picture on page 1.

Report 13c Hourly Wage In Non-Union Lumbering

PORTLAND, Oregon-Some pulpwood workers in the Southern states make as little as 13 cents an hour, it was disclosed by the International Woodworkers of America, as the result of a study con-

ducted by one of the union's saw takes home \$29 a month after organizers.

and notarized affadavits—gathered home \$50 a month. That comes by J. C. Garvin, an organizer for to 13 cents and 35 cents an hour, the union's Southern States Region | respectively for the team. 5, showed that workers are falling, loading and hauling plywood in hours a day, five days a week for a net monthly income of about they receive insurance, other benefits or paid holidays, unemployment insurance or workmen's compensation. Most of the cutters stay on public relief in order to support their families.

A typical example of how workmen are retained for their services involves teams which work piecemeal for International Paper Co. One man, who uses his own power southern wood workers.

paying his helper and deducting Statistics—along with signed actual expenses. The helper brings

Workers may not organize against large pulp companies be-Mississippi for as little as 13 cents cause they work for individuals an hour. Some of the workers in classified by the companies as "in the state toil for an average of 10 dependent contractors"-though they have no actual contract. The contractor sells to a dealer or \$75-or 35 cents per hour. They agent who is acting for the pulp are not paid any overtime, nor do mills, thereby separating the workers from the companies, and leaving the "independent contractor" in the middle.

IWA members were asked to contact their Congresmen and Senators and request the repeal of the section of the Fair Labor Standards Act which supplies the loophole now largely responsible for the standards of income for

Chairman, Wm. Brightwell; Secretary, T. J. Hoar. One man started beef with ship's delegate in Aquadilla. Left ship just before sailing. Ship's fund \$5.60. New lockers are needed in some foc'sles. The messhall needs painting. Vote of thanks to steward dept

MAXTON (Marine Carriers), Feb. 21 —Chairman, E. J. Riviere; Secretary, M. F. Kramer. Letters are posted in messhall regarding American money. Declare all you have before entering port. No major beefs. \$4 in ship's fund. Ship's delegate—R. O'Noack.

SEAMAR (Calmar), Jan. 17—Chairman, John R. Marshall; Secretary, A. Szmir. No beefs. Everything running running smoothly.

CHOCTAW (Waterman), March 19— Chairman, John Der; Secretary, J. O'Rourke. \$17.70 in the ship's fund. Payoff in Bay area. Talked to radio operator concerning operating his ham set. Fresh milk should be divided between topside and crew. Suggest that ship's delegate see patrolman regarding longshoremen in house regarding longsboremen in while ship is in Far East. Pump on washing machine needs fixing.

DEL CAMPO (Mississippi), Feb. 21-DEL CAMPO (Mississippi), Feb. 21—Chairman, Bro. Levine; Secretary, Munma. Lee Snoodglass elected ship's delegate. Retiring delegate given vote of thanks. It was asked that shoresiders be kept out of crews' quarters and pantry. Everyone must cooperate to accomplish this. All repairs of last trip were done and everything is running smoothly. 88.50 in ship's fund.

STREL SEAFAREE (letherlan), March & Chairman, Edward Blass

Secretary, Dick Grant. Everything running smoothly. Ship in good order

PANDORA (Epithany) March 6-hairman, Luke Wymbs; Secretar R. Mitchell, Captain had no American money after last draw in Egypt and crew had to accept fereign money. Beefs which cannot be settled, will be presented to patrollman at payoff. Crew advised to keep rooms locked

Digest Of SIU Ship Meetings

in Casablanca. A couple of men were sent to the doctor in Egypt—one had sent to the doctor in Egypt—one had to have an appendicitis operation. It is suggested that a ship's fund be started. A discussion was held regarding abortages in slopehest. A vote of thanks to the ship's delegate who, in turn, appreciates cooperation of departmental delegates.

COS VICTORY (Victory Carriers), Feb. 29—Chairman, L. A. Clamboth Secretary, H. Krehn. A cellection was

made for the TV which cost \$73.45.
There is a balance of \$40 which will be contributed to at payoff. Some badly-needed work is being done. The crew mentioned that the ship was given very good service by Marty Breithoff at San Francisco and by Trad Babbayeth and Harvey Mesford. at Seattle, but were handicapped by men not wanting to make this trip and only go to Japan. Ship's delegate has done a good job and is to be com-mended. Very good crew and excel-

FORT HOSKINS (Cities Service), March 8—Chairman, John Seitiling; Secretary, C. Hurlbort, \$4.82 in ship's fund. It is requested that the crew fund. It is requested that the crew not give beefa directly to patrolman at payoff. This is the duty of the ship's delegate.

ROBIN TRENT (Robin), March 6-ROBIN TRENT (Robin), March 6—Chairman, R. Boles; Secretary, W. Rhones. George Dakis elected ship's delegate. Steward requests that all extra linen be returned. It was suggested that a token gift be donated to ship's hand for union business, etc. One brother loaned \$5 for ship's books and membership agreed to pay him back from ship's fund on first draw. No beefs.

MORNING LIGHT (Waterman), March MORNING LIGHT (Waterman), March Chairman, E. Balea; Secretary, John Munnerlynn, Acting ship's delegate, E. Bates reported that a few breafs were discussed and settled with the captain. Everyone's exeparation is asked to help keep pantry and mess room clean. A vote of thanks is entended to the steward and his department for job well done. Craw is very happy on this chip and pend their heat regards to everyone at headquarters. Schadulad to arrive in New York April 4th, weather permitting.

OCEAN EVA (Maritime Oversees), terch 3—Chairman, C. A. Cellins March 3—Chairman, C. A. Calling Socratary, J. J. Dayle. Two men were paid off in Europe. Repair list to be made up, some not done from last trip. Ship's fund \$18. A discussion was held on last wage increase and majority feel it insufficient to meet

ALCOA RANGER (Alcoa), March 6-ALCOA RANGER (Alcea), March 6—Chairman, J. W. Mollis; Socretary, C. A. Crabtroe. A special meeting was held last trip to discuss the death of one brother shortly after leaving Puerto Rico. Autopsy revealed he died of natural causes. \$19.69 in ship's fund. A proposed amendment to the retirement program was discussed, signed by the members desiring to do so and will be submitted to negotiating committee.

ALCOA PENNANT (Alcoa), March
14—Chairman, T. Drabbins; Secretary,
O. C. Balley, Jr. A motion was made
for patrolman to investigate painting
of deck dept., and engine dept. heads
and showers. Please return cups to
pentry. R. was asked that garbage
chuic be used for garbage anly, not
paper and boxes. Meashall and pantry
meed painting and sougeeing.

HURRICAHH (Waterman), March 13
—Chairman, Jake Longfeller; Secretary, Rome Gelsselr. OT was turned in for restriction to ship in Norfolk.
Letter will be written to Union regarding no sailt in Norfolk. A new washing machine to be installed on next versige. Minor repair list to be turned ever to delegates.

Secretary, Bill Heater. \$19.27 in ship's fund. The patrolman will be asked about getting a clothes dryer. It was suggested that aluminum dasher be used in washing machine instead of plastic. It is requested that cups be placed in pantry sink; messhall be left clean; and pantry is to be left neat after night lunches.

17 5

dhe.

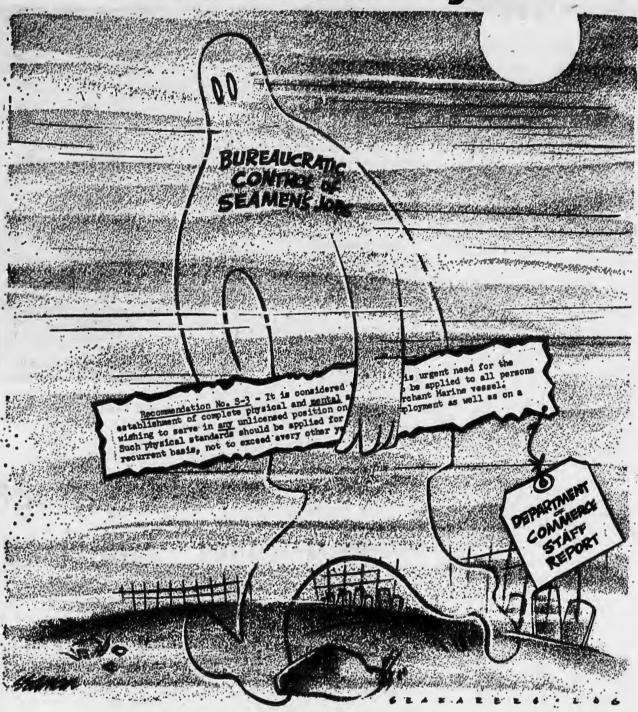
BARBARA FRIETCHIE (Liberty Mev. Co.), March 12 — Chairman, D. L. Parker; Secretary, C. Mirchell. The captain will take care of all mail in the canal. Each dept. delegate will take care of his department's mail. \$13.57 in ship's fund. Frank Seeman was elected ship's reporter. Brother Carlos is to be retained as hip's treasurer. It is requested that everyone cooperate in keeping recreation room and peniry clean.

KISKA (Waterman), March 12— Chairman, Thomas Lowe; Secretary, J. H. Fisher. Men are getting off ship to get a supplementary on wage and OT increase. Replacements were called for on March 11. A debate was

STEEL ROVER (Islamian), Fob. 12—Chairman, Bob Sipery; Secretary, E. Ott. John Nash was elected new ship's delegate. It is requested that laundry room be kept clean and to check all bunk springs. Each member is to contribute \$3 to purchase new TV and for ship's fund.

DEBARDELEBEN MARINE NO. 1 (Tampa Merice Co.), Merch 18—Chair-men, Devisy Secretary, Emerick. Of its disputed in each department. Vete-of thanks for ship and deck delegated for the job handling beefs. during pares.

'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 electire 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 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 in all classes shipped in the deck are civilians, working for privately-owned shipping compa- department, 35 in the engine de-

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 present study group-will build 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 Said as well as the blacklisting of
International Transport Work- Scandinavian ships. ers Federation reports that a meet-

Shipping At Texas Port Rated High

well for the next period.

During the past period four from carrying cargo to Arab ports. ships paid off, three ships signedon and twenty-seven were serviced record for free passage for ships in transit. There was an OT dis- of all nations through the Suez pute on the Penn Challenger but Canal as per a long-standing intion of all.

can Tramping); Fort Hoskins, Norfolk, Miami, Royal Oak, Chiwawa violations. (Cities Service); Del Norte, Del train N.J., Seatrain Ga. (Seatrain);
Suzanne, Mae (Bull); The Cabins
(Tayas City), Taken City (Texas City); John B. Waterman, Hastings, Antinous (Waterman);
Lucile Bloomfield (Bloomfield): Lucile Bloomfield (Bloomfield); Debardeleban Marine I (Debardeleban); Norfolk, Miami, Royal 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 partment and 27 steward depart ment 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 (Lye) 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.

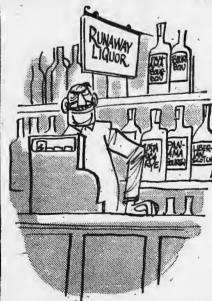
The Inge Toft was held up for ing of Danish, Finnish, Norwegian nine months at Port Said and reand Swedish seamen's representa- fused passage through the Suez tives in Gothenberg protested the Canal because it had Israeli cargo detention of the Inge Toft at Port on board. The ship was released only after 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, HOUSTON - Shipping in the The group sent a protest to Presiport of Houston has been good in dent Nasser of the United Arab all departments during the past Republic and has also called upon two-week period and indications the United Nations to assure that are that it will continue to run Scandinavian vessels are not delayed at the Canal or blacklisted

The United Nations has been on it is being settled to the satisfac- ternational agreement dating back to the 19th century. However, Paying off during the last Egypt has refused to abide by inperiod were: Penn Challenger, ternational agreements on this Penn Vanguard (Penn); Seagarden score, as well as blacklisting large (Peninsular); Steel Age (Isthmian); numbers of ships, American-flag and Margaret Brown (Bloomfield). and others, for trading with Israel. Serviced in transit were: Bien- Up until now, the United Nations ville, Gateway City, Beauregard secretary-general has been unable (Pan Atlantic); Steel Navigator to persuade the Egyptians to alter (Isthmian); Mount Evans (Ameri- their stand and the UN has been powerless to retaliate against the

First it was runaway ships when many shipowners switched flags to Oak, Chiwawa (Cities Service); beat American wages, taxes and Thetis (Rye) Denton (Penn); and regulations. New, the fever has spread to the very beverages we drink. Kentucky bourbon, long famous for its bouquet,-and kickswill 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.

SEAFARERS IN DRYDOCK

Among Seafarers are laid up in the USPHS hospital in Staten Island, reports welfare representative Jeff Gillette, are D. M. Alvino, C. W. Beard, J. D. Escobar, F. N. Lambert, Carlos Pietrantori and F. Quintayo.

Aivino, who last shipped on the deck department of the Captain Nicholas Sitinas, was hospitalized with a double hernia and will be undergoing treatment for some time.

Beard, a member of the black gang on the Steel Seafarer during his most recent voyage, has a liver ailment but is making good









Frederick Leeds Charles Locke George R. Lucas Robert McCorkel Deistderius Z. Nagy John E. Nordstrom Mack. Singleton

Mack B. Singleton Jose Soares

Samuel Tate

Alvino

Escobar

Lambert

progress, and expects to be back with his buddies in the near future. Escobar, who was on the Alcoa Patriot his last time out, was hospitalized with back injuries sustained when lifting heavy equipment in the engine room. He is recovering slowly.

Lambert shipped in the engine department of the Beatrice on his last voyage. He was stricken with kidney stones and is making fair progress. Brother Pietrantoni off the Ines, was treated for cataracts and is making slow progress recuperating from the operation. Brother Quintayo who last sailed as a steward on the Steel Rover, injured his jaw, but is making good progress and should be back to work soon. Also in Staten Island in serious condition is William J. "Chubby" Morris.

Seafarers on the beach or off their ships on shore leave should take time out to visit their buddies in the hospital. A visit from shipmates is always appreciated by Seafarers cooped up in a hospi-

USPHS HOSPITAL STATEN ISLAND, NEW YORK
Oscar J. Adams
Daniel M. Alvino
Conway W. Beard
George E. Berry
Thomas Lauer
Thomas R. Lehay Joseph Blake Arthur J. Camara James R. Egan Ramose N. Elliott A. N. Fernandez Thomas Heggarty Juan Hernandez

Thomas Lauer Thomas R. Lehay James M. Mac Crea J. Olabarrieta Carl Pietrantoni Felipe Quintayo Warren W. Smith William A. Turk Tadashi Yatogo USPHS HOSPITAL

MANHATTAN BEACH BROOKLYN, NEW YORK John Joseph Hazel Joseph J. Bass Matthew Bruno
Gregorio Caraballo
Leo V. Carreon
Wade Chandler
Bart E. Guranick

Joseph A. Joseph Naze.
William D. Kenny
Henry E. Smith
Almer S. Vickers
R. E. Waterfield
Pon P. Wing USPHS HOSPITAL

NORFOLK, VIRGINIA Rufino Camantique Steven E. Purifoy Henning Bjork J. W. Blankenship H. H. Broughon Henri Robin Dennis Cahoon James E. Rogers
US SOLDIERS HOME HOSPITAL
WASHINGTON 25, DC

Wm. H. Thomson USPHS HOSPITAL SAN FRANCISCO, CALIF...

Michael G. Brown Howard J. Watts

Edw. H. Huizenga David L. Williams

Lloyd J. Thomas

USPHS HOSPITAL SEATTLE, WASHINGTON Sam Bowser
Arthur W. Brown
Edw. E. Edinger
George B. Little
22mes C. Mitchell
Anthony. Petrillo Cecil M. Gray Wilson H. Deal
SEASIDE MEMORIAL HOSPITAL
LONG BEACH, CALIF.
Howard C. Oberg William W. Walker
USPHS HOSPITAL FORT WORTH, TEXAS

Bozo G. Zelencic
Peter W. Sotire
Max Olson

Beorge Doherty
B. F. Deibler
Richard B. Appleby Woodrow Meyers STATEN ISLAND, NEW YORK

A. B. Gutierrez Thomas Isaksen TRIBORO HOSPITAL PARSONS BLVD. & 82 DRIVE JAMAICA 32, LONG ISLAND James Russell

VA HOSPITAL KECOUGHTAN, VIRGINIA

VA HOSPITAL KERRVILLE, TEXAS Willard T. Cabill

USPHS HOSPITAL BALTIMORE, MARYLAND E. A. Ainsworth Ricardo Armesto Ben L. Bone Joseph Booker
Arthur E. Brunell
John De Vaux
Ollie English
Grange Formet George Forrest Gorman T. Glaze George Graham Jesse V. Grimes William Kirby

Frank Taylor Edward P. Trainer John Yuknas William E. Lane VA HOSPITAL BALTIMORE, MARYLAND

Maurice F. Flynn
USPHS HOSPITAL
BRIGHTON, MASS.
BRIGHTON, MASS.
Tommy E. Lanphear GALVESTON, TEXAS

Downer Robert E. Pickett

Kersey Denis Skoukas

Meyers Bobby Stalsworth Pierce E, Downer Gerald L. Kersey Henry P. Meyers

Charles R. Young A. Phillippille USPHS HOSPITAL SAVANNAH, GEORGIA

Reamer C. Grimes Ernest H. Webb Louis Cevette
MT. WILSON STATE HOSPITAL
BALTIMORE, MARYLAND

George Davis USPHS HOSPITAL USPHS HUSPITAL
NEW ORLEANS, LA.
Carleton Amundson Kenneth King
Thomas E. Andrews Norman W. Kirk
Accurso Bonti Edward Knapp Accurso Bonti Grady K. Brown Accurso Bonti
Grady K. Brown
Frederico Bucayan
Glenn B. Calhoun
Antonio Capo
Joseph A. Cave
Virgil L. Coash
Angele Pl'Angies
John W. Morris
John W. Morris Angelo D'Amico Donald Dambrino Aden Ezell George W. Flint Gerald Perdomo Benjamin D. Foster Eugene. G. Plahn Claude Fowler Hugh C. Randall Claude Fowler Ira W. Griggers Chas. Habighorst Willie Halladay

Rubin C. Noland Louis W. Peed Chas. R. Robinson Emile Roussell Trilby G. Safford Charles Saranthus Luther E. Wing Cleophas Wright Joseph Kamienski VA HOSPITAL

SEATARERS LON 675 Fourth Ave. Brooklyn 32, NY I would like to receive the SEAFARERS TOR e on your maning list. please put my non

SS Alice Brown: Not A Frown

To the Editor:

I will now take this oppordelegate on the SS Alice Brown this is one of the finest crews I have ever had the privilege to represent

The deck - department is headed by Frenchy Fruge, who sails out of Houston and he has a top-notch crew of real sailors. They are busy all the time getting their department in good shape.

The steward department is headed by good old Bill Thompson, who also comes from Houston, and he is constantly trying to please all hands. The chief cook is Frank Halem, and I mean he is a cook, as well as a meat-cutting and steak-frying wizard. He has the backing of every man on the vessel. The baker is Brown Huzar from New Orleans and he is forever trying out different little goodies to serve the crew at coffee time. The rest of the steward department are tip-top seamen

The black gang is unexcelled. We have a gang that's always trying to make things pleasant for their fellow crewmen. The 4 to 8 oiler is our barber and he keeps the entire crew's hair looking shipshape. His name is J. M. Brown and he is also the delegate. The officers are well liked by the entire crew and it is a pleasure to sail and be ship's delegate for such fine people.

Clyde L. Van Epps \$ \$ \$.

Mermaid Crew Wins Thanks

To the Editor:

I want to thank the Union and all members for the insurance and vacation pay benefits I received. If I may, I would also like to put a notice in the LOG to Captain Platt, and all members of the crew and officers of the Mermaid for their kind telegrams and thoughts at the time of my husband's death.

Mrs. Nadine K. MacDonnel

* * * Wants New **Shipping Rules** To the Editor:

The article by brother J. C. Steward in a recent issue of the LOG in which he proposed certain changes in our shipping rules is very timely. Now that our constitution will be changed to comply with the present labor laws, I wholly agree with him that our shipping rules should also be revised to fit the present trend in shipping. The extension of the 10-day limit to reclaim our jobs when our ship lays up should meet the approval with the membership as it is consistent with the basic principle of trade unions; job security.

Another system in our shipping rules which should be changed is the registration by groups. I believe we should register in the particular rating we intend to ship. We have many members who can ship only in one category rating and who find it hard to get out because they are beat by men who can throw in for any two or three jobs in his group. The system of registering only in one category rating will be more equitable and fairer for every member.

In the proposed new constitution, I believe, the clause where members are penalized by fines for missing the ship should be clarified and defined. If a man negligently or purposely misses

a ship, he should be penalized. But when a man is given time off by his department head and has the permission to catch the ship in the next port, I think this practice should be allowed, provided the run between the two ports is not longer than 24 hours and the department delegate is in accord with the arrangement made. I believe further, that the Union will not disapprove nor prohibit its own members from receiving breaks such as this. Time offs, though

Letters To

All letters to the editor for publication in the SEAFAR-ERS LOG must be signed by the writer. Names will be withheld upon request.

not in the contract, are a timehonored tradition of the seaman and when the only chance one has to obtain that time off is to join the ship in the next port. then, by all means, the Union should not disapprove nor discourage such practice. But for those who miss the ship without permission, particularly when they miss it in the last domestic port, causing the ship to sail short-handed, they should be penalized to the full extent of the rule.

The above suggestion will meet the approval of most of our members who cherish and appreciate any little time they can spend with their family. Those who have no family ties would not appreciate nor concur with the above suggestion and may even suggest that we should quit the sen to be with our family if we love them so much, but when we are given or can acquire the opportunity to be with them in between trips without harming anyone, and surely the Union is not being harmed in this instance, then we should be allowed this break in our jobs.

Juan Rueda

* * *

SIU Subs As **Modern Moses**

To the Editor:

· I wish to thank officers of our Seafarers International Union for the kindness and courtesies shown my wife and family while we were virtual political prisoners in Suez, Egypt.

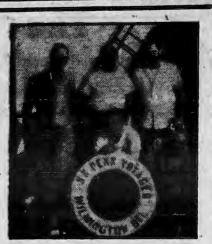
We, the crew, had just about decided to call upon Moses to lead us out, like he did the children of Israel, but when we got a message through to the SIU we were soon delivered and on our way home.

My wife and family wrote and told me what had been done, so I again say thank you and thank God for the SIU.

E. Z. Whittington 4 1

Messman Busy Scalping Pals To the Editor:

Enclosed is a photo of a few of the boys who seem to have been scalped . . . About a third of the crew has been so treated by our crew mess Pete Sealy, who is the only one with his hair in the picture. Some of the men who have been barberously barbered are, (L. to R.) standing: Terry McRaney, oiler; Douglas De Walt, OS; and Pete Sealy, crew mess; kneeling: Harold G. Werns, AB; Jesse



Williams, saloon mess; Meehan, bosun.

The crew of the Penn Voyager looks like it has been massacred . . . (It was a tough fight mom, but we won). Our ship is heading for Calcutta, India, and surely, before we get there, the barber will have scalped a good many more of the men, due to the hot weather.

The Penn Voyager arrived in Port Arthur on Feb. 20, 1960 and we had a few beefs, such as: no fans, no crew refrigerator, diputed OT, no cold water coming from the drinking fountain, etc. Mickey, the patrolman there, did a good job and got us all but the new cooling system for the ship. Our thanks to Mickey and Charlie Kimball for the good work they have

Harold G. Werns \$ \$ \$

-

61

4.4

17 1

Welfare Service Pleases Him

To the Editor: I want to thank the Seafarers International Union for the gracious, prompt, efficient way in which my retirement was handled and the timely delivery of my check every week.

L cannot begin to tell you of my deep appreciation.

Ralph A. Kirchner Sr. \$ \$ \$

Thanks Crew For Support To the Editor:

I wish to take this opportunity to thank the unlicensed members of the crew of the SS Penn Explorer who helped me in my recent trouble aboard the above-named ship.

I especially want to thank Brother Elmer A. Hancock, FWT, who was on my watch and whose testimony before the US Coast Guard cleared me of false charges preferre i against me by the chief engineer.

Again I want to thank the crew for the financial as well as moral support given to me at Gibraltar and also Newport News, Va.

It has been a pleasure to sail with a good militant crew and I hope (except for one bad apple in the barrel) to sail with. this fine crew again, sometime in the future.

> Amos Volsinet 1 \$

Seafarer Buys Jersey Bar

To the Editor:

This is to inform my fellow Seafarers that I am now landlocked for a while, having bought a bar in New Jersey recently. The name of the place is "Tabby and Joe's Bar and Grill." It's a combination of bar and state package store, and is open from 6 AM to 3 AM.

I sailed in the steward department in 1957 and would like to see any of my old sailing pals. The address is 268 Monroe Street, Passalc, NJ.

Joe Righetti

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

Seafarers Who Work On

Some members of the steward department on the Portmar are ft.

to r.) Leo Cronsohn, saloon mess; Henry Huzzie, B.R.; Joseph

Roberts, crew mess; Tem White, pantry; and James A. Ray, stew-

Food preparation staff on the Portmar takes a moment to pose

for a LOG photo. They are ft. to r.J. James A. Ray, chief steward;

M. M. Cutler, chief cook; Edward Gardon, baker; and Adrian

Portmar Food Chores

legion. There was the fellow from Mobile who decided to homestead eutside of Anchorage, Alaska, of all places; the electrician who runs and police administration.

a fregs' 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. L. Brown, who joined the Union back in 1950, Brown, also sails with the SIU has a different kind of occupation in the black gang.

The stories of the unusual today. He's chief investigator for the sheriff's department of Monroe County, Key West, Florida. when they go ashore are Brown's excellence at pelice work won him a scholarship to the Southern Police Institute at the University of Louisville, Kentucky, where he studied police science

> Brown's record as a Hawkshaw is such that he was voted the quistanding 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.

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 Seatrain 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 greenas 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 handolier of them to sling ever 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, vhen 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 . . that is the washing machine agi-

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,



Little Girl, Big Doll . . .



Little Iris Clariss, 31/2 years old, looks with astanishment at the lifesize 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 dall is on the left. Looks like Iris has got herself a companion.

LOG-A-RHYTHM:

The Living Sermon

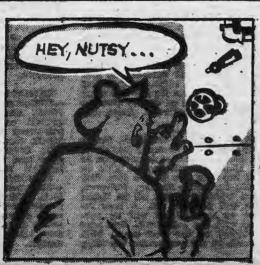
I'd rather see a sermon Than hear one, any day; I'd rather one would walk with me Than merely tell the way; The eye's a better pupil And more willing than the ear; Fine counsel is confusing But example's always clear; The best of all the preachers Are the men who live their creeds; For seeing good in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

Seafarers who are correcting 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.









Seafarer Has Kicks: Too Many Toothpicks

submitted to the Seafarers LOG by Seafarer Morris J. Danzey, currently on the SS Eagle Voyager.)

subject of fresh milk, and see what other members think of it . . . I know that it's a question that crops up pretty often aboard ship.

I think that a supply of 40 gallons of milk on sailing day is a small amount for a ship on this but he doesn't say anything about type of run.

month on this Persian Gulf run, either.

and we are at sea most of the time. I think that 40 gallons of milk is a pretty small item compared to the rest of the overhead of a tanker and think that others will agree with me that we should have I would like to bring up the 80 or 100 gallons of milk when we sail. As long as milk doesn't spoil, I don't see why we shouldn't be allowed more.

Our supply of milk didn't last three days after leaving Sasebo. The Captain squawks about milk putting on a five year supply of We are now on our eleventh toothpicks—and there are no grits,

SHIPBOARD SKETCHES

by Ben Graham



"I bet you forgot my case of coke . . ."

SIU HALL DIRECTORY

SIU, A&G District

SECRETARY-TREASURER
Paul Hall
ASST. SECRETARY-TREASURERS W. Hail, Deck C. Simmons, Eng.
E. Mooney, Std. J. Volpian, Joint
HEADQUARTERS... 675 4th Ave., Bklyn. BALTIMORE 1216 E. Baltimore St. Earl Sheppard, Agent EAstern 7-4900

Richmond 2-0140 .1 South Lawrence St. HEmlock 2-1754 MOBILE Louis Neira, Agent NEW ORLEANS 523 Bienville St. Lindsey Williams, Agent Tulane 8626 NEW YORK..... 675 4th Ave., Brooklyn HYacinth 9-6600 .416 Coiley Ave.

Paul Gonsorchik, Acting Agent
MAdison 7-1083 PHILADELPHIA.. S. Cardullo, Agent337 Market St. Market 7-1635 SAN FRANCISCO...... 450 Harrison St. Walter Sibley, Agent Douglas 2-4401 SANTURCE, PR 1313 Fernandez Juncos, Stop 20 Keith Terpe, Hq. Rep. Phone 2-5996

WILMINGTON, Calif 505 Marine Ave Reed Humphries, Agent Terminal 4-2528

SUP

• • • • • • • • • • • • • • • • • • • •	
HONOLULU 51 South N	limitz Highway
r	PHone 502-777
NEW ORLEANS 52:	Bienville St.
	Jackson 5-7428
NEW YORK 675 4th	Ave., Brookiyn
. I	Yacinth 9-6605
PORTLAND	1 SW Clay St.
	CApitol 3-4336
SAN FRANCISCO 4	60 Harrison St.
	Douglas 2-8363
SEATTLE	2505 1st Ave.
'	Main 2-0290
WILMINGTON 505	Marine Ave.
7	erminal 5-6617

MC&S

MONOLULU... 51 South Nimitz Highway PHone 5-1714 MEW ORLEANS 538 Bienville St. RAMOND 7-428

	75 4th Ave., Brooklyn
PORTLAND	HYacinth 9-6600211 SW Clay St.
	CApitol 7-3222 350 Fremont St.
	2505 - 1st Ave.
WIT MINCTON	MAin 3-0088505 Marine Ave.
	TErminal 4-8538
C	- D'

Great Lakes District

CLEVELAND1420 W. 25 St. MAin 1-0147 FRANKFORT, Mich. PO Box 287 ELgin 7-2441

Canadian District

Canadian District
FORT WILLIAM 408 Simpson St.
Ontario Phone: 3-3221 HALIFAX N.S128½ Hollis St.
Phone 3-8911
MONTREAL634 St. James St. West
Weton 9 01C1
QUEBEC44 Sault-au-Matelot
Quebeo T Afentaine 2 1800
Quebee LAfontaine 3-1569 THOROLD, Ontario52 St. David St.
THURULD, Untario52 St. David St.
CAnal 7-5212
TORONTO, Ontario272 King St. E.
EMpire 4-5719
ST. JOHN, NB177 Prince William St.
VANCOUVER, BC
VANCOUVER, BC 298 Main St

. MFOW
BALTIMORE 1216 East Baltimore St.
HONOLULU 56 North Nimitz Highway
NEW ORLEANS523 Bienville St.
MAgnolia 0404 WEW YORK130 Greenwich St
ORTLAND522 NW Everett St.
AN FRANCISCO 240 Second St.
DOuglas 2-4592 AN PEDRO 296 West 7th St.
EATTLE2333 Western Ave.
MAin 2-6326

STEEL ROVER (Isthmian), March 12
—Chairman, J. F. Goude; Secretary,
R. A. Sipsey, All hands are asked to
donate \$1 to ship's fund. Bosun
bought old TV for \$20. It is asked
that everyone cooperate in keeping
screen doors closed. Ship's delegate
will see captain regarding whether
safety minutes are sent to headquarters in NY for action.

PORTMAR (Calmar), March 13—Chairman, Joe Simmons; Secretary, Leo Cronshohn. No beefs. Everything going smoothly. A motion was made and seconded that no chipping hammers be used until noon so that the twelve to four watch can sleep. The following items were discussed: clean washing machine after use, clean recreation room, draws should be given earlier in all ports, food should be prepared more carefully and be of better quality.

ELEMIR (Marine Carriers), March 6
—Chairman, C. L. Shirah, Secretary,
C. Stringfellow. Some disputed OT.
No beefs. A letter is to be written to headquarters for clarifications and agreements for T2 tankers. Company is to be contacted to see why there is no money for draws in foreign ports. C. L. Shirah elected ship's

MASSMAR (Calmar), March 12 — Chairman, Gibbs; Secretary, M. Greenwald. Brother Pepper elected ship's delegate. It is asked that the passageways be kept quieter. There was a request made that lights be placed above mirrors so that there is enough light for showing light for shaving.

STEEL FABRICATOR (Isthmian), March 5—Chairman, G. Finklea; Secretary, H. A. Orlando. All repairs were taken care of except painting of the rooms. \$41 in ship's find. L. Paradeau elected ship's delegate. Vote of thanks given retiring delegate Finklea. Crew is still complaining about the aluminum paint in the water which has been there for quite a while.

HASTINGS (Waterman), March' 18—Chairman, Ramon Ferreira; Secretary, John Wells. This has been a good trip. All the men were most cooperative. Votes of thanks went to the captain and chief mate for their cooperation; to the steward dept. for a job well done; the baker who doubled as a chief cook because the cook left the ship in NY due to illness; all department delegates who did a fine job in the performance of their duties. It was mentioned that the few old-timers on board helped to keep things running smoothly. HASTINGS (Waterman), March 18running smoothly.

MICHAEL (J. M. Carras), Feb. 28—Chairman, R. K. Wardlaw; Secretary, W. B. Yarborough. Some disputed OT. It is requested that the engine room door be fixed and kept closed. See captain for US money in Turkey. It is requested that the engineer have hot water regulated. The cooperation of everyone is asked in keeping the new washing machine clean and on "off" when not in use.

EDITH (Bull), March 15-Chairman, F. Sawyer; Secretary, Mike Michalik. A new washing machine and a new jacob's ladder were purchased for ship. The steward dept. Is now doing a fine job. Ship's delegate asks that messroom and pantry be kept clean at night. A discussion was held re-garding the spreading of false rumors and if they persist, the one responsible will be reported to the patrolman and charges placed against him. The 12 to 4 watch was thanked by the steward dept. for keeping the messroom and pantry clean before leaving.

GULFWATER (Metro Petroleum), March 13—Chairman, G. Annis; Sec-retary, J. M. Fisher. Brother S. L. Cantrell was elected new ship's dele-gate. It was requested that the pas-sageways be kept quiet.

CHIWAWA (Citles Service), March 20—Chairman, R. Koch; Secretary, John McLemore. One man walked off the ship for unknown reasons. Ship's delegate asked that the mess-room be kept clean. Patrolman will be asked for clarification on ship's

MARORE (Marvin), March 21-Chairman, L. R. Smith; Secretary, W. Strickland. Some disputed OT. Galley needs sougeeing overhead. Vote of thanks to steward dept. for job well done. It is requested that the dayman room gets painted.

MOUNT RAINER (Cargo Tankship), March 19—Chairman, J. L. Hodges; Secretary, L. F. Myers. Captain states he will allow \$20 worth of souvenirs to crewmembers. All letters are to be given to ship's delegate for mailing. It is requested that dirty linen be turned in at the time new linen is turned in at the time new linen is

YAKA (Waterman), March 20 Chairman, H. A. Beigine; Secretary, R. L. Godfrey. There is a shortage of certain items in slop chest. Disputed OT is to be given to patroliman in New York. A discussion was held on the Welfare Plan. Need definite clarification of sailing board agreement. when ship is taking bunkers.

TEXMAR (Caimar), Feb. 28—Chairman, D. Stone; Secretary, E. Berg. Captain said new mattresses are ordered and foc'sles will be painted next. No beefs. One man missed ship in 'Frisco. Light bulbs from chief mate are requested to engine room.

ALICE BROWN (Bloomfield), Feb. 28
—Chairman, Wm. Thompson; Secretary, John D. Cantrell, Jr. Headquarters were notified that some men
missed the ship in New Orleans and

Galveston. 87.12 in ship's fund. It is recommended that a new washing machine be installed for next voyage. Captain told ship's delegate that any foul-ups would be logged. Report any unsafe conditions to your delegate. Everyone's cooperation is asked in order to bring in a clean ship at payoff.

MOUNT WHITNEY (Cargo & Tankship), March 13—Chairman, H. M. Connell; Secretary, C. Alaniz. Crewmembers will be reported to union on their conduct of missing work and watch. Flat draw to be given in port.

MOUNT WHITNEY (Cargo & Tankship), Feb. 7---Chairman, E. W. King; Secretary, D. White. Captain will try

Digest Of SIU Ship Meetings

to get American money for draw. If unsuccessful, then will give it in lires; the will accept back whatever is left. It was felt that if enough food was served the first time, there would not be so many requests for seconds and

thirds.

Dec. 20—Chairman, Downs; Secretary, Gage. One man missed ship in Philadelphia; one man left in Genoa hospital; ARB utility was hired from the beach in Genoa. Steward thanks crew for cooperation in keeping everything clean and ship-shape. Crew thing clean and ship-shape. Crew voted thanks to stewards' dept. for

good food.
Dec. 30—Chairman, Joseph Carr,
Secretary, A. Richards. Ship's delegate A. D. Mauldin was newly elected. Crew was asked to check all fans to Crew was asked to check ali fans to see if in working order. Steward asked crew to help take care of coffee; by doing this he would have enough to last out the trip without having to pick up bad coffee in Egypt. Crew is asked to see steward if something is wrong, not the messman.

FORT HOSKINS (Cities Service), March 22—Chairman, L. LaSaya; Sec-retary, P. Gazic. One man missed ship. \$4.92 in ship's fund. No beefs,

HILTON (Bull), March 6—Chairman, R. Vaughan, Secretary, V. Douglas. Vote of thanks to steward dept. No

MOUNT EVANS (Cargo & Tankship), March 7—Chairman, Abuaby; Sacre-tary, Gage. Captain is pleased with crew. It is requested that new fans be checked and placed into proper

COASTAL SENTRY (Suwannee), March 12—Chairman, Van Whitney; Secretary, Clayton Bruce. Morale of crew is splendid considering the fact they have had so much seatime. \$27 in ship's fund. Ship's delegate will consult with captain to see if there consult with captain to see if there will be any government's objection to shore leave at Ascension Island. It is snore leave at Ascension Island. It is suggested that action be taken to see that the wipers get their fair share of overtime as it is reported that the 1st and 2nd engineers are taking it all. It is asked that a physician and not a medic take care of the sick.

PACIFUS (Orion), Feb. 28—Chairman, J. O. Dewell; Secretary, Kenneth Foster. J. O. Dewell elected ship's delegate. Delegate requested to ask for draw in Couta. Fans will be checked. Lock will be checked in 8 to 12 deck foc'sle; keys for 8 to 12 deck and 8 to 12 engine.

DEL ALBA (Mississippl), March 5-hairman, R. A. Hamylett; Secretary, G. Parker. All rooms will be painted this trip. C. V. Dyer elected ship's

March 13-Chairman, R. E. Darville: Secretary, G. G. Parker. Ship's delegate and engine delegate went to see master regarding, thefts. It is requested that messroom be kept clean. Put all food back in ice box.

BETHTEX (Ore Navigation), March 17—Chairman, R. E. Stobi; Secretary, None. One man was hospitalized in Houston. To take on new man. In-tend to discuss cargo hold cleaning in next contract negotiation.

SANTA VENETIA (Elam), March 11 SANTA VENETIA (Elam), March 11—Chairman, J. Purcelli, Secretary, T. Jackson. Drinking water tanks being cleaned. Pantry and galley sinks to be retinned in Turkey. Inserts put on in Philadelphia for sinks do not fit. Men warned about drinking at sea. Vote of thanks to ship's delegate and Baltimore patrolman for job well done at payoff. A vote of thanks also for at payoff. A vote of thanks also for the steward department. Some dis-

ATLAS (Cargo & Tankship), March 23—Chairman, A. Bourgot; Secretary, S. M. Simos. The captain said that in Good Hope he will not be able to payoff anybody due to the fact that the ship arrives on Sunday. However, anyone wishing to get off in Baton Rouge will be paid off. A tape recorder or a television will be purchased with the cola fund. One man hospitalized on the west coast. Man on watch to get preference on table

requested to flush tollets. Few hours of disputed OT.

PENN EXULORER (Penn Shipping), March 20—Chairman, S. S. Sanders; Secretary, W. Wentling. Everything running smoothly. Repair list has been turned in. Will see engineer about putting more pressure on wash water. The water is dirty because tank needs cleaning.

PENN EXPLORER (Penn Shipping), Aug. 21—Chairman, Jesse Puckett; Secretary, F. Sawyer. Elected ship's delegate. Certain items are lacking such as fans, porthole wind scoops and screens. It is suggested that the laundry be cleaned by wiper and ordinary and the recreation hall by the messmen.

PENN EXPLORER (Penn Shipping), No date—Chairman, S. H. Mills: Secretary, J. W. Thomas. Everything running smoothly. Lights in the recreation room and mess hall are not bright enough. Coffee urn to be repaired. Slopchest to be opened at a more convenient time. No beefs.

Dec. 13—Chairman, J. E. Parks: Secretary, P. Walsh. It is requested that the port agent take action on jobs to be done on ship. The vegetable box is to be repaired, a new icebox should be installed and cold water should be available at all times. Some bunks need new mattresses. A vote of thanks to the steward department. Two men were taken off the ship. One had a crushed finger.

Jan. 31—Chairman, S. B. Sanders; Secretary, E. Miller. The water cooling system has been on the repair list about nine months. Nothing is being done. It is requested that Egyptian longshoremen be kept out of passageways and messrooms. Everything running smoothly.

ning smoothly.

11 3

STEEL APPRENTICE (Isthmian), March 20—Chairman, Nicholsen; Sec-retary, Daniels. It is reported that the weekly issue on cigarettes will be two cartons. Brother Holmes was hospitalized at Midway Islands. Captain forwarded the mail to Honolulu. It will be mailed from that port. Would like to request a 30-minute coffee time in the next negotiations.

IBERVILLE (Waterman), March 13-Chairman, J. S. Lewis, Secretary, Henry Leiby. Two men missed ship. There is \$24.28 in the ship's fund. It is suggested that linen be changed at 8 AM to 9 AM and 4:30 to 5 PM.

SEATRAIN NEW YORK (Seatrain), March 17—Chairman, G. Lee; Secretary, Julian T. Lelinski. Man missed ship in Texas City. Frank Leonard elected ship's delegate. Meetings will be held a day or two before payoff. Ship's fund is \$2.50. No beefs.

DEL AIRES (Delta), March 17—Chairman, L. J. Ballinger; Secretary, M. L. Olvera. Steward suggested that milk be saved for beakfast due to shortage. Captain wishes to have radio aerials removed. It is suggested that heaving lines be made up after tieing up

ORION STAR (Orion), March 6—Chairman, G. M. Craggs; Secretary, Jose Sanchez. Two men taken off vessel due to heart conditions. Letter dispatched to Orion concerning suggestions for the negotiating committee regarding new tanker agreement. gestions for the negotiating committee regarding new tanker agreement. Chief engineer will not recognize delegates. Delegates will go to captain concerning chief pumpman not receiving help. Delegates will request one case of beer per week for each unlicensed man. Steward will see captain about better night lunches and the purchasing of new toasters.

DEL ORO (Delta), March 26—Chairman, William Ekins; Secretary, Frank S. Paylor, Jr. One man missed ship in Santos and rejoined in Montevideo and one in Buenos Aires. Draw to be made after arrival in Tampa for New Orleans; and Tampa. \$18 donated to man ill in hospital. \$2 to ship's delegate for fares to visit man in hospital. \$2.70 spent for correspondence. Bal-\$2.70 spent for correspondence. Balance in ship's fund is \$6.70. Members voted against housing project.

VENORE (Marven), Chairman, T. Applewhite; Secretary, Charles Appleby. Complaint sub-mitted that the captain is interfering with the work in the deck department. Some foc'sles are not provided with enough chairs. Chief cook did not report aboard ship due to sickness in his family. Jalme Hilda elected ship's delegate. Bosun volunteered to replenish the ship's libray.

SEATRAIN SAVANNAH (Seatrain), March 21—Chairman, F. G. Oestman; Secretary, Sinclair, Ship's delegate explained time off proposal made by crew of Seatrain NJ. Objections to crew of Seatrain NJ. Objections to Seatrain wage scale. Sign on and off procedure to save time discussed. One man in steward department pointed out that they double up to get time off without pay. It is requested that men do not slam doors to mess, and

BETHCOASTER (Calmar), March 28 BETHCOASTER (Calmar), March 28
—Chairman, J. Arnold; Secretary, R. Plonk. Elected a ship's delegate. A request was made to contact the patrolman concerning messhall sink repair, shower heads and galley faucets. Crew to keep cups in the sink after use. Will see about sougeeing foc'ales. No beets.

FLORIDA STATE (Ponce), March 25
—Chairman, Jarome Kilgore; Secre-

-Chairman, Jerome Kilgore; Secre-tary, William H. Dunham. All depart-mental beefs to be brought to patrolman. Ship's delegate will issue repair list to department delegates. Steward was asked to serve assorted dry

Back Wage List Submitted For Delta Line Seafarers

Almost \$4,000 in unclaimed wages awaits 460 Seafarers who sailed on Mississippi Shipping Co.'s ves sels before December 31, 1959, the company has announced.

The back money—ranging as high as \$171.78—may be claimed by writing the company and furnishing them with your Social Security Number, rating and the name of the vessel you shipped on. The address is: 1300 Hibernia Bank Bldg., P.O. Box 316, New Orleans, La.

opi Shipping:

			unts due, as furnished by M	7
A'	F. J		Link, Wm. P 57.63	
AMOUNT	Fahm, Alfred	1. 64 3.55	Loe, James H 8.37 Lombardine, L. P 1.27 Lett, Clyde E 8.44	Same
Abbey, Richard L \$ 5.86	Faigout, Henry L Fazio, Joe	7.21	Lett, Clyde E 9.44 Lowe, Jesse 10.25	Sand
Acy, Joseph 8.75 Adams, James J 3.58	Fleishman, Walter Flinn, Robert M	1.54 9.80	Lowe. Robert D 13.56 Lynch, James S 2.70	Sauc
Aldridge, kivin 2.70	Ford, George T	10.98	-	Sava
Allen, Raymond R 5.81	Forsythe, Sidney W	11.84	Me Me	Sawy
Alves, F. A 1.00 Amsberry, Boyd H 1.83	Foster, Meivin Fountain, H. H	15.78 45.12	McAndrew, Joseph J 2.60	Saylo
Amuedo, Mark 12.64 Anderson, G. P 8.38	Franco, Luis G	5,49 3.55	MacDonald, Wm. R 2.77 MacGregor, Wm. A 12.13	Scan
Annis, George 4.06	Fraone, Francesco F Frey, Charles J	3.56 3.48	McClory, Michael 1.92	Schu
Arthofer, Paul F 6.37	Fruge, Adelin	1.67	McCloskey, A. A 4.05 McCollum, James 9.43	Seile
Attard, Carmelo 4.06	Fuertate, James D Funken, Nicolas W	3.47	McChary, D. H 9.57 McCulloukh, L 3.37	Serci
В	Furneis, Edward H Furr, John H	6.38	McGoey, Gerard C 11.89	Sher
Politana P P 454	- unit, volini 21, 11 10 10 10 10 10 10 10 10 10 10 10 10	22.00	McKinney, Henry C 2.68	Shor
Baltazar, F. E 1.54 Bankston, Claud 6.34	G		McPhee, Joseph D 5.38	Sign
Barkston, Clyde 1.92 Barietter, Harold 25.02	Galbraith, Cline	4.53	McQueeney, F. J 12.13	Small
Barone, Joseph A 3.29	Galorza, Jose C Gault, C. W	26.78 2.60	. M	Smit
Barrilleaux, W. J 1.45 Barry, David M 9.78	Gardiner, James E Gawkoski. Henry	6.07 3.38		Smit
Bartlow, Robert H 7.09 Barton, Marlow C 1.64	Garretson, F. H Garza, Rofugio	25.76 1.00	Maloney, John A 1.64	Smith
Bastes, Nicolas 5.33 Batson, James R 2.46	Gates, John	1.59	Mallay, Richard J 3.55 Manca, Leonardo 8.03	Smith
Bean, Charles M 44.43 Bennett, Jewell 1.35	Gavilio, Peter Gawkoski, Henry	2.55 8.30	Manuel, Rolin 7.81	Soria
Bennett, Rodney L 10.81 Bennett, Swanson B 5.50	Gierczic, George C	1.27	Marinello, S. J 5.03 Marjenhoff, W. A. G 1.55	Spire
Bentley, Louis L 1.00	Gillis, Edward L Glove, Simon	1.35	Markham, Thomas E 1.35 Martinez, Alfonso 5.53	Sport
Berg. Erik J. 6.38 Bernard, George H. 1.35	Goodwin, Harry F	3.29	Martinez, R. G 2.70 Marullo, T. J 31.91	Steni
Beyer, John M 2.70 Biedrzycke, Edward 36.04	Gorofinkle, Joseph Gouldman, James I	1.39 20.39	Mathis, Ted 1.27 Mattair, George W 13.00	Strav
Biedrzycki, E. C 5.20 Biackledge, T. L 4.35	Green, John E	2.70 5.21	Malove, Clarence 1.19 Max, Erwin B 1.59	Sulliv
Blair. Kenneth E 1.74 Blanco, Salvador 10.44	Green, Jesse T Gregory, John G	4.05 5.30	Maxwell, Everett M 15.07	Swill
Blaylock, John F 21.40 Boles, Bernard 6.57	Guarino, Bennie Guerrere, Gustava P	5.30 2.73 1.35	Maynard, Marion H 1.71 Meares, James R	
Booth, John E 7.81 Bordonnay, Louis 3.47	Guzman, Hector	3.19	Meehan, Wm. J 2.90 Meineath, Frederick 10.40	
Botelho, Arthur 4.07 Bourgeois, W. C. B 6.56	1		Mendoza, Joseph F 35.01 Menz, Howard F 13.86	Talle
Boyer, Percy J 3.19	н		Metzker, Leroy E 1.64 Miller, James W 2.03	Taylo
Branch, Charles C 1.00	Hagerty, Martin	9.89	Miller, James W 2.03 Mina, John R 3.57 Mladonich, E. P 1.74	Terri
Brazil, Francis E 16.76 Breck, Frank P 1.71	Haldeman, W. W Hammock, G. N Hand. William M	4.05	Modica, Salvador 20.25 Moloney, John A 5.36	Ther
Brochetta, Rocco 2.56	Hardeman, E. P. T	8.17	Moncrief, Junior L 2.70 Moore, Charles P 29.50	Thom
Brooks, John P 10.77 Brooks, Roderick 1.64	Harmon, James D Harper, Wilmer E	2.03	Moore, W. W 9.24	Thon
Brown, Ernest C 2.70 Brown, Ira C 9.22	Harris, Ed S	1.95 3.47	Morgan, James 1.74	Thor
Brown, Robert P 1.68 Brunson, Lyles D 13.54	Hauke, Adam	15.52 14.61	Morrealle, Peter J 7.73 Morris, John H 1.77	Tighe
Buckelew, Jacob L 1.07 Burch, George A 17.48	Hebert, Roland Hernandez, Albaro	4.05 5.11	Morris, R. H. Jr 3.47	Thor
Butler, Robert A 4.19	Hicks. John T Hollen, James A	4.97 2.70	Moye, Bernard M 1.18 Mullins, Marvin 1.64	Todd
	Holshouser, Dwight Hood, Harver H	11.43	Murphy, Bobby R 2.46 Muse, Ephrian R 12.76	Torre
_ C	Horrigan, Roy J Humble, Chester L	1.92	Murphy, Carmelo 1.00	Town
Cameron, Robert L 4.73 Carrillo, Richard B 12.22	Hume, Peter	14.60		Trab
Carter, Philip 2.55		,	N	Tuja
Cassard, Charles H 1,37	I .		Nathey, Harold R 4.05 Nettleblad, Hans 6.93	
Chalmers, George T 9.09	Iverson, Eugene K	1.64	Newman, John G 4.77	
Champlin, George W 2.46 Chason, Bernard R 1.79		*	Norwood, Nelson E 132.38 Nyberg, Clarence C 1.37	Umh
Christolos, Dan M 1.35	4			Unge
Clary, Alec R 3.47 Clausen, Douglas 4.47	James, Roy E	3.56 7.10	0 .	
Cloford, George H 1.16 Clofort, G. H 5.96	Jarrett, Walter T Jensen, Robert	1.77	O'Hare, James J 1.80	**
Clouse, Albert L 138.82 Cocek, Raymond 8.36	Johnson, Charles P Johnson, Essen A	4.47	O'Neil, Douglas W 1.64 O'Neil, Joseph W 4.93	Vacci
Colca, Philip 4.73	Johnson, Samuel Jones, Ralph L	24.12 5.20	Oddedhal. Peter B 19.50 O'Sullivan, Edwin E 6.57	Value
Collins, Donnie W 3.55	concest accept and accept	,	Ott, James D 3.55 Ott, Wm. D 2.03	Vaug
Cormier, John T 1.28	ĸ	\$		Vene
Cortes, Vincente 2.55 Crane, John B 1.59	Kammet, Harold	3.28	P	Vial, Vigo.
Crawford, James A 3.19 Crawford, J. A. Jr 3.19	Keenum, Bobby L	12.84 6.93	Pacheco, Mario P 8.46	Volk. Von
Crawford, James E 2.70 Cruz, Juan A. G 6.57	Kemp, Joseph J Kendrick, F. J	6.38 11.96	Pacquing, N. A 7.66	Vore
Cuccia, Joseph 2.55	Kennedy, Andrew E Kennedy, Robert N	24.65 2.79	Padilla, Frank 1.72 Painter, Elton 3.19	
Cure, Richard R 10.27	Kieff, John Jr King, Donald M	8.06	Paris. Wm. C 11.80 Parker, Marie 8.07	Wact
	Kirwin, Arthur H	19.33	Paschall, Homer F 1.31 Patin, Luther J 55	Walk
4 - 'D	Kline, Robert H Knauff, Albert F	3.83	Peasey, Geo. A 11.86 Pederson, Martin 2.46	Wals
Davis, Edwin 1.64	Knight, Wm. O Korolia, Duska P	3.48 5.46	Peeler, Harry C 1.78 Perez, Manuel R 1.64	Ward
Davis, Jeff 9.89 Decareaux, Ignance 1.00	Kosecki, Edward J Kritzler. Fred B	2.46 4.19	Perkinson, Henry L 1.27 Peteusky, George 4.77	Webb
Dedominius, F 6.08 Delaney, Ed 22,40	Kurz, Edgar W	17.22	Pettus, Joseph P 10.03	West, Whea
Demoux, James W 1.59 Diferrafiet, Robert 6.10	r. 5 %		Plaza, Ignacio 5.33	Willi
Dimitry, Ronald A 1.35 Dobeonick, G. L 93	Lambert Politics	7.00	Prisament, Martin 13.78 Punch, Early A 1.27	Willia
Doroba, Charles 6.70 Douglas, Edward E 1.17		1.92		Wilso
Doujet, Alan 29.73 Ducusin, Emiliano 9.63		10.38	· P	Winte
Duncan, Géorge W 3.47 Durapau, William 17.94	Lanford, Randall G Lange, Carl R	7.23	Ramsey, David A 16.17	Witch Wolf,
Durkin, Patrick 3.37	Langley, Fay W	2.30 6.80	Reames, O. L 84 Reed, Charles E 1.64	Work
Dysart, James O 1.54	Latapie, Jean.,	11.85 171.78	Rihn, Ewing A 8.26 Ringo, Homer L 1.16	#E
	Leary, Wm. R.	6.93	Rivera, Manuel 19.39 Riviere, Edward J 5.30	Yacis
Earhart, Robert N 25.53	Leasgang, E. F Lee, Theodore E	6.93 5.14	Rizzuto, Jennie 4.47 Roberts, Roy D 3.47	Yale, Youn
Easter, William L 5.20	Leidery George	1.66	Robinson, Thomas A. 15.81 Rose, William J. 12.08	Youn
Edwards, Sankey. 135 Englehart, E. E. 14.78	Leonard, Wesley	3.11	Rouse, George E 5.20	Zagis
Esteven, Adelain 7.81 Evans, Dale F 2.03	Leston, Jose E Libby, Melvin F	5.20	Roy, Arthur O 5.32 Rudolph, Robert E 10.22 Rydon, Edward M	Zeiffe

8	
Sawedra, Jose A Samel, John W Sanders, John E	18.21
Samel, John W	1.64
Sanders, John E	11.6
Sansone, John	2.4
Saurer Joseph Jr	13.14
Savage, James C	3.3
Sauernaper, John H., Saurez, Joseph Jr., Savage, James C., Savant, Cooper E., Sawyer, Charles R., Sawyer, Vermon L., Saylors, Carl P., Sbriglio, S. J., Scanlan, Patrick, Schielder, Edward J., Schielder, Edward J.,	1.00
Sawyer, Charles R	7.61
Sawyer, Vernon L	9.2
Saylors, Carl P	4.05
Sbriglio, S. J	1.0
Scanian, Patrick	1.64
Schultz, John A	4.55
Schumacker, Francis.	4.3
Seiley, Mark E	2.7
Semple, Frank	3.9
Sercy, John B	2.60
Shepherd, Milton C	1.6
Sherman, Irwin	2.70
Short, Arthur C	15.47
Sieglach, Samuel L	7.73
Signorino, Paul P	56.44
Skinner, Russell	3.19
Small, Beverly R	9.59
Smith, Charles S	11.72
Smith, Charles S Smith, Floyd H	1.00
Smith, George F	1.35
Smith, Henry K	2.80
Smith. Lynn.	3.5
Smith. Willie	2.70
Snodgrass, Lee Sondergeld, M. C	15.20
Sondergeld, M. C	10.21
Soriano, Aristides	7.05
Spiegel, Hans Spires; Token H Sporich, Michael M	7.84
Sparish Michael M	3.47
Stark, Eugene L	12.13
Stennett, Charles D	3.15
Stockman, W. W	21.39
Straw. Warren E	1.59
Suarez, Joseph	11.15
Sullivan, Robert L	1.75
Summerell, C. H	25.76
Swilley, Wm. E	24.26

T ley, Laurence G...
galin, Maximo B...
clor, J. J. Jr...
rington, Michael...
ry, Charles L...
rrien, Homer D...
rrien, Homer D... mas, Roy R..... mpson, C. D.... mpson, Harry J... mpson, Wm. E... upson, Wm. J.... sher, Guy.... e, Allan G. Jr... raburg, Jack F.... ibio
refial, Jose
res, Faustino
res, Miguel S....
ns, Nollie ors, Nollie
ba. Manuel R.....
vino, Alberto....
ague, John M.....
ison, Richard....

U holtz, Fred E..... 7.81 eil, Frank..... 2.03 ta, Simeon..... 26.42 caro, Giussepe... 23.05
entine, Peter... 5.89
ues, Angel 14.74
quez, Alex R... 14.74 Aghan, R. E. 10.14
Inch, Charles E. 29.73
Ineria, Frank S. 1.44
Idillant, R. L. 3.55
I. Erwin 1.42
I. Erwin 1.45
I. Charles L. 5.07
I. Loften, Lionel 10 28
I. Edward 7.76

W is, Thomas L.... chen, John A.... f, Phillip..... od, Jack B..... kman, Homer....

XYZ Yacislyn, Nicholas... 9.90
Yale, Walter...... 1.27
Young, Charles...... 1.35
Young, Earl H...... 4.34
Zaich, Anthony J.... 3.47
Zagishyn, Nicholas... 10.25
Zeagler, Stynley..... 6.07
Zeiffer, Walter..... 6.38
Zimmer, John..... 26.93

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

Milton C. Shepherd, 27: Brother member since

July, 1957, suc-cumbed of acute gastritis in New Orleans, La, on February 24, 1960. He is survived by his mother, Mary E.

Shepherd, of New Orleans. were held at the Burial services Lake Charles Cemetery, Lake

William C. Brown Jr., 55: Brother Brown died of a lung infection

at the USPHS Hospital, Galveston, Texas, on February 7, 1960. He had sailed in the SIU engine department since November 1954. He is survived by a sister, Bernice

Charles, La.

Donaldson, of Montgomery, Alabama. Formerly of Houston, Texas, Brother Brown was buried in Montgomery, Ala.

Personals

And Notices

Charles Scherhans

Harry A. E. Jurgenson John Trast Pick up your discharges and various papers at headquarters.

Charles Lynskey We have gone back to Califor-

nia and will send address to the

LOG when we find a place. Har-

Byrne Jensen

K. W. Kelley Carlos Flaries

T. A. Pedersen

Pardo, Box 37, 2420 1st Ave.,

William R. Parks Jr. (Wiper)

diately. Same address as previ-

William W. Stevens

East 49th St., Bklyn. Same phone

Reese Oliver You have a letter waiting for

\$ \$ \$

John K. Sweeney

Gene Pappache

Contact George E. O'Brien at

This is fifth notice. Important

Your family has moved to 1217

Please contact your sons imme-

*

Seattle 1, Wash.

number as before.

you in the LOG office.

your earliest convenience.

ously used.

Total and the

Write to John Der, c/o Neil V.

immediately.

very urgent.

William A. Masterson, 37: Bro-Shepherd an SIU deck department ther Masterson died November 29,

1959, aboard the SS Steel Designer (Isthmian). Broher Masterson had sailed in the SIU deck department since July 8, 1944. He is survived by his mother, Mrs.

George E. Wall, of National City, Calif.

Eddie Perry, 37: Brother Perry an SIU steward department member

since April 1945, died of a heart ailment at his home in Mobile, Alabama, on January 27, 1960. Barbara Jane Perry was appointed administratrix of the Perry estate. In-

terment was in the Oaklawn Cemetery, Mobile, Ala.

Vivian E. Wilkerson, 45: Brother Wilkerson had sailed as an SIU



engine department member since March 1944. He died of a pulmonary ailment while at sea aboard the Penn Shipper, on January 25, 1960. He is survived by his mother, Mrs. J.

Contact Mrs. Dollie Claunch W. Wilkerson, of Bronson, Florida. Business matters, Place of burial was not indicated.



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

Stella Kane, born January 31, 1960, to Seafarer and Mrs. William J. Kane, Brooklyn, NY.

\$

Manuel Valentin Ortis, born February 11, 1960, to Seafarer and Mrs. Andres Maldonado Ortiz, Brooklyn, NY.

*

Donald Jonathan DuBose, born March 21, 1960, to Seafarer and Mrs. Jonathan N. DuBose, Savannah, Ga.

*

Carl Anthony Fletcher, born September 28, 1959, to Seafarer and Mrs. Ferdinand Fletcher, Los Angeles, Calif.

* * * Diana Jean Gilbo, born February 1, 1960, to Seafarer and Mrs. Donald J. Gilbo, Long Beach, Calif.

* * * Hecter Lugo Torres, born March 16, 1960, to Seafarer and Mrs. Rafael Lugo Torres, Playa Ponce,

t. t Israel Rosario, born March 22, you contact your son, c/o Gerner. 1960, to Seafarer and Mrs. Efrain Rosario, New Orleans, La.

4 word 1 12's

• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFLICIO •

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 their headquarters are in other chance to be ashore with his away an employee's right to states. collect benefits after voluntarily leaving a job. Under present law, days' work for four successive a Seafarer could pay off a ship weeks) will apply to anybody who which was not laid up and still quits a ship voluntarily. It will not collect benefits after a six-week penalty period. Now, the six-week reasons of health, family emerpenalty period is eliminated, and gency or because the ship is laying in its stead, no benefits will be up. paid at all to "voluntary quits" until such time as they return to ently the new law does not affect work and earn at least \$200.

In a typical instance, a seaman coming off a long-run ship after New York State and other states several months aboard to spend consider that "B" or "C" men paysome time ashore is able, under present law, to collect benefits pro- the contract are not "voluntary vided he is registered to ship and quits." However, should a "B" or has been on the beach for over six "C" man pay off before his 60 weeks. Under the new system, he days or one round trip is up, will first have to return to work, then he too would not be able to after his long trip earn \$200 and collect any benefits until after he 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 de- eligible for benefits. Should he layed until such time as he is physically able to file for them.

main offices in New York State, but this includes a considerable Isthmian, Robin, and Cities Service. Other major companies, such as Waterman, Alcoa and Mississippi, are not affected because

The \$200 requirement (or threeapply if a Seafarer pays off for

It is not clear as yet, but apparclass B or C seniority group men who pay off under the 60-day rule. of ship operators. ing off under the 60-day rule in 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 quit the second job he again becomes ineligible according to The new law applies only to available information. In a typical long-run ship might grab a coast- the Blood Bank. wise run to retain his eligibility.

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

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. Shetreceived 10 pints of blood between the two chambers. The from the SIU Blood Bank for upshot of the affliction was

the operation, one of the largest over-taxation of the lungs by the those companies who have their instance, a seaman paying off a single blood gifts ever made by abnormal amount of blood being

Margaret's affliction consisted number of SIU-contracted compa- But then he would have to stay of an opening between the left and focation or complete collapse of nies, including Bull, Calmar, Ore, on the coastwise ship to qualify right chambers of the heart that the lungs, the surgery was deemed for benefits instead of getting a allowed the blood to flow freely

forced through them.

To prevent strangulation, sufnecessary.

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

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.

SCHEDULE OF

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

> April 13 April 27 May II





SENATOR KENNEDY WINS WISCONS IN DEMOCRATIC PRIMARY WITH 56% OF DEMOCRATIC TOTAL. HUM-PHREY FINDS HIS SHOWING ENCOURAGING, STATES HE WILL CONTINUE CANDIDACY.



RUSSIA OFFERS WEST CONTRADICTING ATOM-BOMB PLAN AND DISARMAMENT PROPO-SAL . IKE AND MACMILLAN CONFER ON WESTERN POLICY, BEFORE SUMMITTALKS IN MAY.



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



EOMMUNIST CHINA MODIF ING ITS "GREAT LEAP FORWARD" PROGRAM ... EASING RIGORS OF COMMUNE LIVING, STRESS -ING AGRICULTURAL OUTPUT IN-STEAD OF MACHINE TOOLS.



KHRUSHCHEV TOURS FR TRIES TO CREATE WEDGE BE-TWEEN FRANCE & GERMANY ... CITES GERMAN INVASIONS OF PAST FIFTY YEARS



ankees in last place in Pring training grape-RUIT LEAGUE, WINNING EVEN AND LOSING FIFTE

US Weather Satellite Will Aid Shipping

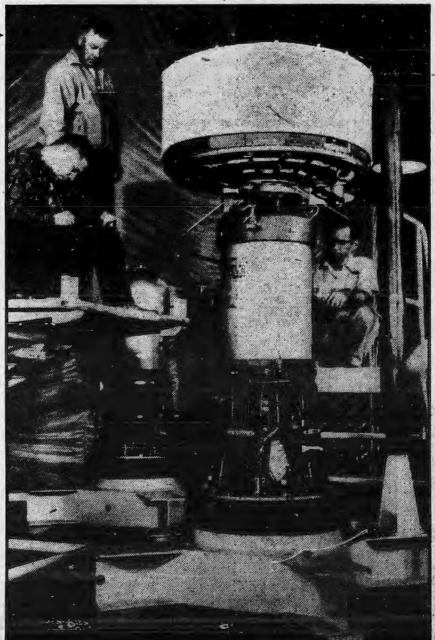
WASHINGTON - United States shipping will soon share weather pictures and meteorological readings by virtue of Tiros I, a space satellite that covers the globe. The detailed weather information obtained from the satellites will be distributed through normal weather channels to forecast weather around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