

RUNAWAYS IN BID FOR US REGISTRY

Story On Page 3

Engineers Approve Merger Plan

Story On Page 2



Job Well Done. Three SIUNA oldtimers in the Marine Cooks & Stewards Union (left) are greeted on return home from the American Coal beef by Louis Foyt (2nd from left), MCS assistant secretary. Congratulated for their fine work were Heliberto Hermosilla, George "Scotty" McCormack and John Costa, who came East for the beef. American Coal Shipping now has only one vessel operating, hauling grain to Yugoslavia. Five are back in the boneyard and another is due to go. (Story on Page 5.)

Home Again. Seafarers Earl Smith, electrician (below, left) and J. Otreba, wiper, catch up on news of Robin beef as Robin Locksley arrives back in New York. The Locksley is one of four Robin ships on which the NLRB has already certified SIU bargaining rights. Certification on three others is still pending, awaiting outcome of NMU court action. (Story on Page 3.)

In This Issue:

SIU Benefits Extended For Disabled Children

—Story On Page 2

Survey Launched On US Atom Tanker By 1961

—Story On Page 8

Runaway Co's Want Out On New US Construction

—Story On Page 5

World Maritime Confab May Junk 3-Mile Limit

—Story On Page 16

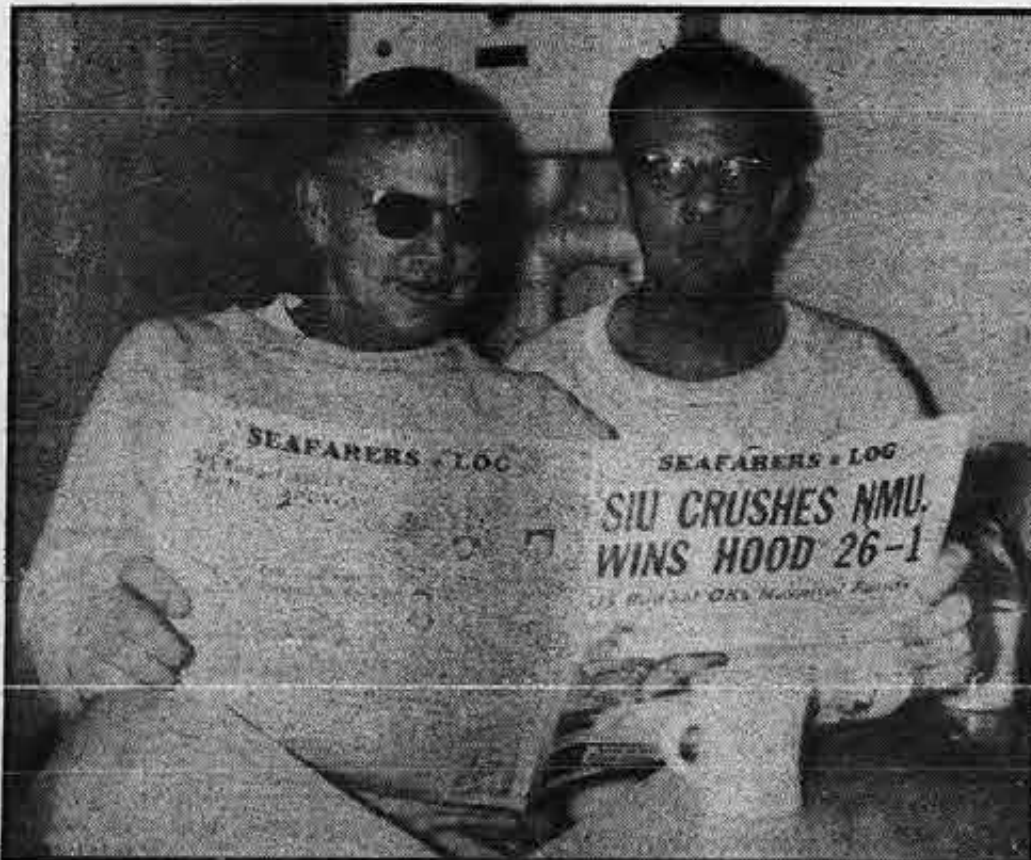
Absentee Ballots For '58 Elections Available; Survey Lists State Rules For Merchant Seamen

—Story On Page 10

PHOTO-FEATURE:

Raid Barred, Willis Tug Fleet Stays 100% SIU

—Story On Page 9



Engineers Okay Merger Program By Wide Margin

Representatives of the Brotherhood of Marine Engineers and the Marine Engineers Beneficial Association will meet in Chicago on May 24 to further their merger program following the results of membership referendums in the two unions. Secret ballot voting in the BME and MEBA resulted in overwhelming approval for merger of the two organizations. The MEBA membership also voted heavily to approve affiliation with

the Maritime Trades Department, AFL-CIO.

The Chicago meeting will include planning for forthcoming contract negotiations and are expected to result in a unified bargaining program. The vote results also provided for BME affiliation with the MEBA as an autonomous union and for BME representation on the MEBA's National Executive Council and national subcommittee. For the time being, the BME will retain its ties with the Seafarers International Union of North America pending a full and complete merger.

In the two union referendums, the BME members went by better than five to one for merger and approved a new constitution by a lopsided 13 to one margin. MEBA members, with more than 4,000 voting, went 2 1/2 to one in favor of the merger plan and better than three to one for affiliation with the MTD.

The tentative merger agreement upon which the members voted calls for final merger to be completed by January 1, 1960, the terms to be subject to another secret ballot ratification vote. In the interim, the two unions are to work out joint contract negotiations, a joint organizing program, provide for reciprocity in shipping on each other's vessels and seek improvements and alignment in their pension and welfare programs.

BME president Ray McKay hailed the vote results as assuring rank and file support for the objectives of the merger program. The BME had conducted a vigorous campaign among its membership in favor of the program, pointing out that it offered greater bargaining strength, possibilities of more economic gains and improved job security for members of both unions. National MEBA officers also had pressed hard for approval.

The BME voting had started December 1 and ended January 31 but the ballot count was held up for the conclusion of the MEBA vote, which ended on March 2.

Vote Boycott Of 'Wreck Law' States

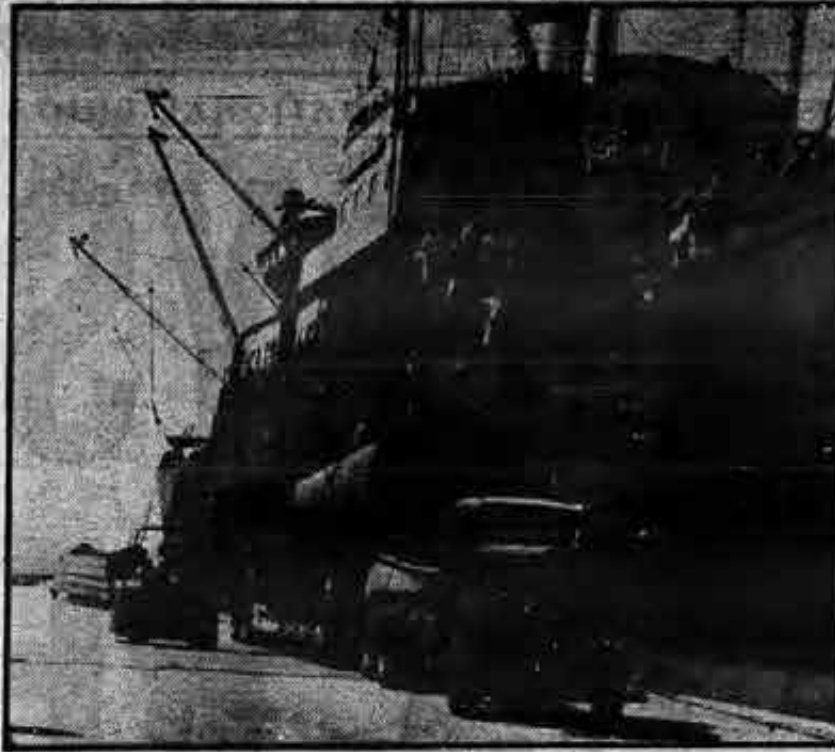
PHILADELPHIA — The executive board of the Glass Bottle Blowers Association, AFL-CIO, has voted to boycott "right to work" states when it comes to selecting union convention sites.

The union board voted the resolution in discussion of possible locations for the union's next international convention. It was tentatively voted to hold it in California—provided voters in that state disapprove of a proposed "right to work" law.

The resolution would tend to rule out Miami Beach, a favorite convention city, since Florida is one of the 18 states which has a "right to work" law on the books.

Copies of the resolution have been sent to all the chambers of commerce and convention bureaus in the 18 states involved and in other areas where business groups have been campaigning for such legislation.

Frances Shows Off Her Heavy Lift



Longshoremen gently ease heavy deck cargo onto waiting dockside truck in San Juan. Hi-Lo (left) helps steady the load.

SIU Plan Broadens Child Aid

NEW YORK — Trustees of the SIU Welfare Plan have announced an extension in hospital and surgical coverage for Seafarers' children.

Under the extension, if a Seafarer's child, under the age of 19 years old, becomes totally disabled, his hospital and surgical coverage will continue in force throughout the disability.

Prior to this, dependent children were covered up to their 19th birthday at which time benefits ceased. But now they will be covered for as long as they are disabled and dependent.

The program assures coverage for hospital board, hospital "extras," surgery, doctors' visits in the hospital and blood transfusion under the SIU Welfare Plan.

'Mild Boom' In Prospect For Mobile

MOBILE — A "mild shipping boom" is predicted for this port within the next few weeks with the Wild Ranger, Hurricane and Beauregard (Waterman) coming out of the yards and taking on full crews. Ten other vessels are expected in port during the period.

The Beauregard is the sixth Waterman vessel to complete conversion into a trawler in the Mobile yards. She is scheduled to join the Blenville around March 18 in extending Waterman's "sealand" trawler service to Puerto Rico.

Four other former C-2s are presently servicing New York, Wilmington, Miami, Tampa, Houston and New Orleans with Waterman's new service. These are the Gateway City, Azalea City, Fairland and Raphael Semmes.

Port Agent Cal Tanner reported that alterations and renovations throughout the hall here are just about complete. A new dispatcher's board and other facilities designed to speed-up the handling of membership affairs have been installed.

The new hiring board measures eight-feet by six-feet and has a black velvet background. Yellow plastic numbers clearly visible from the back of the hall are used to show the jobs. The entire board is trimmed in chrome and adds to the appearance of the hall.

Shipping in the port for the last couple of weeks was good with over 130 men shipped to regular jobs, and another 100 to various relief jobs in and around the port. The following ships hit the port during the past period, the Alcoa Pioneer, Alcoa Partner, Alcoa Polaris, Alcoa Cavalier, Alcoa Corsair (Alcoa); the Hastings, Wild Ranger, Claiborne, Wacosta and Monarch of the Sea (Waterman). All were in good shape with no major beefs reported.

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Another NMU 'Injun' Bites Dust — Who Bounced McDougall?

The SEAFARERS LOG cartoon entitled "Ten Little Injuns" which appeared in February 28, 1958, issue has turned out to be an accurate estimate of NMU affairs. Still another "Injun" has bit the dust in the National Maritime Union, this time Secretary-Treasurer McDougall, and the question exercising maritime circles is "who wanted McDougall's scalp, and why?"

McDougall's "withdrawal" from the coming election came just two years after NMU President Joseph Curran and others decided that NMU Treasurer Hedley Stone had "had it." McDougall was selected and backed by Curran and others of the NMU inner circle at the time to give Stone the bounce.

Just two months ago, in the "Pilot" of January 18, Curran defended McDougall against attacks launched by Joseph Dunn, vice-president. This is the way he handled it: "One rumor has it that there is division in the National Office and, as a result, one vice-president will run against the secretary-treasurer, apparently not because he believes he can do a

better job than the secretary, but mainly because he does not like the secretary-treasurer. . . .

"That kind of a campaign on the part of a vice-president certainly would not be in the best interests of the union. . . ."

The point of view expressed in some newspaper reports that McDougall was voluntarily going back to sea to better prepare for future responsibilities in the NMU, is not shared in all maritime circles. Those who have been following NMU political infighting pointed to the case of Hedley Stone just two years before as evidence that another influence was making itself felt in McDougall's decision to "withdraw."

They pointed out that Stone had been in high favor with Curran and other policy makers in the

NMU and had been vigorously defended by Curran while under previous opposition fire. All was well with Stone until he took issue with the position of NMU attorney Herman Cooper on what should be done about the legal challenge to the hiring hall.

The scuttlebutt has it that Stone came into the office one day and found that the NMU policy on the hiring hall had been reversed in his absence without consulting him and that NMU halls and registration lists were to be opened to all comers without prior approval by the NMU membership. When he protested, he got the ax from Curran.

In the subsequent election campaign, fought over the position to be taken on the hiring hall, Mr. Cooper openly campaigned for Curran's stand, against Stone's, before the 1,000-man crew of the SS United States. Mr. Cooper's position was faithfully reported in the "Pilot" of July 5, 1956 under the headline "Cooper Tells 'Big U' Curran Action Saved NMU Hiring Hall." The meeting in question took place in May, 1956, during the NMU voting period.

In the course of the election, the Curran opposition, campaigning on the hiring hall dispute, said that the issue was "Cooper Rule or Membership Rule" in the NMU.

Those who cite the purge of Stone as an example of the type of influence existing in NMU top circles believe that similar influences are very likely responsible for McDougall's sudden "withdrawal." The people who "persuaded" him to leave undoubtedly have provided him with a prepared statement to smooth over the rift.

It is also pointed out that the NMU secretary-treasurer is the second ranking full-time officer of the NMU, and is in a strong position to influence policy and advance his personal political career. In view of Curran's well-known suspicions of other NMU officials, as evidenced by the repeated purges down through the years, someone may have found it easy to exercise influence on Curran to dispose of McDougall as a possible future

The big question then in the NMU today is, are the influences responsible for McDougall's sudden "withdrawal" the same as those who gave Stone the boot?



LOG cartoon appearing February 28 turned out to be prophetic when NMU Secretary-Treasurer John McDougall's "withdrawal" was announced a week later.



Seafarer George Chea, AB, starts to unpack gear in Robin Locksley fo'c'sle after shipping as replacement for Seafarer who helped SIU hold Robin Line fleet against NMU raid. Locksley was one of four ships certified to SIU. Court suit is holding up certification on three others.

Runaways Hungry For Gov't Cargo; Seek US Registry

WASHINGTON—Long a mainstay of the US merchant marine and of US seamen's jobs, the "50-50" law may now be accomplishing what seamen's unions have long sought unsuccessfully—the return of Liberian-flag ships to the American flag.

The first break in the runaway trend came when the Pegor Steamship Company, a tramp operator, asked and received permission from the Maritime Administration to return the Liberty ship Pegor to American-flag operation, where it is now being manned by a crew of American seamen. A second application is pending from the Penn Trader and others are expected.

Pegor was the first of what is reportedly a number of applicants for return to the American-flag,

the reason being the higher cargo rates offered under American-flag operation because of the "50-50" law.

The cause of the reverse transfer is the fall of the tramp shipping charter market under the foreign flag in both the coal and grain business with the basic charter rate to Northwest Europe down around \$3 to \$3.85 a ton. The tramps claim they need a minimum of \$4.70 a ton even while running foreign.

In fact, Greek and Liberian-flag shipowners have been talking about establishing minimum cargo rates and refusing to rent their ships for less than an agreed-upon figure.

By contrast, rates in the semi-protected US-flag trades, involving carriage of Government agricultural surplus and foreign aid cargoes, are running up to 2½ times the foreign-flag rate. This enables the tramps to make a profit under the US flag.

The action of the Maritime Administration in approving the return of the Pegor drew a sharp protest from the SIU-contracted Bull Steamship Company. In a letter to the Maritime Administration, Bull complained that it had Liberties in lay-up available for "50-50" charters. "We urge that the Board," the company letter said, "use its power . . . to prevent foreign ships from coming in under the US flag to compete with owners of US flag vessels . . ."

The Maritime Administration claims that in many instances such registry transfers to the American flag can be completed without MA permission.

In Again, Out Again

Of course, should a large number of tramps come back under the American flag, they might have difficulty getting cargo at any rate and it is presumed they would then seek to transfer out again.

Recent reports in the "Journal of Commerce," leading shipping trade newspaper, emphasize the disparity between US and foreign rates. On March 4th there were two charter transactions to carry grain from the US Gulf to Greece. The foreign-flag charter was at the rate of \$5.75 a ton, the American-

flag rate was \$13.85 a ton. Both ships were tankers which have switched to the grain trade because of lack of oil cargoes.

On the same day, a US ship got a grain charter to Turkey at \$17.48 a ton while a foreign ship settled for \$6.20. This was also out of the Gulf.

The SIU and other maritime unions have fought vigorously over the years to defend the "50-50" law against repeated attempts by foreign nations, the State Department and some domestic farm interests to modify or repeal it. The unions and the American-flag steamship industry have argued that "50-50" met part of the objectives of the 1936 Merchant Marine Act which aimed for a fleet capable of carrying 50 percent of US overseas trade. "50-50" of course, covers only that segment of foreign trade which consists of US Government-owned or Government-financed cargoes.

However, the current impact of "50-50" in securing the return of Liberian-flag ships was totally unexpected, although in the past the law has undoubtedly contributed to the retention of some tramp shipping under the American flag.

Isthmian In Knock-Down FMB Fight

WASHINGTON — Isthmian Steamship Company's request for a subsidy on several of its routes has turned into a knock-down drag-out fight with two already-subsidized operators, the SIU's Washington Office reports. American President Lines and American Export Lines have been opposing the Isthmian application so vigorously that the president of the SIU-contracted company, A. E. King, served notice he would claim undue prejudice if the Board decided against him but granted increased sailings to the two other companies on the same routes.

While Isthmian has been seeking subsidies on its Persian Gulf, Far East and around-the-world services, APL has put in application for additional sailings in the Red Sea area. Isthmian has protested the APL application, with King declaring that APL would need "spoons" to get the available cargo aboard because it is so limited. An Isthmian subsidy in the Persian Gulf trade, he said, would not leave room for any other company because Isthmian would be able to carry more than 50 percent of all cargo offerings.

In other areas where Isthmian is seeking subsidy, US ships are carrying 29 percent of total US round-the-world cargoes and only 17 percent of cargoes on the southern Far East to Atlantic Coast run. Isthmian is using these figures to justify its subsidy bid in these areas so as to increase US-flag participation.

SIU Seeks To Intervene In NMU Robin Line Suit

Acting to protect the Union's interest in the Robin Line fleet, the SIU has filed a motion in Federal District Court seeking permission to intervene in the National Maritime Union's suit against the National Labor Relations Board. The suit is aimed at preventing the Board from certifying the SIU as collective bargaining agent on Robin Line Ships. It fol-

lowed the lop-sided defeat the NMU suffered in seeking to raid SIU jobs in the fleet.

The SIU argues for SIU's certification on all seven Robin Line vessels, four of which have already been certified by the Board, and recommends dismissal of the NMU's suit which has delayed certification on the three remaining ships. A hearing was held on Tuesday, March 11, at which the SIU presented its motion.

The case is being heard by Federal District Judge Sidney Sugarman who had previously dismissed the NMU's suit to bar certification of the SIU. Sugarman reinstated the suit following the NLRB's request for a more definitive ruling. He stated that the basis for his original ruling had been erroneous.

The NMU had filed its petition in court early in January to bar certification of the SIU. The NMU had also filed charges of "intimidation" at the Labor Board is its last ditch efforts to upset the SIU's clear-cut victory in the fleet.

'Charges Not Valid'

The New York regional director of the Labor Board ruled out the objections raised by the NMU as "not valid" and recommended to

the National Board that it certify the SIU on the three remaining ships.

Meanwhile, Seafarers have been shipping to the four certified ships, the Robin Sherwood, Robin Gray, Robin Kirk and Robin Locksley. The Gray and Locksley called at New York and other East Coast ports and took heavy loads of replacements as Seafarers who had been riding these ships for a year to hold the fleet, got off for well-deserved vacations.

Seafarers Get Overtime

Crewmembers on the Gray also got a well-deserved present when SIU patrolmen servicing the vessel collected some 245 hours overtime, most of it for working while on wheel watch and other items not considered overtime under the NMU agreement.

Squads of NMU officials are still visiting the ships certified to the SIU in order to pressure NMU men to stay aboard. Despite their pleas, three NMU men on the Gray packed their gear and got off, saying that they were disgusted with the whole business.

Ships still to be certified are the Robin Hood, Robin Trent and Robin Goodfellow.

APL Signs For 2 New Cargo Ships

WASHINGTON — The Pacific District-contracted American President Lines has signed a contract for the construction of two "Searacer" vessels. The ships will be of a modified Mariner type. The company already operates eight Mariners in its Pacific and round-the-world runs.

The contract was signed with the Bethlehem Pacific Coast shipbuilding division in San Francisco with each ship to cost nearly \$15 million.

Completion of the construction contracts came after an odd incident involving the Puget Sound Bridge and Dredging Company of Seattle. The Seattle yard was low bidder on the APL vessels, but then withdrew its bid. As a result, the yard was penalized \$500,000, with the penalty divided between APL and the Government. The new awards are about \$300,000 higher than the Puget Sound bid.

The "Searacers" will be the first Mariner-type vessels to be built specifically to the order of a private shipping operator from the hull up.

Veeps Go, Too

After laying off 9,000 production workers since last September out of a total of 20,000, the Curtiss-Wright plant in Woodridge, New Jersey, has gotten around to some of the company brass. Three vice-presidents suddenly decided to "resign" simultaneously. A considerably larger number of company supervisors below that level have also gotten the ax. Like many aviation firms, the company has been hit by the switch from aircraft to missiles, and also by the general decline in business.



Batch of jobs on Robin Gray is bid for by men on the beach in headquarters. Certification of ship cleared way for shipping jobs through SIU again.

SUP, First Sea Union, Now 73

This is anniversary month in the American seamen's union movement with the Sailors Union of the Pacific, the first of all maritime unions, celebrating its 73rd birthday on Thursday, March 6. In addition, Wednesday, March 12th, marked the 104th anniversary of the birth of Andrew Furuseth, whose name is closely linked with the early successes of the SUP.

Folsom Street wharf in San Francisco was the birthplace of the union in 1885 when over 200 sailor men, indignant at a proposed wage cut in the coasting trade, formed the organization called the Coast Seamen's Union.

A little over a year later, another group of sailors formed the Steam-

area were the passage of the Maguire and White Acts. The first permitted a coasting ship sailor to pay off at any time in the course of a voyage. This, in effect, gave sailors the right to strike a ship to improve conditions. It also prohibited allotments to crimp houses out of seamen's wages.

The White Act extended the Maguire Act provisions to offshore US ships. It prohibited the flogging of seamen which was all too commonplace then, and allowed draws against wages at any port of call.

The next major step did not come until 1915 when, with the assistance of Senator Robert La-Follette Sr., Furuseth and the union won passage of the 1915 Seamen's Act, freeing merchant seamen on foreign ships in US ports from the desertion rule. This permitted them to pay off in the States, and its sponsors hoped it would have the effect of boosting foreign wages on ships touching US ports closer to US levels.

Seamen's Act

The Seamen's Act also spelled out many protective features for seafaring men which still exist, including minimum fore'sle space, safety provisions, minimum feeding and storing and other regulations. However, much of the effectiveness of the Seamen's Act insofar as foreign ships are concerned has been nullified by the strict regulations of the McCarran Act and other laws governing alien seamen in the US.

Meanwhile, on the economic front, the Sailors Union fought a number of notable strike battles. The SUP served as the focus for the formation of the first country-wide seaman's union, the International Seamen's Union. When the ISU disintegrated following the collapse of the 1921 strike, the Sailor's Union kept maritime unionism alive and sparked its revival on all coasts with the successful strikes of 1934 and 1936. These successes laid the foundation for the maritime hiring halls of today, plus the superior wages, conditions and welfare benefits enjoyed by today's seamen on all coasts.



Andrew Furuseth

ship Sailor's Protective Union. The two groups merged in July, 1891, adopting the name Sailors Union of the Pacific.

Native Of Norway

Furuseth, who was a native of Norway, had come to California in 1886 in the hope that he would be able to do something to improve conditions of world seamen through the United States. He quickly became the spokesman for the Coast Seamen's Union and later for the Sailors Union following the merger, in the fight to end the virtual peonage under which seamen worked. He represented American seamen until his death in 1938.

Early legislative successes in this

New York Finds Shipping Holding Up, Men Choosy

NEW YORK—Shipping in this port continued to be very good during the past period for class A men. Several jobs, including replacements for the Robin Gray, stayed on the board for several calls before finding takers.

Bill Hall, assistant secretary-treasurer, reminded the membership that Seafarers should take all jobs as they are put on the board.

Headquarters is still awaiting word on the certification of the Robin Hood, Robin Trent and the Robin Goodfellow.

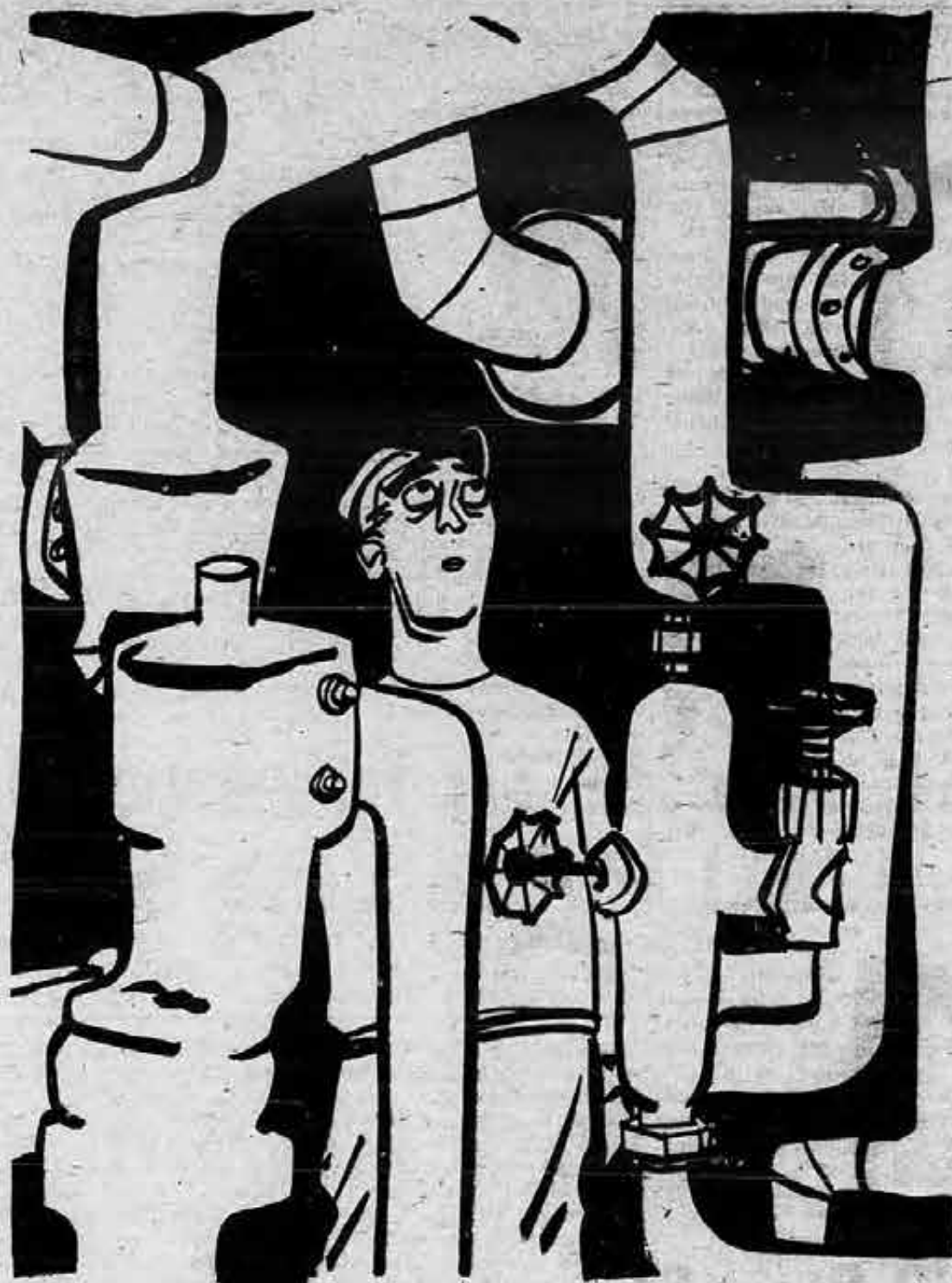
During the past two weeks there were 22 ships paying off in the area, four signing on and 15 in transit. The Beatrice (Bull Line) went into idle status for a few days and came out again this week.

The ships paying off were the Alcoa Runner, Puritan, Roamer, Pegasus (Alcoa); Seatrain's Georgia, New York, Texas, Louisiana, Sa-

vannah; Elizabeth, Beatrice, Frances, Kathryn, (Bull); Steel Scientist, Steel Flyer (Isthmian); Morning Light, Antinous (Waterman); Fairland, Gateway City, Coalings Hills (Pan-Atlantic); Michael (Carras), and the Robin Gray (Robin).

Signing on were the Steel Scientist, Steel Flyer (Isthmian); Fairland (Pan-Atlantic), and the Alcoa Roamer (Alcoa).

In-transit vessels were the Alcoa Pilgrim, Pegasus, Runner (Alcoa); Steel Scientist, Steel Flyer, Steel Seafarer (Isthmian); Kenmar, Pennmar (Calmar); Warrior, Hastings (Waterman); CS Baltimore, Fort Hoskins (Cities Service); Bienville (Pan-Atlantic); Michael (Carras) and the Seatrain New Jersey (Seatrain).



Cover those HOT LINES!

It's hard to understand why there should be any delay on any ship in insulating exposed steam lines. The remedy is simple enough — just wrap some turns of lagging around the line and nobody can get hurt.

Still occasional reports will come in about crewmembers getting scorched by a hot line that wasn't protected. The motto on every ship should be "Don't lag with the lagging." Keep those hot lines properly insulated and one more accident won't happen.



An SIU Ship is a Safe Ship

INQUIRING SEAFARER

QUESTION: What is your idea of an ideal shipboard pet?

Zenon R. Rivers, AB: I think a dog is the best kind of pet to have aboard a ship. They are very friendly and usually take to the whole crew. They help pass the time in training and playing with them. We had one while I was shipping on the Rosario, but she gave us some trouble. She had 12 pups during the trip.



Harry Monahan, AB: A dog would be the best kind of pet for a ship. They are very pleasant animals and the crew usually gets a kick out of taking care of them and training them. I like pets on a ship, in fact when I was on the Sandcaptain we had a regular menagerie of parrots, parakeets, dogs and what-not.



Catalino Ramos, steward: I would prefer either a dog or a parrot for both are easily trained and a lot of fun. But if anyone is interested, I happen to have a number of kittens in my home now and would give one to any Seafarer who wants one for a pet.



R. Melvil, cook: The best shipboard pets are parrots. You can talk to them and spend many hours in training them to speak and answer you. It is a sensible bird to have on a ship for it is clean and intelligent. The only pets I do not like to see on ships are cats. They are too dirty.



Julin Lellinski, steward: In my opinion we should not allow any pets on board a ship. I think for one thing that they are too dirty and also that it is an injustice to confine them to a vessel. Take a dog; they are used to running in fields and digging in the ground, but on ship they are out of their environment.



Charles Farranto, OS: Either a small dog or a small monkey. I think that the dog would be more easily trained and will stay in one place once broken, but I would prefer a monkey. I would like to pick up one of those small South American monkeys for a pet, but they cost too much right now so I'll have to wait.



Right To What?

"San Francisco Labor," publication of the San Francisco Central Labor Council, reports an example of what "right to work" laws mean in practice. In 1951, grocery clerks in Reno, Nevada, were getting a \$68.30 weekly scale. Those in San Francisco were paid \$70. The following year, Nevada adopted a "right to work" law. "Today," the newspaper reports, the Reno clerk is \$13.14 a week behind the San Francisco clerk, instead of 70 cents. "And he has no welfare plan and no pension."

Another Two Coal Ships Boneyarded; Recall Of 3rd Due

BALTIMORE—Refurbished with a new prop after spending 17 days under tow, American Coal Shipping's Coal Miner sailed out of here last week, again carrying a cargo of grain, this time to Yugoslavia.

Meanwhile, the Maritime Administration announced that the company has redelivered two more of its Government-chartered Libertys to the lay-up fleet, the Martha Berry and the Harry

Glucksman. That leaves the company with one Government-owned ship, the Thomas Paine, which has been idle since the end of January and the one ship it owns, the Coal Miner, which has been carrying grain since last spring.

No Company Opposition

It is expected that the Paine will either be recalled by the Federal Maritime Board as part of its monthly review of outstanding ship charters, or redelivered by the company in anticipation of the recall. The company has not opposed any of the Federal Maritime Board's previous decisions to recall its ships.

At one time, American Coal was talking about chartering 80 Government-owned ships. That was when the freight market for carrying coal to Europe was up as high as \$16 a ton. With the market down to little more than \$3 a ton on the same run, the company has lost interest in operating any coal carriers for the time being.

Lost Prop

The Coal Miner had lost its prop 360 miles off Bermuda, following which it spent 17 days adrift and under tow before being pulled into Baltimore. The towline broke on two separate occasions because of heavy swells and force nine to ten winds.

Actually, American Coal Shipping was in the coal-carrying business only about six months. It started full-scale operations at the end of March, but began laying up ships at the end of September. In the interim, the Coal Miner had been switched from the coal to the grain trade, and the Martha Berry had made one voyage on the South American ore run.

The coal tonnage moved by the company in that six-month period was a minute amount in proportion to total US coal exports carried out of Norfolk on other vessels of US companies.

BME Plans CS Tanker Organizing

A campaign to organize the Cities Service tanker fleet has been announced by the SIU-affiliated Brotherhood of Marine Engineers. The BME Executive Board said it had completed preparations for the campaign, and would assign organizers to the field shortly.

The announcement followed a pre-organizing survey indicating an interest by Cities Service engineers in BME affiliation. BME President Ray McKay reported that Cities Service engineers are "looking for the kind of effective representation and contract provisions the BME is providing for hundreds of other engineers. We intend to give them the opportunity to have a genuine union looking after their interests."

Cities Service operates 12 tankers and supertankers, principally in the coast-wise and nearby foreign trades. Engineers are members of the Deepwater Officers Association. (Independent).

The SIU has held contracts for representation of unlicensed personnel in the fleet since 1951.

Onassis Would Duck Out On US-Flag Supertanker

Firm "assurances" that the Onassis and Niarchos interests were going ahead with construction of two 105,500-tonners and several smaller tankers for US-flag operation are now melting away.

Maritime Administrator Clarence G. Morse is already reported to be weighing a decision on whether to permit "postponement" of the construction. Representatives of the two shipping groups, including Onassis himself, have already discussed the chances for a delay with the administrator.

The fall in tanker rates is said to be the chief reason for the move. This is coupled with Government restrictions on US oil imports, largely from the Persian Gulf, which is the only trade that could really be profitable for the giant oil carriers.

The Onassis proposal is expected to draw heavy fire from members of Congress who were critical of the construction arrangements in the first instance and of a Govern-

ment settlement that had been worked out with Onassis over the ownership of Victory Carriers Inc. and other Onassis-owned operations. Technically speaking, Onassis does not "own" Victory Carriers since a trust had been set up in the name of his minor children who are US citizens.

Actually the fact that Onassis met with the Maritime Administrator is a good indication of where the controls lie.

Chances are that a postponement would ultimately lead to the abandonment of the construction program, in which case the Government would net a \$15 million "penalty" for non-performance of the original contracts.

Since part of the construction deal, in the case of Onassis, was permission to transfer 12 tankers and two Libertys to runaway registry, his \$8 million share of the "penalty" would not come too high. It would come down to an average of \$570,000 per ship, most of which was probably made up during the Suez emergency when rates skyrocketed.

All of the Onassis ships, formerly manned by Seafarers, were under foreign registry well before the Suez crisis in November, 1956. Most of them, in fact, quietly transferred even before the Government formally approved the complex transfer and construction package.

Earlier, this past January, it was disclosed that plans of the Onassis group to build a 105,000-ton supertanker for foreign operation had already been put aside, along with about 350,000 tons of other construction planned by other operators.

Seattle Sees Better Days

SEATTLE—Although the past period was slow on the shipping side, Jeff Gillette, port agent, reported, the outlook is good for the men on the beach.

One vessel, the Transatlantic (Pacific Water) is expected out of lay-up to carry lumber to the East Coast and then foreign and will need a full crew. In addition there are three expected payoffs reported so far. They are the Rebecca (Intercontinental), Fairport (Waterman) and the Grain Trader (Grain Fleet).

There were no ships signing on or paying off during the past two weeks. The in-transit vessels were the Choctaw, City of Alma and LaSalle (Waterman) and the Massmar, Marymar and the Losmar (Calmar). All were reported in good shape.

SUP Crew Stresses Motorboat Need

SAN FRANCISCO—A demand for motorized lifeboats and for supplementary liferafts was made by the crew of the President Adams following the tragic loss of the Italian-flag ship Bonitas with 22 of her crew. The Adams' crew request follows formal action by the Sailors Union of the Pacific last December requesting motorized lifeboats for all US ships.

The SUP lifeboat resolution was passed after 80 lives were lost in a collision between the SIU Pacific District's Mormacsurf and an Argentine river steamer last August 17 near Buenos Aires. At that time the crew maintained that many more lives could have been saved if they had a motorboat.

Deck gang crewmembers of the President Adams said they might have been able to save many more of the Bonitas crew (only five were rescued in all, three of them by the Adams) if a motor lifeboat was available, because of the heavy seas involved.

Liferafts Needed, Too

The crew also pointed out that if they had liferafts, they could have thrown them over the side and possibly saved some of the crewmembers of the Italian ship who were thrown into the ocean when their lifeboat was smashed against the Adams. They were attempting to get hold of a line from the rescue ship at the time.

During the rescue operation, the wind was blowing at 40 miles an hour with heavy snow and fog. The Adams then launched its own boat and picked up one man, while two others were rescued by lines thrown from the stern.

In addition to the call for motorboats and lifeboats, the Adams gang suggested that lifejackets should be equipped with lights as they were during World War II;

that all lifeboats be equipped with strong battery-powered searchlights, and that ships should have nets to hang over the side during rescue operations.

"We on the Adams feel very badly for not being able to have saved more lives, but our entire efforts were put into the rescue operation. No one slept for two days. The steward department and

the black gang were fine sailors.

"None of us shall ever forget the effort put into this operation by chief officer Charles Shay. He disregarded his own safety several times . . .

"The ship's crew and passengers donated \$225 to each of the three survivors we had aboard. They were put on a plane in Panama and sent to the East Coast."

Fit for a Seafarer!
 THE FOOD AND PRICES AT OUR OWN
 BALTIMORE AND NEW YORK SIU CAFETERIAS
 ARE GEARED FOR SEAFARERS -
 THE MEMBERS OF OUR UNION. DROP
 IN THE NEXT TIME YOU'RE AT THE HALL.
 The Seafarers Cafeteria

US Lines: The 'Hungry Fleet'

The US Lines Company is distinctive in the US merchant marine for the size of its fleet, 58 vessels, and the fact that it operates two of the nation's largest passenger ships. To seamen, the company's ships have two other distinctions. One is the fact that the US Lines was the father of the blacklist system which has now extended to other contracted fleets of the National Maritime Union; the second is that US Lines is one of the cheapest, if not the cheapest feeder of any US-flag cargo liner service.

In fact, on an over-all basis, the difference between US Lines' feeding and the industry average is conservatively estimated at 30 cents per man per day. That doesn't sound like a lot all by its lonesome, but added up on a year-long basis throughout the fleet, it represents a minimum "subsidy" to the company of \$290,000 a year. Compare it to the feeding costs of the better feeders in the US merchant marine, including other NMU-contracted companies and even some non-union oil companies, and the differential is as high as \$450,000 annually.

Cheaper Than Coast Guard

In fact, not only does US Lines feed under other merchant ships, it also feeds under Coast Guard vessels with comparable crew numbers and even under some Navy vessels. On the whole, it doesn't have much of an edge on mass feeding costs in the Army and the Navy, even though the latter organizations get cheaper prices through huge purchases and their own warehousing. Anybody who has been in service knows what the feeding is like there; nutritious but not much more.

Here are some simple statistics: Last summer US Lines sent a memorandum to all its freight ship stewards on feeding costs which said bluntly: "We expect the fleet average to be below \$1.30 [per man per day—ed.] for the second half of the year. Milk in port is to be served for breakfast and supper only."

The memorandum also cited as praiseworthy the chief steward of one US Lines freighter who "has an average of \$1.227 per meal day" as the kind of goal to shoot for.

By comparison, the Coast Guard mess on ships carrying between 35 and 45 men gets an allowance of \$1.33 a day. Navy submarines are allowed \$1.31 a day and the general average for mass Army and Navy messes is \$1.10 daily. The armed services, of course, buy in carload lots, have their own warehouses and their own personnel for handling stores. Commercial shipowners pay more for comparable amounts of food because they buy in smaller quantities and have to pay handling costs as part of their feeding bills.

Bad as US Lines looks in comparison with these figures, it cuts a poor figure indeed when compared to ships manned by civilian



crews. Privately-owned merchant ships of other operators generally feed around \$1.60 to \$1.85 average with some going up to \$1.80 or better, and practically all putting out at least \$1.55 daily as a bare minimum.

There are many instances of ships going to over the \$2 mark but these are not representative and usually involved smaller companies which virtually did their purchasing on a retail level, or else outfits whose practices are lax and who do not maintain proper supervision over their steward department operations.

'We Are Hungry'

The issue of US Lines feeding has been a sore point for years, but somehow, nothing has been done about it. There have been repeated complaints in the NMU "Pilot" on the subject. A typical one appeared in the "Pilot" of October 10, 1957, signed by four US Lines crews.

"Due to high food costs" they wrote, "something should be done about the present situation of feeding on NMU contract vessels . . . never has there been a set minimum food cost . . ."

" . . . We have received wage increases . . . but the food cost has not risen . . ."

"In short, we are hungry." One of these vessels sent a formal resolution to the NMU convention declaring " . . . the food costs on our contract vessels have stayed the same for the past six years . . . We therefore resolve that a food plan be brought into our contract, also a minimum food cost of \$2 per man per day . . ."

The resolution was dated September 19, just a month after US Lines notified its stewards to get down under \$1.30. There was no affirmative action by the convention on this or any other resolution to improve feeding.

On December 5, the "Pilot" published another beef on feeding from a US Lines ship, which laid the issue on the line.

"Our current Westbound meeting," it reads, "was very much to the point and the question of poor feeding aboard all US Lines freighters was discussed by the membership at length.

"As the minutes of this meeting make clear, we think all US Lines vessels should be removed from the Good Feeder list in the 'Pilot' and that strenuous efforts should be made by the National Office to have the feeding costs and poundage upped considerably.

"Since the termination of the war, prices have increased constantly. Despite these indisputable facts, at the beginning of January, 1956, the US Lines, instead of increasing feeding costs on their vessels, decided to lower them from \$1.46 per day per man to \$1.35 per day per man and to lower

the poundage per man consumed from 7.5 to 6.5 pounds. [Ed. note: If a man drank a pint of milk and had a half-pint of soup, that would be better than 1½ pounds right there.]

"More recently still a letter was sent out to all chief stewards telling them how one chief steward fed four trips running at \$1.227 and that the company expected the fleet average for the last half of the year to be down to \$1.30 per day or better . . ."

"The ultimate result is that the whole of the crew from the top down is being poorly fed . . . not in line with our American way of living . . ."

"We feel certain that we are voicing the opinion of the crews of all US Lines freighters who desire to live and work in accordance with normal American standards . . ."

Just why the NMU permits US Lines to enjoy a \$290,000 a year, or larger, edge on feeding while its membership grumbles is one of those as-yet-unanswered questions. It should be pointed out in this connection that the company has a whole slew of top brass, the largest number of vice-presidents of any American-flag operation, in proportion to size. The money coming out of the bellies of the NMU membership can be used to support the top-heavy administrative set-up and at the same time, the company can claim that it is efficient in keeping crew maintenance costs down to a minimum.

It is interesting to note too, that US Lines has enjoyed other preferences from the NMU in the past, such as the institution of the blacklist system years before other NMU companies got into the act.

Franklin Hails Curran

It is also noteworthy, that at recent hearings before the House Merchant Marine Committee the company president, General John Franklin, had high words of praise for NMU President Joseph Curran because the SS United States "has not been tied up one single day by labor trouble. I want to give credit," he said . . . "particularly to Mr. Curran, president of the NMU . . ."

Obviously, the ability to delay the United States is a powerful weapon which could probably solve the US Lines feeding headache overnight, a weapon the NMU has chosen not to use. No such reluctance has been displayed in tying up American Export, Grace, Mooremack or United Fruit passenger ships in other NMU beefs.

A fact that might have a bearing on this situation is the membership of the NMU president, and of Hoyt Haddock, NMU Washington representative, on the so-called "Labor-Management Maritime Committee."

The co-chairman of the committee along with Curran, is General John Franklin, the president of US Lines.

YOUR DOLLAR'S WORTH Seafarer's Guide To Better Buying

By Sidney Margolius

More On Income Taxes

(Ed. note: The January 31 SEAFARERS LOG carried an article on income tax rules as they apply to Seafarers. The following contains more general information about US income taxes useful for shore-side workers and Seafarers in making out tax returns.)

While business owners and top executives get away with tax-deductible vacation lodges, country-club memberships and yachts, the Government puts up a big fight to keep wage-earners from deducting such job expenses as work clothes. Twice last year the US Treasury Department won court rulings, in cases against a painter and a carpenter, that work clothes are not deductible.

According to the J. K. Lasser Tax Institute, the carpenter had deducted \$42 for buying overalls, and \$20 for laundering them. But the court ruled he had failed to show his employer required him to wear overalls, or that they were uniforms. Anyway, the court said, work clothes used merely to protect ordinary clothing are not deductible.

You cannot claim the valuable sick-pay exclusion on the punch-card form. If you're single but head of a household, you can't get that potential tax-saver from Form 1040A. Nor, if you have a few mutual-fund or stock shares, can you get the four percent dividend credit, nor the retirement-income credit for people retired from full-time work.

You can take these tax savers on Form 1040. This can be used either as a short or long form. If your potential deductions don't add up to ten percent, use 1040 as a short form by taking the optional ten percent allowance. If your deductions total more than ten percent, itemize them.

Here's a checklist of potential tax-savers wage-earners sometimes overlook.

- Sick Pay: Whether or not you itemize deductions, you can subtract from gross income (on page 1 of Form 1040) up to \$100 a week of sick pay received after the first week of an illness.

- Sideline Losses: You can deduct from your gross income any losses incurred in a sideline business, as long as you do operate it with the aim of earning profit.

- Excess Social Security Tax: Be sure to take credit for excess Social Security payment if you had more than one employer during the year.

- Bad Debts: Any unpaid debts, even loans to relatives, are deductible.

- You, your wife and dependent children are \$600 exemptions. But also take exemptions for any elderly dependents or married children or grandchildren for whom you pay more than half support, even if they get Social Security, rail retirement or similar non-taxable income. If you itemize instead of taking the ten percent allowance, here are potential deductions:

- Contributions: You can deduct cash donations, or the fair market value of goods such as household articles, toys, clothing, books, etc., donated to charities, churches, non-profit schools, community-service,

- Scouts and veterans organizations; cost of ingredients of foods prepared for church and charity benefits; carfares or cost of gas and oil for your car while performing free service for churches, charities, civil defense, schools and local governments; church pew rents, assessments and dues; costs and upkeep of uniforms for hospital-volunteer, Red Cross and civil-defense organizations.

- Interest Payments: Deduct mortgage interest, discount, mortgage broker's fees; penalties for prepaying a mortgage; your share of mortgage interest if a tenant-stockholder in a co-op; interest or carrying charges on debts and installment purchases.

- Other Taxes: you can deduct other taxes you pay, including property taxes; state and city income and sales taxes and special local taxes on radio and TV sets, cosmetics, theater-admissions, telephone and utilities (but not Federal excise taxes); also car and driver license fees, auto "use" taxes, state and city gas taxes and state cigarette taxes if shown separately but not if included in purchase price.

- Medical Expenses: These include payments to doctors, dentists, hospitals; nurses fees and board; costs of drugs and medicines; costs and maintenance of appliances such as eyeglasses, hearing aids, braces, trusses, arch supports, orthopedic shoes, wheel chairs, crutches; costs of air conditioning, bed board or oxygen equipment advised by a doctor to alleviate a specific illness; costs of special dietary foods and vitamin preparations advised by a doctor if they don't merely replace regular foods; transportation costs to doctors' and dentists' offices and hospitals, including use of your car; premiums for hospital and medical insurance; cost of staying in a sanitarium or convalescent home to get medical care; costs of special training in speech and lip reading; transportation and board expenses while going to another place to get treatment for a specific illness, but not just to improve general health.

Here is a checklist of job expenses you may be able to deduct:

- Union dues and assessments, employment agency fees. Work uniforms if distinctive and required by your job and not adaptable to ordinary wear.

- Safety clothing such as steel-toe shoes, goggles, work gloves, helmets, aprons and rubber gloves.

- Tools, instruments, technical and trade magazines and books.

- Students' travel and living costs while away from home on a summer job.



SEAFARERS IN ACTION

As is usual in the reports, there is plenty of comment on the chow served during the trip. Steward departments on the Alcoa Runner, Robin Gray, Josefina, Maiden Creek, Ocean Eva, Barbara Frietchie, Grain Shipper and the Morning Light all received well-deserved votes of thanks for a job well done. A special recommendation was given by the crew of the Fairport to chief cook Alexander Gurskie for his success in the culinary department.



Gurskie

ship's delegate on the Orion Clipper, the crew decided to take up a collection and "adopt" a Japanese family. Over 48,000 yen was given to the new Orion Clipper family, Just said.

Many of the crews have written in showing their appreciation to the Seafarers who stayed on the Robin Line ships and rode them until the elections. Typical of these reports is the one sent in by G. A. Masterson, ship's delegate on the Steel Executive.



Masterson

"We, the crewmembers of the SS Steel Executive, wish to extend our appreciation and thanks to all the Robin crewmembers who won a hard struggle for an SIU victory in gaining back our contract. It was a job well done."

"A good trip, no beefs," means one thing: a good crew and responsible delegates.

M. Kleiber, delegate on the Pennmar, writes, "I felt that a real fine fellowship existed on board... I wish to thank each and every member for their cooperation, making this a pleasant trip."



Kleiber

"I only hope there will be more of the same so that I can look forward to another pleasant trip."

SF Shipping Stops Dead

SAN FRANCISCO—Shipping for this port as in other West Coast ports almost came to a standstill over the last period. There were no vessels paying off and only one, the Choctaw (Waterman), signed on.

In transit were the Steel Voyager (Isthmian), City of Alma (Waterman) and the Losmar, Marymar (Calmar).

Bridges' Man Mum On East Coast Plans

A New York State Court judge has withheld ruling on the Waterfront Commission's plea for contempt charges against Charles Irving Velson, East Coast representative of Harry Bridges' International Longshoremen's and Warehousemen's Union. The agency had requested the contempt charges after Velson refused to answer questions concerning his part in a campaign to organize pier bosses on the East Coast.

Justice Benedict Dineen said he would reserve his decision on jailing Velson over his refusal to answer the Commission's questions on a \$3,000 donation made by Bridges to Edward Fitzpatrick, brother-in-law of Albert Ackalitis, who is presently barred from working on piers.

Fitzpatrick, leader of the organizing campaign, had informed the Commission that the money was sent to him by Louis Goldblatt, secretary-treasurer of Bridges' union, after he appealed to Bridges for aid on several occasions.

Back In The 'Bad Old Days'



Armas Hilska (center, standing) is shown in 1923 while AB aboard the Finnish coastal schooner, Helena. Hilska is now employed by the SIU-MAWD-contracted New York Splicing Company.

AFL-CIO Notifies All Int'l Unions To Comply On Ethics

AFL-CIO President George Meany and Secretary-Treasurer William Schnitzler have written to the presidents of all AFL-CIO international unions calling their attention to the need to observe and enforce the ethical practices codes of the AFL-CIO.

The letter, which was sent to SIU of NA president Paul Hall as well as to presidents of the other international unions, states: "It is the purpose of this directive to call to your attention the requirements for action contained in the Ethical Practices Codes and to insure that your union is fully in compliance with this policy position of the AFL-CIO."

The SIU of North America, at its convention held in San Francisco in March, 1957, went on record as fully endorsing the ethical practices codes. Subsequently, A&G District membership meetings in all ports endorsed the convention's position.

The following is the text of the AFL-CIO letter:

"Dear Sir and Brother:

"This letter is written to you pursuant to a resolution of the Executive Council concerning the observance of the Ethical Practices Codes. These Codes, you will remember, were adopted at various times during 1956 and 1957, and were reaffirmed by an overwhelming majority vote of our Second Constitutional Convention at Atlantic City in December, 1957.

"The Ethical Practices Codes are elements of the fundamental policy of the AFL-CIO. They implement the provisions of our Constitution, with its requirement that the AFL-CIO and its affiliated unions steadfastly oppose corruption.

Must Be Enforced

"It is the purpose of this directive to call to the attention of all affiliates of the AFL-CIO that the Ethical Practices Codes, as a matter of right and of constitutional policy, must be observed and enforced. As events during the past two years have indicated, the Codes are both a symbol and a weapon in our common effort to keep the American labor movement clean and democratic.

"The six Ethical Practices Codes deal with "paper" locals (locals without members); health and welfare funds; racketeers, crooks, communists and fascists; investments and business interests of union officials; financial practices and proprietary activities of unions; minimum accounting and financial controls; and union democratic practices.

"While substantial steps have been taken in recent months to bring about complete compliance with the Codes, some unions, while not by any means ignoring the objectives and recommended procedures contained in the Codes, have not yet taken steps to insure complete compliance.

"Without going into the detailed requirements of the Codes, the Executive Council has directed us to call to your particular attention Code No. 6 dealing with democratic processes.

"This Code provides that: 'Each member of a union should have the right to full and free participation in union self-government. This should include the right: (a) to vote periodically for his local and national officers, either directly by referendum vote or through delegate bodies; (b) to honest elections; (c) to stand for and to hold office, subject only to fair qualifications uniformly imposed; and (d) to voice his views as to the method which the union's affairs should be conducted.'

Fair Treatment

"It provides that each member of the union shall have the right to fair treatment in the application of

union rules and law—in return for which the member must undertake to carry out the responsibilities of union citizenship.

"The Code provides that the convention, as the supreme governing body of the union, must be held at least every four years; and that the term of office for all union officials should not exceed four years.

"It provides that officers must be elected, either through referendum vote or by vote of delegate bodies, under fair rules that contain adequate safeguards for honest and free elections.

"It provides that conventions of the union should generally be open to the public, and that proceedings or accurate summaries should be available to the membership.

"It provides that membership meetings of local unions must be held periodically, with proper notice of time and place.

"It provides that, in order to insure 'democratic, responsible and honest' administration of trade unions, the AFL-CIO and its affiliated unions should have the power to institute disciplinary and corrective proceedings, including the power to institute trusteeships where necessary.

"The Executive Council again wishes to emphasize, however, that the Code specifically states that such power to institute trusteeship 'should be exercised sparingly and only in accordance with the provisions of the union's constitution, and autonomy should be restored promptly upon correction of the abuses requiring 'trusteeship.'

"The Executive Council and ex-

ecutive officers of the AFL-CIO recognize completely that the forms and procedures of union government do and should vary widely from one organization to another. But we recognize with equal clarity that the basic democratic rights of union members, as set forth in the Ethical Practices Codes, must be guaranteed if our trade union movement is to remain strong and capable of meeting the great challenges of the future.

"It is the purpose of this directive to call to your attention the requirements for action contained in the Ethical Practices Codes and to insure that your union is fully in compliance with this policy position of the AFL-CIO. In compliance with the Constitution of the AFL-CIO and the resolution adopted by the Executive Council at its mid-winter meeting, the Executive Council calls upon your union to take all applicable steps to assure complete compliance with the Ethical Practices Codes by April 15, 1958. Extension of time will necessarily be permitted for those unions in which convention action is required under the terms of their own constitutions to take these steps.

"We feel certain that in providing full compliance with the Ethical Practices Codes, your trade union organization will enhance its ability to perform its fundamental role: to serve the membership faithfully and effectively."

Fraternally yours,
GEORGE MEANY
President
WILLIAM SCHNITZLER
Secretary-Treasurer

40,000 In Florida Living Off Handouts

Approximately 40,000 unemployed migrant farm workers in southern Florida are living exclusively off Government food handouts, the "Wall Street Journal" reported. In addition, the migrants are getting kerosene for cooking, some clothing and food handouts from local business firms and individuals.

The farm workers were stranded when three successive freezes destroyed Florida's fruit and vegetable crops. Most of them do not have any money for gasoline to go on to other areas where they could find work, and in any case, it is too early in the year for them to secure harvest employment elsewhere. It is usually May 15 before the migrants can get employment in more northerly areas.

Farm Surplus

Government food surplus is being distributed on a large scale in several other areas of high unemployment, but the migrant farm workers, not having permanent homes or any unemployment benefits, are more severely affected by unemployment than other groups.

An officer of the Florida Department of Welfare said that his agency had already distributed 25 to 30 carloads of relief supplies and has ordered 33 carloads more.

Migrants come in for food distribution every 14 days. They get cheese, rice, flour, cornmeal and powdered milk from Government surplus. Local relief agencies hand out sugar, lard and baking powder, and private firms have been chipping in bread, bananas, canned goods and baby food.

Migrant families are staying at

work camps, with each family usually having a one room shack. In one camp, the "Journal" reported, the sanitary facilities consisted of two wash basins and six toilets for every 70 people.

Families living outside camps are not so fortunate, with some of them in wooden crate shacks and in cars.

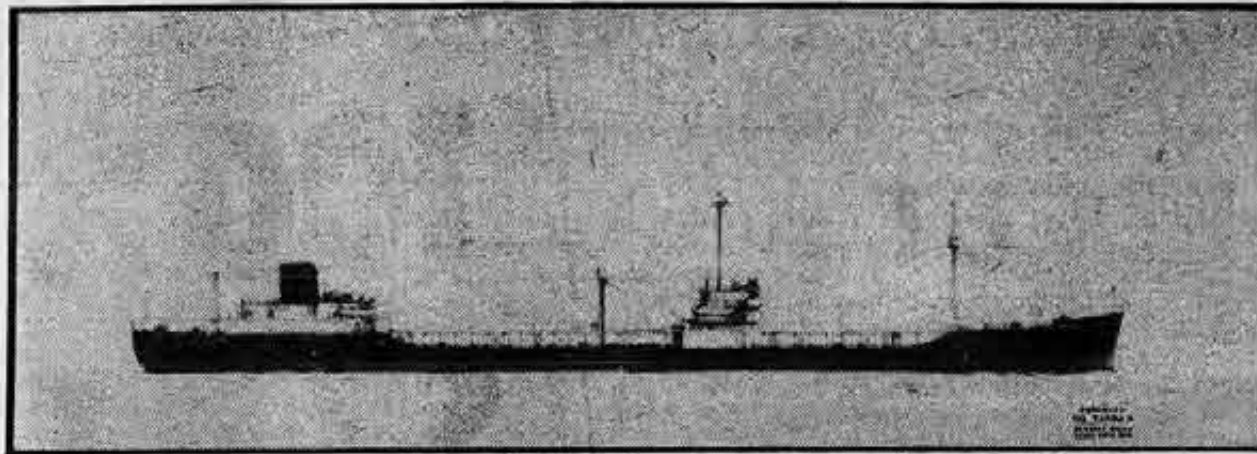
Pick Up 'Shot' Card At Payoff

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.

Tanker May Get Atom Plant



Artist's rendering of prototype tanker of the Pipeline class which is now being considered for conversion to nuclear power. Change-over would eliminate stack and alter lines of ship considerably.

WASHINGTON—A stepped-up drive to put an atom-powered tanker into the water by 1961 has been launched jointly by the Maritime Administration and the Atomic Energy Commission. It would follow by a year the expected completion of the first nuclear-powered US merchant ship, the NS (nuclear ship) Savannah.

Authorization has been given for a three-month study on the feasibility of converting a prototype T-5 tanker now under construction to nuclear power. The tanker's hull is already near completion at Ingalls Shipyard in Pascagoula, Miss.

Neither US vessel would be the first atom-powered surface ships in existence, although they would be the forerunners among commercial ships. The Soviet Union announced the launching of a 16,000-ton atom-powered icebreaker last November.

The go-ahead for the surface tanker studies follows an earlier announcement by the MA calling for research on a submarine tanker for commercial use, probably with an atom-power plant in mind. Britain and Japan are also surveying the possibilities of similar vessels.

Tankers have long been considered more suitable for operation with atom-power plants than dry cargo ships because of the nature of tanker operations. Some experts contend that atomic propulsion can only be profitable in ships of a size already operating in the tanker field. They feel that sustained high speeds, vastly-increased payloads and fast turnaround mean nothing to freightships which must spend long periods in port loading and discharging cargo, but would have a bearing for tankers.

They also seriously question how much dry cargo a freightship operating on atom power can carry

to justify the first nuclear bunkering. Admittedly, in the case of both tankships and freighters, atomic propulsion would cut down the amount of payload taken up by fuel tanks but the heavy protective shielding required would neutralize this saving, except in the case of huge supertankers.

The tanker hull being considered for possible conversion will have a length of 615 feet compared to the war-built 523-foot T-2. It will be a 22,500-ton ship with a speed of 20 knots. The 21,800-ton Savannah will have a length of 587 feet.

Originally the Government proposed building a floating atomic "showcase" with no special commercial value, but this idea was ruled out by Congress. It voted instead for the combination ship to see how an atom-powered vessel could pay its way. It is rumored

that the SIU Pacific District-contracted American President Lines will operate the Savannah when she comes out.

Interest in an atom-powered submarine tanker was heightened last week when the Navy disclosed that its newest atom sub, the Skate, made a crossing from New London, Conn., to Portland, England, in 203 hours, just under eight and a half days. She traveled 3,161 miles—2,828 of this under water—in the record West-East crossing.

The Navy's pioneer atom sub Nautilus, active since January, 1955, holds the overall speed mark of 195 hours on an East-West crossing from England. One special advantage of undersea travel was that the Skate was able to avoid all the storms in the Atlantic by traveling submerged where the weather had no effect on its speed or maneuverability.

LABOR ROUND-UP

Negotiations have been completed between Local 32B of the Building Service Employees International Union and two major New York landlord associations to provide free eyeglasses, a paid day off on their birthdays and extended hospitalization coverage for the union's 21,000 members. The agreement covers elevator operators, starters, porters, handymen and other maintenance and custodial workers in 1,100 commercial buildings.

Terming the union printing label as "evidence that the work was performed under decent wages and working conditions," Michigan Gov. G. Mennen Williams has issued a directive including the use of the label in the state printing contract. Earlier this year the state legislature had approved a measure making it illegal to counterfeit or imitate the union label. Under the new order, any state officer or employee who accepts printing without the label (if it is available to the contracting printer) is in violation of the law and liable to a \$50 fine for each offense. Although the directive applies only to the printing label, "the same principle," Williams said, "of buying goods and services made at prevailing wage rates ought to be universal in state purchases."

Striking members of the United Rubber Workers Union have defended their nation-wide strike consumers' boycott against O'Sullivan Rubber products as an exercise of their right to free speech as guaranteed by the Constitution. Picketing and a consumer boycott, they held, are guaranteed by the First Amendment of the Constitution, which prohibits Congress from making any laws abridging the freedom of speech or the right of the people to peaceably assemble. In addition that this, they said, the Taft-Hartley Act also holds picketing and a boycott as legal. Section 8(c) of that act allows the expressing of any "views . . . whether in written, printed graphic or visual form." The answer was filed with the NLRB before the board held a hearing March 4 on the boycott issue. The union was ousted from the company after a decertification election was held last October

among strikebearers working the plant.

Adding more gloom to the economic outlook, the Bureau of Labor Statistics has reported that living costs jumped six-tenths of one percent in January, the largest increase in seven months, and the 15th time in the past 17 months that the record hit a peak. Prior to the announcement, the Commerce Department reported that while dividends climbed \$2 billion in January, wages and salaries dropped more than \$2 billion compared to December.

UAW officials and the Chrysler Corp. have reached an agreement on some of the basic problems in the auto industry. One is that Chrysler will try to schedule workers for a full forty hours a week and lay off the others so they may collect state unemployment compensation and company-paid supplementary unemployment benefits. Prior to this the company had drastically cut down its work week, with some men working as little as 11 hours a week. The company has also agreed to adjust production rates.

US Reopens Sears-Retail Clerks Fight

WASHINGTON—The National Labor Relations Board's general counsel is reopening the case involving Sears, Roebuck & Company's Boston branch in a general reexamination of Labor Board proceedings in which Nathan Shefferman's Labor Relations Associates was involved.

The February 14 SEAFARERS LOG reported in detail on a "Fortune" magazine feature which described how the Shefferman agency was created and backed by Sears, and used by that company and others to defeat union organizing campaigns by fair means or foul. As a result of these activities 93 percent of the 205,000 employees of Sears are still nonunion.

In the Boston case, the Retail Clerks International Union was the target of company-sponsored Shefferman activities for a number of years including formation of an "Employees Council," spying out and acting against workers with pro-union sentiments, buying off pro-union activists, where possible, establishing a "vote no" committee to visit workers' in their homes while committee members were on company payrolls for time involved, transfers, firings and other tactics out of the union-busting armory.

As a result, the clerks lost their election bid to a "no union" majority.

In reporting the case, NLRB noted the company's activities on behalf of Shefferman and his stooge operations. Should the Board call for a new election at the Boston store, it would be a precedent for similar moves in many hundreds of cases involving Shefferman's business clients.

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

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

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



the SEA CHEST

Boston Jobs Just 'Fair'

BOSTON—Thomas Holleran, chief of the Trade Union Programs Division of the Department of Labor, sent a letter of appreciation to the members of the SIU here expressing his thanks for going all out in making the visit of French labor representatives a cordial and interesting one.

"We realize that the success of this type of program would be impossible without the cooperation of people like you and those who have assisted you," Holleran said.

Shipping for this port has been generally fair, but could not be called good. There were three vessels, the Council Grove, Royal Oak (Cities Service) and the Almena (Pan-Atlantic) paying off and signing on during the past period. In transit were the Steel Flyer (Isthmian); Robin Gray, Robin Locksley (Robin); Winter Hill (Cities Service) and the De Soto (Waterman). All were reported in good shape.

Port Agent James Sheehan, and his family, wish to thank all those who called and sent sympathy cards to express their condolences upon the loss of his brother, two weeks ago.

Carib Queen Sold; US Only Bidder

JACKSONVILLE, Fla. — The TMT Carib Queen has been sold in a foreclosure auction to the US Government, the sole bidder for the roll-on vessel.

The Carib Queen was the first vessel to obtain a Federally-guaranteed mortgage under the 1956 Ship Mortgage Act. The Maritime Administration, which bid \$3,450,000 for the vessel, had guaranteed a \$4 million mortgage on the ship. A combination of physical and financial woes for TMT Trailer Ferry, Inc., owners of the 8,050 ton vessel, was responsible for the forced sale. While on a voyage under charter to MSTs, the vessel suffered an engine room breakdown and had to go into drydock for extensive repairs.

In addition the company suffered a severe financial setback when it was hit with an \$800,000 loss in liquidating stock it had pledged as collateral.

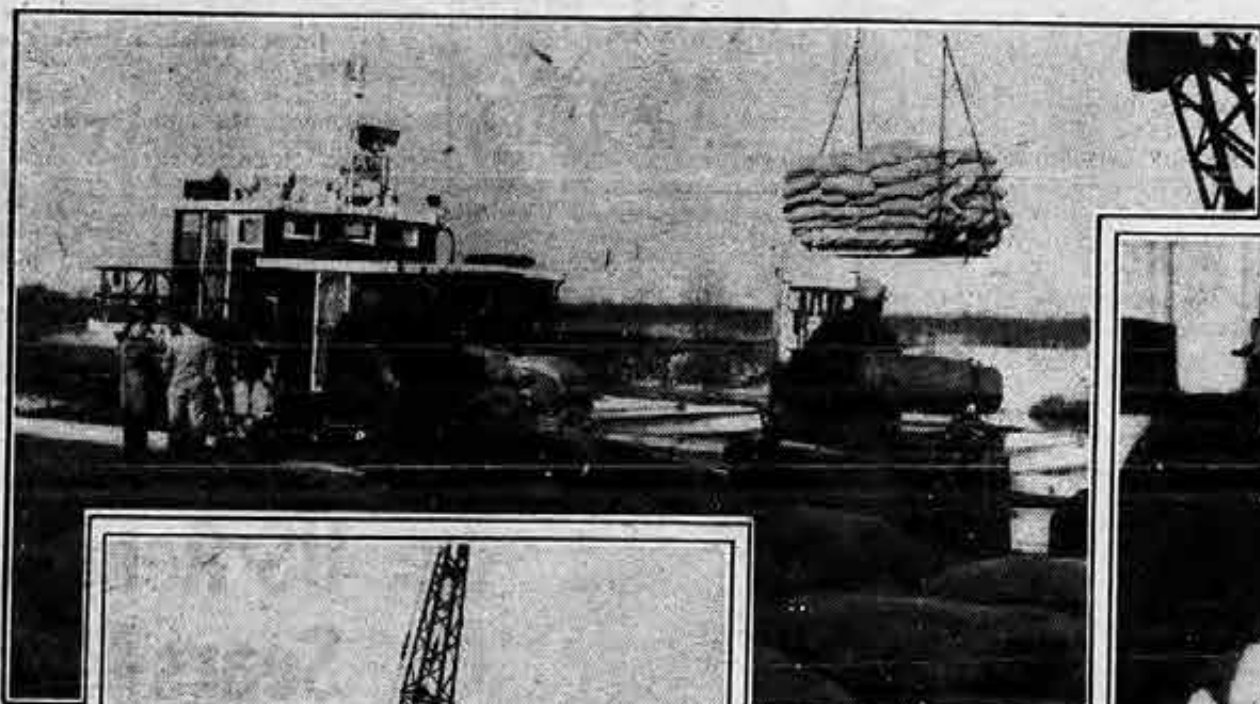
The ship will be put into one of the Government's reserve fleets until she can be sold or chartered. Hearing March 4 on the boycott

LET 'EM KNOW!
Write TO THE LOG

WILLIS TUG FLEET:

100% SIU!

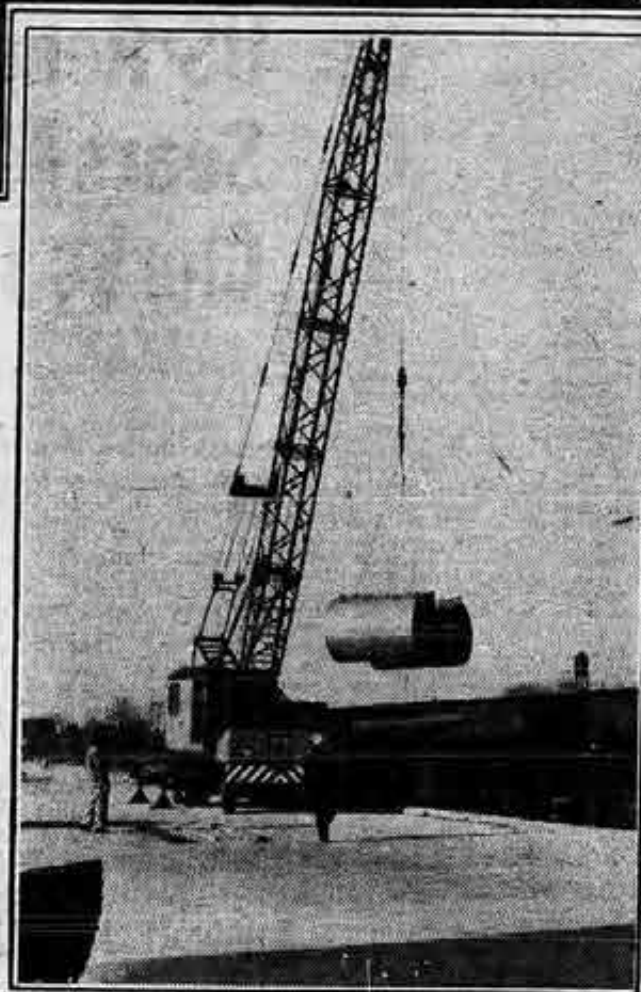
With BME engineers at the throttles and SIU representation for other crafts, Willis tugs haul bulk paper and general cargo coastwise out of Paulsboro, NJ (shown here). SIU talks on pact reopening are underway again after sidetracking of the latest NMU raid. NMU lost election 69-2 a year ago.



Tug Vermont takes on bagged coffee for trip south from home base in Paulsboro.



Carteret crewmen (front) M. Bridges, relief chief engineer; Capt. C. Flowers; rear R. Rice, mate; G. Needham, OS; D. Brothers, cook, and A. Melson, chief engineer, make sentiments plain.



High-flying crane unloads paper rolls brought north from Georgia, South Carolina mills by Willis tow.



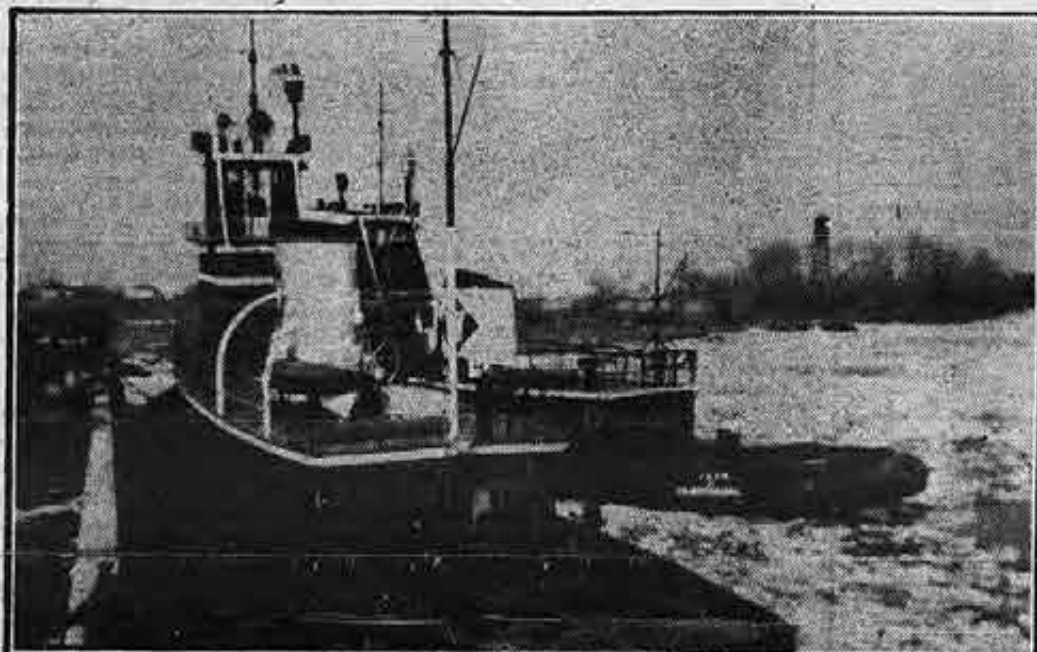
Cook James English keeps the whole gang well-fed on the tug Evelyn.



On the tug Suwannee, cook George Moore rates all the culinary honors.



Captain Obed O'Neal on the Evelyn gets orders from shore on phone in wheelhouse.



Willis tugs Patricia (foreground) and Jack await orders in ice-clogged waters alongside dock in Paulsboro. The company operates nine vessels all together. Home port is Wilmington, Delaware.



Large part of company's coastwise trade is in haulage of bulk paper from southern mills. Shore workers here are trying to hook up sling so crane can lift huge rolls off barge.

Absentee Vote Rules Listed

The SIU once again has available a supply of free-postage "Federal Post Card Applications" for absentee ballots that can be used in the various state primaries and the general elections in November. The first primary coming up is in Illinois on April 8.

These cards are obtainable at Union headquarters or from US shipping commissioners, shipping companies, seamen's clubs and other union sources in New York and other port cities.

Generally, the absentee balloting procedure calls for the seaman to mail in a FPCA form to the county where he normally resides. County officials then forward the necessary forms to the mailing address furnished by the seaman. On occasion, a separate request must be made to qualify the seaman as a registered voter.

Primary Votes Too

Most states permit absentee balloting in the primaries as well as the general elections, in which case a separate ballot must be requested on each occasion. Alabama, Louisiana, Pennsylvania and Puerto Rico do not permit absentee voting by seamen, but in Alabama and Louisiana you can vote in advance if you are home prior to election day.

State requirements for absentee voters vary and must be observed closely in order for a vote to be counted. In addition, the rules for merchant seamen differ in many cases from those for the armed

forces and GI dependents. The category "Merchant Marine personnel" does not always include Great Lakes seamen and those employed on the inland waterways.

The digest given here is intended

only as a guide on basic questions of voting procedures. In all cases, it's best to act early, if only to check in advance on the specific rules not only in your state but for your city, town or county.

Now Filter Cigs Are On Pan; House Group Assails Claims

WASHINGTON—A House subcommittee has charged that cigarette manufacturers have been misleading the public through their advertising of filter tips as an aid in cutting down nicotine and tar and in preventing lung cancer.

"The filter cigarette smoker is, in most cases, getting as much or more nicotine and tar from the filter," the House Government Operations Committee reported, "than he would get from the regular cigarette the advertisers have persuaded him to abandon—for his health . . ."

"The cigarette industry has done a grave disservice to the smoking public initially, blatantly, and more recently, very subtly, publicizing the filter tip smoke as a health pro-

tection." After the publication of many medical reports of a link between smoking and lung cancer, many of the name-brand cigarette companies switched to filter tips, ostensibly to prevent nicotine and tar from entering the lungs.

But the industry had to then resort to using stronger tobacco, the committee said, and looser filters to allow a greater number of smoke particles to get through, to ward off public dissatisfaction over the use of filters.

Digest Of State Laws On Absentee Voting For Seamen

General Election November 4, 1958*

STATE	PRIMARY VOTE	MAIL REGISTRATION	EARLIEST DATE YOU CAN APPLY	EARLIEST BALLOT WILL BE MAILED
Alabama	5/6	No absentee voting by seamen. Can vote in person 20-5 days before election		
Arizona	9/9	yes	30 days before	30 days before
Arkansas	7/29	not required	90 days before	15 days before
California	6/3	yes (automatic when voted)	any time	20 days before
Colorado	9/9	yes	90 days before	30 days before
Connecticut	No absentee voting	yes	2 months before	2 months before
Delaware	No absentee voting	yes	any time	60 days before
Florida	9/9	only if re-registering	45 days before	45 days before
Georgia	9/10	none (not required if voted since 1954)	60 days before	60 days before
Idaho	8/12	yes	any time	when available
Illinois	4/8	none (not required if voted since 1954)	60 days before	30 days before
Indiana	5/6	yes (must file by 29th day before election)	30 before primary 60 before general	30 before primary 60 before general
Iowa	6/2	not required	90 days before	40 days before
Kansas	8/5	not required	120 before primary 65 before general	21 before primary 25 before general
Kentucky	5/27	none (not required if voted since 1954)	any time	when available
Louisiana	7/29	No absentee voting for seamen. Can vote in person 10-2 days before election		
Maine	6/18	yes	any time	30 days before
Maryland	5/20	yes (automatic with ballot)	any time	when available
Massachusetts	No absentee voting	yes (automatic when applying)	any time	when available
Michigan	8/5	yes (must file 30 days before election)	75 days before	42 days before
Minnesota	9/9	yes	any time	when available
Mississippi	8/28	yes	60 days before	60 before primary 40 before general
Missouri	8/5	none (not required in all localities)	60 days before	30 days before
Montana	6/3	yes (must be filed 45 days before election)	45 days before	30 days before
Nebraska	5/13	yes	90 days before	15 days before
Nevada	9/2	yes	90 days before	when available
New Hampshire	No absentee voting	yes (automatic when applying)	any time	20 days before
New Jersey	4/15	none (not required if voted since 1954)	any time	24 days before
New Mexico	5/13	yes (automatic when applying)	any time for primary 7/1 for general	when available
New York	No absentee voting	yes (file 5/2 to 9/20)	any time	when available
North Carolina	5/31	yes (automatic when applying)	any time	60 days before
North Dakota	6/24	not required	30 days before	21 days before
Ohio	5/6	none (not required in all localities)	any time	60 before, overseas 30 before, in US
Oklahoma	7/1	not required	any time	when available
Oregon	5/16	not required	60 days before	when available
Pennsylvania	5/20	No absentee voting for seamen		
Rhode Island	No absentee voting	not required	any time	20 days before
South Carolina	6/10	yes (file 30 days before election)	any time	when available
South Dakota	6/3	yes	any time	when available
Tennessee	8/7	yes (automatic with ballot)	any time	6/10 for primary 9/10 for general
Texas	7/28	not required	any time	when available
Utah	9/9	yes (automatic with ballot)	30 days before	when available
Vermont	9/9	yes	any time	30 days before
Virginia	7/15	none	60 before, in US 90 before, overseas	60 before, in US 90 before, overseas
Washington	9/9	yes (automatic with ballot)	7/1	25 days before
West Virginia	8/5	yes (automatic with ballot)	any time	70 days before
Wisconsin	9/9	not required	60 days before	21 days before
Wyoming	8/19	yes (automatic with ballot)	any time	when available
Alaska*	4/29	not required	90 days before	when available
Hawaii	10/4	yes	30 days before	when available
Puerto Rico	No absentee voting at all. (No elections scheduled in 1958)			

* Except Maine (8/8/58) and Alaska (10/14/58)
† Voters qualified if at least 18 years old on election day
‡ By 9/1 if overseas, 9/10 in US, for primary. By 9/1 if overseas, 10/10 in US, for general.

STEEL NAVIGATOR (Isthmian), Jan. 1—Chairman, C. Burns; Secretary, P. Harayo. Logs received. Ship's fund \$15.10. Few hours disputed at. New reporter elected. No beefs.

SANTORE (Ore), Feb. 16—Chairman, J. Mehalow; Secretary, J. Elliott. No beefs. Ship's fund \$31.60. Reports accepted. Suggestion to serve steak twice a week, more fruit juices and fresh fruit. Take better care of washing machine.

HASTINGS (Waterman), Feb. 9—Chairman, T. James; Secretary, J. Wells. Washing machine needs repairing. Repair list to be submitted. See about sick men at payoff. Special meeting to be held with patrolman in regard to hospital and sick men. Good trip with only few beefs. Few hours at. Few men sick this trip. Chief cook

tery, J. W. Calhoun. To see patrolman about new washing machine. Clock to be installed in recreation room.

BARBARA FRIYCHIE (Liberty Navigation), January 19—Chairman, O. Payne; Secretary, E. Bryan. New ship's delegate elected. Discussion of draws and cigarettes issue in foreign port. Vote of thanks to steward department for fine holiday meals.

GRAIN SHIPPER (Grainfleet), February 9—Chairman, H. Thomas; Secretary, P. J. St. Marie. Steward failed to meet ship in New Orleans on sailing. Crew cautioned on use of too much coffee. Vote of thanks to steward department for good job.

STEEL FLYER (Isthmian), February 14—Chairman, A. Maldonose; Secretary, W. F. O'Brien. Some disputed at. Everything running smoothly. One man missed ship in Manila, rejoined in Bangkok. Ship to be exterminated for cockroaches. Most repairs not taken care of to be completed. Vote of thanks to steward department and baker on his excellent baking and many extras he put out.

BEATRICE (Bull), February 22—Chairman, S. Carr; Secretary, P. A. Duppy. Dispute on pay for Washington's birthday—to be put before Clarification Board. Reports accepted.

COALINGA HILLS (Pan Atlantic), February 28—Chairman, J. Crawford; Secretary, J. R. Moore. Everything running smoothly. A couple men short in the steward department. Some disputed at. New tonster needed in messhall. Engine dept. wants repair list before arrival. To see about mail being delivered to ship and fresh stores. Crew to stop putting linen in passageways.

CITY OF ALMA (Waterman), February 16—Chairman, J. Nelson; Secretary, C. Collins. Everything running smoothly. \$13 in ship's fund. Suggestion made that the LOGs mailed to crew be distributed among each department.

DEL VIENTO (Mississippi), February 14—Chairman, R. Hebert; Secretary, J. H. Emery. New delegate elected. Suggestion made to try and get new machine—to be taken up at next meeting.

GATEWAY CITY (Waterman), February 27—Chairman, W. R. Horne; Secretary, J. F. Austin. Ship's delegate elected. Reference made concerning repairs. \$2.50 in ship's fund. To contact negotiation committee about time off for unlicensed members on all trailerships—to see families, etc.; also for telephone to be placed aboard in every port for incoming calls; and watches between 5 PM and 8 AM on trailerships to be altered so all men get equal cargo of. Proper attire to be worn in galley and messroom. All beefs to be discussed with delegate.

MICHAEL (Carr), February 26—Chairman, S. E. A. Bayne; Secretary, R. Maffel. Dispute over monthly payoff to be taken up with patrolman. Some disputed at. Repair lists to be submitted to Captain.

ORION STAR (Orion), February 9—Chairman, G. Harding; Secretary, R. Mills. Crew to be able to draw on the of. Company to make replacements. Beef on launch service. New delegate elected.

SEATRAN SAVANNAH (Seatrains), February 28—Chairman, G. Spenser; Secretary, S. Swartz. More coffee needed aboard. Reports accepted.

SEATRAN TEXAS (Seatrains), February 23—Chairman, R. Foster; Secretary, M. Garel. No beefs. \$90.50 in ship's fund. To see about clarification of lodging due crew from previous payoff and warn crew of necessity of checking off with patrolman before leaving ship.

ROBIN SHERWOOD (Robin), February 16—Chairman, S. W. Johnson; Secretary, W. Konof. Everything running smoothly. To see patrolman regarding rust water. Some disputed at. \$11.45 in ship's fund. To contact headquarters regarding grade of stores placed aboard. Brothers asked to be more quiet in passageway during nights.

ANDREW JACKSON (Waterman), February 4—Chairman, R. D. Virgil; Secretary, S. Shapiro. Noise from pipes to be fixed. \$26.11 in ship's fund. General meeting concerning food and drinking water. Suggestion made to put fruit juices in ice box at all times. To pay laundry bill from ship's fund.

CHIWAHA (China Service), February 8—Chairman, M. Hodges; Secretary, W. Dickens. One man missed ship in Jacksonville, Florida. New delegate elected. To see ch. eng. about fixing door to pumpman's room. Request for more fresh fruit to be brought out each night.

EVELYN (Bull), February 12—Chairman, C. Handay; Secretary, R. M. Douglas. Some disputed at. One man missed ship in Mexico. Discussion on cleaning alleyways.

EDITH (Bull), January 28—Chairman, E. Franklin; Secretary, J. P. Byrne. Everything running smoothly. Ship's delegate elected. One man hurt in engine room.

Digest Of SIU Ship Meetings

burned foot—unable to work few days. Have sick men removed from fo'c'sle and placed in passenger's room midship instead of hospital, when available. Keep bathrooms clean. Vote of thanks to steward dept. for good meals and to baker for fine pastry, and coffee tidbits.

SEATRAN NEW JERSEY (Seatrains), Feb. 14—Chairman, J. Conners; Secretary, S. Hay. All repairs completed. Two men paid off. Members holding delegate's job shall be for two months. New delegate elected. Check all port-hole dogs. Suggestion that "steam" radiators be placed in each room—heating system has only 10 lb. pressure.

STEEL SURVIVOR (Isthmian), Dec. 1—Chairman, F. Shala; Secretary E. Smith. All beefs to be taken to dept. delegate. Ship's fund \$100. Request to have draw sheet ready for NY. Soiled linen not to be thrown down below. Recreation room to be locked up while ship is in port. Ship to be fumigated for insects. Attempt to secure re-conditioned washing machine. \$25 to be spent on books.

Jan. 5—Chairman, A. Cunningham; Secretary, F. Chala. New delegate elected. Ship's fund \$211.30. Discussion on engine watches—to be altered so all men get equal cargo of. Proper attire to be worn in galley and messroom. All beefs to be discussed with delegate.

Feb. 22—Chairman, F. Shala; Secretary, J. Geissler. Captain refused to call off logging of two men. One man missed ship, rejoined. Repair list to be made up. Safety program discussed. Reporter wrote travelogue on trip—will send same to LOG for publication. Flowers sent to deceased father of member. Ship's fund \$156.03. Two men logged. Reports accepted. Vote of thanks to Robin Line crews. Motion for Union to buy out sloop chest and have it run by union man. Union to clarify and verify draws in foreign ports. Beef to be brought up at meetings only. Vote of thanks to steward dept. for job well done. Crew requested to return all linen for inventory purposes. Steward dept. needs painting. Repair list discussed.

OCEAN ULLA (Ocean Trans.), February 9—Chairman, L. Strasser; Secretary, D. Branaccia. Repairs being made. Galley, messhalls and pantry to be painted. Plumbing needs repairing. All portholes to be checked and dogs freed. Delegates to submit repair list.

WELLESLEY VICTORY (Isthmian), February 2—Chairman, J. Bluff; Secretary, R. V. Gelling. Delegate reported that logs would be dropped. Coast Guard not going to be brought into logs. Write up of bulldozer incident was slightly garbled in the SEAFARERS LOG. Not intended to make chief mate a hero—just quoted from copy of report to show his point. Seven men logged. Repairs taken care of except for painting rooms. Several complaints about drinking water during trip. No cooperation from chief for the entire trip. One man left ship ill in Bombay. Reports accepted. Vote of thanks to crew of Robin Line ships during beef.

MORNING LIGHT (Waterman), February 4—Chairman, J. Quigley; Secretary, W. E. Morse. All repair lists to be turned over to ship's delegate before arrival in port. \$35 in TV repair fund. Suggestion to make cup drains for washing machines. Vote of thanks to steward department for good job.

February 19—Chairman, I. C. Cox; Secretary, W. E. Morse. Obtain insurance cards from ship's delegate. To see patrolman about soot blowers to boilers. See patrolman about new refrigerator for the crew's messrooms. Vote of thanks to steward department for job well done.

FAIRPORT (Waterman), February 9—Chairman, J. A. Dunn; Secretary, E. Harris. One man hospitalized in Vancouver, Washington. \$6 in ship's fund. Each man to donate \$5.00 to fund. Vote of thanks to steward department for job well done.

FAIRLAND (Pan Atlantic), December 4—Chairman, G. E. Wells; Secretary,

'How About A Subsidy? I'd Like To Expand'



SEAFARERS LOG

SEAMAN

Puerto Rico IBL Strikes Trailership

SAN JUAN—Members of the International Brotherhood of Longshoremen here have tied up the Waterman trailership Bienville in a dispute over the number of longshoremen to be employed in unloading the vessel.

The Bienville was the first Waterman trailer-carrier to enter the Puerto Rican service. IBL longshoremen are demanding a minimum of five gangs to be used to work the ship, plus 55 cents a ton to go into a fund for the assistance of longshoremen displaced by the new operation.

At present, Puerto Rico does not have any unemployment benefit system although one is being set up.

Waterman originally offered to work the ship with two gangs of 21 men each. The Puerto Rican government is attempting to mediate the dispute.

A similar dispute over bulk loading of sugar was resolved last month when Governor Munoz Marin worked out a formula to the satisfaction of all.

There's been some strange doings in the ranks of the runaway shipowners lately, the ones who owe their sole allegiance to the flag of the dollar. The first was the news that a couple of runaway operators want to come back under the US flag so as to be able to bid on US Government cargoes and get the higher US cargo-carrying rates under the "50-50" law. It seems that so many of them went the runaway route that there are far too many ships competing for the foreign-flag share of "50-50" cargoes, thus driving the rates down, and commercial cargoes are not enough to go around.

On the tanker scene, the Aristotle Onassis interests have decided that they want out on the 106,000-ton tanker they were to build for American-flag operation. The huge supertanker was to have been built as part of a "firm" arrangement with the Maritime Administration under which Onassis was permitted to transfer a whole slew of tankers and Libertys to foreign registry. The Onassis bid is already stirring a furore in Congress where some representatives expressed decided skepticism when the original arrangement was announced.

Then as the final touch comes the news that the SS Yarmouth, formerly of American registry, is going to go back on its old Boston to Nova-Scotia summer run under the Panamanian flag—provided the Nova-Scotian government comes across with a subsidy. The spectacle of Canadian taxpayers subsidizing a runaway ship on an American-Canadian service, while the US and Canadian merchant fleets shrivel before the onslaught of runaway competition, is a fine example of the "no holds barred" tactics of the runaway shipowners.

Pretty Obvious

For the past couple of weeks, the Senate investigating committee which is supposedly looking into labor racketeering has been "investigating" the United Automobile Workers strike against the Kohler company. In the course of the "investigation" one of the "right to work" advocates on the committee started asking a UAW representative whether he had set up housekeeping with a woman to whom he was not married but who later became his wife.

A cynic might well be prompted to ask since when Senators have become certified saints. But aside from that, this type of questioning, (incidentally, there was no suggestion that union funds were involved) clearly reveals what the motives of the "right to work" brigade are: to smear unions by any means with some kind of tar so as to promote legislation to destroy the trade union movement. If the union can't be attacked on its handling of funds then the idea is to poke around into union men's personal lives.

In a sense, the "right to work" advocates on this committee have rendered a service to the labor movement, because they have shown exactly what their motives are by their clumsy approach and have lost themselves considerable support in the Senate accordingly.

Seek To Conciliate Canada Pact Beef

MONTREAL—The SIU Canadian District negotiating committee has requested the Minister of Labor to appoint a government conciliator to assist in the settlement of the District's proposals for a new Lakes contract in 1958. The request came after a stalemate in negotiations between the District and the shipowners over major issues in the agreement.

Under Canadian law, the proposals will be sent to a Federal Conciliation Board for consideration if no affirmative action on a new contract is taken by the ship operators.

The District is asking for a firm manning scale on Lakes vessels, a shorter work week and a ten-cent hourly pay boost, with the hourly rate of pay replacing the old monthly scale, paid statutory holidays, elimination of work spread for deckhands and other improvements in living and working conditions.

Wage Request Low

A spokesman for the negotiating committee said that the union deliberately kept the wage increase to a low ten cents an hour so as not to impose a heavy financial burden on Canadian-flag companies who have been under competitive pressure from foreign-flag vessels in both their coastwise and domestic trades.

In pressing its demands, the committee pointed out that most of the

Lakes' trade was on routes on the upper St. Lawrence where foreign competition was not dangerous. The wage increase represents the difference in dollar value purchasing power over the past calendar year.

The Lakes companies employ the bulk of the District's membership.

Propose Big Boost In US Farm Cargo

WASHINGTON—A whopping \$2 billion increase in overseas shipments of agricultural surplus is being proposed by Senator Allan Ellender (Dem-La.), chairman of the Senate Committee on Agriculture and Forestry. The surplus shipments travel under provisions of the "50-50" law and have been a mainstay of US merchant shipping for the past four years.

\$4 Billion Until Now

The total authorization since the act went into effect in 1954 has been \$4 billion. The Ellender bill would put \$500 million of the sum to work immediately in the fiscal year ending June 30, 1958, with another \$1.5 billion scheduled for the July 1, 1958—June 30, 1959 period.

For the current year, the agricultural surplus program has been scheduled at the \$1 billion rate, so that the Ellender proposal would give it a 50 percent shot in the arm, and keep it at the increased level in the 12 months following.

Sales And Gifts

Shipments covered by the program includes sales of surplus at modest prices and in terms of foreign currencies, plus outright gifts of commodities for famine areas and other relief purposes.

It is expected that the Senate Agriculture Committee will approve the Ellender proposal without much ado.

In submitting his bill, Ellender declared: "The request for a larger authorization this year is caused by changing world conditions. The dollar position of several countries has worsened and greater demand has resulted from poor harvests overseas. Shipments under past programs, particularly wheat for India, have been accelerated."

Ellender said his call for immediate additional funds was prompted by the need to schedule shipments on an orderly basis. If Congress doesn't provide the \$500 million for the remainder of the fiscal year, he said, the program is likely to grind almost to a halt before July 1, 1958.

Voters Beat Lk. Charles Sales Tax

LAKE CHARLES—Backed by organized labor, voters here rejected by some 1,700 votes a proposed one percent city sales tax, Leroy Clarke, port agent, reported. This was the second time since 1953 that this tax has been defeated, and from the talk around town, it will be beaten every time it comes up until labor has some assurance that the revenue will be used for the purpose it was intended for.

Unions Enjoined

Elsewhere on the labor front, temporary injunctions were issued against the local Butchers Union and the Building Trades. The Building Trades unions had extended their organizing drive among non-union contractors in the area during the past month and had shut some down. There has been no word as yet on the final hearings on the injunctions.

Although shipping took a bad drop in this port, six class C men were able to sign on during the period. A and B men are either taking it easy on the beach, or are waiting for special runs and ships.

Calling into the area over the past two weeks were the Bents Fort, Royal Oak, Winter Hill, Cantigny, Chlawa, Council Grove, CS Baltimore (Cities Service); Coalina Hills (Pan-Atlantic) and the Del Monte (Mississippi). All were reported in good shape.

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.

PHOTOS
STORIES
POETRY
ETC.



Send 'em to the Log

'Why No Customs Break For Us?' Del Valle Asks

Repeating their demand of two years ago for a "fair deal" and the right, like other Americans, to bring in a limited amount of duty-free souvenirs from overseas, the crew on the SS Del Valle has dispatched another appeal to Congress.

A letter echoing their earlier appeal (LOG, June 8, 1956) was sent from Santos, Brazil, to Senator Warren G. Magnuson, chairman of the Senate Committee on Interstate and Foreign Commerce. It proposed a sliding scale of allowances based on time spent on foreign articles to remedy the present situation.

Existing regulations enable ship passengers to bring in up to \$500 of personal purchases duty-free. Similar provisions apply to service personnel, including crews on Government-owned ships.

However, the Del Valle noted, "We as merchant mariners employed by private American companies are allowed absolutely nothing duty-free." The overall restrictions for merchant seamen appear designed almost in retaliation against civilian sailors because of their better chances to pick up bargains, they pointed out.

"There are many men who have

gone to sea for years who have never been permitted free entry on any article purchased in a foreign country.

"We realize that the amount American seamen would spend abroad would be small in relation to the dollar needs of most countries, but however small it would be, it would still be a considerable source of dollar income to those countries. At present most men curb their desire to purchase anything abroad due to the unknown additional amount they must pay in duty upon return to the USA."

Another point raised was whether the expenditure on Customs' inspections when US merchant ships return here was justified in terms of the duty collected. This also leads, they said, to an "unfair and humiliating" practice of Customs' searches of seamen's quarters and personal effects trip after trip, seldom with a warrant.

The Del Valle also protested the "double taxation" on foreign-made items, many of them bought in the US, because a seaman cannot produce a sales slip or a Customs' receipt and has to pay the duty twice. "In other words we are considered guilty of smuggling unless we can furnish satisfactory proof to the Customs' officials of our innocence," the crew emphasized.

The letter was signed by all the officers, and by F. P. Russo, ship's delegate; Charles E. Nuber, bosun; C. E. Wheat, deck delegate; E. W. Anderson, chief steward; B. Tingley, engine delegate, and Charles M. Barkins, steward delegate, on behalf of the SIU crew.

Family Honors



Luke A. Ciamboli shows off the new addition, Luke, Jr., born Jan. 18 in San Francisco. Above, April Joy Lietz, 8, shows the form and costume that won her first prize in a Tampa talent show. Dad is David W. Lietz, AB, now on the LaSalle.

Hospital Movie Program A Hit

To the Editor:

Again in January, through the courtesy of your Union, our patients at the Boston marine hospital viewed three good movie features on the 3rd, 17th and 29th.

As always, they were appreciated and enjoyed, and added immeasurably to the morale and welfare of those fortunate enough to see them.

Our hospital has added a

Letters To The Editor

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

shuffleboard table to the facilities in the auditorium, and military personnel and seamen alike are getting a great deal of pleasure out of it. This game is played roughly at waist level, which makes it very handy and less tiring for many of the patients.

On behalf of the patients, the hospital, and myself, we thank you most sincerely for your contribution to our January program.

June McGuire
Director of Recreation

Longs For Sea After Shore Job

To the Editor:

I'd like to thank you for sending me the LOG in Arizona and ask that you revise your mailing list so I can get it at home. I have not sailed for quite a while now, but when I did you can bet it was SIU.

The last time I shipped was in Lake Charles, La., and the port agent then was the same as the brother there now, Leroy Clarke. Yes, I can also say he rates as one of the best in his line.

I am married, have two children, a boy 13 and a girl ten years old, and call Jackson, Miss., my home. I enjoy getting the LOG and can see how much has been done for the seaman. I really miss the sea and would like to go back.

I first went to sea in 1925, made a world cruise in the Navy, came out in 1929 and shipped coastwise out of New Orleans. In fact, all the trips I made were coastwise. Though I love it at sea, I got settled ashore in the iron workers and then had a family.

I think I'd like to take a whack at sailing again as I'm only 49 and in good health, so I may see some of the boys again soon.

Raymond Godbey

Corsair Cook Draws Praise

To the Editor:

A few years ago I became shipmates with Robert L. Wells on the SS Antinous. At that time, Robert, who was known as "Billy," was galleyman on board and was relatively new in our organization.

He was well-liked by all the men on board, so when our chief cook quit in Miami and there was not one to replace him the crew requested that Billy Wells take the chief cook's job. He took the job, did very

well at it and eventually became an SIU book member. Billy has now been on the Alcoa Corsair for over a year as 2d cook and is doing all he can to show his appreciation for becoming an SIU member.

Last trip he was elected ship's delegate for his first time. Though he had a few major decisions that had to be made, he handled the situation very well. Hats off to a swell shipmate and good fellow.

Maurice "Duke" Duet

Del Mar Backs PHS Program

To the Editor:

There is nothing much to report from the Del Mar as this has been a wonderful trip. As ship's delegate I wish to thank all delegates for their cooperation in making this such a good trip.

It was reported at our last meeting that a total of 612 letters were mailed to the Senators and Representatives in Washington by the crew of this ship to protest any closing of the marine hospitals or budget cuts.

There was also a vote of thanks adopted for the men who stayed on the Robin Line ships and made the SIU victory possible.

Francis B. Howard
Ship's delegate
C. M. Dowling
Ship's secretary

Alcoa Pioneer Crew Applauded

To the Editor:

I would like to take this opportunity to thank the crew of the SS Alcoa Pioneer for the kindness and sympathy shown me due to the recent death of my father. I am proud to have the privilege of sailing with such men.

Matthew Rosato

Lauds Hoskins' Floral Gift

To the Editor:

With the recent passing away of my dad, I sent a radiogram to my husband, William F. Barth, aboard the SS Fort Hoskins. He is the chief cook on there.

What I thought was so wonderful was what the crew on the ship did after finding out about my loss. The men got together and sent an offering of beautiful flowers to express their sympathy. Their kindness came at a time when it was deeply appreciated.

Mrs. William F. Barth

He Appreciates Welfare Assist

To the Editor:

I'd like to thank the SIU Welfare Department for the quick action on a problem of mine that I wrote in about.

It is really a comfort to know that the Union looks out for its members and their families when they are in need. Once again, "thank you" to the welfare department for all its help.

Jack Bluit

Del Aires Crew Gets 'Thank You'

To the Editor:

I would like to thank the crew of the SS Del Aires for the nice wreath for my mother, Mrs. Reba Williams. She passed away on the 4th of February. My many thanks to all for their kindness.

Aubrey "Buck" Williams

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Forty Winks



Harvey Thomas, FWT, enjoys his siestas in the Persian Gulf by sleeping on deck with his friends the flies, says Billy J. Walker on the Steel Vendor. Thomas bunked down under a ladder heading topside.

Florida State Beef? Steaks Are Too Big

They've got a rare beef going on the SS Florida State. It's not exactly that the beef—or the lamb or the veal—is too rare, though that may be at the bottom of the whole affair in the first place.

It's just that some of the crew are upset because the steaks are too big.

Of course, this sort of beef doesn't arise too often, so it does have some historical merit. The shoe is usually on the other foot, because the steaks are a mite small, or too tough, or not served often enough. On the Florida State, at least, they seem to have none of those troubles.

The request for skimpier sirloins was noted in the ship's minutes recorded by M. G. Gaddy, secretary, but apparently no one offered a solution for the problem during the meeting. Most of the boys were probably floored by the idea and some probably haven't recovered yet.

Somehow a pitch for smaller steaks doesn't seem to be the kind of thing that will readily cause the manning of the barricades, or a frantic call for a union patrolman, except maybe by those who like their steaks well-proportioned. One thing's sure. The boss won't kick.

Shorthanded?

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

They Grow Accustomed To Your Face

By Seafarer William Calefato

Koreans almost never forget a face. They always remember you, whether for some special kindness or an outstanding trait, good or bad. But sometimes the memory plays tricks, or two faces look alike, and then things get complicated.

One case in point was when a Jean LaFitte crewmember, whom we'll call Frank, was kicked by a fierce little youngster, who quickly ran away, all the time shouting back in broken English:

"Takee that, you lousy Joe—you peek—you beeg, beeg—"

Frank didn't have time to tell the boy he wasn't Joe. But Joe must have done something on previous trips, like refusing the boy alms or chewing gum or cigarettes. When this happened a second time further in town, Frank decided to go back to the ship and bawl out

Joe for looking like him, while he took all the punishment.

"You must have a hell of a reputation among the natives here," Frank complained. "They think I'm you and I get kicked in the pants for something you must have done."

This was all very amusing to Joe. He just looked at Frank, as if to say it wasn't his fault they looked alike. Anyway, getting kicked in the pants by little boys is not as

bad as some other things that could happen.

One shipmate found himself in a spot when an old gent approached and acclaimed him as his sister's missing husband. Talking as fast as a race track announcer, the old-timer said that the obligations of a married man were important in Korea and the seaman should own up to the facts.

Our man protested to the native that he was the wrong guy. Out of all the thousands who visit Korea, he asked, how did the old gentleman know he was the one—he who already had a wife and six kids in New York?

"By your face. By your face!" the native almost screamed at him. "There could be no other man with such a magnetic personality, such classic features, such honorable intentions, such—" he persisted.

It took great persuasive powers to shoo the old man away, but he finally left. Our man was left wondering whether he'd just been treated to a made-in-Korea variation of the old badger game, but anyway he wasn't bothered again.

Sometimes a long-forgotten favor is repaid in unexpected ways. One such case happened when two youths started a fight with a seaman who was relaxing in a bar. The sailor was being overpowered in the scuffle when the old and withered mamsan who operated the establishment came out from the back. She carried a stick in one hand and swatted at the two attackers plus two others who had come off the street to join in.

Everybody respects those mam-

sans, even when they don't carry a stick, so she won the fight and rescued the visitor.

"Why did you do it, mamsan," the sailor asked her later, to which a girl interpreter replied:

"Mamsan say you good man. You make big present to her one year past. Mamsan say she know you face."

All in all, it's wise to keep your nose clean in Korean or other foreign ports. That way, your face and other parts will be spared a lot of trouble.

'Sea-Spray'

By Seafarer "Red" Fink



Okay, okay. So can't a cook have a bad day once in a while??

Fish Story



Charles Ellen on the Marymar aimed his camera a bit low, but he couldn't miss the fish. J. Cappell, A. Reasko and L. Tolias (l to r) share the honors for nabbing this dolphin.

STEEL VOYAGER (Isthmian), Feb. 11—Chairman, J. Brown; Secretary, F. Quintave. Heat in rooms not regulated. \$14 in ship's fund. Keep toilets clean. Submit repair list to Headquarters.

DEL MAR (Miss.), Feb. 2—Chairman, R. Stough, Jr.; Secretary, C. Dewling. Fund \$19 in red at start of trip, but now have balance of \$206.45. \$10 given to repatriated seaman. Vote of thanks to men on Robin Line ships. Money raised for movies for next trip. \$12 letters mailed to prof. of hospital and budget cuts.

ALCOA RANGER (Alcoa), Feb. 9—Chairman, J. McLaughlin; Secretary, K. Foster. One man performing on ship, referred to Union. Reports accepted. Discussion on Bull beef, Robin Line. New delegate elected. Vote of thanks to ship's delegate for fine job. Steward and deck depts. showers fixed.

BRADFORD ISLAND (Cities Service), Jan. 31—Chairman, F. Langley; Secretary, M. Olson. Two men missed ship, no beefs. Repair list submitted. Need two new mattresses for engine dept. New delegate elected.

GOVERNMENT CAMP (Cities Service), Feb. 15—Chairman, P. Gradozki; Secretary, T. Melanson. Few hours disputed of. Washing machine to be turned off after using and left clean.

KENMAR (Calmar), Feb. 2—Chairman, F. Albero; Secretary, J. Marshall. Two men ill. Patrolman notified concerning transportation. Gear of hospitalized men taken care of. Sailing board time to be brought to patrolman's attention. Some disputed of. Beef with chief mate to be settled at payoff. To contact captain to build outwalk on lumber going back aft. Suggestion to have TV aboard ship.

OCEANSTAR (Triton), Jan. 26—Chairman, C. Oglesby; Secretary, R. Marrisette. New delegate elected. Ice box will be repaired. Obtained new washing machine. Will get new ice box next trip. Request copies of ZOG.

WINTER HILL (Cities Service), Feb. 9—Chairman, J. Dineque; Secretary, J. Bergeria. Vote of thanks to steward dept. Repair list turned in—no work done as yet.

STEEL SEAFARER (Isthmian), Feb. 2—Chairman, H. Cousins; Secretary, none. Repairs being made—others to be done in States. Snodover to get

logs lifted. Good trip so far. Some disputed of. Motion to hold meetings once a month on long trips. Discussion on welfare of all members.

PENNMAR (Calmar), Feb. 9—Chairman, F. McKenzie; Secretary, V. Monte. Shortage of hot water. Repair list to be submitted. Pleasant trip. Report accepted. Washing machine wringer to be repaired. Do not place glasses in sink.

STEEL FABRICATOR (Isthmian), Jan. 31—Chairman, L. White; Secretary, G. Masterson. All repairs being made. Screen doors and port hole screens ordered. Shower heads and

ALCOA RUNNER (Alcoa), Feb. 15—Chairman, L. Richardson; Secretary, R. Hall. Two new men from San Juan. Showers and bathrooms to be locked in port. Ship's fund \$9.25. New delegate elected. Vote of thanks to steward dept. for fine food. Messman thanked crew for assistance during meals in rough weather. Reports accepted.

SEATRAN NEW YORK (Seatrains), Feb. 19—Chairman, C. Johnson; Secretary, C. Oliver. Some disputed of. Reports accepted. New delegate elected. Discussion on shortage of various stores; messman and steward.

ALCOA PURITAN (Alcoa), Feb. 9—Chairman, J. Nelson; Secretary, J. Brasfield. Delegate reported poor and inadequate medical treatment administered to unlicensed personnel. Headquarters to be notified. Ship's fund \$1.75. Minor beef in steward dept. New delegate elected. Refrain from using profanity in messroom. Members requested to be sober at meetings.

JOSEFINA (Liberty Navigation), Feb. 9—Chairman, A. Sirigano; Secretary, J. Lundy. One brother hospitalized in Honolulu—headquarters notified. Crew to obtain price on laundry before sending to Manila. Suggest members draw enough in Manila to carry them through bunker ports. Some disputed of. Report accepted. Repair list to be turned in. Doors to passageways will be locked while in Philippines to keep undesirables out. Cups to be returned to messroom. Vote of thanks to steward dept. for good food and baking.

MAIDEN CREEK (Waterman), Jan. 25—Chairman, C. Owens; Secretary, C. Slover. Ship's fund \$8.20. Some disputed of. New delegate elected. Every member to contribute \$1 to ship's fund. Suggestion to purchase electric heaters for foci's aft. "On-off" light to be installed on washing machine. Vote of thanks to steward dept. for excellent food.

IRENESTAR (Triton), Feb. 23—Chairman, T. Nally; Secretary, M. Anderson. Repair list to be posted. Clean payoff in Mobile. Ship's fund \$11.52. New delegate elected. Discussions on use and care of washing machine. Cigarette butts not to be placed in coffee cups. Put soiled cups in sink, keep messroom clean. Three mattresses

ordered for unlicensed personnel not delivered.

FAIRLAND (Pan Atlantic), Feb. 20—Chairman, W. D. Making; Secretary, A. C. Beck. Thanks to department delegates for good cooperation. Noted good and prompt response by headquarters on all beefs and questions. Letters from Bill Hall regarding repair list and one day's pay posted. Ship's fund \$35. Will purchase TV set. Discussion on food and TV set. Linen to be turned in.

ALCOA CORSAIR (Alcoa), Feb. 23—Chairman, G. Matting; Secretary, S. Fairfield. \$122.50 in movie fund. Obtain toaster for steward messroom. Discussion on successful party held by crew in cross passageway.

SEATRAN LOUISIANA (Seatrains), Feb. 23—Chairman, A. Alsobrooks; Secretary, C. Kreiss. Oiler missed ship—headquarters notified. Members cautioned to be aboard one hour before sailing. Ship sailed about one man. Ship's fund \$71.34. Few hours disputed of. Request better crackers; ship's meetings to be alternated, once in the afternoon and once at night. Do not leave clothes in washing machine too long.

DEL MAR (Mississippi), Jan. 1—Chairman, Bannister; Secretary, C. M. Dowling. Anyone needing other COPE cards contact delegate. Number of letters regarding closing of hospital to be sent in later. New delegate elected. Report accepted. Glasses to be returned to the pantry. No beefs. Little disputed of. Payoff okay. Patrolman pleased. Crew warned of loggings. Ship's fund \$19.55.

AMES VICTORY (Victory Carriers), Feb. 16—Chairman, T. Hirsch; Secretary, R. M. Simpson. Night Cook and Baker left ship due to illness. Steward shifted man from utility to baker and new man assigned as pantryman. Few hours disputed of. Crew told to check fans before hot weather is encountered.

ROBIN GRAY (Robin), Feb. 16—Chairman, T. Harmon; Secretary, W. Fitch. Painting in steward dept. incomplete. Minor disputes to be discussed with patrolman at payoff. Some disputed of. Bosun from Robin Kirk extended vote of thanks to crew members for extra consideration given him. Vote of thanks to steward dept. for fine service.

OCEAN EVA (Maritime Overseas), Feb. 16—Chairman, H. Schwartz; Secretary, M. King. One member missed ship in PR. Mate disputing of. Need new washing machine. Some disputed of. Washing machine to be repaired. New pump needed. Vote of thanks to steward dept. for excellent planning and preparation of food.

Digest Of SIU Ship Meetings

ice making machine taken care of. Washing machine pump to be installed. New reporter elected. Ship's fund \$12. Few hours disputed of. No major beefs. Reports accepted. Ship to be cleared of cockroaches before sign-on. Suggestions re: oily shower water. Rooms and galley to be sprayed for bugs. Vote of thanks to men on Robin Line ships for SIU victory.

SEATRAN GEORGIA (Seatrains), Feb. 16—Chairman, S. Charles; Secretary, A. Lambert. Ship's fund \$26.92. Report accepted. Coffee to be made for steward dept. by 4 to 8 watch. Contact patrolman about installing pay telephone booths in Texas City, Savannah and New Orleans.

ALCOA PURITAN (Alcoa), Jan. 17—Chairman, J. Brasfield; Secretary, R. Poole. Beefs settled. Master to decide on breaking of watches. Wiper fined \$10 for not performing sanitary. Motion to have meetings on weekends, if possible. Cook elected delegate. Treasurer elected. Start ship's fund with donations.

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY
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SIU Cooks' Tour



The happy threesome on the John B. Kulukundis (top), after dinner is done, includes (l to r) Frank Rakas, Jr., chief cook; Dallas Byrd, night cook and baker, and William Alvaro, steward. On the Steel Surveyor, with the work still ahead of them, are Dave Polite, 2nd cook and baker; Earl Fancher, chief cook; Angel Valdas, galleyman, and Jose Rodriguez, 3rd cook.

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Urges Hospital Benefit Overseas

To the Editor: I wish to express an opinion of something needed under our Seafarers Welfare Plan. As you know, a single Seafarer hasn't too much to gain in the way of benefits other than those for death or vacations. I'm concerned about the brothers hospitalized in foreign ports, since the welfare benefits only cover Seafarers hospital-

as well as the efforts of those who worked closely with your officials in making this a successful visit. Thomas M. Holleran Chief, Trade Union Programs Division

(Ed. note: The group was on a tour supervised by the US Department of Labor, Office of International Labor Affairs, and also visited SIU headquarters later.)

Finds The LOG Good Reading

To the Editor: I haven't heard from my brother, Gilbert "Bill" Essberg, in almost three years, and I anxiously scan every issue of your excellent paper. Perhaps this will reach him.

May I commend you on my favorite column, "Your Dollar's Worth?" I clip these guides to better buying and refer to them constantly. I've always found them to be dependable, reliable and very helpful. To a housewife, far from the sea, your many interesting articles are very enjoyable. The entire paper is excellent.

Mrs. Hugh Q. Gibbs, Jr. Birmingham, Ala.

More Shipping Details Urged

To the Editor: The shipping report appearing in the SEAFARERS LOG gives an excellent overall picture of shipping.

However, we believe, after having talked with several brothers on the subject, that this report could further aid the men who ship in one rating only were it to include a breakdown of departments by ratings. Thus, a man shipping only as baker, for example, would then have a clearer picture of his chances of shipping in his particular rating in a given port. We hope that you will give this suggest your earnest consideration and attention so as to bring it into practice.

C. C. Linden James Fuiler

Cigars Are In Order, Grandpa

To the Editor: We read the LOG faithfully. My husband is at sea so much of the time that we don't get to talk much of the goings-on.

However, we find all the newsy news in the SEAFARERS LOG. The first page we turn to is "Your Dollar's Worth" and the others follow me. We think this column is terrific and has been very helpful to us in shopping and otherwise.

I'd appreciate a note in the personals' column to advise my husband that he's a grandpa again—a girl this time.

Mrs. R. P. Bowman

Letters To The Editor

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

ized here in the good old USA. I think this matter should be taken up by the trustees of our welfare plan and given more consideration. The man laid up in a foreign hospital, especially in an extreme emergency, should not be overlooked.

Rudy Melgosa

(Ed. note: Unmarried Seafarers, depending on their age and health, can qualify for 10 of 16 present benefits of the SIU Welfare Plan, plus vacation pay. Although the welfare plan's hospital benefit doesn't cover situations overseas, the SIU contract does provide for repatriation upkeep of \$8 per day and medical care at shipowner expense, plus advances in wages until the seaman can be returned home.)

Tour Impressed French Visitors

To the Editor: I have been informed by Mr. Emile Lafamme, team manager from this office who was with the visiting group of French merchant marine unionists, of your union's splendid cooperation and assistance to him during his recent visit to Boston.

Mr. Lafamme expressed to us the group's enthusiasm about the courtesy shown them and the opportunity afforded them to visit the Boston port in actual operation. They were appreciative of this interest and commented favorably on the labor-management relations as shown by the visit on the SS Topa Topa. They also commented on the fine arrangements made for lunch and on the visit to the Boston hall and the very cordial reception given them.

We fully realize that the success of this type of program would be impossible without such cooperation. I would like you to know that we in the Department of Labor deeply appreciate these personal efforts

LOG-A-RHYTHM:

Meditation In The Night

By John Wunderlich

Decks deserted in the night,
Are quiet,
Bathed in bright moonlight.
My friendly companions,
The shadows of the mast and falls,
Sympathize in silence;
And agree that there is peace
In the loneliness of the night.

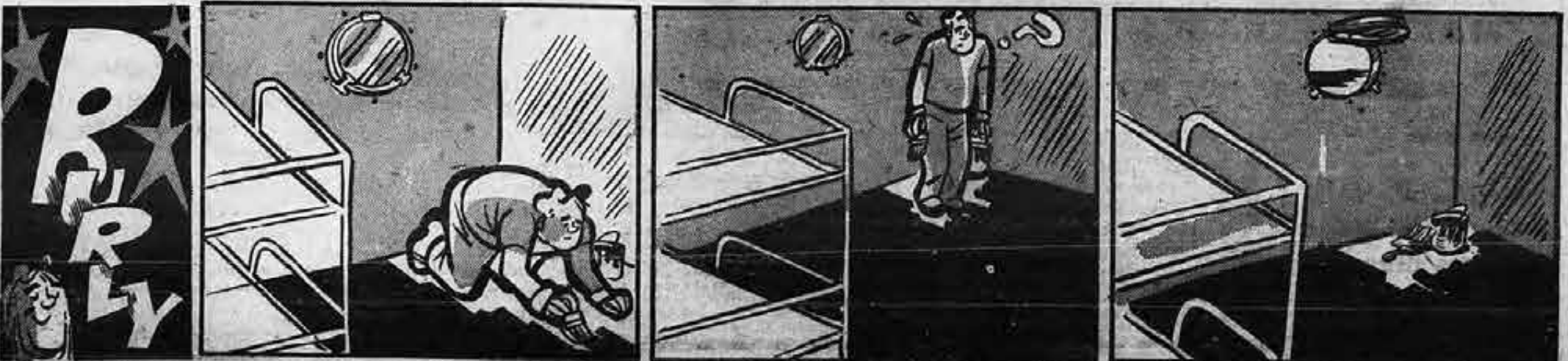
Your heart feels light,
In memory of deeds
In the past, long gone;
You are alone, but not forgotten.

The stars shine bright above you,
The porpoises play up ahead;
Wind hums softly in the rigging,
Giant engines pulse down below;
They tell you and me
About the greatness of the uni-
verse.

In the night
The stars are like your eyes,
When looking into mine;
And I whisper to the wind
About your beauty and charms,
How my love can cross the
ocean;
And throw the air up to the stars,
To let them know
That I am now
And always will be yours.

Sign Name On LOG Letters

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



Steaks May Be Higher But Ships Are Bargains

Prices for second hand ships in recent sales have dropped to the low 1954 level, a recent survey of ship markets showed. Although few shipowners expected the price for Liberty-type vessels to drop below the half-million dollar mark, the American-controlled Evimar was recently sold for a low of \$340,000, more than a \$1 million drop in value over the past year for ships of that class.

A similar slump has been reported in the tanker industry where more vessels are heading for lay-up or the scrap pile as oil cargoes

fail to materialize. Many are presently taking on grain cargoes. More than three million tons of tanker tonnage is presently idle while over 100,000 tons was sold for scrap last fall.

But not all shipowners are ready to unload their ships, according to a ship broker. Many feel that they have weathered depressed markets before and will weather this one. Most of those selling now, it was said, are doing so to secure cash to cover commitments for new construction or for mortgage payments.

Although there is not much traffic for tankers, freely-transferrable foreign T-2 tankers, most of them owned by Greek interests, are being offered for \$950,000, or about one-half what they would have brought in last fall.

Final Dispatch

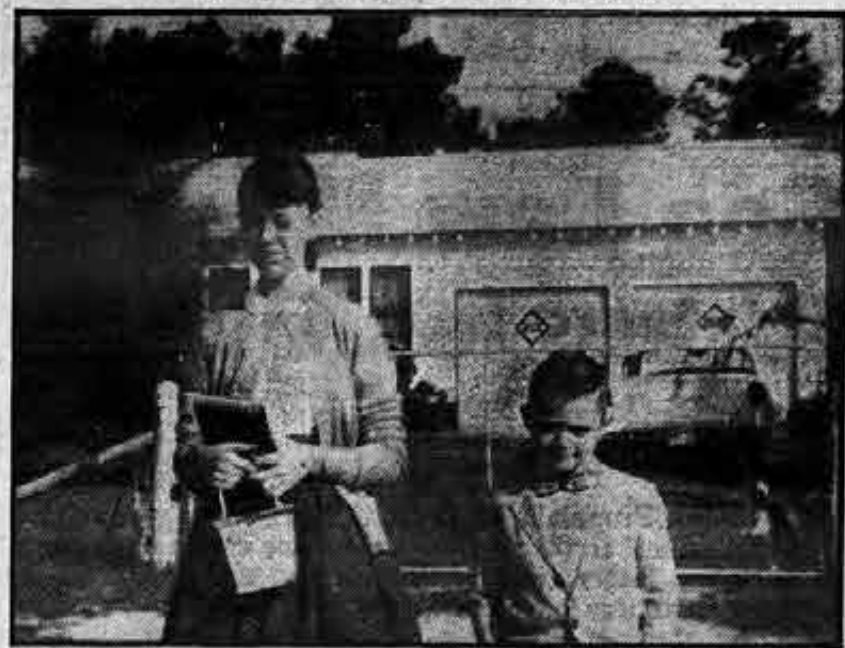
The SIU Welfare Plan reports the following death benefits paid:

Benedikt Smoljan, 58: On February 3, 1958, Brother Smoljan died from natural causes in Staten Island, N.Y. He became a full member of the Union on June 1, 1946, and sailed in the engine department. He is survived by a brother, Robert Smoljan, of Gardina, Calif. Burial took place in St. Charles Cemetery, Farmingdale, Long Island, N.Y.



Antoni Plaza, 50: Brother Plaza died from accidental causes on January 4, 1958 in Newark, N.J. He became a full member of the Union on December 2, 1944, and was sailing in the deck department. Place of burial is unknown.

Back Home In Florida



Lynda and Carl Ivan Copper Jr., children of Seafarer Carl Ivan Copper, are shown in front of their Zephyrhills, Florida, home.



PERSONALS AND NOTICES

Kenneth Singh
Get in touch with Paul M. Goldstein, attorney, Suite 506, 1201 Chestnut Street, Philadelphia 7, Pa.

Charles W. Maynard
Contact Alex Leiter, care of the Seatrain New York, concerning the pilot license.

Frank L. Shackelford
Contact Mrs. F. L. Shackelford at Box 329, Laskin Road, Virginia Beach, Va.

Jerome L. Manning
Please get in touch with Eunis J. Barrios, 613 Ave. G, Marrera, La., telephone FI-12070.

Oscar A. Rosenfelt
Contact Baltimore port agent Earl Sheppard as soon as possible.

Gilbert (Bill) Essberg
Please contact your sister at 132 Sterrett Court, Apt. 29, Birmingham 9, Ala.

Billie Pagett Carroll Sypher Syd Turner
Red McHale requests that you contact Arthur Abarbanel, attorney, at Miller and Seeger, 26 Court Street, Brooklyn, N.Y.

Anyone who left gear in the Mobile baggage room for more than a year is asked to claim it within 60 days. Unclaimed gear will be disposed of.

Oskar Kaelep
Contact Arnold G. Heinal c/o Bull Steamship Company (SS Suzanne) or via the SEAFARERS LOG.

Gene S. Long
Urgent you contact your mother at Route 2, Box 59, Sutton, West Va. She is ill.

Anthony J. Zaich
Contact Nicholas Carter, 1421 Berger Building, Philadelphia 19, Pa. regarding estate settlement.

R. P. Bowman
You are a grandfather again. A girl this time. Daughter Barbara now lives 8705 La Salle St. off Moody St., Buena Park, California.

Pat Moran ex-Council Grove
The above-named was on the Council Grove in November, 1958, along with James Enwright. He is asked to get in touch with James

Sheehan, SIU Boston port agent, as Mrs. Enwright would like to contact him.

John Lee Nugent
Contact your wife at 1127 18th Street, Galveston, Texas.

William Berry
Please contact Mrs. Annabelle Wingo, 111 W. Whitney Drive, Houston 18, Texas.

Baltimore Is 'Holding Own'

BALTIMORE—The last ACS ship, the Coal Miner, was in port here for a few days last week. The men on the beach expressed their appreciation at the fine job the SIU old timers are doing aboard her. A number of men served as reliefs on the ship to give the old-timers some rest.

Shipping has been fair for the period while registration increased a good bit. There were 10 vessels paying off during the period. They were the Emilia, Mae (Bull); Chickasaw (Pan-Atlantic); Wellesley Victory (Victory Carriers); Chilore, Cubore, Feltore, Baltore, Santore (Ore) and the Kenmar (Calmar).

Signing on were the Mankato Victory (Victory Carriers); Producer (Marine Carriers); Flomar, Kenmar (Calmar); Chickasaw (Waterman); Chilore, Cubore, Feltore, Baltore and the Santore (Ore). The In-transit vessels were the Santore (Ore); Alcoa Pilgrim, Alcoa Runner (Alcoa); Bethcoaster (Calmar); Steel Scientist, Steel Flyer, Steel Seafarer (Isthmian); Government Camp (Cities Service); Ines, Jean (Bull); John B. Waterman (Waterman) and the Coal Miner (ACS).

So far as can be predicted, shipping for the next period should hold its own. The Texmar will crew up at the end of the week, leaving only the Portmar and the Omar Chapman idle in the area.

Don't Send Your Baggage COD

Seafarers are again warned not to send their baggage COD to any Union hall. The Union cannot accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co.

TO SHIPS IN ATLANTIC • SOUTH AMERICAN • EUROPEAN WATERS

THE FIRST DIRECT VOICE BROADCAST TO SHIPS' CREWS

EVERY SUNDAY • 1620 GMT

"The Voice of the MTD"

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

WFL-45, 15850 KCs
Ships in Gulf of Mexico, Caribbean, West Coast of South America, West Coast of Mexico and US East Coast.

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



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BROUGHT TO YOU BY THE DEEP SEA UNIONS OF THE

MARITIME TRADES DEPARTMENT 150,000 STRONG!

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

EVERY SUNDAY, 1915 GMT (2:15 PM EST Sunday)
Europe and North America WCO-13020 KCs
East Coast South America WCO-16908.8 KCs
West Coast South America WCO-22407 KCs

EVERY MONDAY, 0315 GMT (10:15 PM EST Sunday)
Australia WMM 25-15607 KCs
Northwest Pacific WMM 81-11037.5

Sea Law Meet Wrangles Over Three-Mile Rule

GENEVA—Proposals to extend the generally-recognized three-mile limit for territorial waters are causing a furor at an 80-nation international conference on the law of the sea which opened here last month.

The debate over what constitutes the "high seas" and where territorial waters begin and end is probably the knottiest issue before the conference. Several countries want an extension of the present three-mile limit to 12 miles. Others have historically claimed a disputed territorial limit of up to 200 miles around their coastline.

Of immediate concern are efforts by Indonesia to extend her territorial limit to 12 miles at sea and Russia's declaration of Vladivostok Bay as internal waters. The US spokesman here has attacked these as "one-sided" acts infringing on the freedom of the seas. He said the US would continue to "treat them as if they didn't exist."

Would Affect Navigation

The freedom of the seas issue is naturally of vital interest to the shipping industry. Extensions of various territorial waters would increase problems of navigation, add hours or days to many sea routes and place certain international straits "off-limits" by making them territorial waters. Fishing fleets of various countries which fish outside the three-mile limit in what are now open waters off the coasts of other nations would be guilty of "trespassing."

This has long been a problem as close to home as in the Gulf of Mexico where American shrimpboats are regularly accused of violating Mexican waters by fishing too close inshore. It would also add new facets to the already-tangled legal hassle between the Federal Government and various Southern states over the offshore oil fields.

The right of free access to the disputed Gulf of Aqaba in the Middle East is a key issue, highlighted by a Saudi Arabian declaration at the conference that whatever rules and codes the conference adopted could only apply in time of peace anyway. Most of the Arab nations still consider them-

selves at "war" with Israel despite the uneasy "truce" in effect for almost ten years.

Egypt's seizure of the Suez Canal in 1956 and the subsequent closing of the canal at the outset of Israeli and combined British-French hostilities in Egypt that fall dramatized the situation anew. Thus, an Arab boycott of ships and planes coming to and from Israel is continuing, as in the case of the SIU-manned tanker Kern Hills last Spring.

First Ship Through Gulf

The Kern Hills was the first ship to steam through the Gulf of Aqaba to the new Israeli oil port of Eilat in the face of Arab guns. The US subsequently affirmed the right of all shipping to use the disputed Gulf and classified it as "international" waters.

Supporters of the existing three-mile limit, such as Britain, contend that the extent of the territorial seas is a matter governed by international law, and that nations can't fix these limits at their own discretion.

The British say that extension of the territorial seas would widen the area in which coastal states could exercise jurisdiction over other countries' merchant ships, "with resulting delays and hindrances to navigation." It would also make it more difficult for small vessels to fix their position from shore and reduce the effectiveness of radar and lighthouses.

Shipping Round-Up & Forecast

February 19 Through March 4

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	4	2	5	2	5	1	14	5	19
New York	78	13	53	18	54	8	185	39	224
Philadelphia	14	3	17	2	20	2	51	7	58
Baltimore	41	14	33	15	27	19	101	48	149
Norfolk	6	4	5	2	1	6	12	12	24
Savannah	3	0	3	0	2	0	6	0	6
Tampa	5	4	6	1	5	3	16	8	24
Mobile	27	4	15	7	26	8	68	19	87
New Orleans	59	12	32	9	36	11	127	32	159
Lake Charles	10	7	12	12	6	1	28	20	48
Houston	29	17	17	8	17	12	63	37	100
Wilmington	4	2	2	4	7	3	13	9	22
San Francisco	9	5	10	7	14	6	33	18	51
Seattle	11	9	8	5	7	6	26	20	46
Total	300	98	218	92	227	86	745	274	1019

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	6	2	0	2	0	1	9	2	2	13
New York	64	13	19	44	10	4	51	7	8	120
Philadelphia	32	1	0	24	3	0	19	4	0	83
Baltimore	35	14	1	25	25	3	13	15	1	132
Norfolk	4	3	0	3	6	0	3	1	7	20
Savannah	1	0	0	4	0	0	1	0	5	6
Tampa	3	2	2	4	3	0	5	3	0	22
Mobile	32	12	1	26	18	3	30	6	3	131
New Orleans	39	7	0	30	5	0	28	12	2	123
Lake Charles	2	1	0	5	11	1	3	5	10	33
Houston	41	18	0	19	18	0	14	23	0	133
Wilmington	1	0	0	2	2	0	2	1	0	8
San Francisco	3	0	0	7	1	0	6	0	16	17
Seattle	2	0	0	3	1	0	5	3	0	14
Total	265	73	23	198	103	12	177	83	21	955

Shipping and registration in SIU ports increased during the past two weeks, reversing the downward trend in both listings. The total shipping was 955; registration rose to 1,019.

All of the job rise was reflected in the class B figure, as class A activity declined further. Class C shipping maintained the status quo.

Five ports showed increases over the previous period, but only three of them enjoyed any marked gain. Philadelphia, Mobile and Houston rose substantially; Tampa only slightly, and Wilmington by even less.

Boston, New York, Baltimore, Norfolk, Lake Charles, San Francisco and Seattle all fell off to some degree, and Savannah and New Orleans remained the same as before. Taken together with Mobile and Houston, the major ports of New York, Baltimore and New Or-

leans accounted overall for 77 percent of the A&G shipping. West Coast shipping continues to be very much on the slow bell.

However, despite the gains for class B, Boston, Savannah, Wilmington, San Francisco and Seattle between them dispatched fewer than a dozen B jobs.

The actual seniority breakdown of the total shipping was 67 percent for class A, 27 percent for class B and six percent for class C. Six ports shipped no men in class C.

The following is the forecast port by port:

Boston: Slow ... New York: Good ... Philadelphia: Fair ... Baltimore: Steady ... Norfolk: Fair ... Savannah: Slow ... Tampa: Fair ... Mobile: Good ... New Orleans: Good ... Lake Charles: Fair ... Houston: Good ... Wilmington, San Francisco, Seattle: Slow

Panama Ship Seeks Canada \$

Already bedeviled by one hot potato in its approval of the transfer of strikebound Canadian National ships to a foreign flag, the Canadian government is running head-on into a similar issue. This summer, the runaway-flag vessel Yarmouth, is scheduled to return to its old run between Yarmouth, Nova Scotia, and Boston, reportedly with the benefit of a direct subsidy from the Nova Scotian provincial government.

The Yarmouth, along with her sister ship, the Evangeline, was on this run under American-flag operation up to 1954. In that year both ships transferred foreign and went into service to the West Indies out of Miami. Now, the owners of the Yarmouth announce they will return to the Nova Scotian service, under the runaway flag of Panama.

It has been reported that some ratings on the Yarmouth are paid as little as \$45 a month under her present operation. In effect then, the Nova Scotian government would be subsidizing a runaway flag operation between US and Canada. Canada does not subsidize any of her own deep-sea merchant shipping.

The Canadian National strike aroused international furor when the company attempted to transfer the Government-owned vessels to Trinidad registry in the middle of the beef. Efforts to man the ships with imported crews failed when both English and West Indian seamen's unions refused to touch the ships and the SIU Canadian Dis-

trict won immediate support in its strike from the International Transportworkers Federation as well as all SIU of NA affiliates.

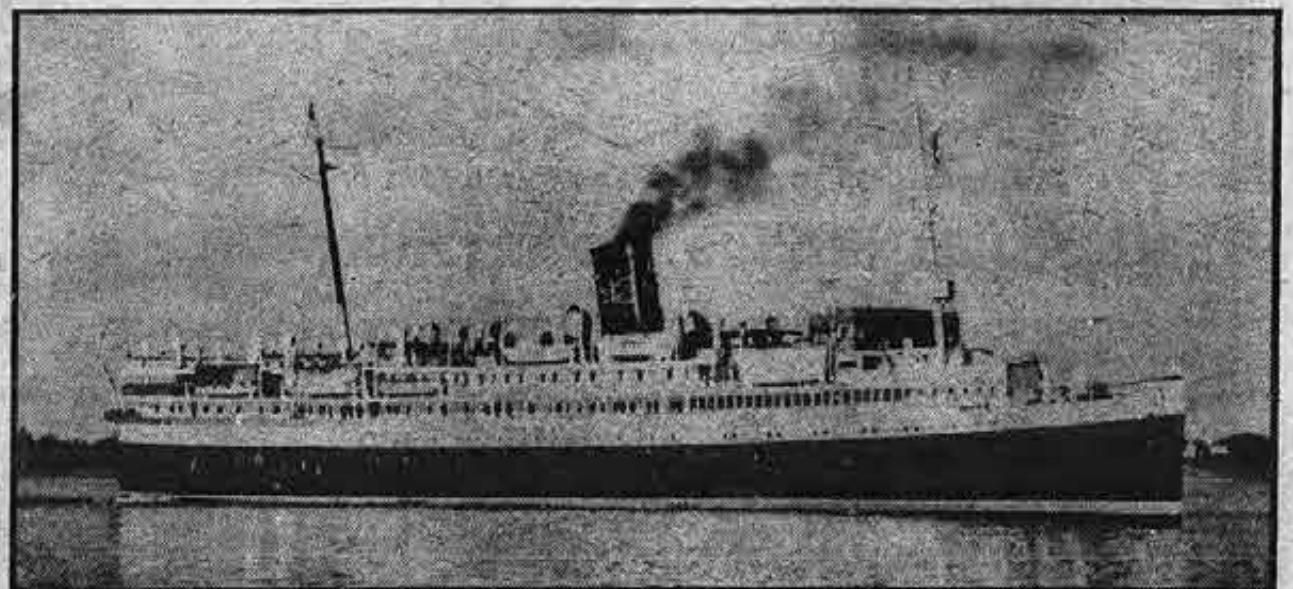
As a result, the eight Canadian National ships have been idle since last July, with no settlement in sight.

The Yarmouth was at one time contracted to the SIU A&G District while under the American flag. In light of the Canadian National beef, it remains to be seen if the Nova Scotian government will go through with plans to subsidize a second runaway-flag operation.

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:

- March 19
- April 2
- April 16
- April 30



Now under Panamanian flag, Yarmouth is shown in days when she sailed as US-flag ship on Nova Scotia-Boston summer run. Eastern Steamship company is seeking to return to this service with aid of Nova Scotia government subsidy.