

Nears Launching. Now being outfitted with cranes, railings and bitts, chief steward Lucian Moore's exact scale model of a Pan-Atlantic trailership is nearing completion on the Monarch of the Seas. Model-maker Moore built his ship from the original blueprints on a scale of one inch to nine feet. He started three months ago with a big ohunk of balsa wood.

Back From ILO. SIUNA Vice-President John Fox of the SIUNA Secretary-Treasurer John Hawk draft report on arrival in New York from the maritime conference of the Int'l Labor Organization in Geneva. Hawk was US delegate representing American seamen. Fox and four others served as advisers. (Story on Page 2.)

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THE WAR

Barry Mr. Loss



ILO Sea Meet OK's **Higher Standards**

'A "productive and successful" conference on international maritime standards was completed by the International Labor Organization's maritime meeting at Geneva, US workers' delegate John Hawk announced upon his return to the United States. Hawk, who is sec-

retary-treasurer of the SIU of North America, said that the Geneva meeting, concluded last week, approved most of the program proposed by seafaring and other unions affiliated with the International Transportworkers' Federation "practically as submitted."

"The success of the conference." Hawk declared, "was largely the result of the excellent relationship established between American maritme representatives and those of other maritime unions in the free world. Most of the recommendations, which had been worked up last year by the working party of 18 union, shipowner and government representatives, were acted on favorably. In addition, the close harmony of free world representatives enabled them to defeat every effort by representatives of the Soviet bloc to get hostile, anti-American resolutions into the record."

Hawk pointed out that "while US unions will not immediately benefit because of their high standards, the program will help elevate the status of seafarers in other countries around the world."

Six Major Items

The six items on the agenda of the conference included revision of convention 93 on wages, hours and manning-scales; seafarers' hiring; seamen's identity cards; provisions for officer competency; ships' medicine chests and health conditions, and employment of seafarers on sub-standard ships such as those of the runaway flags.

The conference went on record, Hawk said, calling on member nations to discourage their seamen from working on sub-standard vessels without the protection of established union standards on wages, manning, transportation and other items.

In selecting the membership of the Joint Maritime Commission, a board of 15 shipowner and 15 union representatives, the convention chose Paul Hall, SIU secretarytreasurer and SIUNA president, as the American seamen's representative. Hal Banks, SIUNA vice-president, was chosen as the Canadian seamen's representative. The Joint



Shown participating in discussions of the International Labor Organization's seafaring section at Geneva are representatives of SIU and Canadian unions along with seafarers from other nations. US delegate, SIU of NA secretary-treasurer John Hawk, is second from left, facing camera. Others (I to r, next to Hawk) are Mike Sheehan, SIU Canadian district, the Canadian delegate; and Hawk's advisers on the US delegation, Lane Kirkland and Peter Henle, AFL-CIO; Captain Roy D. Lurvey, MM&P; John Fox, SIU of NA, and W. E. Ferron, MEBA.

and hygiene; crew accommodation the work of the US delegation improvements and air conditioning; which, he said, "worked as a team protection of seamen on atomic- and was invaluable when technical powered ships or ships carrying radioactive materials; improvement on manning scales and other items relating to seamen's living and working conditions.

questions relating to an individual adviser's area came up. The same goes for Mike Sheehan, the Canadian delegate, and his advisers.

"Particular credit should go to Hawk had nothing but praise for | Omar Becu of the ITF; Tom Yates,

A Sailor 10 Years, **He's College-Bound**

Twenty-five-year-old Seafarer Michael Carlin has shipped with the SIU off and on for the past ten years, but this fall, with the aid of an SIU scholarship, he will become a full-time

college student majoring in+ economics, resuming a career which was disrupted in 1951.

This is the first of a series on the winners of the SIU's \$6,000 scholarship awards for 1958.

British Seamen's Union, who did an outstanding job as chairman; Doug Tennant, also of Great Brit- have discriminated against Seaain; Ingvald Haugen of Norway farers. and Peter De Vries of the Netherlands, along with many others who contributed to the success of this meeting."

Tax is Lure

For Runaways The SIU has long maintained that runaway operators are simply dodging taxes. That

opinion was seconded this week by the "Journal of Commerce" in an editorial which conceded that the tax edge was the major

The publication generally re-

fleets industry views.

lure.

Assisting Hawk as his advisers were: John Fox, international vicepresident, SIU of NA; Captain Roy Lurvey, Masters, Mates and Pilots; Lane.Kirkland, formerly of MM&P but now with the AFL-CIO Social Security Department; Peter Henle, AFL-CIO headquarters, and W. A. Ferron, Marine Engineers Beneficial Association.

The proposals of the conference now have to be submitted to the governing body of the ILO for action, after which they are submitted for ratification to the member nations involved.





After piously vowing that the NMU would never use the Taft-Hartley Act against another union. NMU President Joseph Curran has flip-flopped on his position and had NMU attorneys file charges with the National Labor Relations Board against the SIU and against the American Banner Line. The charge of unfair labor practices was filed with the regional office of the Board in New York even before the company has hired a crew for its passenger ship, the SS Atlantic.

The accusation was not substantiated with any supporting evidence, a tactic that has been employed consistently by the NMU president against the SIU.

The charge accuses the company and the SIU of acting in collusion to assure the SIU a majority of the crew. It is now undergoing investigation by the NLRB.

Attacked Union Shop

This is the second instance in which Curran has used the Taft-Hartley Act against the SIU. The first was in Philadelphia where the NMU attacked the legality of the union shop clause while seeking to raid the SIU-contracted Willis fleet. That NMU effort failed. The NMU attack in this instance paralleled the arguments of "right to work" advocates.

The SIU has never filed unfair abor practice charges against the NMU, but, of course, has filed charges against American Coal Shipping and other operations who

Curran had previously filed charges with the AFL-CIO over the membership-approved SIU loan to the company in December, 1956. These charges have been tabled by the AFL-CIO Executive Council.



Board of Conciliation and Investigation has been named by the Minister of Labour to deal with

Seafarers and members of

their families are urged to write to Schator Warren Magnuson or to one of the other Senators

listed below, members of the Senate Interstate and Foreign

Commerce Committee, to pro-

test against proposed legislation

which would tend to destroy coastwise shipping. The bill in

question is S-3778. Correspond-

ence should be addressed to the

Senate Office Building, Wash-

Page Three

Fight Rail Bill Threat To Ships Protest RR Bill

House Body Clears Way For Broader **Subsidy Program**

WASHINGTON - The House Appropriations Committee has given the go-ahead for an outlay of \$260 million in maritime funds during the fiscal year starting July 1. The figure represents almost five times+

what was allotted a year ago. for research and development, and

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May 23, 1958

sidized voyages during the year, urging faster disposal of "obsolete" 200 of which would be set aside Liberty ships. for new applicants such as Isthmian, It noted MA testimony "that Waterman, States Marine and Isbrandtsen, An additional 75 are earmarked for operations into or out of the Great Lakes.

A total of \$123 million was recommended for new ship construction and research, including \$98 million for 17 new vessels and \$15 million more to cover vessel tradeins. The construction budget was watered down to a bare \$3 million last year.

Four of the new vessels would be replacements for the SIU-contracted Mississippi fleet. American Mail Line would also get construction assistance on four vessels and Pacific Far East Line on two. Both these companies are under contract to SIU Pacific District unions. Lykes and Mooremac would get the other seven vessels.

The committee deleted a \$34 million request for a new Pacific liner for American President Lines. This is already covered in a separate bill which has already passed the House.

News of the committee's action regarding operating subsidies was welcomed in many industry quarters, as it foreshadowed favorable action on pending applications for Government assistance. Up to now, 16 companies with about 300 ships have been sharing some \$120 million in operating subsidy funds each year. Six companies split over two-thirds of these funds.

The original budget_estimate called for only 2,000 subsidized voyages, a cut of 100 from the cur-rent figure. The remainder of the maritime funds, aside from routine overhead and salaries, include \$3 million for training, \$3.5 million



operated in the present world mar-

these ships cannot be economically ket and that they have little value for defense purposes." It urged reduction in the inventory of these vessels "as rapidly as possible within the limitations imposed by our peacetime and mobilization requirements."

ington, DC. Committee members are: Warren G. Magnuson, Wash. Alan Bible, Nev. John W. Bricker, Ohio John M. Butler, Md. Norris Cotton, NH Frank J. Lausche, Ohio A. S. Mike Monroney, Okla. John O. Pastore, RI Frederick G. Payne, Me. Charles E. Potter, Mich. William A. Purtell, Conn. Andrew F. Schoeppel, Kan. George A. Smathers, Fla. Strom Thurmond, SC Ralph W. Yarborough, Texas

SIU Sees Damage To Coastal Trade

WASHINGTON-A bill introduced by Senator George Smathers (Dem.-Fla.) to aid the nation's railroads has run into a storm of opposition from maritime

as the result of a section +1 which would threaten the existence of coastwise and intercoastal shipping. The measure, S-3778, contains a provision to strip the Interstate Commerce Commission of authority to consider ship freight rates in fixing railroad freight rates on competitive routes.

For practical purposes, that would give the railroads leeway to ask for and obtain rates on runs between Atlantic and Gulf ports that could be set far lower than existing ship freight rates. Once the shipping opposition had been destroyed or driven into lay-up, the railroads would then have

Harry O'Rellly, secretarytreasurer, Maritime Trades Department, AFL-CIO, has submitted a statement to the Senate Interstate and Foreign Commerce Committee declaring the MTD's strong objections to Section 5 of the pending bill S-3778. Section 5 would strip the Interstate Commerce Commission of the power to fix railroadfreight rates in relation to maritime freight rates. Such a move, O'Reilly stated, would "expedite destruction of the American merchant marine," by eliminating coastwise and intercoastal ship operations from competition with the railroads for domestic freight traffic.

access to all the cargo now being carried aboard ships.

Strong SIUNA disapproval for the measure has been voiced by SIU Secretary-Treasurer Paul Hall, in his capacity as president of the international union, in a telegram Senator Warren Magnuson, to chairman of the Senate Interstate and Foreign Commerce Committion five of the bill "would be highly detrimental to coastwise and intercoastal shipping," and urged that it be stricken from the bill, or that hearings be called which would permit maritime unions and the industry to express their views. The Maritime Trades Department has also protested the move.

Additional criticism of the railroad's position was voiced by John Weller, president of Seatrain Lines, at a recent session of the Transportation Association of America in Boston. Without referring directly to the Smathers bill, Weller charged that the railroads are taking time out from their own economic troubles "to polish off the coastal shipping lines," rather than seek to develop new freight traffic and new sources of revenue.

The immediate losers from a change in ICC policy would be Seatrain and Pan-Atlantic, the last companies exclu volved in coastwise shipping. Other SIU-contracted companies such as Calmar, in the intercoastal service, and offshore companies who put their ships on a coastwise or intercoastal leg before running offshore, would also be seriously affected by the railroad proposal.

Rail Combine's Program: Starve Out All Shipping

Anyone going from New York to Washington by rail might logically argue that since tee, which has jurisdiction over the train was going anyhow and it didn't cost the railroad any more to carry you, the the proposal. Hall said that secconductor ought to let you ride for a dollar instead of the ten dollars or more actually involved.

Of course, this would be one helluva way to run a railroad," as some philosopher once said, despite its so-called logic.

Yet today this is the kind of thinking used by the railroads in

their freight rate SEAFARERS war with coastal LOG and intercoastal SPECIAL ship operators. The railroads REPORT have argued with

Government acquiescence, that since the trains are already running and it doesn't cost much to tack on a few cars to the end of a train already bound from New York to New Orleans, for example, and they can quote a rate that covers only this slight extra cost, they should be permitted to do so.

Since by this process of selective rate-cutting they can kill off competition from ships also serving New York and New Orleans, then

New Lakes Hq In Business





Lakes District Asks NLRB For 17-Ship Vote

DETROIT-The SIU-Great Lakes District took a major step this month in its drive to organize the 17-vessel Boland and Cornelius fleet by filing a petition with the NLRB for a representative election. Pledge cards representing a mafority of the crews were submitted along with the petitions.

As part of its massive organizing drive, the Great Lakes District has also requested an election aboard the SS Venus, a crane vessel owned by the Steel Products Steamship Agency, Inc. The current organizing drive is

part of a plan of the Lakes Seafarers and affiliated maritime or-ganizations to completely organize Lakes shipping before the St. Law-rence Seaway is completed. it's all to the good from the rail road point of view. In practice, this is why coastwise shipping represents such a small segment of US maritime activity today. It's also one of the reasons why the railroads themselves are in trouble.

Historic Differences

Despite their historic differences and intense competition for cargoes, domestic ship operators have no major objections to most of the Smathers bill, S-3778, which is designed to help the railroads in their present financial problems.

The principal objection by the shipping industry covers section 5 of S-3778, which would strip the Interstate Commerce Commission of power to consider ship freight rates in setting railroad freight rates. Passage of this section, as written, would simply give the railroads a hunting license to go out and kill off all competition.

Legislative 'Protection'

In 1920, and even more emphati-cally in 1940, the Transportation Act declared it the duty of the (Continued on page 8)

New River Rouge headquarters of SIU's Great Lakes District (above) is now open for business. Below, Carl Michnay (left) is first to be dispatched out of the new hall. Looking on are Fred Farnen, secretary-treasurer, and Ed Doherty, patrolman.

Seafarers are urged to send their individual protests to Senator Magnuson as well as to the members of the Senate Interstate and Foreign Commerce Committee listed on this page.



Page Four

Find Few Takers For **NY** Jobs

NEW YORK - While shipping has not been booming during the past period, it has picked up to the extent that some jobs were left hanging on the board for several calls. Assistant Secretary-Treasurer Bill Hall reminded the membership that it is desirable for A and B men to take these jobs as they come up, especially in periods of good shipping, so that ships are manned by qualified seamen.

Although two vessels went into temporary lay-up in this port during the period, shipping did show an improvement over the prior period. These ships were the Dorothy (Bull) and the Grain Shipper.

There were 19 vessels paying off during the past two weeks, four signing on and 20 were in-transit.

Paying off were the Seatrain Georgia (Seatrain); Bienville, Fairland (Pan-Atlantic); Beatrice, Dorothy, Elizabeth, Angelina (Bull); Steel Chemist (Isthmian); CS Baltimore (Cities Service); Robin Hood, Robin Sherwood (Robin); Alcoa Patriot, Pennant (Alcoa); Grain Shipper (Grainfleet); Beauregard, Raphael Semmes, Afoundria (Waterman) and the Longview Victory (Victory Carriers).

Port

Bosto

Phila

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Mobi

New

Wilm

Signing on during the period Savar were the Robin Sherwood, Robin Hood (Rebin Line); Steel Chemist (Isthmian) and the Alcoa Pennant (Alcoa). The in-transit vessels | Lake included the Suzanne (Bull); Flo- Houst mar, Pennmar, Kenmar (Calmar); Steel Vendor, Steel Apprentice San] (Isthmian): Maria H (Herald); War- Seatt rior (Waterman); Mankato Victory (Victory Carriers) and the Seatrains Louisiana and Savannah (Seatrain).

SUP Coal **Beef Vet** Retires

SAN FRANCISCO-A veteran of the American Coal Shipping beef, SUP oldtimer Lincoln Norby has H decided to retire from the sea on W his Sailors Union pension and try his hand raising chickens on a S small spread in California. He was one of the many members of the SIU Pacific District unions to answer the call of the SIU A & G

SEAFARERS LOG





From April 30 To May 13, 1958

(Editor's note: Under the new reporting system for SIU shipping, the summaries below give the complete picture in each department by seniority class, job group and port, including the number of men remaining on the beach. Seafarers coming into port to register can pick their spots by checking the "registered on the beach" totals alongside the shipping totals for their department. In the near future, SIU shipping will be reported by ratings in the same fashion. Comments and suggestions on this procedure are always welcome.)

SIU shipping rose to the highest point since early February during the past period, reflecting a ratio of one man shipped for every 21/4 top seniority men on the beach. At that rate there could be a complete turnover of A men on the beach in 4-5 weeks. A total of 976 men in all seniority groups was dispatched during the period, compared to a two-week registration of 1,112, Seniority-wise, the A registration declined, and the B registration Slow . . . Savannah: Fair . . . Tampa: Fair . . . Mobile: Good . . . New increased slightly. The "registered on the beach" figures at the end Orleans: Very good . . . Lake Charles: Fair . . . Houston: Good . . . of the period also rose slightly in both cases, due to routine re- Wilmington: Good ... San Francisco: Fair ... Scattle: Should be good.

registrations, hospital cases, deaths, retirements, men shipping out of group and other causes.

Eight SIU ports contributed to the overall rise in shipping, and the remaining six ports declined. The increases were listed by Philadelphia, Savannah, Tampa, New Orleans, Lake Charles, Houston, Wilmington and San Francisco. The outlook is generally good for

the current period also, Class A shipping accounted for 68 percent of the District-wide total, class B for 26 percent and class C for the remainder. This represents a rise for both B and C shipping. The class B ratio of shipping shows one B man shipped for every 2 and 9/10 class B men on the beach at the end of the period. Considered another way, better than one out of every four jobs shipped in the past two weeks went to a class B man. Class C shipping was about evenly split among all three departments. Five ports (Norfolk, Savannah, Wilmington, San Francisco and Seattle) shipped no C men at all.

The following is the forecast port by port: Boston: Fair . . . New York: Good . . . Philadelphia: Fair . . . Baltimore: Good . . . Norfelk:

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STEWARD DEPARTMENT

District in the ACS beef.

Norby, who started sailing as a cabin boy in 1905 on the barkentine Fullerton, signed off the President Polk last August to join the hundreds of other old-time seamen who gave up good berths to fight

for jobs on American Coal vessels, He quickly filled an OS berth on the Cleveland Abbe, and when she was laid up, on the Thomas Paine, until that vessel also went back to the bone-

Norby yard. While historic among maritime disputes, the ACS fight was "just another beef" to the veteran Seafarer who has been an active member of the Sailor's Union of the Pacific since 1912. He has hit the bricks many times down through the years in beefs to better his wages and conditions aboard US vessels, including the historic 1936 strike among others.

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Another one for Liberia slides down the launching ways at Bethlehem Steel's yard in Quincy, Mass. The ship, a 46,000-tonner, is one of several supertankers being built for foreign operation in US yards, this one for the Onassis' interests. American-flag tankers supposed to have been built as part of a "transfer out" deal have remained on drawing board.

Onassis Builds Runaway; Mum On US Supership

QUINCY, Mass .- Keeping his foreign-flag fleets up to snuff, Greek shipping magnate Aristotle Onassis flew in from Paris last week to attend the launching of his latest addition,

the 46,000-ton tanker Olympic Eagle.

Lay 23, 1958

Onassis, while conceding that the depressed world oil market caused him to cancel his order for a foreign-flag 100,000-ton supertanker, disclaimed any knowledge of the progress of her American-flag counterpart. "I really don't know what is being done about that ship; but of course, I know there have been discussions in Washington about postponing her building," he conceded.

Under an agreement with the Maritime Administration, Onassis

Trailerships Subject of **Union Meet**

WASHINGTON-A meeting held on economic problems affecting waterfront workers, particularly those created by trailerships, was held last week by representatives of the SIU, the AFL-CIO Maritime Trades Department, the Internabional Longshoremen's Association and the International Brotherhood of Teamsters. The meeting took place in the Washington office of the Teamsters.

promised to build three supertankers, two of about 40,000 tons each and one of 105,000 tons, in return for approval to transfer 12 tankers and 2 Libertys to the Liberian flag.

All of the 14 ships went foreign before the Suez war, and before approval was given by Maritime on the construction agreements. It was not until late last year that he ordered drawings on the supertankers, and only early this year that a construction order was placed on the 105,000-ton vessel. It

is the fate of this ship that is now

in doubt. The latest word is that the keel of the 100,000-tonner "may" be laid this fall. There has been no word on the two smaller ships. Meanwhile, the fourteen transferred ships are operating under Liberian registry.

Onassis has already made representations to the Maritime Administration to get permission to "postpone" new construction. He would have to pay an \$8 million call the dispatcher at the Union penalty to back out of the agreement with Maritime, but this is ment. The examinations are the considered a small price in light of same as are given in SIU medical the earnings of the 14 transferred centers in

Morse 'Clarifies' Blast: **Runaways Okay After All**

WASHINGTON - The top Administration spokesman on maritime matters backtracked last week on his forthright statement of a month ago rapping the notion that American-owned runaway-flag ships are the nation's "fifth arm of defense." The "fifth arm" theory had

been advanced by the head of * the American Merchant Ma- is our belief in Maritime that we jowned ships under the runaway rine Institute.

An earlier statement by Maritime Administrator Clarence G. Morse blasting the runaways had been seconded by Rep. Jack Shelley (Dem.-Calif.), who called the AMMI position "disastrous."

Morse spoke out on the issue for the first time at a closed hearing of a House Appropriations Subcommittee on the 1959 De-partment of Commerce budget. He Funds for the MA and the Federal Maritime Board, of which Morse is chairman, come under the Commerce budget.

The Administrator attempted to "clarify" his position when the printed record of his testimony came out. He said his original remarks referred not to Americanowned runaway ships under socalled "flags of convenience" but to ships "under other foreign flags, even those of friendly countries

Had Refuted Casey

He had originally 'estified a few days following the statement by Ralph Casey, president of AMMI, that his (Casey's) aim in attending a maritime conference in Geneva was to protect the rights of all American shipowners. Casey had said this would apply whether their ships were under the American flag or not.

The Casey statement caused a furor in maritime circles, not only in the US but in other maritime nations seeking to put some curbs on runaway shipping. Casey was subsequently successful in weakening a drive against the runaways at the Geneva conference.

Referring to Casey, Morse had stated then: "I do not agree with him that we can, for national defense purposes, rely on foreignflag ships being available to us. It



MOBILE - The SIU Welfare Plan has announced that the medical center recently opened in this port is now in full operation and is making appointments for Seafarers' families. Seafarers are asked to hall and arrange for an appoint-New York, Baltimore

must look primarily to American- registries of Liberia, Honduras and owned, American-flag ships."

Pressed by Rep. Shelley to include American-manned ships in his definition, Morse demurred. He went on to concede "that while the transfer-out program is subject to criticism from some sources I think the principle is sound in that we do upgrade the American

He contended that in cases where "older, less desirable ships" are allowed to transfer to runaway registries, their owners have agreed to make them available to the US in an emergency and also to "build a better ship for operation under (the) American flag."

This latter obligation, however, has not always produced new construction for US operation. The **Onassis and Niarchos interests** are now facing some \$15 million in Government penalties for nonperformance of such contracts. Onassis transferred 14 ships under one such arrangement and had agreed to build several giant tankers in their place. Payment of the penalties would naturally be considerably less than construction of the new vessels.

In "clarifying" his original testimony, Morse equated American- flag vessels."

other countries "as second only to an American-flag ship for defense mobilization planning . . . We are satisfied . . . that they legitimately can be included in our defense planning." 'He thus did what amounted to a complete about-face regarding his earlier remarks.

'Adds Fuel To Fire'

At the original April 18 hearing during which Morse also spoke on the Casey statement, Shelley added: "This simply adds fuel to the fire of those who have been saying that we don't need an American merchant marine . . ." He said the American owners of runaway ships "want as much protection from us for those ships as they would get under all of the provisions we made to protect American ships and American shipping.

"In my book they are not American ships. The operators are tax dodgers, they are wage dodgers, and they are profit makers . . . I was wondering where they left us, because if this is the opinion of the great segment of the industry, then we might as well stop these hearings and say, "OK. let them go. We don't need United States-



One of the "youngsters" on the SIU disability pension list, Seafarer Charles P. Benway boasts a lengthy seatime record starting in 1919 on Hog Island ships. He was 16 years old at the time and, in the years +

now 54, has shipped on every-



since then, Benway, who is tired from active seafaring life in October, 1956. He especially liked the longer runs; "the Far East for the good pay and Europe for the good times."

He remembers vividly his experience aboard the Joseph Wheeler in 1943, when a Japanese submarine was surprised and sunk off the coast of Ceylon by the armed Liberty ship. Benway was on a coffee break when the general alarm sounded. Immediately, he and the rest of the crew rushed on deck in time to watch the Wheeler's guns blast the sub's conning tower. Shortly after, a couple of violent internal explosions tore the sub apart and she sank. An RAF fight-

Among those attending the meeting were Paul Hall, SIU secretarytreasurer; James Hoffa, president of the Teamsters union, Captain William Bradley, ILA president, and Harry O'Reilly, MTD executive' secretary.

Since the trailership promises to be a major development in reviving the near-dormant coastwise and intercoastal shipping operation, the SIU's concern was with the prospects of successful future operation of these vessels from the standpoint of the waterfront worker.

Other subjects relating to the waterfront came up at the meeting and the SIU again, as in the past, made it clear that it was fullysupporting the position of the AFL-CIO and was firmly allied to the International Brotherhood of Longshoremen in all areas where longshoremen work. 142.83

ships under the runaway flags.

Pick Up 'Shot' Card At Payoff

Seafarers who have taken the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they pay off at the end of a voyage. The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots,

Those men who forget to pick up their inoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another such voyage.

and New Orleans.

They cover the full range of diagnostic facilities for medical check-ups of Seafarers as well as their wives and dependents. Seafarers are especially urged to arrange for a check-up before they ship out.

Primaries Over

Labor held its own in the primary elections in this port. While thing in sight-West Coast-type some of the candidates who had union support were defeated, several others will be engaged in runoff elections in June and can exunions in the area.

Shipping in the port for the last week was pretty fair with the following ships calling at the port: the Alcoa Cavalier, Alcoa Clipper, Alcoa Ranger, Alcoa Roamer (Alcoa); Madaket, Arizpa, Andrew Jackson, Hurricane, Monarch of the Seas (Waterman); Rebecca (Inter-continental) and the Royal Oak (Cities Service). All were reported in good shape. 5219



Charles Benway Seafarer poses with nieces Rita and Carol in photo taken last summer.

tankers, Libertys, Victorys and Cships.

off elections in June and can ex-pect full cooperation from the ping in the engine department as vision of the law went into effect FOW and deck engineer, and re- last year.

er squadron came out to escort the Wheeler the rest of the way to Bombay.

A resident of New York City, he manages to keep in touch with his old shipmates (although not too many of them are around now) by dropping into headquarters two or three times every two weeks. Like other men on the disability-pension, he receives \$35 per week in benefits from the Union. In addition, he has become eligible under the improved Social Security sys-Benway joined the Union when tem for Federal disability benefits

Eligibility requirements for the \$35 weekly SIU disability-pen-

sion 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.

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

(Continued from page 3) ICC to "develop, co-ordinate and over the years, the decline in coastpreserve the national transportation system by water, highway and rail, as well as by other means." It also called on the ICC to exercise fair and impartial regulation of all means of transport.

Page Six

Historically, the major advantage offered by water transport has been its low cost to compensate for its drawbacks, such as irregularity of service. Thus, in 1952, the ICC found that Seatrain's cost of handling a ton of freight between New York and Texas City was one-third what it cost the railroads. This differential is not as dramatic in every instance, but water transport has always meant low-cost service. Maintenance of this differential is even prescribed by law in the Interstate Commerce Act.

Therefore, before making a decision on an application for an adjustment in rates, the ICC has at ways considered the effect of such an adjustment on other forms of transportation.

Yet despite all this legal "protection," although there were no less than 19 deep-water coastwise lines operating in the US in 1937, there are only two today: Seatrain and Pan-Atlantic. Before the war, such well-known companies as Eastern Steamship, Ocean Steamship (Savannah Line), Colonial Navigation, Merchants and Miners, Morgan Line and New England Steamship operated 139 ships and carried over 51/2 million tons of traffic subject to ICC regulation.

Today, Seatrain and Pan-Atlantic, operating less than twenty ships, carry 1.2 million tons, a cut of 79 percent. At the same time, railroad_tonnage has increased 42 percent.

Aside from the rate-cutting de-



their families were urged to consult the latest edition of the "AFL-CIO Federationist" before going justment. No one could come in to the polls in the Maryland primaries, Earl Sheppard, port agent, The sole defense left to the shipreported. The paper devoted two pages to the backgrounds of all the candidates who were found to have favorable views toward labor.

Organizing in the harbor is still match the railroads' resources or going strong. Members of the make up his losses elsewhere. He HIWD have been holding meetings would thus be driven out of busi-

vices employed by the railroads wise and intercoastal shipping can also be attributed to inroads made by the railroads during the war, when coastal shipping was sharply cut back. Most of this trade was never recaptured after 1945.

In addition, the war redefined the role of US maritime. It became primarily an offshore operation, as the lifeline between the US and the non-Communist world. Domestic ship operations have since been very limited.

The railroads, therefore, cannot blame all their troubles on competition from two companies which grossed about \$20 million in 1957, while they earned \$9 billion by comparison. Nonetheless, this has not prevented them from violently opposing every attempt by Seatrain and Pan-Atlantic, or any newcomers, to expand or introduce innovations.

Seven Rate Increases

As a result of proceedings before the ICC, the railroads have had seven rate increases since the war. But each time a rail rate increase goes into effect, the competing water carriers do not automatically benefit. What happens instead is that the railroads turn around and cut rates wherever there is competition, so that the ship lines, whose costs have also increased, either have to cut rates or close up shop.

While selective rate-cutting has accomplished this to the benefit of the railroads, it has also created problems for them. In order to compensate for the lost revenue from cutting rates between points X and Y where there is competition, they have had to increase rates between X and Z-where competition is nil.

Whis has upset market conditions in many areas, forcing shippers to seek other forms of transportation, or other markets, or both, and in the last analysis has reduced railroads to handle their traffic wind up subsidizing the railroads' rate war against the water carriers.

Now, under the proposed section 5 of S-3778, the ICC would be obligated to ignore evidence from other types of carriers whenever the railroads asked for a rate adand dispute the railroad's figures. ping operator would be to cut his own rates also although he's confronted by rising costs just like the railman.

The difference is that he can't



Slippery decks, obstructions or improper shoes are not the only reasons for slips and falls aboard ship, especially when a vessel's pitching or rolling. Wet or oil-coated hands, or a slicked-up railing can do an equal amount of damage. In the long run, it matters little whether the foot or the hand was responsible for the fall.

Grab bars, ladder railings, deck rails, door handles, engine room railings and the like should be kept clean at all times to assure the best-possible grip when needed. The same goes for a Seafarer's hands; if they aren't clean and dry he not only endangers himself but his shipmates as well by leaving a deposit of grease, oil or moisture on everything he handles.

with one good-sized company and ness, affecting not only seamen, but the outcome looks promising.

It was a poor shipping period in this port. Shipping lagged behind there are a good number of men on the beach. Prospects for the next period are expected to be about the same.

There were no beefs to speak of on ships hitting the port as many of the ships reported in clean. The following vessels paid off during the period: Emilia, Evelyn, Jean, Mae (Bull); Chilore, Marore, Cubore, Santore, Baltore (Marven); Flomar, Calmar, Pennmar (Calmar). Signing on were the Losmar, Flomar (Calmar); Pandora (Epiphany) Marore, Cubore and the Santore (Marven).

In-transit vessels were the Santore, Venore (Marven); Steel Apprentice, Steel Recorder, Steel Chemist (Isthmian); Betheoaster (Calmar); Venore, Jean Lafitte, Afoundria (Waterman); Alcoa Pennant (Alcoa) and the Robin Hood (Robins ? in sulgable abylout ton

dock workers, teamsters, shipyards, ship suppliers and others whose livelihood depends on shipregistration with the result that ping. This may be the railroads' obective; but it can hardly be justified by the Congress of the United States.

> **Throw In For** A Meeting Job

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

Since SIU membership meeting officers are elected at the "art of each meeting, those who wish to run for those meeting offices can do so. Bats West and

Sisterio uniors, treat laket or Canada

Keeping hands and handles clean is just one aspect of good shipboard housekeeping which will help make SIU ships safer places for all to work on.

An SIU Ship is a Safe Ship

Striotn Steuk

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YOUR DOLLAR'S WORTH Seafarer's Guide To Better Buying By Sidney Margolius

Meat-Scarce Summer Looms

May 23, 1958

There's less meat this year, prices have skyrocketed, and working families, especially those trying to live on unemployment checks and part-time work, are bearing the brunt of the scarcity. Many families have been priced almost out of the meat market, and are eating three for which information is available left. or more meatless' dinners a week.

The present high cost of meat is attributable only partly to the lower supplies-four pounds less per person this year than last. The shortage has been further aggravated by a holdback by livestock producers. They are taking full advantage of the shortage and the high prices by keeping cattle on feedlots longer to market them at heavier beach. Putting it another way, the shipped only nine permanent jobs weights later this summer. The cattle kill dropped 11 percent in the NMU has been winding up with in this group throughout the eight first quarter of his year, and hogs fell off 8 percent. The result, is, wholesale prices of cattle skyrocketed 36 percent, and of hogs, 21.

Prices of beef will ebb later this summer when more feed beef nent job in all groups it has and has been left with an average reaches the markets. But there will be no real relief from the price shipped during a two-week period. registration of 5,471 NMU "class squeeze until fall when pork supplies increase. Among foods which have come down in price are eggs, poultry and fresh vegetables. In contrast to red meat, supplies of chicken are ten percent above last year. 14-week walt for NMU top senior- are over 2,400 NMU "class B" men

Let's take a look at what this year's inflation has done to your famlly's living costs. From the spring of '57 to this spring, the cost of living rose almost four percent led by a rise of 6.7 percent in food, 4.3 percent in medical care, 2.7 in rents and other housing costs and 2.7 in car and transportation expenses.

The high price of food has made a mockery of President Eisenhower's buy-now advice, and the ads of some sellers tuned in on this appeal. Steep eating bills are blocking moderate-income families



from taking advantage of the cut prices now available on refrigerators, air conditioners, TV sets, cooking utensils, washing machines, radios, textiles and clothing. Some workers will pay the price of this recession even in re-

tirement. Many whose earnings have fallen below \$4,200 in '57 and '58 will suffer a corresponding reduction in future Social Security payments.

With meat the real buying problem of 1958, this department has prepared a chart of comparative costs per serving. If you can keep your cost for meat or other main dish below 25 cents per person, you're doing well.

As the chart shows, eggs and cheddar cheese stand out as best buys in protein foods at this time. The money-saving trick is to use these low-cost foods in combina-

> Cost per Serving

tion with small amounts of expensive meat, as in omelets, casseroles, souffles, fondues, pizzas and in lunch boxes.

Look for "discount" vegetables to help beat 1958's high costs. More and more markets now have special "discount" display racks which offer ripe, spotted or slightly-damaged produce at reduced prices. A survey by the Agricultural Marketing Service found such marred or Imperfect produce is sold for less than half the price of the perfectappearing fruits and vegetables.

Blemishes, or other imperfections in appearance as small size, do not affect eating value. It's a fact, for example, that small tomatoes have more vitamin C than the big ones which command high prices.

> **Comparative Main-Dish Costs**, Early-Summer '58

Why Curran Attacks SIU

One of the major reasons for NMU President Joseph Curran's rising crescendo of attack on the SIU becomes clear in examining figures published regularly in the "NMU Pilot." . Curran's anti-SIU fulminations, which took up six full pages in the last "Pilot," are best understood in light of the

ing NMU members, including

SEAFARERS LOG

those with top seniority ratings. wise, can best be summed up by the following figures:

the beginning of March through the end of April) the NMU shipped seniority brackets is more extreme. an average of 1,291 men to permaalmost seven top seniority men week period, an average of less left on the beach for every perma- than three jobs every two weeks, it would mean approximately a on the beach. In other words, there ity men to get a job.

In sharp contrast, the SIU has

of 2,117 class A men left on the beach for each one shipped. beach. The actual ratio is one job

The comparison in the lower Despite the slowdown in shipping, nent jobs each two-week period SIU class B men are literally sevbut was left with an average of eral hundred times better off than 8,692 top seniority men on the their NMU counterparts. The NMU If this rate were to be maintained, B" (they are called group 2) men on the beach for every job shipped. Class B men in the SIU, on the

well under three class A men left other hand, have been shipping

serious job shortage confront- on the beach for every job it is out at an average rate of 228 jobs shipping, averaging \$95 jobs for each two-week period and shipped in a given two weeks as there are only a little more than The situation in the NMU, job- against the relatively small total three SIU class B men left on the

These over-all shipping figures, In the last four shipping periods shipped to 2 and 3/10 class A men of course, compare only shipping through the SIU Atlantic & Gulf District to its contracted companies with NMU national shipping to all its deep-sea operations. They do not include jobs shipped by the SIU Pacific District, including the Sailors Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Steward's Union. Nor do they include shipping by the SIU's Canadian or Great Lakes Districts. All of these unions are part of the SIU of NA which, according to the official AFL-CIO convention record has 52,000 members to the NMU's 39,000.

> The fact is that the SIU has been shipping more class C men-new-(Continued on page 15)



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the decision of the second	Average Portion	Cost Lb.	Cost per Serving
Eggs, large	2-3	\$0.49	(doz.) 8-12c
Cheese, Cheddar		.59	11c
Breast of Lamb		.22	11-16c
Smoked Beef Tongue	1/ 11	.55	14c
Chopped Beef		.51	13-17c
Tuna Fish, canned		.63	16c
Beef Liver		.65	16c
Frankfurters		.69	- 17c
Haddock, filet, frozen	3/3 "	.51	17c
Stew Beef, boneless		.86	21c
Pork Loin, Roast		.66	22c
Fowl. ready to cook		.45	23c
Lamb, Shoulder	1/3-1/2 "	.59	20-29c
Plate Beef	34 "	.32	24c
Ham, smoked, ready to eat		.75	25c
Broilers, Fryers, ready to cool		.39	20-29c
Halibut Steak		.76	25c
Veal, Shoulder		.55	27c
Leg of Lamb		.69	23-34c
Flounder, filet fresh	1/3 "	.89	29c
Beef Chuck, bone in		.69	23-35c
Turkey, large		.49	25-32c
Round Steak		1.17	29c
Shoulder Lamb Chops		.87	29-44c
Pork Chops, center		.97	32-49c
Rib Roast		.81	420
Turkey, small	8/4 "	.63	47c
Sirioin Steak	36-16 "	1.07	42-54c
NAME AND ADDRESS AND ADDRESS ADDRE	and the state of t	La series	THE PROPERTY OF



trict only and do not include shipping of Pacific ! District unions, Great Lakes or Canada.



RANDDADDY of all the "lift-on" ship operations that are suddenly becoming popular today, the SIU-contracted Seatrain Line will introduce its newest innovation next month. Called the Seamobile service, it incorporates the handling of loaded truck trailer bodies into the standard Seatrain operation. The trailer bodies will be carried on railroad flatcars along with the conventional railroad boxcars which the line has been hauling at sea for the past 29 years. The service is set up so as to provide for interchangeability of truck trailer bodies between ship, train and truck, offering the advantages of all three forms of transportation as the situation warrants. By carrying the trailers on flatcars aboard ship, the company was able to side-step extensive modification of the vessels and keep pace with the development of the trailership as an integral part of coastwise transportation.



Maiden voyage of Seatrain enterprise was made by SS Seatrain on January 12, 1929. She is shown here loading at Belle Chase, Louisiana, for run to Havana, Cuba.

ILATABERS LOG



Diagram shows basic method of operation and design of the Seatrains. Handling of truck bodies requires only minor modification, and truck bodies can be carried along with conventional railroad boxcars.



Auxiliary crane set-up in Seatrain terminals can transfer truck bodies from terminal flatcar to trailer truck or is used to double up bodies one atop the other. Containers, fabricated by Seatrain, are 27 feet long, eight feet high and eight feet wide. Bigger ones will be added to the service.



Transfer from truck to Seatrain begins with switch to turntable of flatcar (one) via hydraulic power, At left (two), auxiliary crane double-stacks boxes for donkey engine to haul to ship's side and loading aboard ship.



Donkey engine (three) hauls boxes to position under hoist. The two boxes and flatcar (four) are then picked up by cradle of hoist and are deposited in hatch (five) where the flatcar and its load is placed on railroad tracks and secured for sea voyage.





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Eng'rs Win Runaway *'Insurance'*

In a precedent-setting move, members of the Marine Engineers Beneficial Association manning the SS Pandora have won'a contract agreement guaranteeing them one year's base wages if the vessel is transferred to a foreign flag.

The agreement was demanded from the ship's owners, Epiphany Steamship Company, just before the vessel was to be crewed up. The Pandora was recently returned by her owners from the Liberian flag.

MEBA officials have reported that this will be the pattern which will be demanded by their assoclation from every ship returning to US registry from a foreign flag.

The Pandora agreement states that the operator must get the company to whom he transfers the vessel to assume all of the terms and conditions of the MEBA contract or pay all of the licensed engineers a year's base wages.

The clause read in fact: "It is hereby agreed that in the event any vessel shall be transferred, sold or otherwise disposed of . . . It shall shop in California. be the company's absolute obligation to perfect such transfer only if the transferee assumes and makes itself subject to all of the terms and conditions of this agreement.

"In the event, regardless of any reason whatsoever, the Company. shall fail to accomplish such resuit, the Company shall be liable for additional wages to the last employed engineers . . . in the amount of one year's base pay at their respective ratings. . . ."

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as?



New SUP Honolulu Home



Smack in the heart of the Honolulu waterfront, the new Honolulu branch hall, shown here, is hard by the Aloha tower (left) on Nimitz Highway, and within heaving line distance of Matson's Pier 11. MCS is also in the hall, located at 51 Nimitz Highway.

Calif. 'Wreck' Drive **Recruits New Support**

SAN FRANCISCO-Roger Lapham, onetime mayor of San Francisco and former shipping magnate, has thrown his weight and money behind the fight for a compulsory open

Lapham, the father of Roger | ranks," Lapham said, "I'd want a union." Lapham, Jr., president of

Grace Lines, was reported as saying that while he felt a passing concern for the union member, he was much more interested in getbooks in California as a step towards broad, tough federal restrictions on labor unions.

Lapham also asserted that he believed labor organizations have a by California labor unions. Not permanent place in our economy. In fact, "if I were a worker in the

However this was not enough to

affect his decision to form a Northern California Committee for-Right to Work and aid in the ting a "Right-to-Work" law on the drive to get 400,000 signatures and put the law on the ballot for the November elections.

> The entrance of Lapham into the drive is considered a serious threat only do he and his committee represent influence, but money too, "San Francisco Labor," publica-tion of the local Central Trades body, reported. His committee, it reported, has "some money" and they expect more.

> But not all of California's big businessmen share in Lapham's desire to outlaw the union shop "for the members' good." San Francisco financier and hotel owner Benjamin H. Swig and J. Paul St. Sure, president of the Pacific Maritime Association, have both announced publicly the dangers that would result in the passage of the "Right to Work" law.

St. Sure, who negotiates with the SIU Pacific District and other maritime unions, said he wanted a union shop and would fight for it.



SEATRAIN NEW JERSEY (Sea-trein), April 24—Cheirmen, A. Whit-meri Secretary, E. Benjamin, Air conditioner to be repaired in NY, Jam and coffee to be locked while ship is in port. Man fired by com-pany to be reported to patrolman. Measroom deck clean. 3d ass't en-gineer to be reported to patrolman for destroying ship's life-saving seulp-ment while in Texas Cliy. Also for derogatory remarks about union and its members. Keep food locked while in port. Return cups to measroom.

FAIRLAND (Pan-Atlantic), April 27 —Chairman, A. Capoter Secretary, A. Beck. Repair list submitted. One man missed ship in Tamps. \$25 donated to brother in hospital. Keep pantry clean.

ALCOA CORBAIR (Alcos), April 17 -Chairman, T. Metting, Secretary, J. Prestwood, After two more trips ship will pay off without signing on.



All monies due will be paid. Purser aked that anyone wishing to draw in NO and not planning to be on board at posted time, to sign new log book. Everything going smoothly. Ship's fund \$289.74. Vote of thanks to chief electrician and operators for job well done. Few hours disputed of, No beefs. To get clarifications from patrolman. One man missed ship in NO. See patrolman about night porter. Report accepted. Assigned there be no movies in ports of Ciudad there be no movies in ports of Ciudad there be no movies in ports of Ciudad there be no movies raffle each trip. Beet should be taken to delegate not captain. Vote of thanks to steward dept. for good food; also to members for conducting themselves ion on fire and boat drill.

KENMAR (Calmar), April 25-Chairman, P. Alborer Secretary, J. Taver. Two men missed ship Long Beach, rejoined in SF. Messman to be turned over to patrolman at pay-off. New treasurer elected. Request more variety in menus; larger bulbs in messroom and recreation room. Repair list made up. Vote of thanks to brother for showing movies.

to brother for showing movies. BEATRICE (Bull), April 24-Cheir-man, J. Fofti Secretary, C. Kewit, Letter sent to headquarters re: Pay-off at sea or few hours after ar-rival due to fast turnover of ship; receiving mail in PR-request com-pany deliver mail on arrival; trans-portation from Puerto Nureve to vessel-request shuttle service to main line from ship, due to distance and hazards encountered, allow three hours for sanitary work; re: subsidence-at present 58, allow-ance is taxable aboard ship and af-ter taxes this amounts to 56. Recom-mend that this be raised to at least 512. Need insect-repellant bulba for outside house. Letter sent asking clarification on ways increase and retroactive pay.

SUZANNE (Buil) April 14-Chair-man, B. Strauss; Secretary, K. Cal-lina. Pretty smooth 6-month voyage. Repair list to be made up: carpen-ter to make repairs; three men hospi-talized. Few logs; one man missed ship; few hours disputed ot. New delegate elected. Motion that some kind of retirement plan be consid-ered whereby a member can retire whether he is disabled or not; also that the one-day clause be eliminated when applying for benefits as some members may not have the one day due to fillness or bad shipping. Re-SUZANNE (Buil) April 14-Chairdue to illness or bad ahipping. Re-quest receipt from slop chest for soods. Need new chairs in messhall: settee to be reupholstered; elminate traveler's checks; greenbacks to be issued in all ports; higger and better variety of books to be put aboard. Not enough LOGS received.

271.562. 7135 May 23, 1958

T. Buckley. Ship's Fund \$4. Will ask for volunteer donations to build up fund. Misunderstanding between chief engineer and electricians to be squared away by delegate. New delegate elected. Shower blowers to be repaired: spring on even door; en-ging room door and faucet on water fountain. Pantry to be kept clean. Vote of thanks to steward for fine job.

PENNMAR (Celmar), April 26-Chairman, V. Monte: Secretary, V. Faini. Repair lists to be turned in. Fine cooperation among crew mem-hers. Few hours disputed ot. New delegate and treasurer elected, Vote of thanks to steward department for job well done-also in preparation of varied menus and fine food.

DOROTHY (Buil), May --Chairman, R. Simpkins Secretary, B. Beef. Repair list discussed with delegate. All men paid of PR. Gangway sta-tions to be fixed. Request late meal at midnight.

STEEL EXECUTIVE (Isthmian), March 2--Chairman, W. Nashu Sec-relary, A. Bredie, Timer Installed on washing machine. Reports accepted, Members warned not to foul up wille vessel in port. Would like more fruit at supper time. April 25--Chairman, G. Finkleas Secretary, A. Bredie. One man missed ship in Manils. Few men logged. Proper atilize to be worn in meashall Laundry to be kept clean, Complaint about men performing and using abusive language aboard ship--to be inken up with patrolman on arrival. Reports accepted. Need paper lowed dispensers. dispensers.

COBUR D'ALENE VICTORY (Vic-fory Carriers). Agril 22-Chairman, V. Porter: Socretary. P. Micks. Some beefs to be settled at payoff. One man secured in Yokohama. Disputed of and beefs to be settled at payoff. Some delayed sailing time questioned. Reports accepted. Stoward reported shop now operating with 30 days stores on hand until further notice. Long eight months trip from Ger-many to the Orient, stopping at Sai son twice. LOGS forwarded prompt-ly.

MARGARET BROWN (Bloomfield), April 27-Chairman? R. Nunti Secre-tery, W. York. Ship's fund 540.00. Editor of SEAFARERS LOG to be contacted as to why this vessel does not receive LOG in European ports. Boarding patrolman to be contacted about having forward port water light door fixed before signing on. Ship's delegate to see Chief Engin-er about installing water line out-side of house for stevedares. Do not put coffee grinds in sink. Patrolman to see shipping commissioner about alloiments being' delayed. Steward to try to get better grade of milk in Holland.

STEEL ROVER (Isthmian), April 27 -Chairman, F. Paper Secretary, C. Greston, Ship's delegate to be seen if any man wants application for ab-sentee ballot, also information re-garding same. Another water cooler to be installed—one insufficient dur-ing hot wasther the second ing hot weather. Discussion regard-ing donation for repair of TV set in. Honolulu. Disapsearance of shower head in steward dept-request re-turn.

CITY OF ALMA (Waterman), April 26 Ghairman, A. Gowder: Secretary, H. Fitzgereid. One man missed ahip in Yokohama. rejeined in Kobe. Ship expeats to pay off in SF. Ship's fund S12. Of disputed. Request clarifica-tion of hot midnight meals. Beef about Sea Chest supples-mo variety of stock. Brothers visiting Yoko-hama. Japan requested to patronize newly opened Marco Polo Cafe-Res-taurant, owned by one of our present members. members.

ABNTS FORT (Gittes Service), April T-Chairman, J. Merris Secretery, J. Lons. Some friction in steward dept. Beef on menus and food-to be ironed out. Voted to sign on coast-wise articles before getting in port and before pay-off on foreign articles. Ask steward about variety in night lunches. Keep chairs clean and painted in meschall. Beef on chief cook's refusing of when sick and steward working of this to be taken up with patrolman. Also remark made by steward that "crew are a bunch of pigs."



(This column is intended to acquaint Seafarers with important provisions of the SIU contract and will deal with disposition of various contract disputes and interpretations of the agreement. I Seafarers have any questions about any section of the agreement which they would like to have clarified, send them in to the editor of the SEAFARERS LOG.)

ARTICLE II, SECTION 30. PENALTY CARGOES. (a) When members of the unlicensed personnel are required to clean holds in which lead concentrates, coal, coke or penalty cargoes, as specified herein, have been carried they shall be paid straight overtime for the watch on deck and overtime and one-half for the watch below.

(b) For the purpose of this agreement the following are classified as penalty cargo:

In Bulk

Bones, green hides, manure, caustic soda soda ash and creo lumber.

In Bags or Bulk

Bone meal, chloride of lime, lampblack, carbonblack, sulphur, super phosphate, cyanide, cement, gasoline carried in any manner, copra (3,000 tons), saltcake and greave cakes.

Question: What is the difference in hold cleaning OT pay between a ship carrying ordinary cargo and one with penalty cargo?

Seafarers aboard one SIU-contracted vessel were required to clean s hold in which penalty cargo had been carried. After the job was finished, the men were told that they would be paid according to Article III, Section 22 of the contract. This section provides that when holds that have carried cargo are cleaned, the men will receive \$.50 an hour additional if they are on watch at the time; overtime plus \$.50 additional if called out while off watch.

When this matter was brought to the attention of the Union the situation was clarified by pointing out to the operator that Article II. Section 30 applied in this case,

Paragraph (b) of this section lists exactly what items are considered penalty cargoes, while paragraph (a) states that if men are required to clean holds which have carried penalty cargoes they are entitled to the straight overtime rate if they are on watch and overtime and one-half if they are called out while they are off watch. This, of course, is higher than the regular hold cleaning rate.

Sometimes there is confusion between "in bulk" cargoes and "in bags or bulk" cargoes. Bones, green hides, manure, caustic soda, soda ash and creosoted lumber-penalty cargo if they are in bulk-are not considered penalty cargo in bags. Thus, men cleaning out holds which have carried these items in bags are paid according to the rates outlined in Article 22 and not under Article 30 which refers to penalty cargo.

Refinery Strike

LAKE CHARLES-A last-minute meeting between members of the Metal Trades Unions and Cities Service staved off a strike at the refinery here for another week, The unions had rejected the company's original offer but agreed to further talks before a labor concillator. A new company proposal, offered at a meeting late Friday. will be given to the membership to vote on this Friday, Leroy Clarke, port agent, reported.

It has been a slow shipping period for this port and the outlook is for more of the same. The Council Grove, Bents Fort, Chiwawa, Winter Hill, Cantigny, CS Baltimore and the Bradford Island (Cities Service) were the only vessels calling into the area during the past two weeks. The outlook for the next two weeks is anyone's guess, as there are not too many vessels expected in so far.

ATLANTIS (Petroi Shipping), April 13-Chairman, J. Leo: Secretary, G. Luke. No beefs, everything running smoothly. Delegate elected. Hul-letin board to be put up. Need plugs for electric razors. Men on last trip to get back-dated discharge for March 25.

BALTIMORE (Cilies Service). April 21-Cheirman, R. Yerbroughy Becre-tery, L. Hagmann. Refer to April 11 issue of LOG for answers to ra-tiremant plan. Ship's fund \$20. Re-ports accepted. New delegate elected, Complaint about engineers working at night in machine shop, directly under watch rooms. Observe rules on drinking and reporting late for work. Scupper in laundry room stop-ped up. ped up.

DEL MONTE (Deite), March 9-Chairman, R. Cocok, Secretary, J. Long, New delegate elected. Ship's fund \$33.51. Vote of thanks to bro-thers for fine job done on Robin Line ships. Keep crew boys out of panagaways during African trips. To purchase coke machine from ship's purchase coke machine from ship's fund. Turn off washing machine after using. Vois of thanks to steward for fine cooking and baking.

JOHN & (Atlantic Carriers), April Chairman, C. Lawson, Secretary,

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GRAIN SHIPPER (Grainfleet), May 3.—Chairman, J. Read; Secretary, P. 5. Marie, Na major beals. Some disputed of. Captain to refrain giv-ing crew members individual orders pertaining to work. Tramp ships to catry enough money for all draws in American currency. Vote of thanks to steward dep't for job well done.

OCEAN EVA (Maritime Oversess), April 11-Chairman, R. Wright; Sec-retary, E. King, Man missing watches, -to be settled at payoff. Vote of thanks to stewart dept. for excellent tob.

SEAGARDEN (Penn, Nav.), April 27 Chairman, F. Leneriy, Secretary, R. Mail. Captain will put out Ameri-vas opened with LOG missing. Some displied of. Report accepted. In-sufficient stores on board. Water pressure poor. Salp to be furnigated and hospital to be cleaned.

IDEAL X (Pen-Atlantic), Morch 28 --Chairman, H. Millery Secretary, W. Christian. Disputed of to be settled by patrolman. Delogate to see cap-tain about putting out more money for draws. Repeir list to be made up to get ship in good shape.

OCEANSYAR (Trifen); Jan: 25-Chairman, D. Oslasby; Secrolary, J. Mennette. New delegate elected. Ice box to be repaired. Need new wanting machine. Will try to abtain, new Ice box next trip.



SEATINEDS LOS

MCS Readies **Ranch Facility For Vacations**

SAN FRANCISCO - The new recreation facilities at the Marine Cooks and Stewards training.center in Santa Rosa, California, will be formally dedicated on June 13, Ed Turner, MCS secretary-treasurer has announced. Designed to afford complete vacation facilities for the membership, the center promises to compete with big name resort hotels.

Two major attractions at the recreation center are the large airconditioned recreation hall and the Olympic-size swimming pool. One, two and three bedroom cabins, all equipped with bath and kitchenette, will also be decicated.

The recreation hall contains a and a library. Use of the resort will be open to the MCS membership at nominal rates.

The sight of the multi-billion-dollar railroad industry taking off after the miniature coastwise shipping industry would be laughable if it did not pose such serious consequences for the men whose jobs are at stake.

Such a blow would be all the more keenly felt because after 13 years of setbacks, efforts to revive the coastwise trade through new techniques of handling cargo are showing signs of success.

The SIU is strongly opposed to such a move and is accordingly making its voice heard in Washington. Seafarers whose jobs hang on the Congressional decision should do likewise.

Shift On Subsidies

Welcome news on the Washington legislative front is the action of the House Appropriations Committee in voting at long last to broaden the base for granting US operating subsidy funds. The committee even earmarks funds for 200 subsidized voyages which haven't been authorized yet, and specifies that 75 others are exclusively for Great Lakes operations.

Up to now, 16 of the largest US-flag operators have been receiving operating subsidy; indeed, six of the biggest have been getting two-thirds of about \$120 million annually, while the rest of the US-flag fleet has been struggling along on its own. A broader division of subsidy allocations has been a dance floor, spacious TV lounge goal of the SIU and its sister unions in the AFL-CIO Mari-

Seek Special Anti-Trust Rule On Shipping Merger

WASHINGTON-The American Merchant Marine Institute, acting on behalf of its large subsidized operators, has protested a proposed amendment to the Clayton Anti-Trust Act which would require cor-

porations considering mergers ed from the proposed amendment, or purchase of the stocks or give advance notice of their actions to the Justice Department. The AMMI has requested that

steamship corporations be exclud-

LABOR **ROUND-UP**

Ohio has become the 37th state to form a merged AFL-CIO central body. The 2,274 delegates, representing over one million union members, merged the Ohio State Federation of-Labor and the Ohio CIO Council into the largest merged state central body of the AFL-CIO. Michael Lyden, who had been president of the Ohio Federation of Labor for 22 years, was elected as the first president. of the new body.

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The Supreme Court has upheld an NLRB finding that an employer can not require that non-union members vote on strike ballots. The decision also affirmed the finding that Borg-Warner was guilty of an unfair labor practice in insisting-on a contract solely with the UAW local union rather than the Auto Workers international after the NLRB had certified the international as the bargaining representative. The majority of the court felt that to give the employer the right to demand a clause in the contract giving the non-union members the right to vote on a strike ballot would, in effect, be interfering in the relations between employees and their union and would weaken the collective bargaining system.

* * *

The textile industry, already in bad shape, can only expect the situation to get worse, the Textile Workers Union has warned, unless the mill owners create new products and markets soon. Between improved production methods and the continuing invasion of paper and plastic products into the textile field, more than 1,000 mills have closed and over 300,000 workers have been put out of work. The industry will have "to face up to

stating that any such proposed purassets of competing corporations to chase or merger could "not be undertaken without adequate and proper supervision of the Federal Maritime Board." AMMI, in effect, wants to substitute the FMB for the Justice Department as the watchdog over anti-trust practices by shipping corporations.

Page Eleven

The major concern of the FMB is the provision of adequate American-flag service on various trade routes. In the past it has not objected to mergers or purchases of competing steamship companies which have given one company a monopoly of a subsidized trade route. The purchase of South Atlantic Steambship Company by US Lines is one such example.

Under the Clayton Act as it now stands, corporations do not have to give advance notice of any acquisitions. It is usually only after a merger has been completed that any anti-trust action is taken. The proposed amendment, by requiring prior notice, would give the Justice Department a chance to state an opinion on the legality of the action before the merger took place.

Ship Attacks To Continue In Indonesia

The Indonesia rebel government has expressed its "profound sorrow" for the damage and loss of life caused by bombing of foreign shipping, but said operations would continue against targets of strategic importance.

Last month, three ships, two British tankers and a Panamanian cargo vessel, were attacked by rebel planes. One, the Panamanian ship, Aquila, was sunk outside the Indonesian harbor of Amboina.

The two British tankers, the San Flavian and the Daronia, were attacked shortly after dawn on April 28, while riding at anchor in the east Borneo port of Balikpapan. The San Flavian was hit and set afire, and the crew had to abandon her.

So far, no American ships have been attacked.



The training school itself was opened one year ago to provide upgrading and refresher training to steward personnel on West Coast ships.

Tampa Expects Better Times

TAMPA - With only one ship, the Bienville (Waterman), paying off and none signing on, shipping continues to be slow in this port, but an upturn is expected in the immediate future.

In transit were six ships: Raphael Semmes, Faicland and Coalinga Hills (Pan-Atlantic), Bents Fort (Cities Service), Del Valle (Mississippi) and Arizpa (Waterman). Otherwise, everything is running moothly." The of a souther sucher

time Trades Department for many years.

The recommendations of the House appropriations group indicate that new applicants for subsidies, like Waterman, Isthmian, States Marine and Isbrandtsen, can look to favorable action on their requests before long.

True Confessions

Some blunt talk seldom heard outside the rarified atmosphere of the executive board room highlighted a meeting held in New York this week to beef up the campaign by big busi-ness against the recession. Candidly spelling out what others were careful to sidestep, one board chairman pointedly de-clared: "Whenever you get hoggish, you've got to pay for it." He derided the "hard sell" tactics and the "gadgetry" rather than quality employed by business to sell over-produced, over-priced goods to American consumers.

Still another management spokesman took the floor to lambast business leaders who too frequently blame "labor costs" for all their troubles. "In discussing the responsibility of labor, I'd like to know what's the responsibility of manage-ment," he said. Reminding his top-salaried listeners of their "substantial bonuses and stock option plans," he added: "If 73 laid-off men will be given job we set that kind of example, what can we expect from the preference for new jobs with the other side?" rensels expected to an Iac.

the challenge of survival in a dynamic economy" by creating ideas and stimulating demands, George Perkel, union research director, declared.

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Members of the Locomotive Firemen and Enginemen have ended their three-day strike at the Canadian Pacific Railway after a settlement over the issue of removal of firemen from diesel engines. The union struck after the company laid off 73 yard and freight diesel firemen last week and began operating the diesels without them. While needed on steam engines to fire them, the company contended the firemen are not necessary aboard diesels. The agreement, which is expected to set the pattern in the United States, provides that the railroad

SCHEDULE OF SIU MEETINGS

SIU membership meetings are held regularly every two weeks on Wednesday nights at 7 PM in all SIU ports. All Seafarers are expected to attend; those who wish to be excused should request permission by telegram be sure to include registration number). The next SIU meetings will be: May 28

June II

June 25

July 9_

Page Turcivo

SEAFARERS LOG



Hospitalized SIU brothers received a total of \$7,340 in 361 individual benefits from the Seafarers Welfare Plan during the two-week period ending May 9. The total in hospital benefits paid to date is now \$1,312,470.50.

Among the Seafarers in drydock this period, out on the West Coast, is William H. Parker,

oiler off the City of Alma, who's doing fine after a hernia operation and



should be out in another week. Others at the San Francisco marine hospital are Otls J. Harden, FWT, who's in for a checkup off the Alma, and Jeremiah O'Byrne, who was AB on the Ocean Deborah. O'Byrne has been in there two months due to a chest condition.

Laid low by an attack of pneu-

Harden monia, Sister Trilby Safford is at the New Orleans PHS hospital after a stint as stewardess on the Alcoa Corsair. Another pair on the Crescent City roster are James Shearer, chief cook, off the DeSoto since February, because of a chest ailment, and Sam McDonald, another pas-

When in port, rememb brothers in drydock re-a personal visit. Letter welcome, too. The following is the list of SIU men in the h USPHS HOSPE GALVESTON, T R. J. Arsenault Roy (William J. Burkeen Y. E. Francis M. Conners USPHS HOSPIT BOSTON, MAS Charles Dwyer Kenn Frederick P. Engel Frank USPHS HOSPIT FORT WORTH, T Lawrence Anderson John Robert Ingram A. J A. J. Paul Woodrow Meyers Harold J. Pancost VA HOSPITA KECOUGHTAN. Joseph Gill VA HOSPITA BOSTON, MAS Thomas W. Killion VA HOSPIT/ BUTLER. PA James F. Markel JOHN SEALEY HO GALVESTON, TH James R. Hodges USPHS HOSPIT STATEN Hassen All O. Ali Nicholas Anoustis Henry Bilde R. 5 Thomas D. Daily W. 1 Clarence O. Daire Rupert Daniels Antonio Fernandez Israel Four P. Re Frederick Fulford Eusta Colso David Furman **Romuold** Garcia Jose Jame Paulino Guerra Harol H. Si A. Guns L. Gutlerez A. 51 G. 51 Chan Hon Artemi Kanits Nicholas Korsak A. 50 F. Lukban Ahmed Mehssin Editor. SEAFARERS LOG 675 Fourth Ave., Brooklyn 32, NY

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I would like to t

list.



senger ship man. McDonald, waiter on the Alcoa Cavaller, is in drydock due to some arm and shoulder trouble. Doing much better after entering the Savannah hospital on January 29 with double pncumonia, Elmer G. Brewer is getting back in shape. Brewer was AB on the Steel Fabricator. Also doing fine after having a cataract removed from his left eye is Foster B. Shedd, MM, ex-Madaket.

In Baltimore, oldtimer Nighbert Straton is likewise coming along pretty well. Straton, who was OS on the Del Oro, also had an operation for a cataract in his left eye. Drydocked for a couple of years now by a spine injury that has kept him paralyzed from the neck down, Gorman Glaze says hello from Baltimore to all his friends and shipmates. The Steel Executive was his last ship.

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	Joseph H. Berger J. S. O'Byrne	H. C. McIssag	G. E. Shumaker
latest available	Curtis Hancock William H. Park	er Leo Mannaugh	Henry E. Smith Pon P. Wing Dexter Worrell
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Seafarer Owns **Japanese** Cafe To the Editor:

While in Yokohama on my last voyage I ran into Seafarer Max Lipkin who has become a permanent fixture in that port. He is now operating the Marco Polo cafe restaurant in Chinatown's Main Street, 154 Yamashita-Cho, in that city.

I was in the place and can report that it is well-kept, with good food at reasonable prices. In addition, you are always sure

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

to find a couple of issues of the SEAFARERS LOG at hand.

I wouldn't hesitate to recommend the place to any Seafarer who hits Yokohama.

John Ziereis 1 1 1 Seeks Benefits **For Out-Patients** To the Editor:

It is true that the SIU has the best welfare set-up in the maritime industry throughout the world. But something should be done for the members on the beach who can't ship out because they are being treated as out-patients.

For instance, a brother pays off a ship, then registers and waits for a ship. While doing this, he may discover that he has heart trouble, diabetes, high blood pressure, or any kind of illness for that matter. He might also have an accident.

Let's surmise that he hasn't any maintenance and cure coming to him in any manner, shape or form. This leaves the brother holding the bag, with nothing coming from the company or the Union.

It is a fact that we all receive weekly benefits while in the hospital, providing we meet the eligibility requirements on seatime. But when you're an outpatient declared unfit for duty. and with no income whatsoever coming in, it's a tough blow.

It's also a fact that a member may borrow money from the Union after he's registered, and on the beach for 30 days, but he has to be fit for duty and ready

foot of the hospital bed. Since I've been here they have really treated me better than a man could expect from his own relatives.

They got clothes for me, took care of my luggage, gave me their phone numbers so that I could call them any time of day or night in case I should need anything, and made arrangements to transfer me to the NO PHS hospital, with which I am acquainted.

The other men in my ward asked me what I had on these guys to get such attention, and when I explained that every member in our Union got the same treatment, they could hardly believe it.

These patients sure think we have a fine outfit, and believe me, so do I. My hat is off to Tom and Benny for the fine way they looked after me.

E. L. Lane \$ \$

More On Change In Pension Rule

To the Editor:

On a motion by Brother J. A. Leslie at our ship's meeting, the crew of the SS Florida State concurred with suggestions submitted to the SEAFARERS LOG by the crew of the SS Fairport on December 6, 1957, and the Alcoa Pioneer on February 28, 1958, regarding the SIU penslon.

The crew of the SS Florida State wishes to recommend also to our SIU Negotiating Committee that the pension plan be revised so that the members in good standing can retire with 12 years' seatime upon reaching the age of 65, regardless of whether they are disabled or not.

We also would like the requirement of one day's seatime in the last 90 days to be eliminated as part of the basic seatime rule for qualifying a Seafarer or his family to receive benefits.

This is due to the fact that it is hard sometimes for a seaman to ship in the 90 days alloted on a shipping card. We feel also that the extension should be for at least six months. Jerome B. Kilgore

Ship's chairman

- (Also signed by 23 other crewmembers.)

To the Editor:

On our last ship, the SS Afoundria, the crew discussed plans for some kind of a direct retirement plan whereby any man with 12 years' seatime on SIU ships could retire on say \$100 a month.



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to work.

I suggest that at the next SIU agents' conference this significant matter be brought up and discussed. There should be some kind of compensation for the unfortunate ones who fall in this category.

Meanwhile, regards from Karachl and the Alcoa Pegasus. Spider Korolia

\$ \$

Injured Seafarer **Praises SIU Aid** To the Editor:

It seems a person can get to the point where he really appreclates what he has.

I was on the Fairland when I broke my knee on the dock at Tampa. The accident happened late in the evening, and I didn't get out of surgery until late at night. When I came to the next day, Port Agent Tom Banning and Benny Gonzales were at the

We appreciate the present disability plan, but feel that a man should not have to be a cripple in order to retire.

All boothers who are interested in this matter should write to the LOG and air their views on it.

Joe Penner Mason E. Nunn

(Ed. note: Seafarers and ship's crews seeking information on the \$35 weekly SIU disability-pension are referred to the box containing eligibility requirements, which has appeared = in the past several issues of the LOG, and is on page 5 of this issue. While no change in the basic seatime requirement of the plan is contemplated at present, such matters are constantly being reviewed by Union and shipowner representatives on the joint board of trustees of the Sea-farers Welfare Plan.)

Page Thiricen

ROBIN HOOD (Rebin), April 25-Chairman, L. Mavelly Secretary, R. pawkins. Some dispute at and basis. Two men left in hospital. Reports prospied. Request better quality of feed and more capable chief cook more coolade be stored; use of con-entrated fruit juices be replaced by canned fruit juices. Vote of thanks to delegate for job well done under trying conditions.

ROSE KNOT (Suwanpes), April 28 —Chairman L. Smith' Secretary, H. Christian. Letter submitted by safe-ty committee to be sent to head-guarters. Some disputed et. Ship's fund \$10.35. Some job shifting in few departments. Motion to put in for 32 subsistence if full issue of linen is not supplied. Recreation room to be kept clean. Sanitary men to rotate cleaning. Vote of thanks to watches for cleaning measurem at night. Ice box and sugar howls to be kept clean.

ALCOA PURITAN (Alcos), April 13 --Chairman, J. Steward; Secretary, K. Killigrew. One man logged. Re-frain from using profane language.



Ship's fund \$1.75. Some disputed of. New delegate elected. Need electric unit for heating water, etc. No splitting in water fountain. Proper use of thermometers stressed. Need extra bathroom. Thanks to radio op-erator for good news reports. Need porthole screens in messhalls hot water in showers not working prop-erly. LOGS and mail received in various ports. Seaman was searched for US money in Turkey. Haif of total money found was pocketed by cus-tems, no receipt given. Crew warned about this practice.

DEL NORTE (Miss.), March 9-Chairman. J. Tucker: Secretary. G. Annis. Two men picked up at sen. Ship's fund \$165. New delegate elect-ed. Motion to donate \$10 to each of two fahermen picked up enroute to St. Thomas. \$25 sent to ex-storekeep-er ill in hospital. Two men from each dept. to clean up after meetings. Baseball fund-500 pesos spent for flowers to member of Argentize base-ball team who died last voyage. \$11.70 spent for baseball bats: \$46.35 spent for baseballs. Fund now \$16 is zed. in zed

spent for baseballs. Fund now \$16 in red. April 11-Chairman, J. Tucker; Sec-retary, H. Grene. Several men gave fahermen picked up \$5 each: caytain gave each man \$10 and suit of clothes. Two men missed ship in Santos, picked up northbound. Picked up repatriated seaman in BA and gave him \$10. One brother left in Santos due to heart trouble-given \$50. Few LOGS. Vote of thanks to sieward dept, and crew for fine co-operation during trip. Ship's fund \$159 after various expenditures. Some disputed of involving work done by engineer cadeis and 1st assistant doing reefer work. Motion to buy microphone for meetings. Brother to make denation. Motion to favor pension for older men. Table mo-tion for next trip until more informa-tion is obtained. \$2 given to brother for aplicing material for movies. for splicing material for movies. Move fund \$237. Movies ordered for next trip and some spare parts to be purchased. Won baseball in BA. No money in baseball fund.

BRADFORD ISLAND (Cities Serv-ice), April 27-Chairman, B. Wag-ner: Secretary E. Hamaty. New dela-gate elected. Discussion on painting rooms; engine room blowers-too hot

locks on all foc'sles. Check slop chest and medical supplies before sailing, Keep messhall and pantry clean.

April 27-Chairman, C. Parkery Secretsry, P. Calnan, Letter written to NO regarding penalty charge, Re-pair list made up. Article malled to headquarters. Ship's fund \$38.28. Some disputed ot. Discussion payoff and transportation youchers.

COALINGA HILLS (Waterman), May I-Chalimen, A. Paige; Secretary, A. Bryant. One man missed ship in Houston, one replacement-not se-capted by capt. TV set to be raffled off. Ship's fund \$6. Bosun elected treasurer. Some disputed ot. Need new toaster. Delegate to see about safety of deck electric machines and also about having washing machine fixed. Vote of thanks to steward dept.

MARORE (Ore Navigstion), Feh. 11 - Chairman, D. Stene; Sectretary, J. Wiggins. New delegate elected. Ship's fund Sill.02. Mais retured to turn in et 8-4 watch-to be taken up volte at 0500 in pairty-atteward re-tured to remedy situation. Games to about mate's animosity toward deck crew-to be taken up with patrol-ment and demand medical supplies. March 9-Chairman Stene: Secre-tary, Gass. Ship's fund Sil.02. Pur-tary, Gass. Ship's fund Sil.02. Pur-tary, Gass. Ship's fund Sil.02. Pur-tary, Gass. Ship's fund Sil.02. Pur-patrol and demand medical supplies. March 9-Chairman Stene: Secre-tary, Gass. Ship's fund Sil.02. Pur-patrol and theckerboard. Dele-patrol in engine room. Pread to be left out in engine room. Pread to be

STEEL ADMIRAL (isthmisn), April 77-Chairman, D. Dean, Secretary, M. Orlande, One man left in Panama due to injury. Few hours disputed of. Motion to have box made and placed on second deck for storing pliot ladder. Broken chairs in mess-half to be repaired. Garbage to be dumped aff instead of midships. Vote of thanks to steward dept, for fine chow and service.

MASSMAR (Celmar), May 3-Cheirmen, L. Wright; Secretary, A. DeFerest, Wiper getting off at Long Beach. Some disputed ot. New dele-gate elected. Discussion on washing machinest. No parts available. Need wringer and agitator. Bosun requests garbage drums be filled one at a time rather than using several. Request changing flavor of cakes and perhaps recipes. Ham once a week for break-fast not often enough.

KYSKA (Waterman), April 20-Chairman, W. Laffeon; Secretary, J. Denais. Check stores in Seattle. Re-pair list to be submitted. New fana-to be installed. Port hole screens to be checked. Garbage and litter not to be thrown back smidship house. New feeding system now in operation in galley. New steam table installed and food service improved.

RAPHAEL SEMMES (Pan-Atlantic), May 4-Chairmen, P. Cathcart: Sec-retary, 6. Varn, Ship's fund 525 One man missed ship in NO. Motion to limit time to one year aboard SIU-SIU-contracted ships. 11 in favor: 18 against. New delegate elected. Sug-gestion to change measman's room to port side. Need salt tablet dis-penser near drinking fountain. Cots to be issued and taken care of. Games to be junchased with ship's fund. To take up donation for TV at payoff.

STEEL VOYAGER (Isthmian), April 27-Chairman, R. Hunt: Secretary, F. Quintaye. Beef about chief mate un-willing to issue hospital passes to crew members for treatment. Ship's fund S14. Few hours disputed ot. To order windchutes and screens for crew's quarters. Washing machine to be remared. Inoutre it crew will set crew's quarters. Washing machine to be repaired. Inquire if crew will get delayed sailing time in Djakarta. Men who were logged to be turned over to patrolman. No fresh milk in Manila and Singapore. No launch service while ship in Songkhla port. Inquire why sea watches were broken.

All's Well On Seatrain Georgia



Those big smiles indicate a happy state of affairs on the Seatrain Georgia, which had a big safety streak going at last reports. At left, Rodolfo G. Pacheco keeps an eye on things in the engine room while the ship purrs along on her coastwise run. Cardeckman Knight (right) seems pretty pleased with things at his end, too. Both photos by Glen Vinson.

EVERY SUNDAY

DIRECT VOICE

To Ships in Atlantic

South American

European Waters

Every Sunday, 1428 GMT (11:20 AM EST Sunday)

WFK-39, 19856 KCs Ships in Caribbean, East Coast of South America, South Atlantic and East Coast of United States

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BROADCAST

"THE VOICE

MTD"

and

of the

Del Santos Rescues 5 Shipwreck Survivors

A sharp-eyed helmsman and snappy maneuvering by the Del Santos produced the rescue of five shipwrecked seamen off the Brazilian coast. The survivors had been drifting along for 20 hours on an improvised+

vessel.

lumber for the port of Tutola, they days on short rations. abandoned the sailing ship Rio Alto after foundering along the coast. All five remained for almost a day floating on their jury-rigged craft until sighted by the Del Santos.

Major credit for the rescue, according to ship's delegate Thomas

> A. Pradat, belongs to John M. Tujague, who was on the wheel. After sighting the men despite the heavy seas, Tujague notified the skipper, who was in the wheelhouse at the time.

Tujague

This set things in motion for a bull's-eye with the heaving line by bosun Bubba Biehl, who "made a perfect throw . . straddling the half-submerged skiff . and the men were soon brought aboard."

Capt, E. A. Miller of the Del Santos praised the calmness of the survivors at the end of their ordeal and told newsmen later: "To be able to bring them aboard, I had to make the sharpest curve of my life at sea because they were at the poop of my vessel when I perceived the survivors."

Two weeks ago, the LOG reported a similar incident from the that a guy wouldn't have to change

skiff after quitting their own West Indies where another Delta ship, the cruise liner Del Norte, Caught by a heavy squall two picked up two fishermen who had days out of Belem with a load of been drifting helplessly for six

Skipper Naps -Finds Philly **Pretty Silly**

The inspirational qualities of the "City of Brotherly Love" apparently weren't enough to move the skipper of the Seamar recently, so he went to bed on arrival.

However, the crew was somewhat put out since it was a Saturday. some men wanted to go home and there had been no draw. Finally, by evening, the captain was sufficiently rested to put out a draw, but this was too late in many cases.

On the Oceanstar, the problem with draws is just the reverse. Live ing up to the general overseas impression of Americans as "the filthy rich" who have money to burn, crewmembers find themselves plagued with \$100 and \$50 bills when they go ashore. Everybody would be much happier if the skipper gave out smaller bills so a fifty every time he wanted a beer.

10

BEAUREGARD (Waterman), May 4 — Chairman, O. Rayner; Secretary, E. Ray. Ship will pay off Wed. Re-pair list to be made up. Messroom doors to be fixed. Bathroom to be kept clean. Something to be done about rusty water. Wash water to be brought to patroiman's attention. Vote of thanks to seward dept. for fine food and service.

2

AMES VICTORY (Victory Carriers), May 3-Chairman, P. Whitlow; Sec-retary, R. Graf. Repair list to be presented at each port of call until all repairs are completed. Smooth payoff in NY. Many repairs made. Any members paying off to give cap-tain adequate notice. To check Okin-awa address for voyage. Beefs to bo taken to delegates. Welfare cards are available aboard ship. Few hours disputed of. Robin Line beef discus-sed. Vote of thanks to all hands remaining aboard Robin ships, assur-ing certification of seven-ship fleet. Bigger and better lockers requested for unicensed foo'sles. Company to furnish fan for each foo'sle. Proper attire to be worn in messhall at all times.

ALCOA PLANTER (Alcos), Jan. 26 — Chairman, W. Isbelli Secretery Z. Ching. New washing machine to be put aboard in NY. Slop Chest will be completely supplied with the ex-ception of clothes. New delegate elected. Ship's fund \$38.28. Some disputed of. To Install cylinder type

STEEL ADVOCATE (Isthmian), April STEEL ADVOCATE (isthmian), April 4—Chairman, J. Phipps: Secretary, E. Lswit Capt, to give copy of logs. Question re: medical aid for meas-man. Some disputed of. Discussion re-garding administering asperin for any aliment; Ship to be fumigated while in shipyard. Discussion about steward issuing stores one at a time. Vote of thanks to steward dept. Dele-vates to handle beefs at mayoff. gates to handle beefs at payoff.

YAKA (Waterman), Feb. 20 Chair-man, W. Burkey Secretary, H. Peter-son, New delegate elected. Ship's fund \$14.55.

fund \$14.55. April 5-Chairman, B. Smlih; Secre-tary, H. Bjerring, Ship's fund \$14.55. New treasuryr and engine delegate elected. Korean stevedores to be kept out of crew's quarters; Should have life jackets on hand in launch serve ahip if not provided. More quiet to be observed at meal time. quiet to be observed at meal time. * April 27-Chairman, W. Burker Sec-retary, H. Bierring. One man for missing one day's work in Korea. To see captain about US currency and checks in foreign ports. Ship's fund \$13.55. Some disputed 'ot. Report accepted. Repair list to be turned in. Clock in messhall to be checked for necurracy. Return cups and places for accuracy, Return cups and glasses to paniry.

DEL MUNDO (Misz.), April 4-Chairman, E. Arnoh; Secretary, L. Franklin. Few miner beets. Few Jog-gings. Some disputed of. See patrol-man about lifeboat not being in good condition and unseaworthy. Need new washing machine.



Parent dexe that some



Whatever else there may be, food is no problem on the Seamar, according to Calvin D. Morris. He named chief cook J. Kozerski (left) for special praise, and had more of the same for 3rd cook Andrew Biangton (center) and baker E. L. Poe. The ship was last in Newport, Oregon, and due to top off in Longview and Vancouver before heading East again.

Page Fourices

Busy Doings On Del Monte





On the Del Monte (top, I to r), Butch Sikes, E. Lane, Jimmy Long, Pete Petrich and Tommy Tucker help chief cook Harry Amesberry and chief engineer Esquerre celebrate their birthdays. That's Howard Menz in front. In bottom photo, Skinny Wells, Chuck Cocek, Jimmy McCollum and 2nd assistant Bill Denice grab the glory with Ed Rogg's catch on the West African run, since Rogg was busy taking the pictures. Wells sent them in.

LOG-A-RHYTHM:	
My Wom	an's Love
There is nothing like my woman's love, To keep me warm on a stormy night; There is nothing like my woman's love	Though I'm a bear wh embrace. Soft as lips Are her fingertips
To keep the home fires burning bright. A lingering kiss, Just meant for this: To dry my tears	Than my lonely past erase. My woman's love has a strength,

SEAFARERS LOG



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SAINT JOHN

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bundant

Asks OT For **Handling Boxes** To the Editor:

As you know, the Bull Line ships are now carrying these heavy cargo containers as deck cargo. As a result, we have to rig the jumbo boom and a double perch for loading and discharging these big boxes three to four times daily in port.

This now means a lot of add-ed work for the deck department on these ships, as on the Elizabeth, when I shipped as a dayman during the last trip. I feel that handling these boxes should be made overtime work in the next agreement, as this is outside of routine work for the department.

Marcelino Santiago

* * * **Calls Del Mar Crew Top-Notch** To the Editor:

I would like to express my thanks and appreciation to the steward department, the officers and the rest of the crew of the Del Mar for the fine treatment I received while making two trips as waiter aboard that ship. I must say it was a wonderful experience to work with a swell bunch of men.

I certainly appreciate all the cooperation and courtesy ex-tended by all hands, including the chief steward, the second steward, the chef, the chief pantryman and the chief baker among others. They certainly showed me the true spirit of SIU men.

John W. Clark

* * Oldtimer Lauds Pension Assist To the Editor:

I have just received my first pension check. I would like to thank the Union for its promptness in processing my case.

I would like to add that without the SIU and its constant gains for seamen; I would not be able to enjoy the rest of my life in such ease.

Thanks to the SIU and its officials for the best in the maritime industry. Mark Plummer

* * Suwannee Ship In Good Shape To the Editor:

Working on a seniority basis, most of the men on here are being transferred to a Knot ship upon arrival in Recife on the 1837, one of the Suwannee

signing on again when the articles are up.

Enclosed is a letter from our captain to all hands. We thought it was a very nice compliment to us and shows what kind of crew we have on here.

Well, news is short down here with the exception that we can say that Recife, Brazil, is a fine place for seamen, if you know what I mean.

W. D. Herrington Ship's reporter

(Ed. note: Below is the letter from R. H. Dane, master of the 1837.)

. . .

"To All Hands:

"I regret that I've not time to type a formal letter as it is anticipated we will be transferred on the 18th and there is much to do in the meantime. I want to take this opportunity to thank each and every one of you for your outstanding conduct and attention to duty while aboard the 1837.

"As you've heard many times, the crew makes the ship. In my opinion, you made this a good one. You have been a credit to yourselves, your union and the operation.

"I sincerely hope that the next ship affords you more in the way of comfort and living conditions than is possible on here."

* * * * **Welfare Gives** Stork A Lift

To the Editor:

I would like to offer my appreciation to the Welfare Department of the Seafarers International Union for its aid while my husband was in the New Orleans hospital.

When our baby girl was born, the Welfaro Department really took over and saw us through a difficult time. Special thanks to all those who made things so much easier for us.

Mrs. Charles L. Terry * * *

Lauds Rotterdam Seamen's Aide

To the Editor:

The entire crew of the SS Andrew Jackson wishes to convey its most heartfelt thanks to Isadore Frankel, the seaman's club representative for American seamen in Rotterdam, Holland, for being very helpful to us.

He saw to it that we were taken care of while in the city, arranged tours and showed in every respect good friendship that made us feel at home. This



Father And Son Visit

President To Decide Fate Of Liner Bill

WASHINGTON-President Eisenhower has indicated that he will make the final decision as to whether or not two superliners, one for United States Lines and one for American President Lines, will be constructed under special legislation exempting them from limitations of the 1936 Merchant Marine Act.

A bill to that effect has been passed by the House of Representatives and has the support of many members of the Senate Interstate and Foreign Commerce committee. It is opposed by the Commerce Department because it provides for larger construction subsidies than normally allowed under the 1936 Act.

. The bill would give US Lines a fixed price of \$47 million, (\$37 million plus the liner America, or permission to transfer the America to a foreign flag) on a ship costing approximately \$130 million to build.

The APL ship would cost the company a minimum of 45 percent of the domestic construction cost, or \$34 million, whichever is greater, as compared to the absolute flat price offered US Lines. With no minimum construction cost figure chargeable to US Lines, it would undoubtedly wind up paying far less than 45 percent.

Why Curran Raps SIU

(Continued from page 7) comers with no seniority in the industry at all-than the NMU has been shipping in the second highest of its four seniority groups.

The NMU's plight derives in part from its mismanagement of its seniority set-up. Instead of providing an orderly procedure for the establishment of top seniority, the NMU first opened its books to all comers, then established that any-body who had spent any time on an NMU ship between June 1 and Mates To NMU ship between June 1 and December 1, 1953, could qualify for top seniority. It said nothing about them having to have sailed regularly since then,

Since that six-month period was one of extremely busy shipping, the NMU top seniority group has been flooded with large numbers of seames who were temporary fill-ins during the Korean War and



Future lvy-league star Richard John Kaust is photographed while on a sight-seeing tour of the SIU hall in New York with his father, Seafarer C. A. Kaust. While not positive just when he will start playing, Richard is sure of the school.

Judge Extends Picket Ban Against Gt. Lakes Pilots

CHICAGO-A Federal District court judge has extended indefinitely the order prohibiting members of the Masters, Mates and Pilots union from picketing foreign flag vessels

using the Great Lakes without a licensed pilot aboard.

The foreign - flag operators obtained the original order on May 2 after the lines, set up by the MM&P, tied up their vessels because longshoremen refused to cross them.

Judge Philip Sullivan said he was extending the order indefinitely pending a hearing on his jurisdiction in the case and the status of the pilot group as a labor union within the meaning of the National Labor Relations Act.

The MM&P contends that for-



Back in possession of their local union headquarters, the executive board members of Local 88, Mashad sailed irregularly or not at all ters, Mates and Pilots will offer since then. In addition, NMU mem- selections for president pro tem and trustee pro tem to the mem-

eign-flag vessels using the Great Lakes without pilots aboard are a hazard to navigation. Proof of this was seen in the reports that two vessels, both without pilots, ran aground in the first few weeks of the navigation season on the Lakes.

Up until now, it has been optional for foreign-flag ships to use pilots throughout the Great Lakes агеа.

Her Fortune Was Her Girdle

Who said a woman's face is her fortune?

For Mrs. Marie Adams Musto, passenger aboard the trans-Pacific liner President Wilson, her girdle was her fortune-she kept \$40,000 worth of jewelry in a pouch fastened to it-that is, until she threw the garment away without removing its contents.

Mrs. Musto said in a report filed with the ship's purser that tery, Norfolk, Va. she discarded the girdle in a \$ \$ waste basket, but forgot to take \$ out its contents. A steward Robert Bennett, 39: On March 3, emptied the basket overboard the same day, Five diamond rings and a diamond-studded wrist watch become King Neptune's property. SEAFARERS . PORT O' CALL

FINAL DISPATCH

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

Andrew Harvilla, 40: Brother | department. Brother Bennett is Harvilla died April 28, 1958, in the survived by Betty Lou Briggs of

USPHS hospital in San Francisco, California. Death was caused by a heart ailment. He became a full member of the Union on April 29, 1947, and sailed in the deck department.

Brother Harvilla is survived by Mary Harvilla of Franklinboro, Pennsylvania. He was buried in Conemaugh, Pennsylvania. * * *



on March 13, 1958, in Largo, Florida. He became a full member of the Union on December 21, 1940, and sailed in the steward department. Brother Spear was buried in

Sylvan Abbey Memorial Park, Safety Harbor, Florida.



Walter Wojciechowski, 49: Brother Wojciechowski died on April 9, 1958, in Baltimore, Maryland. He became a full member of the Union on August 1, 1946, and sailed in the steward department. Burial took place in St. Stanislaus Cemetery, Baltimore, Md.

> . t * 1

Thomas B. Tomlin, 66: On August 10, 1957, Brother Tomlin died

from a lung ailment in Baltimore, Maryland. He became a full member of the Union on April 18, 1947, and sailed in the steward department. Brother Tomlin is survived by his

cousin, Bert Harmer. Burial took place in Memorial Cemetery, Mobile, Alabama.



John R. Small, 45: On April 4, 1958, Brother Small died from a circulatory ailment. He became a full member of the Union on September 4, 1947, and salled in the steward department. Brother Small was buried in Forest Lawn Ceme-

BALTIMORE

1100 a heart ailment on board the Bradford Island. He became a -full member of the Union on December 15, 1938, and sailed in the deck

675-4-TH AVENDE . 1216 E. BALTIMORE

BROOKLYN

Savannah, Ga.

. \$ \$ t

Leland E. Ashley, 39: A heart ailment caused the death of Brother Ashley on Sep-

tember 20, 1957, in Galveston; Texas. He became a full member of the Union on March 11, 1953, and sailed in the engine department. Brother Ashley is sur-



Page Fifteen

vived by his children, Leland and Margerie Ashley, of Colfax, California. Burial took place in Oleander Cemetery.



A total to \$800 in maternity benefits has been paid to the Seafarers' families listed below for the birth of four children. Total maternity benefit payments now stand at \$639,800 from the start of the plan in April 1, 1952.

Photographs and information about the new arrivals is welcomed by the LOG. Send all details to the editor. Photos will be returned after use.

Ralph Casanova Collier, born April 5, 1958, to Seafarer and Mrs. Ralph Collier, Mobile, Ala.

> \$ \$ \$

Phyllis Anita. House, born April 19, 1958, to Seafarer and Mrs. Hubert H. House, Mobile, Ala.

むむむ

Emilia Quinones, born April 25, 1958, to Seafarer and Mrs. Nemesie Quinones, Ponce, Playa, PR.

* * * Charles Wedgeworth Jr., born April 26, 1958, to Seafarer and Mrs. Charles K. Wedgeworth, Gulfport, Miss.



Charlie Cook Contact Roger Beroud at 7637 Parkview Road, Highland Park, Upper Darby, Pa. * * * 64 C **Richard F. Ransome** Please write or call your mother at PO Box 159, Wheatland, Calif., Neptune 3-2748. * * * Arthur Smith Please get in touch with Larry Tefft at SIU headquarters, 675 Fourth Ave., Brooklyn, NY. * * * Iain A. McLaren Your father, Archibald Mc-Laren, is anxious to contact you about a very urgent matter. His address is 60 Barfillan Drive, Glasgow S, W2 Scotland. * * *

bers have complained of the manhave been obtained on the basis of membership meeting, May 28. recommendations from ships' crews and approval by a shoreside NMU committee.

The SIU's class A seniority group consists solely of men who have been shipping regularly every year since before the Korean War, plus those men who have a minimum of 90 days seatime each year for eight consecutive years-in other words, the professionals of the industry.

Under the circumstances, it is no wonder that Curran, who is in the back in possession. middle of a hot election fight with in opposition group, is attempting to foist the blame for his own shortcomings on the SIU. The shipping figures also explain Curran's desperation in raiding the Robin Line, the Rion and other SIUmanned ships. Curran is hopeful that by screaming at the SIU he can distract the NMU membership from his failure to provide any likely that the international trustee recognizable degree of job security. will wind up his affairs.

ner in which top seniority ratings bership of the union at a general Broke Up Session

> It was at just such a meeting on March 12 that an insurgent group

seized control of the property of the local union after breaking up a session at which the membership was to act on the selection of a president pro tem. The rump group was ordered to return the local union's property to the officers by a State Supreme Court decision and the original officers are again

For the time being, shipping continues to be conducted at temporary offices at 225 Lafayette Street opened by the international union trustee, Captain Roy D. Lurvey, who was named to oversee the affairs of the New York local union. Once the membership of Local 88 acts upon selection for temporary president and trustes it is deemed

Manuel Sanchez Get in touch with May Sharples at 824 W. 56th St., Miami, Fla., Plaza 7-5624

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

Hint Probe of GSA Anti-'50-50' Bias

WASHINGTON-Testimony at closed-door hearings of a House Appropriations Subcommittee again pointed up the varying interpretations of the "50-50" law working to the detriment of the US shipping

industry. Disclosure of the record indicated a "full-dress hearing" by the House Merchant Marine Com- half of the cargoes.

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mittee is in the offing on the application of "50-50" to cargo movements handled by different Government agencies. The role of the expected to come under particular ing them out" and using "all sorts fire.

GSA has apparently had free rein in interpreting the law to mean that "at least" 50 percent of all Government cargoes must go on

Back Alien Seamen On Citizenship

SAN FRANCISCO-Acting on a resolution submitted by the SIU Pacific District, the San Francisco Labor Council has gone on record to ask Congress to amend the Walter-McCarran Act to allow more leeway to seamen who have made an honest effort to get American citzenship for a number of years, but were barred by the passage of the act.

The resolution, proposed by the Sailors Union of the Pacific, the Marine Cooks and Stewards Union and the Marine Firemens Union, asks for consideration in the case of alien seamen who have been cleared by the US Coast Guard for many years and are working on US vessels, but because of their nationality or some other factor, are barred by the Walter-McCarran eral Maritime Board are in the Act from receiving US citizenship. Many of these seamen served on US ships throughout World War II, ation, cannot apply for citizenship under the act. The resolution reads as follows:

Unfairly Denied Citizenship "Whereas, many seamen under

foreign-flag vessels. The law is actually supposed to accomplish the reverse in favor of American ships, so that they can get at least

SEAFARDRS

At the hearing, Rep. John Shelley (D-Calif.) called attention to complaints from several Americanflag operators that GSA was "boxof subterfuges and sharp-angle shading" to freeze out US ships. He noted that this was done even in cases where US-flag ships were available and could handle the cargo at \$2.50 per ton less than the foreign tramps.

'No Control' Ben H. Guill of the Federal Maritime Board affirmed this situation and the fact that "we (the FMB) have absolutely no control over what the various agencies give the tramp vessels, the liner vessels or the tankers." Guill added that GSA appeared to be splitting hairs on the question, assuring in every instance that foreign ships got an exact split with American-flag vessels.

The split is even maintained to assure that foreign tramps get the same share as American tramps before US liner vessels get any. The board member agreed that the determination of -what ships get the cargoes_should be put in the hands of Maritime, instead of being spread among various non-Maritime agencies.

That way, it is felt there will be more concern for the needs of USflag ships in handing out "50-50" cargoes.

Just released, the testimony on April 18 was at an Appropriations hearing on the 1959 Department of Commerce budget. Funds for the Maritime Administration and Fed-Commerce budget.





Marine Firemen's Union members in Baltimore gather in SIU caleteria for cup of java with Seafaror Harry (The Herse) Muches (with cap.) MFOW men are (i to r) Pete Getas, Pete Petersen, R. Robinson, Blackie Rivers. Firemen share SIU hall in Maryland port.

More US Aid Urged For Tourist Liners

WASHINGTON-Ships designed primarily for tourist travel should get special consideration in obtaining Federal subsidies for liner construction, according to a report just forwarded to Congress by the President.

'adequate air and sea transportation to meet the mounting demands of the moderate-income tourist" was featured in a special report on ways of promoting international travel. It was prepared by Clarence B. Randall, special assistant to the President.

Long neglected by the US ship operators, the tourist trade has been dominated by foreign ship lines since the war, in the face of heavy demands for this type of service. The first US entry in tourist-class service in 20 years, American Banner Lines' SS Atlantic, is scheduled to go into service June 11.

The report noted few "firm plans" for new US passenger vessels, "particularly in tourist-class accommodations. Not only does it appear that our transportation system will in the future be hard put to meet the demand but there is already great pressure on existing tourist-class accommodations.

"Space is sold far in advance," SAN FRANCISCO-Shipping in and in peak seasons some carriers

The recommendation for style food) one way via the North Atlantic." This apparently referred to proposals by hotelman H. B. Cantor for two super-liners of this type, which are backed by two bills already introduced in the House.

> "Similar proposals have been made for large deluxe liners which would cost the same but would provide tourist accommodations for only about 25 percent of their 2,000-passenger capacity," the re-port continued. "It is argued that Government subsidy is justified on national defense grounds and, on this basis, the super tourist liner convertibility factor appears to serve troopship purposes admirably."

subsidies are to be granted, how- flag of convenience and failed to ever, I recommend that the Maritime Board consider the extent of rity conditions laid down by the additional tourist capacity to be ITF. provided as a factor in granting assistance for liner construction."



May 23

1958

LONDON-In its semi-monthly publication "Press Report," the International Transportworkers' Federation has cited in full the SIU's criticism of the US Govern-ment for being the only major maritime power at the United Nations Conference on the Law of the Sea to oppose sanctions against "runaway" fleets.

The article appeared in the SEAFARERS LOG of April 11, 1958. It reported that the US finds itself in the embarrassing position of supporting these foreign-flag vessels over the opposition of its closest allies at a time when there is grave concern over the international shipping slump which has been aggravated by the growth of cut-rate runaway fleets.

The ITF heartly agreed with the LOG where it said: "In effect, the US has encouraged and sustained a hugh scab aparatus to undermine its own fleets and those of its allies. This is why the Seafarers International Union of North America, the AFL-CIO Maritime Irades Department, the International Transport Workrs' Federation and other maritime labor organizations of the free world havevigorously opposed the US transfer policy, since World War II."

Tied Up Runaway

The ITF anti-runaway campaign gained a victory when the Federation successfully tied up a Liberianflag vessel in Helsinki. Her Spanish owners had refused to comply with the minimum wages and conditions set by the ITF.

When the owners turned down. the ITF's request for a minimum agreement, all services on the part of Finnish transport workers' unlons were withdrawn. The ban on the vessel, the Bodoro, followed an announcement by the unions that their members would not work Randall added: "If Government any vessel which operated under a observe the wages and social secu-

As a result of the boycott, the ship's owners agreed to the mini-Other portions of the report mum scales set by the ITF, which dealt with modernizing customs, are those used by the British Naquarantine, visa and passport con- tional Maritime Board. An AB on trols, encouraging investments in the Bodoro, who previously was

the Walter-McCarran Act have been denied citzenship even though they were on the verge of receiving citizenship when this act was passed, and

"Whereas, many of our members who sailed during World War II and for many years on Americanflag ships are from countries now ernments and it is impossible for return on their own voliton, and

Whereas, all of our members are screened by the United States tory Carriers). Coast Guard and found to be good security risks, therefore eliminating any possibilty of these members being subversive, either Communist or Fascist,

"Therefore be it resolved that the Labor Council, assembled May 2, 1958, go on record to ask our representatives in Washington, DC, to amend the Walter-McCarran Act to give seamen who made an honest attempt to get citzenship papers over a period of years more leeway under this act."

this port for the past period has offer only a waiting list for cancontinued to be slow as was ex- celed accommodations. A real pected, and from current indica-tions will continue to be so. Only spect to providing transportation one ship, City of Alma, (Water- for the rapidly growing number of man), paid off, and two, City of international travelers of the mod-Alma and Ocean Evelyn (Ocean erate income group," it pointed Transport), signed on crews. out.

A total of eight ships were in It praised "provocative procontrolled by the Communist gov- transit: Seamar and Massmar '(Cal- posals" by some US shipping intermar), Steel Architect and Steel ests "to tap the mass travel market them to be deported or for them to Worker (Isthmian), City of Alma, by drastic fare reductions. They Citrus Packer and Yaka (Water- would build pasenger vessels to man) and the Ames Victory (Vic- carry from 6,000 to 9,000 passengers at \$50 fares (plus cafeteria-

Stay Put For Idle Pay

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

notels abroad to accommodate paid approximately 14 pounds travelers, realistic US efforts to en- (\$39.20) a month, will now receive courage travel not only by Ameri- from 31 pounds, 10 shillings, to 35 cans but also by nationals of other pounds, 15 shillings (\$85.41countries and similar items. \$100.10) a month.

Isthmian Accidents Drop; Artisan Was Tops In '57

A reduction in shipboard accidents during 1957 has been announced by the SIU-contracted Isthmian Steamship Company. According to figures released by the company in its 'Safety Bulletin," the total ?"

number of shipboard accidents while booking some 732 voyage dropped from 306 in 1956 to days, had perfect accident-free rec-287 last year. ords.

While there was an increase in The deck departments showed the number of disabling injur- the greatest number of injuries for ies, or lost-time accidents, they the year. But they too cut their were offset by the drop in total totals to 153 accidents. In the accidents. By departments, the order of standing, the Steel Ar-black gang turned in the best rec- tisan led the fleet with a 95.76 ord for the year, cutting accidents | rating while the Steel King was a from 97 in 1956 to 77 in 1957, close second with a 94.98. Both The galley crews on the Steel vessels had four accidents, three Director and the Steel Navigator, of them disabling, during the year.