



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



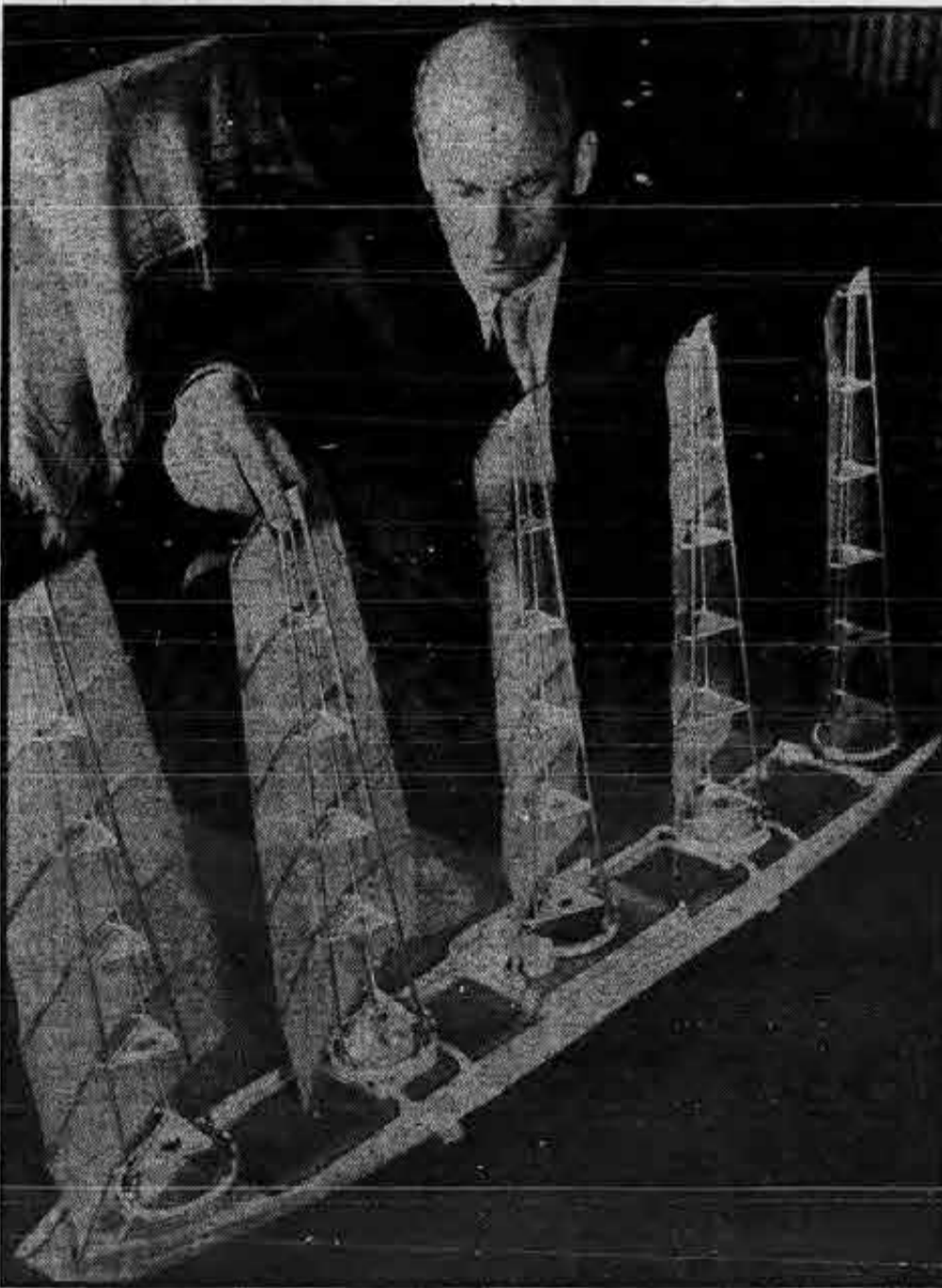
Ask Tuna Aid. Dramatizing plight of SIU cannery workers and fishermen, SIUNA Vice-President Lester Balinger (2nd from left) and Calif. Rep. Bob Wilson (right) send off a batch of empty tuna cans to Congress. The empties symbolize jobs lost via tariff law loophole regulating canned tuna, while allowing unlimited frozen tuna imports. Frozen tuna is coming in by the shipload, and is killing off thousands of jobs.

THREE SIU FLEETS WIN PHS AWARD

— Story On Page 3

Sea Injury Rate Cut 10 Percent, '57 Totals Show

— Story On Page 2



Spinning Yarn. A return to sail-powered cargo ships is proposed by this German design for a 14,000-tonner with mechanized sails on five tripod masts. Sails would rotate on turntables on deck and, without sending anyone aloft, would be set into place, accordion-like, from the center of the mast. Payload would be vastly increased since no fuel tanks or engine spaces would be needed. (Story on Page 7.)



Annual Tune-Up. Seafarer Jacinto J. Guilles makes a fist to speed blood flow as technician John Gerity at the SIU medical center in Brooklyn prepares to take a blood sample. Guilles visited the center for his yearly medical exam as the SIU Welfare Plan facility began second year of operations. It was Guilles' second go-round also. The Center has given over 4,000 exams to Seafarers and SIU families in its first year. (Story on Page 2.)

4,000 Health Exams Given At SIU Center

The SIU Health Center in New York celebrated the first year of existence on Wednesday, April 16, by starting on a second round of examinations for Seafarers. Seafarer Jacinto J. Guilles helped celebrate the birthday by being the first Seafarer to receive a second annual examination.

Altogether, in the first year of its existence, the New York center offered 3,681 examinations to Seafarers and 402 to members of Seafarers' families. Additional examinations have been given in centers opened at later dates in three other ports—New Orleans, Mobile and Baltimore, with all the out-ports now offering examinations for wives, dependent parents and children of SIU men.

The practice at the centers is to give examinations once each year. Where a Seafarer is found to need treatment he is referred to the Public Health Service hospital and then asked to return to the center within three or six months, depending on his condition.

The New Orleans center was set up the last week of December, 1957, with the Mobile center following a week later. The most recent center in Baltimore was inaugurated on February 3, under the direction of Dr. Oscar Camp. Although they were established on a temporary basis until permanent centers can be set up, the out-port facilities offer the same preventive and diagnostic services as the SIU center in New York, including head-to-toe physical check-ups plus complete laboratory, X-ray and cardiograph services.

In the majority of the 3,681 examinations given at the Brooklyn clinic to Seafarers, a clean bill of health was given, the men being told to return in one year for another check-up.

However, among the examinations, the center has detected a number of ailments which Seafarers were unaware of or which had gone unattended. These include such conditions as diabetes, hernia, thyroid conditions, varicose veins, ulcers, dental cavities, various eye ailments, high blood pressure and related cardiac conditions and some active and inactive tuberculosis. In such instances the procedure is to refer the Seafarer to the USPHS in each port or to a private physician. The majority of these "walking ailments" can either be arrested or corrected and the Seafarer returned to work in short order.

In New Orleans, exams are being given at the center headed by Dr. Arthur N. Houston, at 912 Union

SEAFARERS LOG April 25, 1958 Vol. XX, No. 9



PAUL HALL, Secretary-Treasurer

HERBERT BRAND, Editor, BERNARD SEAMAN, Art Editor, HERMAN ARTHUR, IRWIN SPINACK, AL MANKIN, JOHN BRAXILL, HERMAN MAKLER, Staff Writers, BILL MOODY, Gulf Area Representative.

Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, N.Y. Tel. NY 6-1111. Entered as second class matter of the Post Office in Brooklyn, N.Y. under the Act of Aug. 24, 1912.



Seafarers, Families Get Together



SIU cafeteria at headquarters is meeting place for old shipmates. Pictured are Seafarer Rafael Vidal and his wife Blanca and son Rafael, Jr. Seafarer Juan Burgos, right, joined the Vidals for some lunch.

St. The facilities are maintained in Mobile by Dr. Arthur Amendola and Dr. Andrew Henderson at 259 St. Francis St., and in Baltimore by Dr. Oscar B. Camp at 1739 Eutaw Place. Each center is only minutes away from the SIU hall in that city.

Appointments for examinations are arranged through the SIU Welfare Services Department in each port, often on the same day an exam is requested.

Carog, Passenger Ship Injury Rate Cut Ten Percent In '57

More evidence that the SIU's joint safety program with its contracted employers is paying off has been offered by the 1957 report on maritime accidents compiled by the National Safety Council. The Council report showed that there has been a 10 percent decrease in shipboard accidents in 1957 on

deep-sea American-flag dry-cargo and passenger ships which are privately-operated. While figures are not given separately for SIU-contracted companies, indications are that the SIU safety program made a significant contribution to the over-all improvement.

The decline in the dry-cargo and passenger section of the industry is more impressive in the light of the fact that it was greater than the drop-off for all shipping. Tankers showed no change from the previous year, (although tanker accident rates are much lower over-all) and there were sharp increases in accidents on inland waterways and on barges and tugs. The industry as a whole registered an eight percent decline.

As was reported in the last issue of the SEAFARERS LOG, the Alcoa Steamship company was the leader in the SIU-contracted group with only 28 reportable accidents in the 16-ship fleet throughout the year 1957. Three ships, the Alcoa Roamer, Alcoa Polaris and Alcoa Patriot, all went through the year without a single lost-time accident.

- Design All Important

Meanwhile, a meeting of the marine section of the National Safety Council in New York last week heard shipowner representatives forcibly spell out their responsibility to design, build and maintain ships with safety in mind as the operators' contribution to reduction of shipboard accidents. In an address to the group, Richard W. Berry, president of the United Fruit Company, said in part:

"... Safety is not the exclusive responsibility of the sailor and I would like to outline... some contributions that the naval architect and shipowner may make. In the design stage what is done or not done with respect to safety is usually there or not there for the entire life of the ship. That's where safety really begins... more effective results can be obtained by concentration on the problem of making the ships and ships' work of themselves safer... A great deal of attention... is necessary to avoid projecting valve stems, handwheels, pipe flanges and all other pieces...

which cause so many bruises, burns and lacerations. Narrow vertical ladders to machinery flats... are common hazards. Machinery layouts should be smoothed even to the extent of having to steal a little cargo space... the black gang deserves head room and elbow room...

"The time to get proper ladders is in the design of the ship. The location should be selected so that the ladder can have an easy pitch... non-skid treads are certainly essential... ladders should lead from one place to another in a straight line, avoiding the doubling-back technique..."

"Every effort should be made to

avoid changes in levels... in stepping from one area to another..."

"In the further interest of easier and safer handling we suggest the use of aluminum instead of steel for (watertight) doors... Lightweight refrigerator doors should be standard practice on all reefer boxes specified for new construction..."

Berry also urged shipowners to enlist the services of safety inspectors who make trips on company vessels and watch fire and boat drills, inspect safety gear and enforce safe practices.

Joseph S. Blackett of the Grace Line, under the heading "Fleet (Continued on page 7)

Madaket Hit By Monster: 75-Ft. Wave

Another entry in the "biggest wave I ever saw" contest has been reported, this one from the SIU-manned Madaket. The Waterman publication "Sea Notes" quotes the Madaket skipper, Captain E. L. Chapman, as reporting a 75-foot-high monster battering the ship and sending water over the ship's bridge.

Captain Chapman, who has been going to sea for 33 years, said that the wave was the grand-daddy of them all as far as he was concerned. It hit the vessel this past winter in the course of a North Atlantic gale. Seventy-mile-an-hour winds piled up the gigantic sea and left the ship with two feet of water in the wheelhouse.

In addition to sloshing up the wheelhouse, the huge sea demolished all paneling on the weather doors on the port side and flooded all midship quarters, the main deck, boat deck and cabin deck.

Water poured into the engine room through the shelter deck doors and through ventilating trunks and skylights and had some of the gang grabbing for their life-jackets before they learned the nature of the sudden deluge.

Back in January, 1953, the SIU-manned Steel Artisan ran into some heavy seas in the course of a tropical typhoon and arrived in Manila with her booms bent out of line. However, in that instance, the major damage was caused by extremely high winds.

Seniority Appeal Board Moves

The Seafarers Appeal Board which makes rulings on Seafarers' seniority status, has moved its office to 108 North Jackson Street, Mobile, Alabama. Any correspondence pertaining to the Board should be directed to this new address.

'No Slate' Curran Picks Slate

As was predicted in the SEAFARERS LOG of February 14 and 28, NMU President Joseph Curran has flip-flopped on his "no slate" announcement and named a full slate of Curran-backed candidates in the NMU elections which are currently underway, after having assured the NMU membership that he would not involve himself in supporting candidates.

The announcement of the Curran slate came in the form of a leaflet distributed by the "Committee for the Administration" which is what the Curran slate calls itself.

In the leaflet, Curran writes... "I do not intend to put out a slate, but if I was going to put out a slate it would not be difficult for me to pick the candidates..." Curran then proceeds to name a complete listing of all his selections running for top NMU offices including secretary-treasurer, vice-presidents, national representatives, and candidates for all the port agent positions who he has selected for his slate.

Heading the list is Steve Federoff, running for secretary-treasurer against Curran's number one purge target, vice-president Joseph Dunn. Curran makes it clear Federoff is his hand-picked choice by declaring "... we sought a good candidate to run for the position of secretary-treasurer... and we found him in the person of Steve Federoff."

Dunn, who was hand-picked by Curran two years back to run for

a vice-presidency on the Curran slate, is dismissed by Curran as follows: "I certainly would not support an incompetent person of Joe Dunn's character..."

Curran's action in naming a slate in the same breath with a disclaimer that he is putting out a slate is an attempt to reconcile two directly opposing positions—a long-time project of the NMU president in many areas.

Stated At Convention

The original "no slate" position was taken by Curran at the conclusion of the last NMU convention and was greeted by loud applause by the delegates. It is now seen as a maneuver to smoke out the opposition and get it to take a stand on controversial resolutions and proposed referendum items such as a dues increase; extended vacations for NMU officials; a laudatory resolution on the NMU's attorney, Herman Cooper, for supposedly leaving NMU policy-making to its officials and a constitutional amendment calling for less-frequent conventions.

Once the opposition had been smoked out and lured into running against Curran's hand-picked stalwarts, the next step was to come

out with a slate and pin-point who the opposition is.

The distribution of the Curran slate, coinciding with the start of the voting, now enables Curran to add to his list of purge victims, with Dunn as the chief target. Others who prostrated themselves before Curran in the past and did his bidding at every turn are also due for axing, among them Roland Carvalho, the NMU's Norfolk agent.

Carvalho, in fact, was one of the noisiest pro-Curran adulators and anti-SIU mud-slingers, particularly during the height of the American Coal beef when Norfolk was the key port. However, his adulation of Curran and his characterization of the SIU and other AFL-CIO maritime unions as "weasels," "phonies" and "stumblebums" apparently wasn't good enough to save his skin.

Carvalho's indignation at Curran's lack of gratitude appears in the April 16 "NMU Pilot" when he declared in a letter to Curran that it "... sounded to me that you were quite convinced that the same old Blackie Carvalho that had traveled the route so many times with

(Continued on page 15)



President John L. Weller of Seatrain Lines (right) is congratulated by Silver Martin of USPHS on winning special citation for fleet-wide sanitation record in 1957. Seatrain was one of three SIU companies which won the award. The presentation was at a luncheon held by Seatrain in New York last week. Ore and Calmar awards will be made next month.

Three SIU Fleets Win PHS Awards

Three SIU-contracted companies have received citations from the Public Health Service for having top-notch sanitary conditions aboard all of their vessels during the year 1957. The awards were given to Seatrain Lines, Ore Steamship Company and Calmar Steamship Company. For the Ore Line it was the second straight year that a citation was awarded. The citations are granted to a company when every ship in its fleet achieves a rating of 95 percent or better from the Service's inspector during its annual sanitation check-up. No less than 168 items are checked in assigning the vessel its rating.

While the PHS does not give a breakdown of the vessel's ratings between 95 and 100 percent, in Seatrain's case a PHS spokesman indicated that the line came as "close to perfection as one could get." The spokesman, Silver T. Martin, presented the PHS citation to John L. Weller, president of the company, in New York last week. The Ore and Calmar awards will be presented late next month.

In accepting the award, Weller emphasized that cooperation from Seafarers aboard the Seatrain ships, as well as from other shipboard and shoreside personnel, was the key element in maintaining Seatrain vessels in top-notch sanitary condition.

SIU Secretary-Treasurer Paul Hall, in remarks made at the award luncheon, said the award reflected Seatrain's wholly-professional approach to shipping operations which has resulted in an efficient and pace-setting merchant fleet service down through the years. The SIU, he said, is always interested in maintaining sanitation on board ship as part of its program for good working and living conditions for Seafarers.

As an indication of the stiffness of the sanitation award requirements, PHS representative Paul Resnick reported that only eight American-flag operators out of 128 companies in the Atlantic-Gulf and New England area were able to qualify in 1957. The 128 companies own and operate more than 1,000 interstate and US foreign trade vessels.

Fleetwide citations, which were started by the Service in 1955, are given to companies with five or more vessels. The ships are put through a vigorous examination by the Service in seven general areas: potable water, wash water, swimming pools (on passenger ships, of course), waste disposal, vermin control, food sanitation and ratproofing.

While a good number of the 168 items checked are structural and mechanical equipment, many items concern the crew, with general living conditions and food handling playing the major role. In addition to checking on proper food storage and refrigeration aboard the ship, the inspectors check to see that the vessel has an adequate waste disposal system, that all living quarters are clean and that all drinking and eating utensils are thoroughly washed and cleaned.

Negligence in any one or two items alone, Resnick said, could result in the vessels falling below a rating of 95 and the company's becoming ineligible for the citation.

SIU Files Reply To Curran:

Raps Attack On Bernstein

Acting on membership authorization, the SIU forwarded 11 pounds of indexed documents and records to AFL-CIO President George Meany in answer to a complaint by NMU President Joseph Curran regarding the SIU's loan to the Arnold Bernstein shipping interests.

The package, including a single-spaced, 20-page statement detailing the SIU's position and a bound supplement of 30 exhibits, some covering SIU contract relations with Bernstein as far back as 1941, was received at AFL-CIO headquarters in Washington on April 14. Further disposition of the NMU president's charge is now awaited.

Meanwhile, work on the first Bernstein ship, the converted Mariner-ship Atlantic, is being rushed to completion. The Atlantic is scheduled to enter transatlantic tourist-class service on May 22 from New York. She is the first new US-flag vessel in this service in 20 years and reportedly has had "sellout" bookings for her maiden voyage for some time.

Although a member of the AFL-

CIO Ethical Practices Committee, the NMU president characteristically refrained from filing a formal complaint against the SIU and even obscured his role in the matter in reports to his own membership in the "NMU Pilot." His charge covered the "interesting news" that the SIU membership meetings in all ports had authorized a \$500,000 loan to the Bernstein interests in December, 1956, and later voted an additional \$250,000, if and when needed.

Both of these transactions had been a matter of public record, at the Federal Maritime Board and other agencies, for well over a year.

The stage was set for the Curran charge by a planted story in the "New York Herald Tribune" on the loan transaction. Five days later, the same newspaper carried a second planted item detailing the NMU charge down to the exact Ethical Practices Code provision on which it was based, although there still had been no public disclosure of the telegram Curran had sent to Meany on the subject.

The formal SIU reply to the charge, supplemented by the various exhibits, many covering Curran's own statements in the "Pilot," noted that the AFL-CIO Ethical Practices Code had never been intended to cover such transactions as the Bernstein loan. It cited the pattern of other AFL-CIO unions' support for business enterprises to maintain or increase employment opportunities, a position which even Curran supported pub-

The potential for the tourist-class operation scheduled by Bernstein is indicated in US Passport Office figures for passport applications and renewals for the first quarter of 1958 compared to a year ago. Despite the current business recession, applications and renewals are up 20 percent over 1957 and will probably continue to climb.

Aside from US Lines' monopoly for transatlantic travel on American ships, the field has long been dominated by foreign-flag operators. A new German vessel patterned after the Bernstein ship, the SS Hanseatic, is entering the trade in August.

lily in the "Pilot" some days after he had filed his complaint with President Meany.

Curiously, the NMU president's action in this instance, as in the efforts to upset the clear SIU victory in the Robin Line voting, follow the same pattern. In the Robin case, NMU objections to the National Labor Relations Board certification of SIU bargaining rights on Robin ships were based, as Federal Judge Sidney Sugarman noted, on nothing "more than the conclusion that, because it (NMU) lost, the Board ignored the record." Curran applied the same reasoning to the Bernstein loans, adopting the spurious view that there was something "unethical" about the loans, simply because the SIU was involved.

The SIU answer noted that while the loan to Bernstein had long been a matter of public record and well-known to the NMU, the NMU made no complaint about it until shortly before the first Bernstein vessel was due to go into service, its sole object being to kill off opposition to the present US Lines' monopoly in this trade. The NMU's demand that the loan be withdrawn was intended to accomplish this end.

It was pointed out that US Lines, long under contract to the NMU, was the only American-flag shipping operator to oppose Bernstein's entry into this field, a position which it made clear at Government hearings on Bernstein's subsidy bid.

WC Unions Building For Retired Men

SAN FRANCISCO—Following up a recent agreement to provide quarters for retired West Coast seamen at the Marine Cooks and Stewards Training School in Santa Rosa, the member unions of the SIU Pacific District have worked out what they believe will be an ideal set-up.

Planned as a joint venture by the MFOW, the MC&S and the SUP, the project will be inaugurated with four or five SUP units patterned after ones already in operation in Seattle, Portland and Wilmington. The other unions will shortly follow suit. The existing dwellings are located in or near SUP port halls so that oldtimers are able to keep in touch with old friends and the seafaring life. Each of the efficiency units contains a kitchen, living room and bathroom, fully furnished with all necessary gear.

If the planned units prove successful, more will be put up at the spacious MCS training center to accommodate men who qualify under the Pacific District Pension Plan.

Make Checks To 'SIU-A&G'

Seafarers mailing in checks or money orders to the Union to cover dues payments are urged to be sure to make all of them payable to the SIU-A&G District.

Some Seafarers have sent in checks and money orders in the names of individual headquarters officials. This makes for a problem in bookkeeping which can be avoided if checks are made out to the Union directly.

Order Union On Ballot Despite Affidavit Lack

WASHINGTON—Although the union has refused to file the necessary affidavits required under the Taft-Hartley Act before it can be placed on the ballot, the Retail Clerks International Union is faced with National Labor Relations Board action compelling it to go through a collective-bargaining election.

However, the setting of an election is being delayed by a temporary court order won by the union.

The unusual NLRB action, which overturns ten years of its own precedent, would place the clerks union on the ballot in an election in which a large number of strike-

breakers would be allowed to vote, but striking members of the union would be barred, under provisions of the Taft-Hartley Act. There has been increasing use of this Taft-Hartley provision in recent months.

The NLRB order directed a single election among employees of three Toledo, Ohio, department stores, although the largest of them, LaSalle's, is being worked by strikebreakers. The order came after a petition filed by the three stores.

The employers have been negotiating with the Clerks Union as a single unit. They have asked for an election on that basis evidently believing that the votes of the approximately 370 strikebreakers at LaSalle's would give them a "no-union" majority in all three stores and result in breaking the union. LaSalle's is owned by Macy's.

The Clerks have held off filing the non-Communist affidavits required by the Taft-Hartley law in efforts to forestall an election on the above basis. In the past, the Board has held that unions not filing the affidavits could not appear on an NLRB election ballot, a finding which has been reversed in this instance.

The last major use of strikebreakers to vote a union out of a plant took place at the O'Sullivan Rubber Company. A management petition in that instance resulted in an election in which strikebreakers ousted the United Rubber Workers. The union had represented employees of the company for several years.

Royal Oak Runs Aground, Freed

BOSTON—Four tugs had to work more than an hour to free the SIU-manned Royal Oak after she ran aground in the channel between Houghs Neck and Peddocks Island during a show storm last week. The vessel had been fighting her way through strong winds and high seas towards the Cities Service docks at East Braintree when she hit the mud bank. There was no damage reported and the vessel made her own way into port after being freed.

Shipping for the port has been fair, Port Agent James Sheehan said, although there was only one vessel, the Council Grove (Cities Service) paying off and signing on during the period. In transit were the Robin Goodfellow, Robin Trent, Robin Sherwood (Robin); Bradford Island, Royal Oak (Cities Service); Alcoa Partner (Alcoa) and the Ideal X (Waterman).

NY Boosts Canal Plans To Montreal

WASHINGTON—Port of New York interests have asked Congress to authorize a survey for developing a new 450-mile inland waterway between New York and Montreal. The proposed route, which would involve dredging the waterways to a depth of 14 feet, would replace the 1,700 mile run between Montreal and New York via the St. Lawrence River and the Atlantic Ocean.

The proposed route as reported previously in the LOG, would use the Hudson River, Champlain Canal, Lake Champlain and the Richelieu River in Canada which flows into the St. Lawrence at Sorel, about 46 miles northeast of Montreal.

Spokesmen said the proposed waterway would provide for a shorter and more direct route for shipment of bulk materials from Canada to the US; stimulate the economic development of the Hudson and Champlain Valleys; and provide a link between New York and the St. Lawrence Seaway. They also said it would aid other Atlantic ports and attract heavy industry to upstate New York.

UAW \$ Cut Keeps Metal Plant Open

BRISTOL, Pa.—Members of Local 130 of the United Auto Workers employed by Kaiser Metal Products Co., in Bristol, Pa., have voted to accept a wage cut and forego certain other contract benefits in order to keep the company's commercial division open.

The workers had twice voted down the 17-point survival program given by the company as a "must" to keep the plant in operation. But the membership asked to have another vote and approved the agreement, 750 to 150.

The main points of the program are the reduction of night pay incentive from 15 to 12 cents, the elimination of pay to union officials for union business done on company time and an alteration of the seniority system to allow greater latitude in shifting jobs.

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.



SEAFARERS ROTARY SHIPPING BOARD



From April 2 To April 15, 1958

(Editor's note: Under the new reporting system for SIU shipping, the summaries below give the complete picture in each department by seniority class, job group and port, including the number of men remaining on the beach. Seafarers coming into port to register can pick their spots by checking the "registered on the beach" totals alongside the shipping totals.

These detailed reports were designed on the basis of membership suggestions ashore and from the ships. In the near future, SIU shipping will be reported in the LOG by ratings, in the same fashion. Comments and suggestions on this procedure are always welcome.)

SIU shipping fell off somewhat during the past period, but the figures still revealed a healthy ratio of jobs available compared to the number of men registered on the beach. Three SIU men were shipped for every eight top seniority men on the beach. Even at that rate there could be a complete turnover of class A men on the beach in 5-6 weeks. (The latest comparable NMU figure was three men shipped for every 19 top seniority men still registered on the beach.)

Despite the dip in SIU shipping, the totals for class A men and class B men registered on the beach also declined, due to routine re-registra-

tions, hospital cases, deaths, retirements, men shipping out of group and similar causes. Overall, a total of 763 jobs was shipped, and there were 2,051 class A men registered on the beach at the end of the period. Of the jobs shipped, 291 were in the deck department, 255 in the black gang and 217 in the steward department. The registration for the period was 1,007.

Four SIU ports showed improved shipping over the previous two weeks, and three held steady with no marked change either way. Increases were reported by Tampa, Mobile, San Francisco and Seattle, while Norfolk, Savannah and Lake Charles stayed "as is." The rest declined.

The seniority breakdown lists a rise in class A jobs shipped to 70 percent of the total. Classes B and C fell to 21 percent and four percent respectively. Five ports shipped no class C men at all. The bulk of the C jobs shipped were in the engine department.

The following is the forecast port by port: Boston: Fair... New York: Should improve... Philadelphia: Fair... Baltimore: Is slowing up... Norfolk: Steady; Angelina's still in lay-up... Savannah: Slow... Tampa: Fair... Mobile: Fair; Maxton, Warrrior may crew up... New Orleans: Fair... Lake Charles: Slow... Houston: Still good... Wilmington: Very quiet... San Francisco, Seattle: Fair.

DECK DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED				Registered On The Beach CLASS A			CLASS B		
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS				GROUP			GROUP		
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	A	B	C	All	1	2	3	1	2	3
Boston	4	7	0	0	4	0	1	1	1	0	1	0	0	0	0	3	1	0	4	7	12	1	0	5	0
New York	15	29	12	0	1	5	11	22	11	0	2	7	0	0	1	44	9	1	54	80	137	42	1	19	24
Philadelphia	8	10	3	1	0	3	2	6	3	0	1	0	0	0	0	11	1	0	12	9	19	7	1	1	4
Baltimore	11	36	8	3	4	7	5	18	4	4	1	7	0	0	1	27	12	1	40	37	72	16	5	15	22
Norfolk	4	8	0	0	5	3	3	9	1	0	4	7	0	0	0	13	11	0	24	5	4	1	0	8	6
Savannah	1	1	1	0	0	1	1	0	1	0	0	0	0	0	0	2	0	0	2	2	9	3	0	0	2
Tampa	2	3	0	0	0	0	0	4	0	0	0	0	0	0	1	4	0	1	5	3	8	1	0	0	1
Mobile	4	16	1	0	2	3	9	18	0	1	1	6	0	0	2	27	8	2	37	26	32	5	0	3	4
New Orleans	11	20	5	1	2	6	12	17	10	0	1	3	0	0	0	39	4	0	43	28	60	14	0	12	16
Lake Charles	1	10	2	1	0	0	1	6	3	0	0	1	0	0	0	10	1	0	11	4	17	3	3	4	7
Houston	13	27	8	0	6	7	10	14	3	0	2	7	0	0	0	27	9	0	36	16	30	6	2	12	10
Wilmington	6	4	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	7	15	2	2	8	6
San Francisco	3	11	5	0	1	3	1	1	5	0	0	0	0	0	0	7	0	0	7	18	31	2	2	10	16
Seattle	5	6	1	0	1	4	2	7	1	0	2	3	0	0	0	10	5	0	15	11	15	3	6	13	6

ENGINE DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED				Registered On The Beach CLASS A			CLASS B		
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS				GROUP			GROUP		
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	A	B	C	All	1	2	3	1	2	3
Boston	1	1	1	0	1	1	0	1	0	0	0	0	0	1	1	1	0	2	3	3	10	1	1	2	2
New York	10	32	6	2	4	7	6	20	4	0	6	3	0	0	2	30	9	2	41	42	120	16	7	29	17
Philadelphia	0	2	1	0	1	1	0	3	1	0	1	2	0	0	1	4	3	1	8	0	26	2	0	2	2
Baltimore	2	29	5	2	15	3	3	18	4	2	8	8	0	2	3	25	18	5	48	6	71	9	3	31	9
Norfolk	2	5	1	3	3	1	2	3	2	0	5	2	1	1	0	7	7	2	16	1	4	0	0	4	3
Savannah	1	2	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	13	2	0	2	1
Tampa	7	0	0	0	3	2	0	4	1	0	0	0	0	0	1	5	0	1	6	0	11	0	0	2	2
Mobile	8	16	1	0	2	5	6	12	2	0	5	6	3	4	20	11	7	38	16	32	6	2	6	8	
New Orleans	8	20	1	1	3	2	5	14	2	0	3	9	0	0	1	21	12	1	34	12	54	7	3	7	5
Lake Charles	2	7	2	0	4	4	1	2	3	0	0	4	0	0	1	6	4	1	11	6	9	0	0	9	8
Houston	5	21	0	1	8	4	4	12	2	0	4	7	0	0	0	18	11	0	29	8	6	1	0	20	6
Wilmington	1	2	0	0	1	2	0	1	0	0	1	0	0	0	0	1	1	0	2	4	8	0	1	8	3
San Francisco	4	5	5	0	4	2	0	5	1	0	0	1	0	0	0	6	1	0	7	6	24	3	2	11	11
Seattle	1	6	1	1	1	2	1	4	2	1	0	3	0	0	0	7	4	0	11	1	15	2	3	11	7

STEWARD DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED				Registered On The Beach CLASS A			CLASS B		
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS				GROUP			GROUP		
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	A	B	C	All	1	2	3	1	2	3
Boston	2	1	3	0	0	1	1	1	1	0	0	0	0	0	0	3	0	0	3	4	2	5	0	0	3
New York	19	22	22	0	1	6	8	4	25	1	0	4	0	0	0	37	5	0	42	68	38	86	1	1	26
Philadelphia	1	2	1	0	0	3	2	0	1	0	1	2	0	0	0	3	3	0	6	18	7	9	0	0	5
Baltimore	10	2	9	1	2	9	6	2	4	0	0	8	0	1	0	12	8	1	21	42	10	24	5	4	19
Norfolk	3	2	3	2	2	1	2	1	1	0	0	9	0	0	0	4	9	0	13	2	0	1	1	2	2
Savannah	1	2	2	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	4	3	2	0	0	0
Tampa	3	0	3	0	0	2	1	0	3	0	0	3	0	0	0	4	3	0	7	10	3	6	0	0	3
Mobile	11	6	18	0	0	7	9	3	10	0	0	6	0	0	2	22	6	2	30	35	14	20	0	1	15
New Orleans	5	1	22	0	2	6	9	3	26	0	0	12	0	0	1	38	12	1	51	25	4	67	1	0	19
Lake Charles	3	0	0	0	0	3	1	1	2	0	0	5	0	0	0	4	5	0	9	4	2	1	0	0	5
Houston	5	5	1	0	0	5	4	1	9	0	0	3	0	0	0	14	3	0	17	22	31	4	3	3	6
Wilmington	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	4	2	2	9
San Francisco	7	6	6	0	0	4	2	0	7	0	1	0	0	0	0	9	1	0	10	24	7	21	1	1	20
Seattle	6	3	3	1	0	5	0	1	2	0	0	3	0	0	0	3	3	0	6	9	7	7	1	0	9

TOTALS	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED				Registered On The Beach CLASS A			CLASS B		
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS				GROUP			GROUP		
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	A	B	C	All	1	2	3	1	2	3
DECK	88	188	47	6	26	42	58	123	44	5	15	41	0	0	5	225	61	5	291	253	461	106	22	110	124
ENGINE	52	148	24	10	51	36	28	100	24	3	33	45	1	7	14	152	81	22	255	106	403	49	22	144	84
STEWARD	77	53	94	5	7	53	46	17	92	1	2	55	0	1	3	155	58	4	217	277	130	266	15	14	140
GRAND TOTAL	217	389	165	21	84	131	132	240	160	9	50	141	1	8	22	532	200	31	763	636	994	421	59	268	348
	771			236												763				2051			675		

Federal Aid To Jobless Gets Boost

WASHINGTON — A Congressional committee this week approved a \$1,500,000,000 unemployment relief program which would extend unemployment insurance benefits.

The plan, adopted by the House Ways and Means Committee calls for sixteen weeks of emergency Federal payments of up to \$45 a week for about 4,000,000 jobless workers. The benefits would be paid whether or not the applicant was eligible for state unemployment insurance.

An Administration plan would limit the extra benefits to jobless workers who had exhausted their state insurance benefits. The House bill on the other hand, would also cover those who had not been eligible for state benefits. In addition, it would authorize sixteen weeks of payments, compared with an average of about eleven weeks under the Administration plan.

The cost of the program would be met by Federal appropriations.

A point of dispute in the proposed bill is the provision paying benefits to workers who are not covered by state unemployment insurance. If approved, this feature of the bill would extend coverage to about one million additional workers.

It is expected that some form of Federal unemployment insurance will be adopted because current national levels of unemployment are the highest since the pre-World War II days and large numbers of workers are exhausting their state jobless benefits, which are 26 weeks in most instances.

Four Years, To Be Exact



Long-lived Kohler Plumbing strike is dramatized by these two youngsters on UAW picket-line. Ricky Lee Weber (left) and Jimmy Justinger were both born after the strike began on April 5, 1954. Much-publicized Congressional hearings on the strike have failed to produce any change in situation.

Truck Beef Slows New York Shipping

NEW YORK—This port has been partially tied up by picket lines set up at New York piers by members of Teamsters Local 807, Assistant Secretary-Treasurer Bill Hall reports. The Teamsters say they are protesting an arbitrary rule imposed overnight by New York terminal operators which

would require drivers to unload their trucks in 40 minutes, or take on a helper supplied by the terminal operator.

Local 807 says that the rule would pave the way to ultimate replacement of their members by other workers for all unloading operations.

Shipping during the past period was fairly good for class A seniority men. There were 22 vessels paying off, 10 signing on and 27 were in-transits. Next period will receive a boost when the Seatrain New York takes on a full crew.

The ships paying off during the period included the Alcoa Patriot, Pennant, Partner (Alcoa); Beatrice, Dorothy, Kathryn, Edith, Elizabeth, (Bull); CS Baltimore, Fort Hoskins, Winter Hill (Cities Service); Steel Architect, Steel Apprentice (Isthmian); Gateway City, Beauregard, Raphael Semmes (Pan-Atlantic); Seatrain New York (Seatrain); Seagarden (Penn. Nav.); Ames Victory (Victory Carriers) and the LaSalle (Waterman).

Signing on during the past two weeks were the Steel Designer, Steel Architect (Isthmian); Robin Kirk (Robin); Seagarden (Penn. Nav.); Ames Victory (Victory Carriers); Edith (Bull); Winter Hill (Cities Service); Ocean Dinny (Ocean Clippers) and the Alcoa Partner and Pennant (Alcoa).

The in-transit vessels included the Losmar, Yorkmar, (Calmar); Steel Rover, Steel Age (Isthmian); John B. Kulukundis (Marlin); Seatrain Texas, Savannah, Louisiana, New Jersey (Seatrain); Robin Goodfellow, Robin Trent (Robin); Michael (Carras); Bienville, Fairland (Waterman) and the Transatlantic (Pacific Waterways).

Suez Nears Depth Limit As Egypt Shops For \$s

Although vague about their plans, representatives of the Egyptian government have continued contacting American oil and shipping interests for funds to deepen the Suez Canal. Latest to be approached for the necessary capital was US shipping magnate Daniel K. Ludwig.

A spokesman for Ludwig confirmed the report that he had been contacted, but said that the Egyptian representatives have not made clear their plans for enlarging the waterway and negotiations could not begin until more of the details were known. However, he added "there is no reason why we wouldn't if we can work it out."

It is believed that the Egyptians would like to dredge the nationalized waterway to handle vessels with 43-foot drafts. This would enable ships of 40,000 to 60,000 tons to use the canal with full loads instead of going around the Cape of Good Hope.

Late last year Colonel Mahmoud Yunes, board chairman and managing director of the Canal Authority, said he had plans for a \$200 million canal improvement project, but that they were being held up because of a lack of financial backing. The canal at that time was still 18 inches short of its pre-blockage depth of 35 feet. Late reports, however, have

shown that the depth of the canal has diminished, rather than increased, to 33½ feet in the 20 months it has been under Egypt's control. That means it is pretty well down to the minimum depth required by large cargo ships today.

Moving? Notify SIU, Welfare

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving or plan to move are advised to immediately notify SIU headquarters or the Welfare Plan, at 11 Broadway, New York, NY.

LABOR ROUND-UP

A last minute agreement by representatives of some 6,100 members of the International Association of Machinists at Republic Aviation plant in Farmingdale, LI, averted a strike call which had been pending at the plant for more than a week. The agreement calls for wage boosts of from 10 to 14 cents-an-hour effective immediately and another 10 cents an hour next April, better seniority and layoff benefits, and a cost of living wage adjustment which provides for a cent-an-hour increase for every one-half of one percent rise in the Federal cost of living index. At present, employees at the plant receive from \$1.76 to \$2.75 per hour.

General Electric has come up with an "answer" to COPE, the AFL-CIO political action committee, in its newly formed Government Relations service. Feeling that it has a right to "educate" its employees, the company has detached a vice president who will work with the employee group to arouse community interest in government and politics. Actually the new effort is merely a centralization of GE's present political education activities. Under these, selected employees are attending special seminars and classes on politics, while others have been producing newsletters acquainting readers with local political organizations at the state, and local levels.

Eighty-two members of the United Furniture Workers of America, AFL-CIO, former employees of two plants of the H. N. Thayer Co. of Gardner, Mass., shared in a \$115,000 lump-sum back-pay settlement after nine years of proceedings and litigation finally affirmed their discharges as unlawful. The workers were fired back in 1948 when the union started an organizing drive in the plants. The company refused to reinstate the workers, who went on strike and carried the case to court. The Circuit Court of Appeals up-

held the NLRB's findings of unfair labor practices. That opinion was finally sustained by the US Supreme Court. Although relations between the union and the companies have been friendly for many years now the union continuously pressed its demands for the back-pay. Payments ranged from \$40 to \$4,000, depending on the amount of time lost because of the unwarranted discharges.

The AFL-CIO Laundry Workers Union scored major victories over the expelled Laundry Workers Int'l Union when it won elections for bargaining rights at three linen supply firms in Milwaukee. A fourth plant election ended in a tie and a runoff will soon be held. Arnold Schultz, president of Local 3008 of the new union, said that the victories came about despite efforts of Teamsters Local 360 to pressure the workers into voting for the LWIU. He also reported that as of the end of March, all laundry and dry cleaning plants in the Milwaukee area have signed agreements with Local 3008.

Mayor Robert Wagner of New York City has signed an executive order allowing some 100,000 city civil service employees to join unions and negotiate on wages, working conditions and grievances. Although the order will apply only to those departments directly responsible to the mayor, other municipal agencies and borough offices will be urged to adopt identical procedures. Firemen will be covered by the order, but further studies will be made on the issue of covering uniformed police.

Typographical Union Local 6 has announced that work will start on a 700-family, non-profit middle-income cooperative apartment development in Queens, NY. The \$12 million project, known as the "Big Six Towers," is the union's first venture into housing for the 12,000 members who work in New York newspaper composing rooms and commercial printing shops.

KNOW YOUR AGREEMENT

"ARTICLE II. SECTION 60. VESSELS IN IDLE STATUS. When a vessel is inactive in a United States port for any reason for a period of 10 days or less, the unlicensed personnel shall be kept on board at the regular monthly rate of pay. However, when it is expected that said vessel will be idle for a period in excess of 10 days, the unlicensed personnel may be reduced on arrival. Should the vessel resume service within 10 days, the vessel's unlicensed personnel who are entitled to return to the vessel shall receive wages and subsistence for the period for which they were laid off."

QUESTION: What does subsistence consist of under the SIU agreement?

Recently in the headquarters port of New York, an SIU-contracted shipping company laid up one of its ships temporarily for less than the ten days spelled out in Article II, Section 60, above. When the crew was called back aboard, the company insisted that subsistence consisted only of meals and did not include lodgings.

Accordingly, the company paid \$4 a day for meal allowances as specified in Article II, Section 43 (\$1.00 for breakfast, \$1.50 for dinner and \$1.50 for supper) but refused to pay the \$4 per night for lodging.

The Union argued that subsistence meant meals and lodging and insisted on the additional \$4 per day for the crew. When no agreement could be reached, the issue was taken to the clarifications committee, which is a standing committee of Union and shipowner representatives set up to render interpretations of the agreement in situations such as these. The clarifications committee met and unanimously found that for the purposes of the agreement, subsistence meant both meals and lodgings.

Accordingly, the committee ruled that "Section 43. Room and Meal Allowance" applied in full in this and similar situations. That section reads "When board is not furnished, unlicensed members of the crew, they shall receive a meal allowance of \$1.00 for breakfast, \$1.50 for dinner and \$1.50 for supper. When men are required to sleep ashore, they shall be allowed \$4.00 per night."

An official letter from the chairman of the clarifications committee has been sent to the company involved and the men will shortly receive the additional \$4 per day payment.

(Ed. note: This column will deal with disposition of various contract disputes and interpretation of the standard SIU agreement. If Seafarers have any questions about any section of the agreement, which they would like clarified, send them in to the editor of the SEAFARERS LOG.)



BME Fetes 9th Birthday

The SIU-affiliated Brotherhood of Marine Engineers will celebrate its 9th anniversary on May 12. The BME was chartered by the SIU of North America in May, 1949, to serve seagoing marine engineers affiliated with the AFL.

BME holds contracts with steamship lines operating from all coasts. It also represents tugboat engineers along the Delaware River and excursion boat engineers on the Atlantic Coast. It maintains shipping halls in New York, Philadelphia, Baltimore and San Francisco, with additional representation in the Gulf. Headquarters is at the SIU hall in Brooklyn.

The BME dry cargo agreement is highlighted by its vacation plan, which provides engineers with 7 to 10 weeks of paid vacation each year. The vacation is pro-rated at 4 1/12 days a month for assistant engineers, and 4 1/3 days a month for chiefs. Chiefs with more than two years of service with an operator receive an additional week of paid vacation.

The union also has a welfare plan covering members and their wives and children, and a pension plan providing pensioners with benefits of \$100 a month, in addition to Social Security payments.

The BME voted early this year to affiliate as a Division of the Marine Engineers Beneficial Association. Members of both unions also authorized their officials to

work towards merger of the two groups. BME and MEBA are presently conducting organizing drives in the Cities Service and Gulf tanker fleets.

Lakes Pilot Strike Hits Alien Ships

COLLINGWOOD, Ont. — Protesting that vessels using the Great Lakes without a pilot were a menace to navigation, members of the Great Lakes Pilots Association have struck all foreign vessels sailing above Kingston, Ont., without either an American or Canadian licensed pilot aboard.

John Andrews, president of Local 47C of the Association, which is an affiliate of the Masters, Mates and Pilots union, said that these vessels would jeopardize the safety of navigation on the Great Lakes. He also charged that the foreign shipowners have threatened his association with a virtual lockout over the issue.

The owners had announced that while they could continue to carry pilots using the canals and rivers, they were unnecessary on the open lakes. They agreed to use these pilots on the St. Lawrence River, but would not take on Lake pilots at Kingston.

Although not required either by Canadian or American law to carry pilots, they have been voluntarily used in the past from Kingston to destination port and back.

American and Canadian pilots have continuously carried pilots because of the strict tests of competence and familiarity with Lake conditions which are required before a ship's master will receive his ticket. However, these rules do not apply to foreign masters.

Andrews said that the affiliated International Brotherhood of Longshoremen is expected to honor the picket lines of the parent group in US ports and refuse to unload the vessels there.

Seattle Asks Year Limit

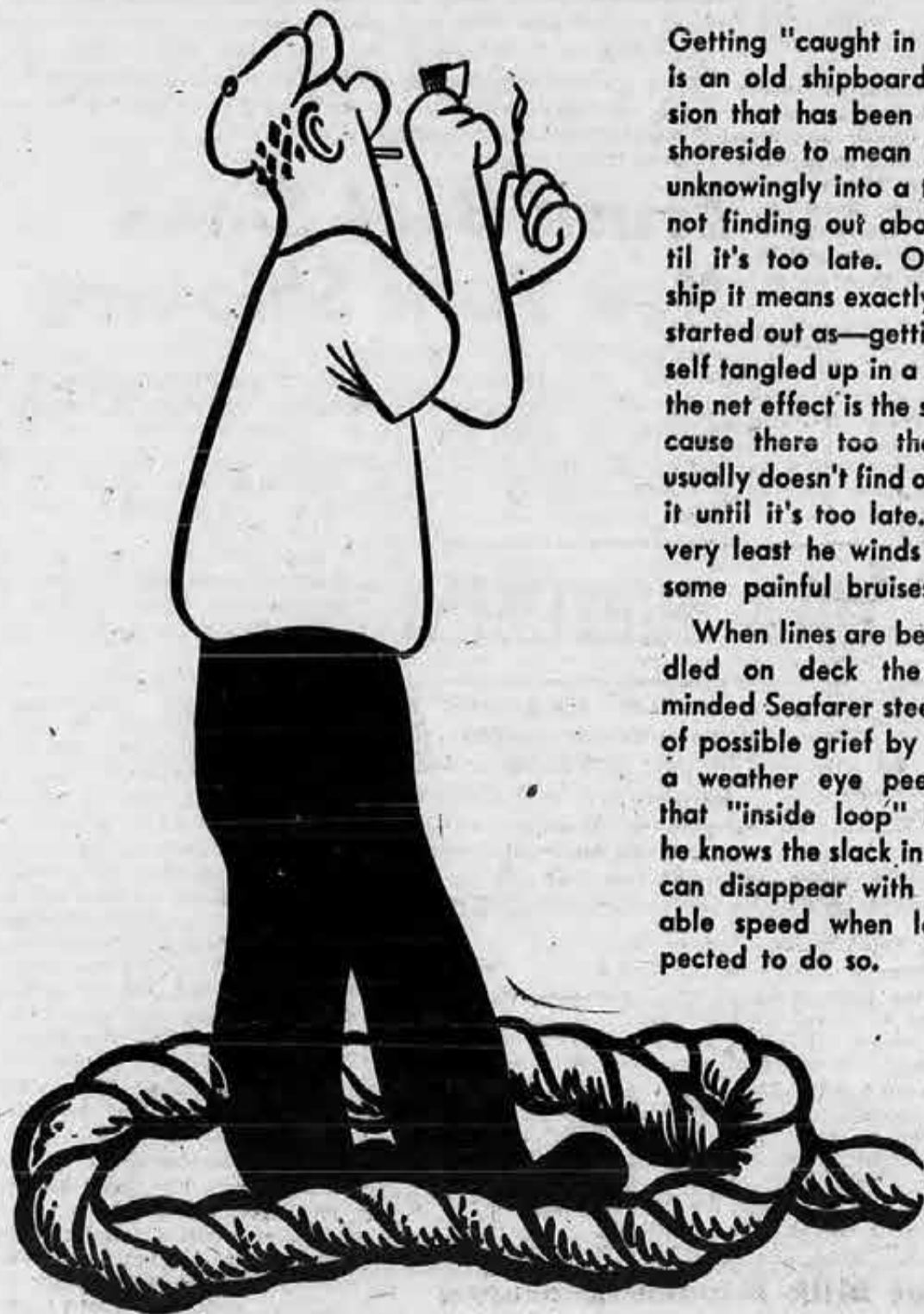
SEATTLE — Preparations are underway for the celebration of Miss Maritime day in this port on May 16th. The occasion will be marked by the selection of a Miss Maritime from the many candidates sponsored by the various seafaring unions and organizations in the state.

Seafarers wishing to attend the shindig, which will be held at the Arctic Club, should contact Port Agent Jeff Gillette, chairman of the Miss Maritime Committee.

A motion that a one-year limit be put into effect for all members on SIU ships was unanimously carried at the last meeting. This would limit a member to one year's employment aboard any one vessel, Gillette reported.

Shipping was slow for the past period with the Pacific Ocean (Trans. Utilities) and the Valley Forge (Penn. Nav.) paying off. The Pacific Ocean signed on again but the Valley Forge went into temporary layup. In transit were the Afoundria, Kyska (Waterman), Pennmar, Texmar and the Kenmar (Calmar).

"Don't Just Stand There!"



Getting "caught in a bight" is an old shipboard expression that has been adopted shoreside to mean stepping unknowingly into a trap and not finding out about it until it's too late. On board ship it means exactly what it started out as—getting yourself tangled up in a line. But the net effect is the same because there too the victim usually doesn't find out about it until it's too late. At the very least he winds up with some painful bruises.

When lines are being handled on deck the safety-minded Seafarer steers clear of possible grief by keeping a weather eye peeled for that "inside loop" because he knows the slack in the line can disappear with remarkable speed when least expected to do so.



An SIU Ship is a Safe Ship

Seafarers In Action

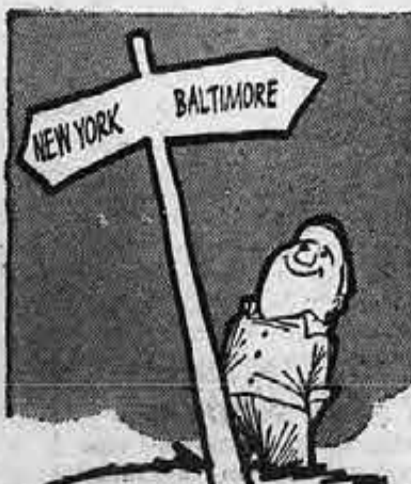
It promises to be a good trip, according to the ship's minutes from the Alcoa Corsair recently. At the first meeting Billy Wells resigned as ship's delegate to allow someone else to handle the



Metting

task. He was given a vote of thanks, and Seafarer John Faircloth was elected by acclamation in his stead. In addition to good delegates, the ship also boasts of a top notch steward department.

No one can beat their bakers for all the delicious coffee buns turned out. As for entertainment, that too is also in good hands. Tex Metting was elected movie director and ship's treasurer. The first act undertaken by Metting was to secure good movies, and make sure the projector is in tip-top shape.



SEAFARERS PORT O' CALL

IN NEW YORK
675-4th Ave.

IN BALTIMORE
1216 E. BALTIMORE

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Bellyrobbing Food Prices

Food prices have soared to emergency levels this spring, in fact, have reached their highest point in six years. A market-basket of 19 staples priced by this department comes to \$8.20 this spring compared to \$7.19 a year ago. This is a jump of 14 percent. Most meats, poultry and even some frozen fish are priced 7 to 22 cents a pound more than a year ago. Similarly, fresh and canned produce are higher this spring. Chuck roast, a usually low-priced meat on which working families rely, typically 39 cents a pound last year, now often is 59 and sometimes as much as 67, bone and all. Ordinary hamburger, frequently 39 cents last year, now is generally 49-51 cents.

Even packaged cornflakes, already overpriced for the nourishment provided, have jumped 2 1/2 percent more. So you're paying more than ever for the premiums inside the cereal package.

If you're a typical wage-earner, the phenomenon of prices rising while pay envelopes are shrinking already has taken from you five percent of your real earnings—your buying power—in just this past year.

You have to expect food prices are going to remain very high for the next two to four months. Beef will be a little less expensive this summer, pork will come down in the fall, and produce will be cheaper. Late this fall the third big inflation since the end of World War II will level off at least temporarily, and your family will have a breather. But for the next four months you'll have to seek out the relatively better values in foods, as indicated below, to keep eating free from wrecking your budget.

Aside from the food situation, there's a downtrend in prices of some home equipment. Costs of several basic materials have come down, including aluminum, copper and lumber. Sheets and other textiles are at bargain levels. This gives you an opportunity to expand, repair or re-equip your home. May also is a month to find special values in washing machines, dryers, ranges and clothing at the spring clearances.

Here are the better values this department finds for May:

Food: Cheddar cheese, eggs and frozen fish are relatively reasonable this month. Substitute them for meat dishes where you can. Unlike

beef and pork, some cuts of veal are plentiful and lower, as veal shoulder roast. In poultry, broilers and fryers are more reasonable now. If you have a large family or can make a turkey do for several meals, you'll find turkeys over 16 pounds are even cheaper than last year, but small ones have jumped in price.

High prices of citrus juices and other produce have made a real problem this year. Best buys we can find in juices at this time are canned blends and grapefruit juice. Other money-savers, as low-priced or even cheaper than last year, are canned corn, especially creamed styles; canned and frozen peas; frozen and canned snap beans; canned applesauce.

Television Sets: If you're looking for a TV set, prices are lowest of the year this month and next as manufacturers clear 1958 models. You'll save two ways, because 1959 models are expected to be ten percent higher when they appear in the stores next fall.

Plumbing, Heating: This is the best time in the past two years to add or renovate a bathroom, or install a new heating system. Copper piping, plumbing fixtures have been reduced. Some makes of water heaters have dropped \$3 to \$12 from last year.

In buying water heaters, galvanized tanks are least expensive but don't last long, especially if you heat water over 160 degrees, or in hardwater areas. Good-quality, glass-lined or aluminum tanks generally have a ten-year guarantee. Glass-lined heaters can be used in any area, while the amount of copper in the local water supply may affect aluminum tanks adversely. Consult your local gas or electric company on this question. Aluminum and copper tanks cost most, but are preferable if you want water as hot as 180 degrees. Usually 140-160 degrees is all that is necessary for laundering.

Nine-Cent Milk Becoming Staple

A recent Agriculture Department report brought significant news for families plagued by 1958's high food costs. Sales of non-fat dry milk jumped last year. Interestingly, milk powder's boom hasn't cut into sales of fresh whole milk. America's families are simply buying themselves more nourishment.

Non-fat dry milk, or skim milk, if you prefer plain English, has long been considered by nutritionists, commercial bakers and cooks to be a best buy in nourishment. But it has long been cold-shouldered by people who tried in its earlier, less-attractive versions. What happened to change folks' minds was the introduction of a new kind of non-fat dry milk that not only tastes better but dissolves readily so it can be mixed a glass at a time. This eliminates the chore of beating the powder into water ahead of time.

Too, more people are learning the money-saving, nutrition-gaining secret of dry milk powder; it can be blended into almost any cooked dish for extra nourishment, or even mixed into fresh whole milk to make "double milk." Modern quick-dissolving milk powder even is marketed now already mixed with cocoa or chocolate syrup for instant chocolate milk drinks made simply by adding water.

Dry non-fat milk is especially a boon because of the leap in whole milk's price tag. From 1950 to '57 milk went up twice as fast as the average of all foods, and now costs 30-33 percent more.

Germans Rig 'Automated' Sailing Ship

Turning back the clock, German maritime interests have come up with a sailing ship designed to challenge the supremacy of the modern counterpart of "Fulton's Folly," the modern steamship.

But oldtimers, who long for the old days of the windjammer, should be reminded that the new sailing ship has been designed with economy principally in mind, both in construction and manning.

Without the need for propulsion engines, reduction gears, drive shafts and propellers the initial construction costs would be lowered. In addition, of course, black gang jobs would be eliminated.

The sails of the ship would not be raised in the time-honored vertical fashion but would move laterally in tracks between each pair of spars. When not in use the sails would be gathered at the mast. When needed they would slide from the center out towards the ends of the spars. The spars could be fixed rigidly to the masts, since the sail and mast assembly would be turned by operating the turntables into which each mast would be set.

It is estimated that a crew of 25 could sail the ship, compared with 36 men needed for a motor ship of similar capacity.

Sea Injuries Off In '57

(Continued from page 2)

Safety—A Management Responsibility emphasized that shipboard safety is a practical consideration for ship operators. Accident costs, he said, are such that they justify expenditure for new equipment, and for maintenance and modification of shipboard gear with the purpose of reducing shipboard accidents.

He pinpointed ladders as a leading cause of accidents. "The primary offender is the metal ladder with diamond-plate treads . . . We have worked out . . . a molded fibre glass tread impregnated with aluminum oxide abrasive. These can be molded to fit over the existing tread . . . the material is available in high-visibility colors and is also available as deck treads . . ."

"In the engine room and reefer spaces, slips and falls on gratings and floor plates could be substantially reduced in the design by installing abrasive-impregnated gratings and plates . . ."

"In living spaces, we are investigating the possibility of using the molded fibre glass anti-slip material . . . on the decks of showers . . ."



INQUIRING SEAFARER

QUESTION: If you had to go over the side of your ship, what would be the first piece of personal property you would try to take with you?

Victor Docs, cook: I would like to take my traveling wallet. In that I have everything I would need, my Union book, seaman's papers and other valuable papers. That is, I would try for it if I had the time. Otherwise I would just head for the boat.



George Williams, FWT: My seaman's papers and Union book. It involves a lot of time and difficulty to replace them. Besides, it took me long enough to get them, so I would hate to lose them. I always try to keep them and other necessary papers handy so I can get at them fast.



William Hart, officer: I think I would try and get my wallet with my papers and Union book in it. Everything else is fairly easy to replace. If it were during the winter, and I had the time, I would certainly try and grab some heavy gear before going over the side.



James J. Maloney, FWT: I don't think I would grab for anything outside of my lifejacket. But if I had the time, I would try to take my Union book and papers. Outside of them, and possibly my camera, I would not try for anything.



Frank Conforto, messman: I would go after my seamen's papers before anything else. In fact I take better care of them than I do of my money. Once when I had to leave a ship sick, all I cared about was my paper and Union book. I can always make another dollar, but it would be hard to do so without my book and papers.



Edward Taylor, chief steward: I would go for my lifejacket and my Union book, in that order. And I guess that's about all I would bother to try and grab. They are about the most valuable things I would have and I wouldn't like to leave them.



NY Bars Age Bias In Hiring For Jobs

Older workers in New York State have scored a major victory in their battle for equal job opportunities regardless of age. The breakthrough came last week when Governor Averell Harriman signed the

McGahan-Preller bill to prohibit employers from discriminating against persons 45 to 65 because of their age. The labor-supported measure strengthens the principle of equal rights for qualified workers and is expected to provide older workers with thousands of additional job opportunities.

The Governor said the bill is

"a long step forward toward breaking down arbitrary and unrealistic barriers which prevent full employment opportunities to thousands of people who are able and anxious to work."

The measure assures all New York State workers the same basic rights guaranteed under contracts negotiated by the SIU and other unions. These contracts provide that qualified workers must be hired for the jobs regardless of their age.

Opposition to equal job opportunities has centered in the insurance companies and among employers with arbitrary standards of hiring. Studies have established the fact that older workers are as good in most cases as younger people. In jobs calling for experience, patience, and other skills that increase with age, the older workers are often better.

Discrimination against older workers is often in conflict with company policy on hiring executives and management personnel, who are frequently over 45.

Butchers Sign In Lk. Charles

LAKE CHARLES—The Butchers' Union has settled its strike here against the Mielles Packing Co., getting an eight cent raise per hour now and another five-cent increase on Jan. 1, 1959, along with some changes in their working rules. Needless to say, the men are happy with this settlement. Otherwise, there are no other labor beefs in the area, Port Agent Leroy Clarke reported.

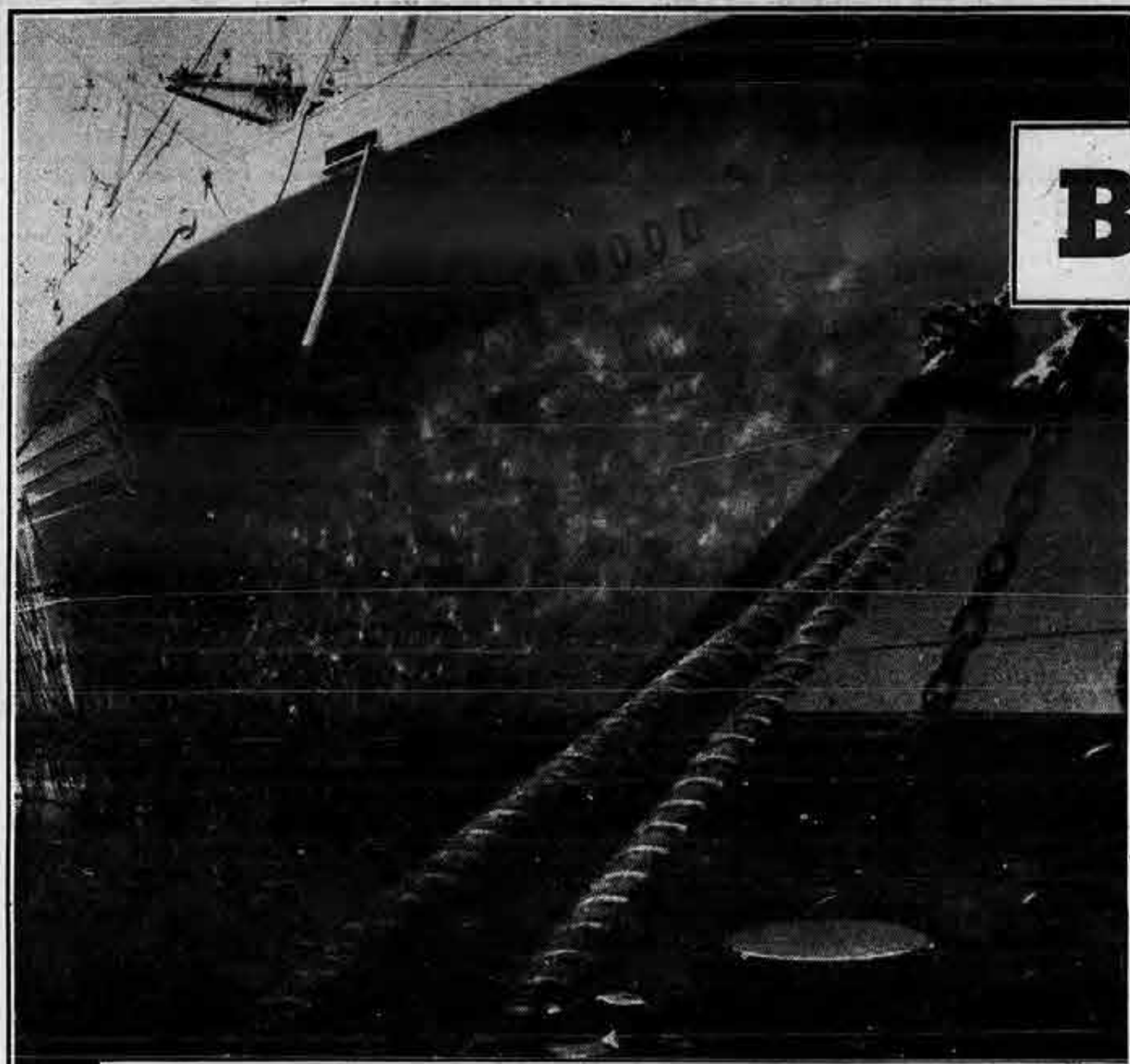
Calling into this area over the past two weeks were the Council Grove, Royal Oak, CS Baltimore, Winter Hill, Chiwawa, Cantigny, Government Camp, Bradford Island and Chiwawa, all of the Cities Service Oil Co., and the Petro-Chem of Valentine over in Port Neches, Texas. All of these vessels are in good shape.

Shipping has been very slow over the past two weeks and the outlook for the coming two weeks is anyone's guess.

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.



Back Home with the SIU

Having held the Robin Line for the SIU in a year-long fight against a National Maritime Union raid, Seafarers are now piling off Robin Line ships for well-deserved vacations, leaving jobs to be filled by other Union men off the SIU rotary shipping board. They held out and saved these ships for their fellow-Seafarers despite heavy pressure from the NMU and from Moore-McCormack Lines, which arbitrarily placed the vessels under an NMU contract against the wishes of the men aboard them.

The failure of the NMU raid in the face of offers of free NMU membership books and other supposed advantages reflects the Seafarers' knowledge of the facts of life in maritime—that SIU membership carries with it far more advantages in the way of contract conditions, representation, benefits and Union service to its membership—facts which they had ample opportunity to observe as prisoners of the NMU contract throughout the beef.

The votes of the Seafarers listed below, some of whom are pictured on these pages, made the difference. They deserve a solid vote of thanks from every member of the SIU,



SIU win meant 764 hours more OT to Kirk crew. Patrolman Paul Drozak (right) takes up beef with Robert Rivera, ship's delegate and Jose Rivera (left).



Victory smiles show Goodfellow gang's feelings. In front (l-r) are Charles Roza, Charles Johnson, Lacy Walker and August Jensen. Rear (l-r) are Candido Bonafort, Cliff Dammeyer, Frank Morciglio, Hector Conrad and William Cofone. Goodfellow was one of the last three ships to be certified.



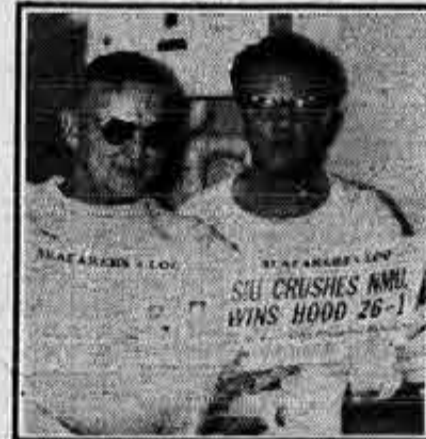
Hector Conrad, ship's delegate (center), who did a bang-up job on the Goodfellow, confers with Seafarers Carlo DeMarco (left) and Elmer Danner. After helping bring ship back into SIU, Hector stayed aboard for another trip. He has been a Goodfellow regular for over two years and was on the ship before the beef started.



Here's part of Robin Locksley gang, four of the ten men in the steward department of that vessel who rode her all the way through the beef. They are (l to r) Thomas Williams, chief steward; Oliver Celestine, night cook and baker; Juan Leiba, chief cook, and Jackson Fong, galley utility.



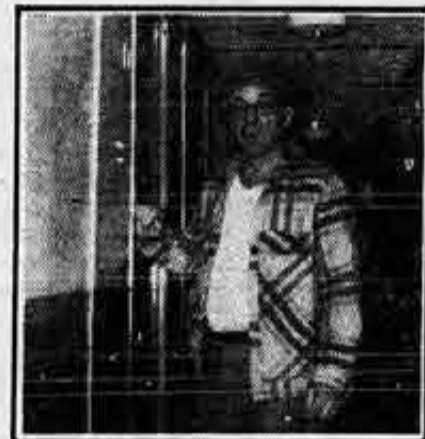
Robin Trent standouts included seated (l to r) Donald Smith, William Hand and Peter Lohsey standing (l to r) Lupo Aloba, Charles Scott and John F. Maitum. Trent was ship on which two NMU men voted for SIU. By contrast, every Seafarer in the fleet voted for his Union despite all of NMU's blandishments.



Aboard Locksley, Earl Smith, electrician, and Jacob Otreba, wiper, catch up on the latest developments in the beef.



Seafarer Ammon Page, aboard Robin Kirk, reads LOG in messroom. Kirk crew was standout, cast 33-0 vote.



Angel Burgos poses in passageway of Locksley. Latter was first ship back on SIU hiring board.



With beef over, Seafarer Candido Bonafort smilingly piles off Goodfellow with his gear after riding ship for a year.

NMU Pulled Out Bag Of Tricks, But Failed

In its desperate efforts to drive Seafarers off Robin Line ships the NMU tried a variety of tactics, none of which succeeded because of their basic insincerity. Psychological warfare as represented by the totally-untrue headline (below) from the "NMU Pilot" of September 12, 1957, failed to shake the Seafarers in the fleet. The story's claim that "over 80" Seafarers had switched to the NMU was exposed as a complete fabrication when every Seafarer in the fleet voted SIU.

Another tactic, equally unsuccessful was to offer "full membership" in NMU to Seafarers. The Robin Line men wisely rejected this offer in toto because they knew it granted them only the dubious privilege of class C shipping status in the NMU.

While holding forth these supposed "advantages" the NMU's only usable tactic, which betrayed its true purpose, was to get Seafarers fired off the ships on any pretext. The firing of 11 Seafarers on the Robin Mowbray in this fashion accomplished the NMU's purpose on that ship.

CERTIFICATE OF ENTITLEMENT
to
FULL MEMBERSHIP
in the
NATIONAL MARITIME UNION

This certificate becomes valid IMMEDIATELY upon certification of **SS ROBIN Sherwood** as an NMU contract vessel.

This will serve to introduce **James D. Womack** of the SS RO Sherwood. He is to be extended all the courtesies of your office. He is licensed AT ONCE full membership in the NATIONAL MARITIME UNION entitling him to all privileges due a full back member of this organization.

You are to waive the usual initiation fee for this Brother, as he serves organizing of the ROBIN LINE fleet.

Respectfully yours,
Joseph Curran
Joseph CURRAN, President
National Maritime Union

Rank-and-File Seamen Repudiate SIU Tactics
Crews on Ex-Robin Ships Start Landslide to NMU

SIU's frantic efforts to get back its crew...

Honor Roll Of Robin Line Seafarers

- | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|--|---|---|-------------------|---|--|--|---|--|---|---|--|
| Robin Goodfellow
Salvatore Messina
Francisco Morciglio
Candido Bonafort
August Jensen
Lacy J. Walker
Clifford R. Dammeyer
Charles V. Johnson
William Cofone
Charles E. Roza
Dee W. Kimbrell
Wade B. Pritchett
Victor E. Shaffer
Thomas A. Curran
John D. Wright
Joseph Blank
Anthony W. Aciego | Egbert W. Goulding
Charles J. Hartman
Carlo De Marco
Hector Conrad
Enoch J. Pringle
Macon Welch
Alfred H. Neilson
Elmer C. Danner
Carlos Toulon | Robin Hood
Tadeusz Chilinski
Leo Koza
Kirby Wright
Henry Shepeta
Henry E. Faile
Jack M. Dalton | James Skarvelis
John D. McDaniel
William C. Hubbard
Earl L. Morris
Merwyn E. Watson
Richard A. Harford
Walter Seaman
Charles J. Dillon
Ray J. Bunn
William R. Hatcher
Donald J. Addison
Nicholas P. Liahoff
William A. Adams
Gleecen Weaver
Leo E. Movall
William A. Ryan
Eugene K. Dawkins | William Grimes
Wedor T. De Francisco
Stanley C. Fauntleroy
Raymond F. Walker | Robin Gray
Lester Clark
Donald Hall
Frits Nilsen
Arved E. Auers
Walter J. Schultz
Lazaro B. Ellorin
William A. Aycock
Peter Choplinski
Francisco Nadal
Thomas B. Harmon
Harold G. Werns | Charles J. Scofield
Reider M. Nielson
Duane R. Mayes
Nicholas J. Wuchina
Ramon Moran
Albert J. Bagley
Gumersindo Barreiro
Theodore R. Goodman
Gadstone Ford
Ralph Bullard
John C. Ruff, Jr.
Jack Perkins
Michael Marcello
David Russell
Hugh J. Allen
Walter J. Fitch | Robin Kirk
Jack K. Olsen
Enrico Tirelli
Stephen M. Bergeria
Ammon J. Page
Bernard Landos
Walter L. Compton
Willy F. Manthey
Frank Nagy
Joseph Wolanski
Joseph W. Kisten
David P. Rivers
Robert Rivera
Eduardo Bonafont
Darwin P. Carrol
Arthur J. Young
Norberto Esquillon | Georges L. Pitour
Andrew Brelth
Ted W. Marley
Nathan Goldfinger
Jose P. Rivera
Joseph Quartararo
R. M. Anderson
Lynden A. Webber
Anthony J. Maiello
Jasper C. Anderson
Paul Warhola
Joseph Kumor
Harry C. Downey
Henry G. Cracknell
Rupert E. Jackson
Oscar W. Sorenson
Russell E. Lund | William T. Liston | Robin Locksley
Joseph Bracht
Otto Hoepfer
William Morris
John J. Quinn
Salvatore Di Maggio
Anthony Ducote
Arthur Beck
Chares Kinnke
Earl F. Smith
Eugene Sobezak
Angel Burgos
Reino J. Pelaso
Wincenty Gontarski
Purvis B. Davis | Jacob Otreba
Alfonso Di Fabrizio
Thomas Williams
Juan Leiba
Oliver Celestine
Stanley Sargeant
Henry Rowe
Ismael Galarce
Frank Przybyska
Joseph Springer
Victor Costelletes
Jackson Fong | Robin Mowbray
John Novak
Leslie E. Simmons
William H. Moody, Sr. | Segundo Feliciano
Atilano Malavet
Osborne R. Williams
Ernest C. Brown
Charles R. Gilbert
Rufus Woodward
John Fanoli
Richard F. Vaughan | Robin Trent
John B. Garrison
Peter Lohse
Donald E. Smith
Thomas Lowe
Henry W. Clemens
Charles T. Scott
Jack E. Gervals | William P. Buttner
Lupo Aloba
John F. Maitum
Adelbert T. Arnold
Julian A. Tito
Albert W. Spanraft
James R. Messec
Charles Micallef
Nicholas R. Peters
Harry Thrash
William M. Hand
John E. Ruskiewicz
William W. Walker
Julius Styles
Algerian Anderson
Franklin Spell | Robin Sherwood
Walter Kohut
Gunther H. Hansen
Raymond H. Bunce, Jr.
Edward F. Lessor
Brice E. Ruggie
William Harris
Lawrence F. McGlone
John Merkel
Raymond J. Moore
Donald G. Averill
A. H. Perez-Rivera
Michael Schalestock
Frank M. Koski
Joseph E. Brooke
Tomas Martinez
Donald S. Coggins | Joseph A. Tagliareri
Robert Kwiatkowski
Stanley U. Johnson
Robert Donnelly
Patrick Devine
Edward E. Maynard
James D. Womack
Octavio Coleman
Anthony Forgioni |
|---|---|---|---|---|---|--|---|---|-------------------|---|--|--|---|--|---|---|--|



SUP Oldtimer Has Fair Haven

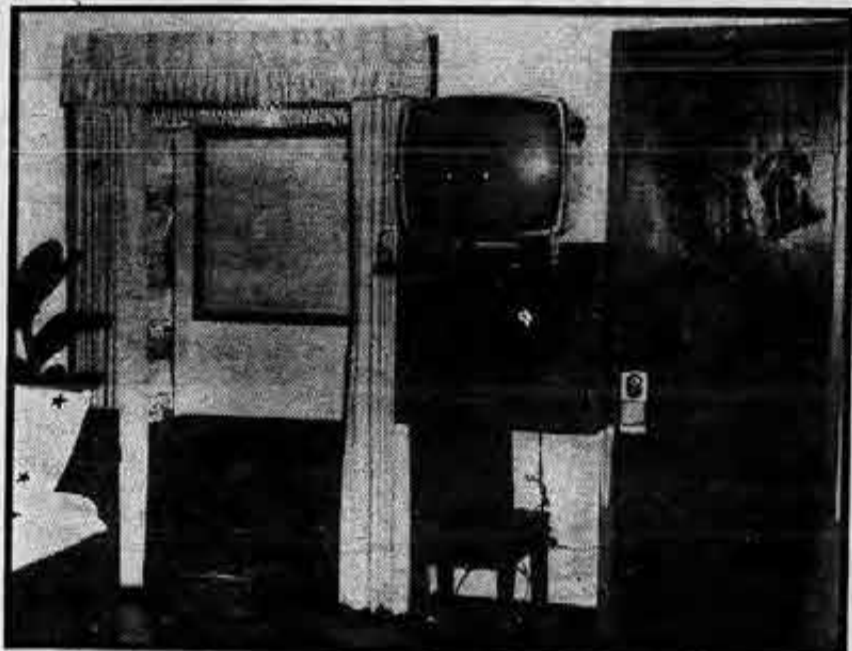


PORTLAND—With more money to spend today than he "knows what to do with," thanks to his Sailors Union pension, retired SUP oldtimer Sam Perlow has fixed up his union-furnished apartment into his own version of legendary "Fiddler's Green."

A seaman since 1912, including a hitch in the Navy until 1919, Perlow sailed everything from steam-schooners to the transport Republic and the old liners Monterrey and Mariposa. He had been watchman for a year on the new Monterrey until he retired recently.

Despite his savings and Social Security benefits, he agrees he wouldn't be able to make it without his generous union pension.

With this pension, he skimped on nothing when he fixed up his apartment. His furniture was custom-made and hand-carved in Hong Kong in the grand manner. The "Fiddler's Green" carving on his entrance door alone is worth quite a sum. All the rest of his gear follows the same pattern. The apartment is naturally dubbed "Fiddler's Green" and Perlow has "Fiddler's Green" stamped right on his checks and mail.



SUP pensioner Sam Perlow, 65, lives it up today in his own version of "Fiddler's Green," after making a showplace of his union-furnished apartment in the Sailors Union hall at Portland. Custom-made hand-carved furniture from Hong Kong follows sea motif. Entrance door (photo above, right) shows detailed hand-carving used throughout.

Lakes SIU Shifts To New Hq.

DETROIT—River Rouge, destined to become a maritime center of the Great Lakes on the opening of the St. Lawrence Seaway, will be the new site for the headquarters of the SIU Great Lakes District.

Fred Farnen, secretary-treasurer of the Great Lakes District, announced the change in headquarters as in keeping with other advantages of the new site over Detroit, the former home of the District for more than 20 years.

The building, located at 10225 West Jefferson, which is just outside of Detroit proper, is two blocks from the Rouge and Detroit Rivers, and is close to the offices of a number of other maritime trades unions.

The new headquarters is a one-story modern glass-enclosed building with a large attractive basement which will contain a meeting hall capable of seating 300 persons. Both the offices on the main floor, the hiring hall and the sea-

man's lounge are air-conditioned. The building will also contain space for baggage and shower rooms for men on the beach waiting to ship.

An office for the representative

of the AFL-CIO Maritime Trades Department, who is to direct the 12-union Great Lakes organizing drive, will also be set up. The shift from the Detroit building will start on May 1.

NLRB Opens Hearing On Complaint Against ACS

A hearing on the National Labor Relations Board's case against the American Coal Shipping Company got underway Monday at the offices of the board in New York. The hearing is being conducted by

trial examiner Thomas Wilson. The proceeding is based on a complaint against the company issued by the board's regional director in New York, and stems from various unfair labor practice charges filed by the SIU against ACS. Among other illegal acts, the charges concern illegal company aid and assistance to the National Maritime Union and also more than 300 individual acts of discrimination against seamen solely because they were SIU followers.

At the present time, the SS Coal Miner is the only company ship in operation and is due back in the States next week after completing another grain run. Six other former ACS ships were recalled by the Federal Maritime Board as their Government charters expired. After the SIU made its initial

charge of discrimination against the company, a Federal court order established a seniority hiring procedure for the company, with a provision that six NMU men aboard the Miner could remain on the vessel. Five of these men are still on the ship.

However, in the course of the company's operations a number of Seafarers who obtained berths on the Miner while competing for the 22 open jobs were fired by ACS on a variety of trumped-up charges. The hearings were due to continue today.

LET 'EM KNOW!
Write TO THE LOG

Mowbray Butts Seatrain Crane

SAVANNAH—Shortly after leaving her berth Sunday night, April 20, the Robin Mowbray (Robin) turned around in mid-stream and rammed the lifting crane on the Seatrain docks with her king post. Although there was no major damage reported to either the crane or the vessel, Seatrain Lines announced that they would test the crane with loaded box cars before putting her back into service. The Mowbray was enroute to Cape-town at the time of the accident.

ALCOA ROAMER (Alcoa), March 23—Chairman, M. Phillips; Secretary, R. Klensel. Ship's delegate elected. Some disputed ot.

AMES VICTORY (Victory), March 27—Chairman, H. Thomas; Secretary, R. Simpson. Some disputed ot. Repair lists to be turned over to captain. Everything running smoothly.

C S BALTIMORE (Cities Service), March 30—Chairman, J. Tanner; Secretary, L. Hegmann. Extension hose on washing machine to be left on and switch turned off when finished. New delegate elected. See patrolman regarding grade of meat put aboard. Questions about retirement benefits to be answered, and clarified.

CHIWAHA (Cities Service), March 31—Chairman, J. Henry; Secretary, L.

pair list to be submitted. Discussion on ship's fund—agree not to enlarge it at present time. BR desires cold water line in slop sinks.

PLYMOUTH VICTORY (Isthmian), March 23—Chairman, J. Pursell; Secretary, J. Pursell. Mess hall and pantry to be kept clean at all times. Remove dry clothes from line so others can use same. Keep laundry clean. Ship's delegate re-elected. Washing machine to be repaired. Find out why patrolman was not sent to ship after being called. Vote of thanks to Norfolk for handling coal beef.

REBECCA (Maritime Overseas), Feb. 9—Chairman, J. Henning; Secretary, S. Schuyler. No beefs, everything moving along smoothly. Ship's fund \$29.

STEEL TRAVELER (Isthmian), March 22—Chairman, W. Smith; Secretary, H. Fruge. New delegate elected. Ship's fund \$24. Ice machine to be repaired. See captain about awning for after deck. Draw list to be turned in before arrival in Long Beach.

CLAIBORNE (Waterman), April 6—Chairman, J. Long; Secretary, C. Hopkins. Some disputed ot. Vote of thanks to retiring delegate. To purchase games with ship's fund. Discussion on library. Vote of thanks to steward dept. Limit use of washing machine to 30 minutes. Various members discussed pay raise. Request LOG publish any negotiations.

TIMBER HITCH (Suwannee), March 25—Chairman, M. Sanchez; Secretary, B. Lickdyke. Request LOGs and West Coast Sailors newspaper.

ROSE KNOT (Suwannee), March 11—Chairman, J. Cohen; Secretary, T. Fleming. Discussion on maintenance and subsistence while in transit; cashing of payroll checks. New crew to have access to minutes of previous meetings held on smaller ships. Discussion of future negotiations of new contract. Ship's fund \$10. All beefs squared away. Letter to be sent to negotiating comm. concerning steward dept. re: service & maintenance conditions and articles—based on guaranteed minimum ot.

CAROLYN (Bull), March 23—Chairman, T. Magzeski; Secretary, J. Johnson. Some friction between bosun and mate. Repair list taken care of. Some disputed ot. Washing machine to be repaired. Vote of thanks to steward dept. New delegate elected. Laundry to be kept clean.

CHILORE (Marven), March 29—Chairman, C. Hall; Secretary, D. Nagy. Draws will be deducted in event of payoff. Question as to layoff at shipyard. Pantry to be kept clean. Need mattresses. Repairs to be made. Sinks to be kept clean in wash room. Place soap in pantry.

ALCOA CORSAIR (Alcoa), April 6—Chairman, A. Conti; Secretary, J. Prestwood. Ship's fund \$225.04. Expenditures to be posted at end of each voyage. Some disputed ot. Vote of thanks to former secretary-treasurer for job well done. Reports accepted. Reports and communications from headquarters to be posted on bulletin board soon as received. Motion to have pay slips made out as before. Vote of thanks to steward dept. for good food and service. All "B" and "C" men to see patrolman on arrival; all new men to check with immigration as ship docks.

RAPHAEL SEMMES (Waterman), April 7—Chairman, C. Carmichael; Secretary, W. Todd. Ship's fund \$25. Welfare cards and parent dependent information sheets received. Suggest repairs be pressed this payoff.

THE CABINS (Texas Refining), April 1—Chairman, J. Connors; Secretary, E. Williams. Cited numerous instances, incidents, results and captain's reply to them. Report accepted. Water situation cleared up. Disputed ot settled. Ship's fund \$5.31. Discussion on amount of lodging due crew; engine dept. swapping watches; height of antennas. Fans to be checked for serviceability. Crew requests more info on destination & arrival time. Welfare cards distributed.

REBECCA (Maritime Overseas), March 22—Chairman, C. Mehl; Secretary, S. Schuyler. Few repairs not completed last trip will be looked into upon arrival. One man missed ship in Yokohama. Report accepted. Ship's fund \$29. Some disputed ot. Clarification as to whether galley man should be included in collecting of extra meals. Record player to be repaired—payment from ship's fund.

STEEL MAKER (Isthmian), March 23—Chairman, W. Harris; Secretary, D. Gardner. Everything running smoothly. One man hospitalized in Iran. Ship's fund \$7.67. Vote of thanks to ship's delegate for past performances. Request new spray guns; fumigate ship for rodents. Water fountain to be moved into messroom. Natives to be kept out of crew's quarters.

FLOMAR (Calmar), March 2—Chairman, H. Jaynes; Secretary, E. Lamb. Report accepted. New delegate elected. Messroom to be sougeed. Recreation room to be painted. Place light on washing machine.

GREMAR (Ore Navigation), April 1—Chairman, J. Michael; Secretary, H. Stewart. Few repairs. Ship's fund lost \$30. Some disputed ot. One man logged; one man missed ship—clothes on board. Rooms need sougeing. Insufficient draws—to be referred to patrolman.

Digest Of SIU Ship Meetings

FLOYD (One man-missed ship in Lake Charles; one man walked off ship in Port Everglades; one man injured aboard ship. Members donated \$109.28 for brother's father's funeral. Vote of thanks to new steward. Headquarters contacted regarding ship before posted time, causing three men to catch ship in river; also regarding previous steward on ship. Reports accepted.

M V DEL SOL (Miss.), March 30—Chairman, D. Ramsey; Secretary, W. Simmons. Ship's fund \$45. Everything running smoothly. New delegate elected. Safety meeting called.

EDITH (Bull), April 5—Chairman, W. Grohulshif; Secretary, M. Franklin. Repair lists to be submitted. Food schedules to be varied six days per week.

ORION CLIPPER (Orion), March 16—Chairman, C. Just; Secretary, N. Nuttin. Everything running okay. Some disputed ot. One man paying off by mutual consent. Steward to apply for adequate stores. Anyone who has any beefs to speak up at meetings or be brought up on charge for comments outside union meeting. Suggestion that delegate call special meeting for all beefs, and to have travelers checks on arrivals.

ORION COMET (Orion), March 30—Chairman, M. Lambert; Secretary, B. Stark. Letter sent to headquarters reporting on three men who missed ship. Reported on brother's performance aboard ship. Received letter from hdqtrs. on coast guard investigation—mail would be better—draws more liberal. Captain has sufficient cigarettes for balance of year. Ship's fund \$8.98. Three men short; one log; been on pumpman to be squared away before arrival. Reports accepted. Several beefs re: dirty table cloths, silverware used over for set ups, deck not mopped up, messman gets orders mixed, food handler cleaning rooms and bathrooms. Food beef in general. Insufficient cold drinks. Night lunch cut. General complaints in steward and deck dept. Bags and gear to be tagged—tags for baggage obtainable in locker room.

DOROTHY (Bull), March 30—Chairman, R. Simkins; Secretary, D. Newtoms. General discussion concerning missing articles, welfare cards, and repair list. Members urged to file welfare benefit and support cards for dependents.

EVELYN (Bull), March 30—Chairman, R. Douglas; Secretary, F. Cake. One man missed ship. Repair lists turned in. Ship's fund \$30. Beef squared away in all depts. Soiled linen to be turned in. Cleaning recreation and laundry room to be altered between depts.

NORTHWESTERN VICTORY (Victory Carriers), March 23—Chairman, F. Meinerph; Secretary, H. Kilmon. All repair lists to be submitted to delegate. Ship's fund \$27.0. Some disputed ot okayed.

FORT HOSKINS (Cities Service), April 4—Chairman, A. Fricks; Secretary, O. Raynor. One man missed ship at Port Arthur. No beefs or disputed ot reported. Need colder water in drinking fountain. Ship's fund \$32. Refrain from slamming doors into engine room and sidly. Gear belonging to man who missed ship in Norfolk to be put ashore for mailing to N Y office.

GATEWAY CITY (Pan - Atlantic), Chairman, J. Austin; Secretary, D. Fitzgerald. Minor beef to be referred to patrolman; watch faces for all watch standers and improve living conditions. Some Union official to ride ship for comparison. Motion to start and press negotiations for time off. Discussion about relief for crew members.

JOHN B. WATERMAN (Waterman), March 23—Chairman, I. Bouzine; Secretary, A. Thurnal. New delegate elected. No repair list left on board by last crew. Ship's fund \$17.50. Re-

'Bearing Down'



MEBA Calls Convention

SEATTLE—The 81st National MEBA convention will open May 28 at the New Washington Hotel. Delegates from MEBA locals on all coasts, and on the inland waterways, are expected to attend. The convention will also have representation from the SIU-affiliated Brotherhood of Marine Engineers. The convention call was issued last week by National MEBA President Herbert L. Daggett. The convention will review MEBA policy and develop programs for the coming year. It is also expected to amend its constitution to permit for closer affiliation with the BME.

Tampa Sees Job Boost

TAMPA—It is heartening to see the membership take an active interest in the union meetings in this port, reports Tom Banning, port agent. Paul Gladdin, who took the job of recording secretary during the last meeting, is well known to the membership in this port, as he was one of the many Seafarers who dropped whatever they were doing to go and fight for the SIU in the Americal Coal beef.

While shipping has been slow during the past period, it is expected to pick up soon. There were no vessels paying off or signing on during the period. In transit were the Citrus Packer, Hastings, LaSalle (Waterman); Fairland, Raphael Semmes (Pan-Atlantic); Alcoa Pennant (Alcoa); Chiwawa (Cities-Service) and the Ames Victory (Victory Carriers). All were reported in good order.

Figures showing a ten percent decline in lost-time accidents on dry cargo and passenger ships during 1957 are heartening news to the SIU, which has been energetically pursuing a joint shipboard safety program with its contracted operators. While the figures do not deal exclusively with SIU-contracted ships, undoubtedly these vessels and crews contributed to the overall improvement in US merchant marine safety levels.

The cold figure "ten percent" can be translated, roughly speaking, into many more merchant seamen walking around today in good health and physical condition than there would be if the 1956 accident levels prevailed.

That doesn't mean that utopia has been reached—far from it. It does prove that a safety program can be effective. If anybody has any doubts, let them look at the record of the three Alcoa ships—the Polaris, Patriot and Roamer, which went through the full year without a single accident sufficient to lay up a Seafarer for as long as one watch.

Double Standard

This corner commented a few weeks ago on the wholesale disregard shown by the press and by Congressional investigators to the detailed revelation of Sears, Roebuck's role in establishing and promoting a "labor relations" agency which engaged in union-busting, labor spying and assorted unethical practices for a large number of American business firms. A similar story, which would be equally "sensational" if it happened on the union side of the fence, was described by the financial editor of the "New York Journal-American" recently in discussing a stock manipulation deal which cost the public untold millions of dollars.

In the course of a Federal judge's questioning of the president of the company involved, the Swan-Finch Oil Company, it was brought out that the president didn't know the whereabouts of company records dealing with a \$7 million transaction and had been unable to get them from the chairman of the board, who is out of the country, or from the chairman's sister, who is secretary of the corporation.

The chairman, apparently, is not eager to return since there are some Federal subpoenas outstanding for him.

As everybody knows, if a union official couldn't produce financial records he would be drawn and quartered in the public press, and denounced endlessly by the self-appointed guardians of trade union morals in Congress.

One conclusion that could be derived from this story is that shaving the dice is to be expected of management, and as such, merits little attention, whereas unions are expected to live on a higher plane. If so, the current attention to trade union practices shapes up as a tribute to unions as being expected by their nature to display a better grade of behavior.

'Skiing' Freighters Under Study By MA

A contract to study the feasibility of hydrofoils for merchant ships has been granted to Grumman Aircraft Engineering Corp., Clarence G. Morse, Maritime Administrator, US Department of Commerce, announced recently.

As part of the Administration's research and development program, the study is designed to determine the suitability of large hydrofoils for both high-speed travel and cargo ships.

The use of hydrofoils, which are similar to airplane wings both in principle and in structure, is not new in marine craft but it has been confined to small vessels. The Navy has been experimenting with their use on small naval ships, and they have been used

successfully in lake and river craft abroad where they may be driven at high speed without creating the wash or swells that disrupt small craft and shore facilities.

An additional advantage is that higher speeds may be obtained from less power, since there is virtually no resistance offered by the water when the hydrofoils are properly controlled.

Commenting on this experimental exploration, Morse pointed out that in the past 50 years the speed of the largest commercial oceangoing passenger ships has increased only 10 knots. Present research is directed to development in 50 years or less of vessels that may travel at 100 knots or more with greater comfort than has been known until now and without any unwieldy increase in the size of the vessels.

WC Mates Get Eyeglass Aid

SAN FRANCISCO—The trustees of the Masters, Mates and Pilots Local 90 Welfare Plan have announced the addition of an eye care plan to the existing schedule of employee benefits. The new benefit is similar to the latest benefit added to the SIU Welfare Plan of providing free eyeglasses to Seafarers who need them. The SIU program goes into effect June first of this year.

The MMP program consists of three phases: a general eye check-up available to members once a year; intensive examinations for people who, the general checkup reveals, need further care, and finally, the supplying, to those members who need them, of the proper lenses and frames to insure their visual health.

The plan became effective on April 1 of this year and will extend for a minimum two year term.

SF's Baseball Hot, Jobs Cool

SAN FRANCISCO—Big league baseball has finally hit this town, and no doubt, Seafarers on the beach were among the 20,000-odd spectators on hand at the old Seals stadium to see the Giants whip their old Brooklyn rivals to the tune of 8-0.

Shipping in this port, for the two week period, has been slow, with two Waterman ships, Kyska and Afoundria, paying off and signing on. In-transit vessels were the Antinous (Waterman), Texmar (Calmar) and two Isthmian ships, Steel Admiral and Steel Surveyer.

Keeping In Touch:

WITH SIU OLDTIMERS

Three bouts with tuberculosis put an end to the sea-going career of Seafarer Arthur Lomas dating back to 1924. The 51-year-old Seafarer has been receiving the SIU disability benefit since September, 1956, following serious surgery undergone as the result of his lung condition.

A native of London, England, Lomas began his seafaring under the British and Australian flags, sailing in the steward department on a number of Commonwealth ships. After three years, he switched over to American-flag vessels, starting with United Fruit in 1927.

He spent six years on the banana boats as steward and chief cook. Then in 1933 he got married and settled ashore for the next eight years.

With 1941 and the onset of

World War II, Lomas went back to sea, this time with the SIU. He sailed as steward on troopships operated by Bull Line and received an Army commendation for his competence in feeding troops.

Lomas continued sailing regularly on SIU ships until 1949 when he had his first attack of tuberculosis. After a period of hospitalization he returned to shipping only to be hospitalized again. After that he was in and out of the hospital, calling a halt to his sailing days in 1954.

Under the SIU disability-pension benefit, Seafarers are eligible when totally disabled, irrespective of age, so Lomas was able to qualify for the \$35-weekly benefit. He makes his home in Yonkers and occasionally manages to come into an SIU headquarters meeting.

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

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

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

Po'keep Taxi Hep On Choppers

"Poughkeepsie is a pretty big town and not many people there know me, so when I lost my dentures in a restaurant in town, I thought that was the end of them," writes Seafarer George Mills. But as it turned out he was mistaken, thanks to the efforts of a taxi driver who likes merchant seamen and believes in helping out a fellow union man even if it means wiring and phoning all over creation.

James F. O'Neill, a former seaman, is a driver for Vets Taxi Service and is always on hand when ships pull into Dutton's lumber dock, just outside of Poughkeepsie.

The last time Mills was in town, he had to leave the William Caruth because of illness and report to Poughkeepsie hospital. Just prior to his hospitalization, he had left his dentures in a restaurant in town. The owner of the eatery, who knew Mills was a seaman, turned them to O'Neill a few days later and told him Mills was in the hospital.

As it turned out, Mills' illness proved to be minor and he was released before O'Neill could get to him with the homeless choppers. All the hospital could give him was Mill's full name and the name of the vessel he had been on.

Nothing daunted, O'Neill went to great lengths trying to find him to return his dentures. In fact he spent over \$16 in telephone calls and telegrams to New York, New Haven and Norfolk. He wired everyone from the ship's captain to the company office. But it was a phone call to SIU headquarters in New York which finally reached

Mills. The choppers were then mailed back to their rightful owner.

"We were just on 'first name' terms," Mills said, "but he went to all this trouble, as he said in his

letter, because he was 'always glad to take care of a fellow union member.'"

Under the circumstances, Mills said, O'Neill deserves a solid vote of thanks.

SEAFARERS IN DRYDOCK

During the two-week period ending April, 11,456 individual weekly benefits were paid to hospitalized Seafarers by the Seafarers Welfare Plan for a total of \$8,575. Total benefits paid by this section of the Plan to date amount to \$1,295,803.50.

Among Seafarers receiving the benefit at this time is Marcel Jette off the Madaket. His shipmates will be happy to know that he is now back home in the New Orleans Public Health Service hospital. He was repatriated aboard the Warrior after being injured and taken ashore in Bremerhaven. The SIU Welfare Representative in New Orleans met the ship on arrival and saw to it that Jette got to the hospital as quickly and comfortably as possible. Ship's delegate Ronald Eden on the Madaket forwarded the necessary information which speeded Jette's return to the States.

Seafarer John Trust, formerly of the Suzanne, is recuperating from a severe leg injury in the Baltimore Public Health hospital after being repatriated by air from Casablanca. Thanks go to Kenny Collins, delegate on the Suzanne for promptly notifying headquarters via air of Trust's injury add of the unsanitary conditions under which he was hospitalized in Casablanca.

The following is the latest available list of SIU men in the hospitals:

- | | | | |
|--|--|---|---------------------|
| USPHS HOSPITAL STATEN ISLAND, NY | | Joseph Roll | Gaudencio Tixias |
| Oscar J. Adams | N. Korsak | Calvin Rome | Wilmer C. White |
| Richard Amont | Ahmed Mehasin | John Seifarth | Albert Lee Willis |
| Cicero Douglas | Fritz Nilson | James T. Smith | |
| Harry Downey | Ragner Olsen | USPHS HOSPITAL SAN FRANCISCO, CALIF. | |
| Victor Escobar | W. Pietruaki | Edwin L. Brown | Charles T. Nangle |
| David Furman | Vincente Remolar | Joseph H. Berger | Jeremiah S. O'Byrne |
| Henry Blide | Conrad Reyes | Curtis L. Hancock | Henry J. Schriener |
| Vincent T. Garvey | Eustaquio Rivera | John C. Mitchell | F. B. McCollan |
| Luis Gutierrez | Celso Rodriguez | USPHS HOSPITAL SAVANNAH, GA. | |
| Peter Heulu | Harold E. Shockley | Elmer G. Brewer | Jimmie Littleton |
| Chan Hon | G. Sivertsen | Reamer C. Grimes | Chas. W. Thompson |
| George Howard | Julio Valentin | USPHS HOSPITAL SEATTLE, WASH. | |
| USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY | | C. Baker | Frank S. Paylor |
| Lewis R. Akins | Thomas Isaksen | George B. Dunn | S. Phillips |
| Manuel Antonana | Claude E. Jessup | Perfecto N. Hierro | Joseph W. Walte |
| Eladio Aris | Woodrow Johnson | USPHS HOSPITAL BOSTON, MASS. | |
| Fortunato Bacomo | Ludwig Kristiansen | Chas. D'Amico, Jr. | Donald G. Hodges |
| Joseph J. Bass | Kenneth Lewis | John A. Anderson | Thomas Lowe |
| Melvin W. Bass | Patrick McCann | Samuel E. A. Bayne | Glenn E. Tenley |
| Frank Bemrick | Archibald McGuigan | Hubert Clements | Joseph Thomas |
| James F. Clarke | Herbert C. McIsaac | Charles F. Dwyer | |
| Juan Denopra | Leo Mannaugh | USPHS HOSPITAL GALVESTON, TEXAS | |
| John J. Driscoll | Joaquin Miniz | R. J. Arsenault | Henry M. Robinson |
| Daniel Fitzpatrick | W. P. O'Dea | H. L. DeLaughter | William Scruggs |
| Fabin Furmanek | C. Osinski | Steve Maustakis | H. L. Williams |
| Odis L. Gibbs | George G. Phifer | Archibald Milne | Leonard E. Weems |
| Joseph M. Gillard | Winston G. Renny | USPHS HOSPITAL NORFOLK, VA. | |
| Bart E. Guranick | G. E. Shumaker | F. Anghelatos | W. E. Tomlinson |
| Everett Haislett | Henry E. Smith | C. G. Barrineau | |
| Wade B. Harrell | Harry S. Tuttle | USPHS HOSPITAL FT. WORTH, TEXAS | |
| Taib Hassan | Pon P. Wing | Lawrence Anderson | Harold J. Pancost |
| Antonio Infante | William Rackley | Robert Ingram | A. J. Panspinto |
| USPHS HOSPITAL BALTIMORE, MD. | | Woodrow Meyers | Paul W. Seidenberg |
| James E. Collins | John Masnik | John C. Palmer | |
| Harry Cronin | Anthony J. Maiello | USPHS HOSPITAL NEW ORLEANS, LA. | |
| Peter DeVries | Tomas Mungo | John E. Adams | Simon Morris |
| Clarence Gardner | Clarence Murray | Samuel Bailey | F. J. Natale |
| James Haynes | Frank Nappi | John W. Bigwood | William Nelson |
| Wilbert Hughes | Anthony Pisani | Carlo E. Billo | Dominic J. Newell |
| William Kovamees | Alexander Rever | Claude Blanks | Terrill Nickerson |
| Leonard Layton | Stanley A. Rodgers | Gil Borge | Rogers A. Perry |
| VA HOSPITAL PHILADELPHIA, PA. | | | |
| James F. Markel | USPHS HOSPITAL MEMPHIS, TENN. | | |
| Charles Burton | SAILOR SNUG HARBOR STATEN ISLAND, NY | | |
| Victor B. Cooper | VA HOSPITAL KEOUGHAN, VA. | | |
| Joseph Gill | VA HOSPITAL BOSTON, MASS. | | |
| Thomas W. Kilian | VA HOSPITAL 1ST AVE., NEW YORK CITY | | |
| S. Legayada | VA HOSPITAL NEW ORLEANS, LA. | | |
| Jack B. Strahan | A personal visit or a letter is always welcomed by these patients. | | |

LOG-A-RHYTHM: You & The SIU

By Al Yarborough

There is but one life for me,
It is a life upon the sea;
In years gone by
The breaks were few,
Then they formed the SIU.

We are now much better fed,
With no blue linen on our bed.
We have milk,
And coffee, too;
The captain eats the same as you.

We don't have to slave all day,
While the shipowner gets all the pay.
A seachest, we have; overtime,
too,
Our wages, we get,
When they are due.

There's still something else to
say,
'Bout welfare, and vacation pay.
All of these were made for you,
Because YOU are the SIU.

Saigon Has 'Mama-Sans' Too



Enjoying a beer and company ashore while their vessel, the Coeur D'Alene Victory, was unloading in Saigon, Vietnam, are (l-r) Seafarers William (Shorty) Thompson, saloon pantry utility, and galleyman Charles Dorrrough. Photo by Fred Hicks, chief steward.

PORTMAN (Calmar), April 12 — Chairman, T. McCarthy; Secretary, F. Winhaus, Jr. Vessel's first voyage out of lay-up status. New delegate elected. Discussion held requesting Welfare Plan to consider deleting the one day in current 90 days to collect death benefit.

ROBIN KIRK (Moore McCormack), April 13—Chairman, F. Ryan; Secretary, I. Anderson. Minor beef about NMU man aboard—letter to be sent to headquarters. Need new washing machine. Safety chain stoppers on booms to be repaired. New delegate elected. Vote of thanks to B. Rivera for job well done. Request LOGs be sent more promptly.

ALCOA CAVALIER (Alcoa), April 13—Chairman, J. Galliano; Secretary, J. Thley. Unauthorized crew members

Digest Of SIU Ship Meetings

to stay out of passenger area. Laundry not to be hung in eng. room sidley. Suggestion to make collection for sick brother who left ship. Safety report made; also report on progress of safety council on board. Full cooperation urged in safety program. Delegate elected. Request clarification from HQ on negotiations. Some chairs to be changed in messhall.

ALCOA PENNANT (Alcoa), April 14—Chairman, J. Bradley; Secretary, M. Howell. Ship's fund \$38. Two men getting off ship. To see about hot water in shower.

FLORIDA STATE (Pence), April 12—Chairman, J. Kilgore; Secretary, J. Leslie. Some repairs not completed. To see patrolman about drinking fountain, bunk lights in fireman's room. Captain to pay off Saturday midnight. Minutes to be posted on board. Ship's fund \$12.69. To see about pension plan. New delegate elected. Discussion on food; keeping stevedores clear on passageways.

DEL VIENTO (Miss.), April 5 — Chairman, M. Barton; Secretary, R. Herbst. Checked with captain on sick men; Captain will log all men who do not turn in; endeavor to obtain new washing machine in NO. All repairs to be made. Need steam table for galley. Question about painting decks. One man hospitalized in B.A.; hdqtrs. notified. Ship's fund \$9.16. Some disputed of. One man missed ship in Recife and Baton Rouge. Delayed sailing in Angers Dos Reis. Reports accepted. Messman to be notified when sick brothers to be served in room. See patrolman about messroom gear being left all over ship. Crew requested to keep ship clean.

STEEL WORKER (Isthmian), April 13—Chairman, D. Keady; Secretary, M. Abernathy. Repair list submitted. Ship's fund \$20.88. Recreational equipment purchased. Delayed sailing of Galfe. Reports accepted. To get new 12" fans for all fo'ales; and to get watch fo'ale. Vote of thanks to steward dept. and 8-12 OS and wiper for taking care of laundry and library.

FELTONE (Marven), April 12 — Chairman, M. Jones; Secretary, A. Novak. Several hours disputed of. Discuss with officials why crew is allowed only 4 cartons of cigarettes for round trip to Cruz Grande. Drinking water and wash water rusty. Insufficient number of cots. Discussion concerning payoffs; night lunch. Supply of jams, jellies, whole wheat, bread and napkins exhausted during voyage. Endeavor to rectify situation.

SANTORE (Marven), April 18 — Chairman, J. Mehalov; Secretary, P. Meth. Received new refrigerators. List of B and seniority men leaving ship turned over to captain. Ship's fund \$31.68. Report accepted. Remove clothes from drying room when dry. PO messroom to be left open for men desiring to write letters. Keep night pantry clean and do not use toaster for toasting cheese.

OCEAN ULLA (Maritime Overseas), April 12—Chairman, J. Flanagan; Secretary, V. Moshan. Repairs not completed. Few hours disputed of. Need more stores. Vote of thanks to ship's delegate for job well done.

BRADFORD ISLAND (Cliff Service), April 8—Chairman, J. Sweeney; Secretary, E. Johnson. New delegate elected. One of beef. Report accepted. Take better care of washing machine.

SEATRAN TEXAS (Seatrains), April 19—Chairman, J. Uity; Secretary, R. Mennibal. Ship's fund \$89.15. Report accepted. To see patrolman about quality and brand of stores put aboard ship. TV to be repaired in Texas City.

SEAGARDEN (Peninsular), March 22—Chairman, T. Fleming; Secretary, M. Hitchcock. New mattresses and cots ordered. Repair list turned in

and all minor repairs being made. Standard brand of soap powder ordered. Man getting off to turn in fo'ale keys and to clean their rooms. Some disputed of. Report accepted. Discussion on medical health centers. Men leaving ship to turn in all soiled linen. Crackers in storeroom to be condemned due to weevils.

STEEL APPRENTICE (Isthmian), March 23—Chairman, W. Velasquez; Secretary, J. Olive. Discussion about water situation—getting worse. Condition of messroom same. Pipes leaking—overhead to be reinstalled after job completed. Complaints taken care of. Shortage of food and other necessities reported. Ship's fund \$60. Union notified of sick brother left in Massawa. Some disputed of. Water samples to be tested. All stores to be checked by patrolman before sailing. Repair lists to be submitted—to be ready before arrival. Washing machine to be replaced; hand railing on deck to be discussed at safety meeting. See mate about sailing board—not posted.

STEEL ROVER (Isthmian), March 22—Chairman, J. Higgins; Secretary, Y. Gaspar. Beef re: ch. engineer taking water on lake at Panama Canal, unsanitary—to be given to patrolman for investigation. Ship's fund \$30. Few hours disputed of. Vote of thanks to refer for installing water cooler pipes on fountain. Vote of thanks to steward dept. for job well done.

WINTER HILL (Cliff Service), April 11—Chairman, J. Dinchau; Secretary, Harry West. New delegate elected. Vote of thanks to steward dept. Milk not up to par. Ship to be fumigated for roaches.

DEL SANTOS (Miss.), April 7 — Chairman, J. Redding; Secretary, G. Fowler. Ship's fund \$21. Report accepted. New delegate elected. Discussion on unauthorized letters sent to officials concerning acts of certain members. Hope to bring ship in clean with no beets or logs.

LOSMAR (Calmar), March 30 — Chairman, C. Faircloth; Secretary, W. Stucka. One man hospitalized. Few hours disputed of. Three men replaced on West Coast. Repair lists submitted. Laundry cleaning schedule drawn up.

DEL RIO (Miss.), March 19—Chairman, M. King; Secretary, L. Morriste. New delegate elected. Crew urged to perform their duties, not to foul up and come in with clean ship without beets or logs. Ship's fund \$46.90. One man failed to join vessel, clothes placed ashore, new man ordered from hall, outfitted from slop chest. Discussion on repairs not completed. To be referred to patrolman. Table end to be cut; three chairs replaced; screens on messroom and pantry doors. New library purchased with \$20 collected from crew.

STEEL VENDOR (Isthmian), April 4—Chairman, R. Pridoux; Secretary, A. Neffurue. One man left in Calcutta due to auto injuries—headquarters notified. Repair list turned in. Ship's fund \$31.90. Some disputed of.—to be referred to patrolman on arrival. Reports accepted. Ice trays rusty, should be replaced. Need DDT powder and sprays. Need detergents for cleaning. Deck should be washed down more often. Need drain for drinking fountain. Delegate to discuss these matters with patrolman.

WESTPORT (World Tramping), April 1—Chairman, F. Leonard; Secretary, R. Ayers. Recommended put in for of for watches being broken before Quarantine. Check with headquarters on money draws. Six hours disputed of. Two hours disputed for late sailing from Aden. Request clarification from headquarters on breaking watches without clearing quarantine. Mail not being delivered to ship. Request American money and travelers checks instead of local money. Third cook asked for doctor, none arrived. Mate to secure gangway watch while in port of Houston.

WILD RANGER (Waterman), March 22—Chairman, C. Martin; Secretary, J. Mastin. New delegate and reporter elected. Post slop chest 24 hrs. before closing for voyage. Vote of thanks to steward dept. for good food.

JEFFERSON CITY VICTORY (Victory Carriers), March 8—Chairman, R. Stough; Secretary, J. Menville. Sent wire regarding mail. Patrolman to see steward and capt. regarding ordering stores. Request information about raises and destination of ship. Some disputed of. Reports accepted. Motion to have all mail forwarded; request American Express money orders. Main deck passageways near messhall and pantry to be soured.

April 3—Chairman, R. Stough; Secretary, J. Menville. Three members left in foreign ports—headquarters notified. Ship's fund \$9.74. Some disputed of. Replacement received. Report accepted. Repair list to be given to patrolman at pay off.

BEATRICE (Bull), March 31—Chairman, W. Smith; Secretary, none. Delegate to draft letter to negotiation committee on future benefits. To have cleats put on after mast ladder ricks. Discussion on cleaning longshoreman's bathrooms. See patrolman re: transportation in PR.

ARIZPA (Waterman), March 22—Chairman, P. Morris; Secretary, G. Mahfield. Some disputed of. Everything running smoothly. Motion to have all hospital medicines checked and restored before leaving next voyage.

Sword Knot's A Seafarer

One of the ships of the SIU-contracted Suwannee Steamship Company, the Sword Knot and some of her crew are shown in Trinidad where she was serviced by an SIU patrolman.



Fishing was good according to Tom Kline, DM, who is shown above with a king-size dolphin caught off Nassau. Below, OS Jack Drewes, who provided the photographs, poses for one on deck.



AB Joe Miceli (upper left) gets emphatic during coffee break aboard the Sword Knot. Above, oiler Jack Huntley, ABs Joe LeBlanc and Miceli; engine utility W. R. King and electrician Hollis Johnson (back to camera) hear other side of story.



SIU representative Al Tanner, left, discusses problems of OS Blackie Landry, Manuel Sanchez, bosun on the Timber Hitch, and Dutch Lonczski, bosun of the Sword Knot.

No Rain, No OT On The Longview

To the Editor:

Just a line to let you know that we're still afloat on the Longview Victory. So far, this has been a fine trip with a good gang of guys including R. Irizarry steward; M. Lukas, bosun, and Frank Arana, ship's delegate, even though the chief mate has neglected to take care of necessary repairs for us such as painting of the steward department rooms and mess hall.

When he was reminded that the deck had been washed down only twice in four months, he advised us that the next time it rained the job would be taken care of. So, if there are any rainmakers about the Union hall they are assured of a job on the Longview Victory.

We have hit a lot of ports on this trip; Greece, France, Italy, Casablanca, Germany, Italy, Lybia, Iran, and Karachi, and just about now, we are looking forward to the trip home. Meanwhile, we keep posted on Union news by securing copies of the LOG whenever we hit a seaman's club. We certainly look forward to it, after having been away for so long.

B. Franco

Seafarer's Son Essay Winner

To the Editor:

The following is an essay written by our son, Harry, one of six which was given top rating by the judges of an essay contest held in Mount Vernon (NY) schools in connection with National Library Week. His father,

Seafarer Peter Loleas and I are very proud of his accomplishment. Harry is nine years old and in Grade 4S at the James M. Grimes School:

"The Iliad' by Homer was the best book I ever read because it is about Greece. Since I am Greek and my family is Greek this book is especially interesting to me. 'The Iliad' also taught me some ancient history about Greece and Troy.

'The Trojan War was fought for nine years over the stealing of a queen. The war ended when the Greeks made a wooden

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.

horse and placed it in front of Troy. The Trojans thought it was a gift from the gods and opened the city gates. They found the horse full of Greek soldiers. I think it was very clever of the Greeks to do this. This is why I like to read 'The Iliad' over and over again.

"Nowadays most of my reading is about present-day science, missiles, satellites, and trips to the moon. I enjoy going back to the ancient days and reading about their wars. After seeing 'Helen of Troy' in the movies, 'The Iliad' became, more than ever, the best book I ever read."

Mrs. Dora Loleas

Union Assistance Pleases Widow

To the Editor:

Our sincerest thanks and appreciation to the officers and crewmembers of the SS Seastar for their gracious remembrance in our time of sorrow.

I would also like to take this opportunity to thank SIU officials and members in Houston and Florida for their most welcomed help following my husband's death.

Mrs. E. R. Van Nieuwenhuize
Galveston, Texas

(Ed. note: Brother Van Nieuwenhuize died in the hospital at Fort Lauderdale, Fla., on March 5 after being taken off the Seastar. In accord with his wishes, arrangements were made to have his ashes scattered at sea from aboard the SS Florida State.)

Bombay Souvenir Shop Rates Hand

To the Editor:

Any Seafarers who hit the port of Bombay can assure themselves of a square deal at Cherry Souvenirs in that city. This place carries a wide variety of souvenirs and gifts and, as many in the Isthmian crews can testify, the prices are fair and reasonable.

The owner gives a square deal to SIU crews and will discourage a man from over-spending if she thinks he is being too extravagant. She also insists that everybody who buys in her shop gets a personal gift from her and she sees to it that all purchases are delivered to the ship as ordered.

When a Seafarer is hospitalized in this port she makes it a

point to visit him and see that he gets a copy of the LOG. Many is the Seafarer whom she has helped in various ways.

This kind of treatment is quite a refreshing change from the usual thing Seafarers run into in many overseas ports and I think it deserves mention.

Jack Farrand

Seafarer Opens Jersey Resort

To the Editor:

With the summer just around the corner, I'm sure that my brothers will be interested to learn that my wife and I are now operating a guest house in Ocean Grove, a quiet, attractive resort community on the Jersey coast. Our house is a short walking distance from the mile-long boardwalk and clean, spacious bathing beaches. Also, Asbury Park, with its seaside amusements and entertainments, is just a stone's throw away from us.

At the house itself we have a community kitchen where guests can prepare their own meals. So, you see, whether you prefer the lazy life in the sun or the excitement of night life, we are able to offer both at reasonable rates which we will forward on request.

Just write to Mr. and Mrs. Joseph Burns, 11 Pilgrim Pathway, Ocean Grove, NJ.

I still have my book and I'm not retiring.

Joe Burns

Know About 30-Day Rule

To the Editor:

I am writing about a matter which is very important to all SIU members. For your own good, brothers, you should read the agreement more carefully.

Well, I registered on the list December 23, 1957. I stayed on the beach one month and five days waiting for a job. I got one but the doctor told me I wasn't fit for duty, so I went to the hospital. When I came out I thought I was still on the top of the list, but I had eight more days left on it, and then I fell to the bottom of the list.

Well, here is the part I want you to know about. I registered before I went to the hospital. I shouldn't have done that at all. I was on the list when I went to the hospital, and that is where I did wrong. I thought I would get a thirty day advance.

Because I didn't read the agreement carefully I didn't know that I wasn't entitled to it. I want all of you brothers to read the agreement carefully so that this doesn't happen to you, too.

Haywood Sheard

(Ed. Note: The 30-day rule provides that if a man goes to a hospital and is not registered, he will subsequently receive a card dated back to the time he entered the hospital up to a maximum of 30 days. The rule applies if the Seafarer registers at any SIU hall within 48 hours of his discharge from the hospital. Once the Seafarer has registered and subsequently enters a hospital his card continues to accumulate time, although he is excused from attending meetings.)

Half-Ahead Is Better Than None

Not too long ago, Senator Arthur Watkins (R-Utah) offered a reward to any person who could unscramble and translate a particularly abstruse and verbose provision of the Internal Revenue Code. The provision was put in the instructions to help persons "understand" another part of the code in filling out their tax forms.

Seafarers on the Andrew Jackson may not have an answer for the Senator. However, they feel that they could do the code one better with the verbal instructions issued from the bridge to the engine room for handling the throttle during a foggy spell on their last trip to London. While not offering a reward, they would appreciate it if the Senator—or anyone else—could help them translate this one.

The instructions, as recorded by Gordon Bell, engine department delegate, were as follows:

"HALF-AHEAD equals 40 rpm. If you're doing 60 rpm at the time on HALF-AHEAD—in which case, if you're doing HALF-AHEAD, and you're doing HALF-AHEAD with the rpm, and you get a HALF-AHEAD on the telegraph (with a jingle), then either slow down to 40 rpm or speed up to 50 or 55

rpm—(depending on the thickness of the fog) and how many rpm you're doing at the time the phone rings, in which case, disregard the telegraph completely and speed up to 60 rpm or slow down to 40 rpm. It may also be advisable to maintain the same speed provided you aren't stopped at the time. If you

are stopped, stand by and wait for either phone or telegraph to ring for further orders — before proceeding without orders."

Perhaps this one should be sent to the drafters of the Internal Revenue Code as punishment—a most fitting thought for the income tax season.

'Sea-Spray'

—By Seafarer 'Red' Fink



Yeah, well lets see you eat soup with them things!

SIU HALL DIRECTORY

SIU, A&G District

BALTIMORE 1216 E. Baltimore St. Eastern 7-4900
Earl Sheppard, Agent
BOSTON 276 State St. Richmond 2-0140
James Sheehan, Agent
HOUSTON 4202 Canal St. Robert Matthews, Agent
Capital 3-4089; 3-4080
LAKE CHARLES, La. 1419 Ryan St. Leroy Clarke, Agent
HEMlock 9-5744
MOBILE 1 South Lawrence St. Cal Tanner, Agent
HEMlock 2-1754
MORGAN CITY 912 Front St. Tom Gould, Agent
Phone 3156
NEW ORLEANS 523 Bienville St. Lindsey Williams, Agent
Tulane 8636
NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600
NORFOLK 127-129 Bank St. J. Bullock, Acting Agent
MADison 2-9834
PHILADELPHIA 337 Market St. S. Cardullo, Agent
Market 7-1833
PUERTA DE TIERRA PR 101 Pelayo St. Colli, Agent
Phone 2-5998
SAN FRANCISCO 450 Harrison St. Marty Breithoff, Agent
Douglas 2-5475
SAVANNAH 2 Abercorn St. E. B. McAuley, Agent
Main 3-4334
SEATTLE 2505 1st Ave. Jeff Gillette, Agent
Main 3-4334
TAMPA 1809-1811 N. Franklin St. Tom Banning, Agent
Phone 2-1323
WILMINGTON, Calif. 505 Marine Ave. Reed Humphries, Agent
Terminal 4-2874
HEADQUARTERS 675 4th Ave., Bklyn. Paul Hall
SECRETARY-TREASURER
ASST. SECRETARY-TREASURERS
J. Atkins, Deck W. Hall, Joint
C. Simmons, Eng. R. Matthews, Joint
E. Mooney, Std. J. Volplan, Joint

SUP

HONOLULU 16 Merchant St. Phone 5-8777
PORTLAND 811 SW Clay St. Capital 3-4336

RICHMOND, Calif. 510 Macdonald Ave. BEacon 2-0225
SAN FRANCISCO 450 Harrison St. Douglas 2-8363
SEATTLE 2505 1st Ave. Main 0290
WILMINGTON 505 Marine Ave. Terminal 4-3131
NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6165

Great Lakes District

ALPENA 1215 N. Second Ave. Phone: 713-J
BUFFALO, NY 180 Main St. Phone: Cleveland 7391
CLEVELAND 734 Lakeside Ave., NE Phone: Main 1-0147
DETROIT 1038 3rd St. Phone: Woodward 1-6857
DULUTH 621 W. Superior St. Phone: Randolph 2-4110
SOUTH CHICAGO 3261 E. 92nd St. Phone: Essex 9-2412

Canadian District

HALIFAX, N.S. 122 1/2 Hollis St. Phone 3-8911
MONTREAL 634 St. James St. West Plateau 8161
FORT WILLIAM 408 Simpson St. Ontario Phone: 3-3221
PORT COLBORNE 103 Durham St. Ontario Phone: 5591
TORONTO, Ontario 272 King St. E. Empire 4-5719
VICTORIA, BC 817 1/2 Cormorant St. Empire 4331
VANCOUVER, BC 298 Main St. Pacific 3468
SYDNEY, NS 304 Charlotte St. Phone: 6346
BAGOTVILLE, Quebec 20 Elgin St. Phone: 845
THOROLD, Ontario 82 St. Davids St. Canal 7-3202
QUEBEC 44 Saull-au-Mataiot Quebec Phone: 3-1569
SAINT JOHN 177 Prince William St. NB OX 2-5431

Chief Steward Airs Beefs

To the Editor:

I have a beef which, many chief stewards will agree, is giving many of us endless headaches and causing unnecessary arguments with other members of the steward department, especially the messmen. I believe that our men should be taught that in the SIU we don't have such a thing as contract overtime, and that according to our

have it in our next agreement. When the contract is signed, all overtime work that we can think of such as painting a messroom, or sougeeing a room or the galley and such, the company and the Union should meet and agree what a reasonable amount of overtime would be necessary to do such a job. This will help not only our key men who are shipped out of our halls and have to supervise our own Union members, but I believe it will eliminate a lot of unnecessary overtime beefs, especially in the steward department.

Now, on cleaning the ice boxes alone I have been told by different men that it takes as little as 20 man-hours to 45 man-hours to generally clean them. Now, if the company and the Union clarify this and set a given amount of hours to clean them, this would save us stewards a lot of headaches. What do you think of this, fellow chief stewards? Let me hear from you. Let's discuss this subject more freely.

Another suggestion I have for everyone to think about: let us bear down a little harder on the foul-ups, especially the galley personnel. I know of men who have been fouling up as long as I have known them, and right now, they are still sailing in the same capacities. Yes, they are fined, fired and lectured, but after this, they are shipped again in the same capacities. Let us do something about this. There are not many, I am happy to admit, but these few make our ship-board life miserable whenever they are shipped with us. Let them ship in a rating where they cannot harm our bellies. Do you brothers agree with me?

The last beef I have is on the matter of coffee cups which are left everywhere on the ships except in the pantries. This matter has been discussed at every shipboard meeting, time after time. Yet this practice goes on and on, and we stewards have to accept some more gray hairs because of it. So, I think it would not be out of place if I mention it here. You Seafarers who boast of having the cleanest ships and brag of being in the Brotherhood of the Sea, get those coffee cups back where they belong, the pantry, after using them. Save us stewards the unnecessary effort of going around to collect coffee cups from the deck and engine rooms, especially in bad weather. Stop using us as nursemaids.

This might sound funny to you, but if you have to listen to the messmen about being short of cups many mornings, and you know your spare supply is about exhausted, you'd know what I'm beefing about.

I hope the above gripes and suggestions will help to improve shipboard conditions so that we can truly maintain the SIU as the best in maritime.

Robert Goodwin

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.

agreement and according to sound trade union practice, a man must be paid for his work, overtime or otherwise. To my knowledge, one of the things the union movement is trying to eliminate in our economy is the "piece-work" system of pay, and the SIU is no exception to this.

In my experience as chief steward, I have come across many instances where the men would ask me how much overtime I would give them when I assign them to a job, even before they start working. When I tell them that they will be paid according to the time they put in, I am told that on such and such a ship that such and such a steward gave them so many hours of overtime for doing that type of work.

I think this is out of line, union and contrary to our contract. This practice must be discouraged if we are to remain the progressive and reputable trade unionists we claim to be.

Another thing I don't approve of, which many bosuns and stewards will agree, is the padding of overtime which some of the crewmembers are in the bad habit of doing, especially if the steward is a new man on the ship. They will work one or two hours and claim four hours pay for the same.

If the steward doesn't approve it then he is called a company stiff and sometimes worse. Now that many of our contracted companies are concentrating on operating their ships as economically as they can, we key men are placed in the thankless position of having the captain tell us to keep the overtime at a minimum while our men insist on the opposite.

I have one proposal to make, and if this sounds haywire, then let it end right here, but if our officials think there is merit in it, and our membership will agree with it, then let us try to

Throw In For A Meeting Job

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

Since SIU membership meeting officers are elected at the start of each meeting, those who wish to run for those meeting offices can do so.

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn 32, NY

I would like to receive the SEAFARERS LOG — please put my name on your mailing list. (Print Information)

NAME

STREET ADDRESS

CITY ZONE.....

STATE

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

ADDRESS

CITY ZONE.....

STATE



Mag Praises SIU Post-Disaster Aid

An article in the May issue of Coronet magazine entitled "Labor's Labor of Love," praises the part played by SIU members out of the Lake Charles and New Orleans areas along with other union men in helping to reconstruct five communities of Cameron Parish, Louisiana, after they had been obliterated by Hurricane Audrey on June 27, 1957. The storm caused water to slush over the lowland area, swallowing roads, swirling around homes, disrupting communications, transport, power, light and sewer systems. Over 500 were dead and missing, and thousands homeless.

When it was decided that a house building project for the hardest hit of the Cameron families was the

first thing needed, the article notes, SIU men pitched in, laying concrete foundations on Friday to save precious time for the regular construction crews who came on Saturday morning and worked straight through to Sunday night.

These crews, made up of from 35 to 50 men, had set for themselves the mission of building a house per crew per weekend. During the four weekends that followed they succeeded in building 27 complete homes, an accomplishment which was, the Coronet article calls, "a miracle of concentrated, organized, unselfish effort."

Members of various building and construction unions in Louisiana distinguished themselves in the effort, since they were called upon to supply the skilled labor needed in the construction program. Seafarer volunteers assisted the construction workers and helped on maintenance and other functions, enabling the building program to meet its goal.

Launch T-5; May Be First Atom Tanker

WASHINGTON—The Maritime Administration has announced the launching of a new T-5 prototype tanker designed to meet the commercial needs of an American merchant vessel and yet be easily adapted for Naval defense purposes.

The 615-foot tanker will have the operational characteristics of a Naval oiler with special defense features and still maintain its usefulness as a commercial merchant ship. The ship has an 80-foot beam and a carrying capacity of 180,000 barrels of oil. It has a cruising speed of 20 knots.

The vessel is also being considered for conversion to nuclear power in the near future. Contracts for the preliminary engineering and design studies for nuclear conversion have been awarded to George G. Sharp, Inc., as the ship designer and General Electric for the reactor designs.

The vessel was launched at Ingalls Shipbuilding Corp., in Pascagoula, Mississippi, early last week.

Curran Picks NMU Slate

(Continued from page 2)

you is now nothing but a bum and a gutter rat . . ."

Denying that he was putting out any slates, Carvalho added, "One slate is quite enough. I am talking about one you sponsored, Sir."

The purging of Carvalho is the standard Curran treatment dished out to men who have followed him faithfully through every twist and turn. Carvalho and Dunn are just the latest additions to the constantly-lengthening list of once loyal purge victims.—Stone, Duffy, McDougall, Warner, Hanley and countless others who once were kingpins on the Curran slate.

It will be interesting to note, a few months from now, which of those he has so warmly endorsed will feel the ax, once his inconsistency catches up with them.

As one opposition leaflet now being circulated among NMU members puts it, "Why is it that at every election time those persons chosen by the leader to work with him suddenly become unpopular? What's wrong with the 6th floor on 17th Street?—to disagree with the leader means you are out!" "The Leader," of course, is Joe Curran.

Reading Room



Two absorbed youngsters catch up on their reading at the SIU medical center in Brooklyn. Judy Bose looks on while Patrick Fressoro does the honors. Patrick is the son of Seafarer Armando Fressoro. Both were on hand recently, on a Thursday afternoon set aside for family visits.

FINAL DISPATCH

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

George M. Perry, 59: Brother Perry died on April 8, 1958, in the Bronx, NY. A circulatory ailment was the cause of death. He became a full member of the Union on December 21, 1942, and sailed in the steward department. Burial took place in Woodlawn Cemetery, Bronx, NY.



in Prichard, Ala. He became a full member of the Union on August 18, 1952, and sailed in the deck department. Brother Edwards is survived by his wife, Virginia Edwards, of Prichard, Ala. He was buried in Memorial Gardens Cemetery, Mobile, Ala.

Charles E. Joyner, 54: Brother Joyner died on February 6, 1958, in Savannah, Ga. A heart ailment was the cause of death. He became a full member of the Union on June 27, 1951, and sailed in the steward department. Brother Joyner is survived by his wife, Emma Lee Joyner, of Savannah, Ga. Burial took place in the Mallard Cemetery, Sardis, Ga.



Marion Minor, 44: On March 7, 1958, Brother Minor died in Hollywood, Florida. He became a full member of the Union on May 29, 1946, and was sailing in the steward department. Brother Minor is survived by a sister, Rosita Minor, who resides in the Philippines. Place of burial is not known.



Alfred Sjoberg, 58: A kidney ailment caused the death of Brother Sjoberg on February 20, 1958, in Colombo, Ceylon. He became a full member of the Union on December 2, 1938, and sailed in the deck department. Place of burial is not known.



Ving King Ming, 45: Brother Ming died on February 5, 1958, in Oakland, Calif. A respiratory ailment was the cause of death. He became a full member of the Union on March 21, 1951, and sailed in the engine department. Burial took place in the Chinese 6 Co. Cemetery, California.



George C. Edwards, 25: Brother Edwards died on October 4, 1957,

Personals And Notices

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

Thomas Raines
Your wife is anxious to get in contact with you.

Charlie King
Your wife wants you to contact her at once at 425 West End Ave., Apt. 2, North 3, New York, 24. Her telephone number is TR 4-8267.

Lemuel Frank Padgett
It is important that you get in touch with your lawyers Hennessy & Hennessy, Bull and Bay Streets, Savannah, Georgia, concerning a matter they have settled for you.

Frank A. Radzvilla
Your mother, Mrs. Agnes Radzvilla, wants you to contact her at Box 16, Old River Road, Wilkes-Barre, Pa.

William C. Bedgood
Get in touch with your wife at 205 Jay Street, Albany, New York.

William "Shorty" Thompson
Ben Martin
Bill Davey

Frank Murphy would like to get in touch with the above Seafarers and any others who sailed on the SS Compass from July to December, 1952. He was messman on the ship. Contact him at 162 Grand Street, Middletown, Conn.

Evan Earl Miotette
Contact Seamen's Church Institute of New York, 25 South Street. Important.

Frank Richardson
Gordon T. Parker
Robert E. Hill

Contact Allen's Photo Supply Company, 238 Market St., San Francisco.

John Nash
Contact Mrs. Leonard C. Clarke, 10 Forrest Avenue, Fair Haven, New Jersey.

Nick "Blackie" Matthew
Your father is in the tuberculosis ward at San Francisco County Hospital. Please get in touch with him.

Joe Pilutis is now in St. Vincent's hospital, 7th Avenue and 11th Street, New York City. He would welcome visits from any of his old friends and shipmates.

SIU BABY ARRIVALS

The listings here of 12 new SIU arrivals represent another \$2,400 in SIU maternity benefits paid to Seafarers' families, plus 12 more US Savings Bonds as a gift from the Union to each baby.

As of April 11, 1958, total maternity benefits paid in the six years since April 1, 1952, now amount to \$637,400, averaging well over \$100,000 a year for this benefit alone.

The \$200 maternity benefit is apart from hospital, surgical and medical coverage for Seafarers' families under the SIU Welfare Plan.

As always, the SEAFARERS LOG welcomes photographs and information about Seafarers' families. Send all details to the editor of the LOG. All photos will be returned after use.

Debra Lynn Bennett, born December 28, 1956, to Seafarer and Mrs. Harris L. Bennett, Pass Christian, Miss.

Carla Lynn Carlevaro, born March 10, 1958, to Seafarer and Mrs. David S. Carlevaro, Baltimore, Md.

Carla Lois Hall, born February

19, 1958, to Seafarer and Mrs. Roger L. Hall, Jackson Heights, NY.

Abelardo Hernandez, born January 8, 1958, to Seafarer and Mrs. Heraldo Hernandez, San Juan, P.R.

Larry Craig Reynolds, born December 25, 1957, to Seafarer and Mrs. William H. Reynolds, Berryville, Va.

Barbara Louise Schumacher, born February 15, 1958, to Seafarer and Mrs. Francis J. Schumacher, Derby, Conn.

Charles Welch, born March 3, 1958, to Seafarer and Mrs. Charles A. Welch, Norristown, Pa.

Susan Claire Connell, born February 15, 1958, to Seafarer and Mrs. Charles Connell, Salem, Mass.

John Flaherty Jr., born February 17, 1958, to Seafarer and Mrs. John M. Flaherty, Wollaston, Mass.

Rickey Maurice Jones, born March 13, 1958, to Seafarer and Mrs. Walter D. Jones, Texas City, Tex.

Cynthia Ann Knight, born March 19, 1958, to Seafarer and Mrs. James Alvin Knight, Sereven, Ga.

Efrilan Landron, born December 24, 1957, to Seafarer and Mrs. Jesus Landron, Brooklyn, NY.

EVERY SUNDAY
DIRECT VOICE
BROADCAST

"THE VOICE
of the
MTD"

To Ships in Atlantic
South American
and
European Waters

Every Sunday, 1620 GMT
(11:30 AM EST Sunday)

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

WFL-45, 19850 KCs
Ships in Gulf of Mex-
ico, Caribbean, West
Coast of South Amer-
ica, West Coast of
Mexico and US East
Coast

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

Meanwhile, MTD
Round-the-World
Broadcasts
continue . . .

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

WCO-13020 KCs
Europe and No. America
WCO-14988.8 KCs
East Coast So. America
WCO-22467 KCs
West Coast So. America

Every Monday, 8315 GMT
(10:15 PM EST Sunday)
WMM 25-15467 KCs
Australia
WMM 81-11057.5
Northwest Pacific

MARITIME
TRADES
DEPARTMENT

AFL-CIO

AMMI Leading Drive To Save Runaway Flags

LONDON—The American Merchant Marine Institute has placed itself at the head of a campaign to forestall any regulation of runaway-flag shipping. AMMI President Ralph Casey has been lobbying actively here to get foreign shipowners to oppose limits on runaways as proposed at the UN Conference on Sea Law in Geneva. Casey's efforts at the International Chamber of Shipping meeting are aimed at scuttling a measure requiring a "genuine link" between the flag of registry and the owner of the vessel. If such a plan were adopted, it would put the squeeze on nine million tons of American-owned bargain-basement shipping enterprises currently hiding out from American taxes under the Panamanian and Liberian flags.

The AMMI's sabotaging of genuine US-flag shipping met with a sharp dissent from one major group of American shipowners. Ralph B. Dewey, president of the Pacific American Steamship Association, put his organization on record as squarely opposed to the AMMI position.

In response to a query from Morris Welsberger, SIUNA vice-president and secretary-treasurer of the Sailors Union of the Pacific, Dewey said in part:

"We do not consider Panamanian and Liberian vessels, even if US-owned, as part of the American Merchant Marine . . . We do not favor unrestricted or undisciplined transfer of US-flag vessels to foreign registry . . . We will continue to take whatever steps are necessary to make American-flag operation more attractive to US citizens."

Dewey said Captain J. E. Murphy, one of Casey's employer advisors at Geneva, will be notified of the West Coast shipowners' position.

The "genuine link" measure was approved by a vote of 40 to 7 in a committee meeting at the UN conference, although active opposition to it was spearheaded by the United States.

Oil Company Views

The AMMI position apparently represents the views of major oil companies who operate large runaway-flag tonnage, and of those subsidized shipowners who are looking to unload their ships at world market prices for runaway operation.

Concern that the UN conference might limit runaway operations has prompted American owners of runaway tonnage to step up a "public relations" program in efforts to explain that the runaways are really public-spirited Americans. The kickoff of the campaign was Casey's statement that runaways are the "fifth arm of defense."

As part of the drive, the "New York Herald Tribune" featured a lengthy pro-runaway apologia in its Sunday, April 20, issue over the signature of Earling D. Naess, who it said is an American owning 1,200,000 tons of Panamanian and Liberian tonnage.

Earlier, Carl F. Vander Clute, general manager of Gulf Oil's marine department, told the American Legion that runaways are "full partners" in American security.

SCHEDULE OF SIU MEETINGS

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

April 30
May 14
May 28
June 11

In its April 11 issue, the SEAFARERS LOG pointed out that runaway shipping undermines legitimate American and foreign flag operations and contradicts US policy aimed at developing strong economies at home and abroad among US allies.

The LOG noted that the American-owned runaway-flag fleet operates under the world's lowest standards and engages in cut-throat competition with other shipping.

2 More Runaways Returning To US

WASHINGTON—Two more runaway vessels have decided to try for the "50-50" bandwagon and have applied to the Maritime Administration for permission to come back under the US flag.

The usual profit motive has been behind the more than 15 foreign-flag vessels seeking US redocumentation. As open market charter rates continue to fall, more former US vessels are looking towards profitable "50-50" cargoes available to American-flag ships.

While 12 vessels have received permission for redocumentation so far, many more are expected to apply in the near future. The latest two are the Wang Trader, owned by Zealand Transportation, Ltd. and the National Freedom.

Several American operators have been protesting the readmission of foreign-flag vessels into the US trade. These ships, they contend, sought foreign registry for tax

purposes and to operate at minimum costs in direct competition with American-flag fleets. Now, American operators charge, having taken the runaway trade for what they could, they are trying to move in on the limited number of cargoes available to American-flag vessels.

Ships that have already been returned to the American flag are the Pegor, Penn Trader (ex-FredERIC C. Collin), Pacific Pioneer (which was never American flag), Taxiarch (ex-Wanda), Pacific Star, Penn Explorer (ex-Catherine), Transglobe, Transyork, Transcape, Penn Voyager (ex-Cecil N. Bean), Penn Mariner (ex-George A. Lawson), Evlynthia and Evliz.

UN Meet Rejects Six-Mile Limit

GENEVA—A US bid to resolve the knotty issue of the extension of territorial waters from three to six miles has been rejected at the United Nations Conference on the Law of the Sea. The rejection came by the whisker-thin margin of 38 to 36 in a conference committee, leaving the nations involved deeper in disagreement over major issues.

As a result of the rejection of the US move, which was a departure from US tradition, it is expected that the conference will break up without determining the rights of UN members with respect to setting the limits of territorial waters.

Fishing Zone

While turning down other territorial proposals from the Soviet Union, India and Mexico, the committee accepted a Canadian recommendation for a 12-mile zone of exclusive fishing rights extending from the coasts of the nation involved.

Some nations have sought to extend territorial waters as much as 200 miles sea in an effort to maintain exclusive fishing rights and bar vessels of other nations.

The US came to the conference defending the existing three-mile limit recognized by most major maritime nations. It was argued by the US delegates and other nations that extending the three-mile limit would lead to greater interference with the passage of merchant vessels and additional hazards to navigation, because of the difficulty of making fixes on shore points from more than six miles off. It would add more mileage to some sea routes and possibly place some international straits off limits by making them territorial waters. Military considerations were also a factor in the US stand.

However, the majority of nations attending the conference came out in favor of a 12-mile limit. In this they were supported by the Soviet

Union which has already closed down some areas to foreign ships and fishing, such as Vladivostok Bay, on the ground that it is within Soviet territorial limits.

In addition to the Soviet Union's action, Indonesia has attempted to enforce a 12-mile limit in waters around the island republic. Some South American nations have come up with the 200-mile proposal.

Back at home, any extension of the three-mile limit would have a considerable impact on the oil exploration in the Gulf of Mexico and on the running feud between Mexican and American shrimpboats over rights to fish in waters offshore of the coast of Mexico.

The old three-mile limit was set on the basis that it was the farthest range of a shore battery at the time.

Balt. Signs Tow Outfit

BALTIMORE — It has been a busy period on the organizing front in this port. The SIU's Harbor and Inland Waterways Division has signed a contract with Berg Towing Company and is presently negotiating with another tug outfit in the harbor.

Port Agent Earl Sheppard also reported success in the Marine Allied Workers effort to sign up a fairly large marine canvas company here. A number of other unorganized companies were closely watching the outcome of this drive, and with the SIU's victory, are expected to start negotiating soon.

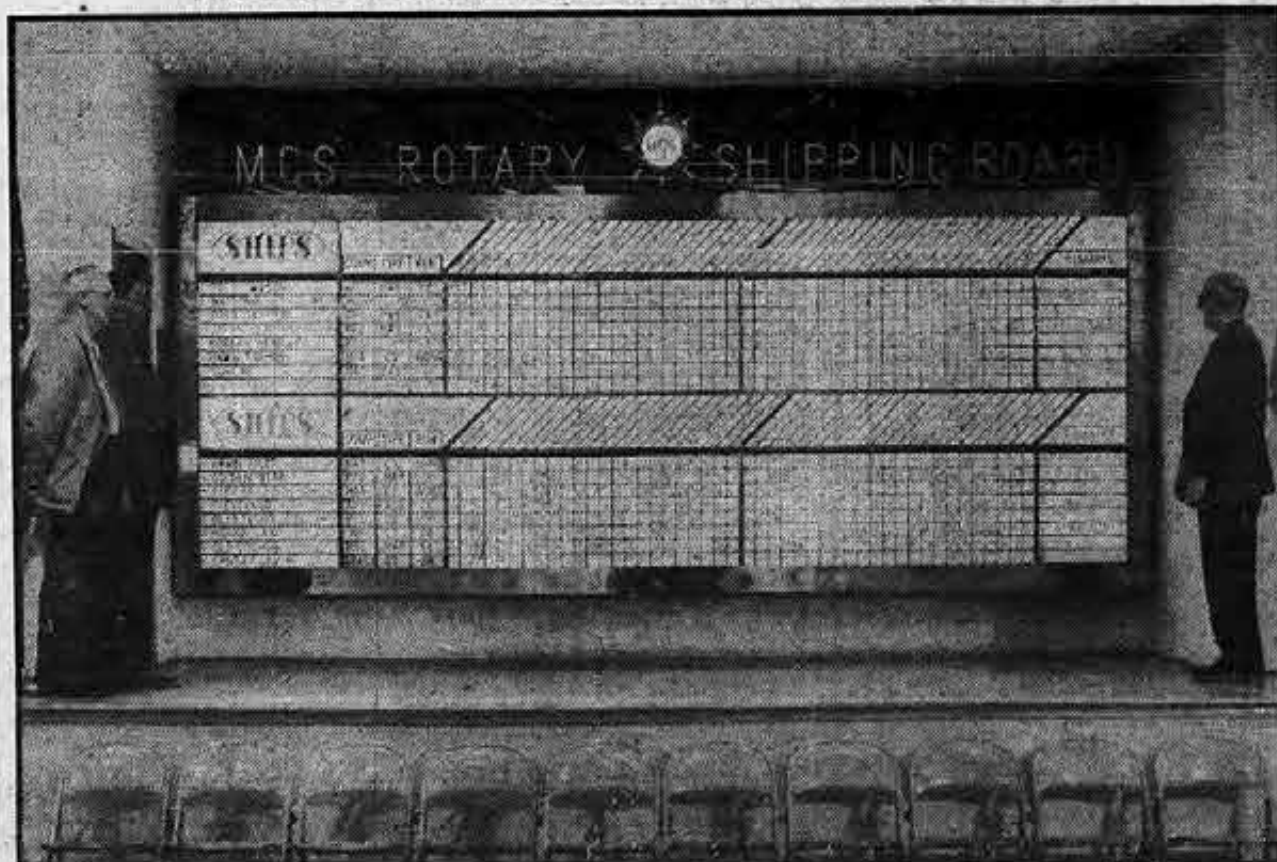
The coming local and state elections are a main source of conversation among the men on the beach here. The usual "promises" are being voiced by all of the candidates, and are being thoroughly discussed. The state's COPE division is doing a survey on all of these candidates and is expected to release statements on their labor backgrounds in the near future.

The membership was urged by Sheppard to check over COPE's findings in picking a choice of political representation for the next year. With the growing drive for "right-to-work" laws, every union man has a duty to see to it that he and his family will be eligible to vote in order to protect his union security, he concluded.

Shipping has been poor for the past two weeks with a number of ships still in lay-up and no sign of their coming out soon. There are three Calmar vessels in dry-dock, and the Chilore, which will be paying off here, will also be going into lay-up for an indefinite period.

There were 13 vessels paying off, seven signing on and 13 in transit during the past two weeks. In most cases all of the beefs aboard these ships were handled by the patrolman, but a few were referred to headquarters for final settlement.

Marine Cooks Unveil New Hiring Board



New rotary shipping board installed in SIU-affiliated Marine Cooks and Stewards headquarters in San Francisco is inspected by (l-r) Reinhold Johansen, Sailors Union of the Pacific; Marty Breithoff, SIU West Coast representative, and MCS oldtimer "Scoop" Miller. The new board has space for listing nearly 100 different shipboard ratings for manning jobs open on MCS passenger and freight operations.