



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



Welcome! Latest tug to come under SIU-HIWD contract, the Gatco Delaware is shown at her mooring in Baltimore harbor. She is operated by Gulf Atlantic Towing Company. Relief captain Jim Gilmore is at entrance to pilot house.

30 G's In Scholarships

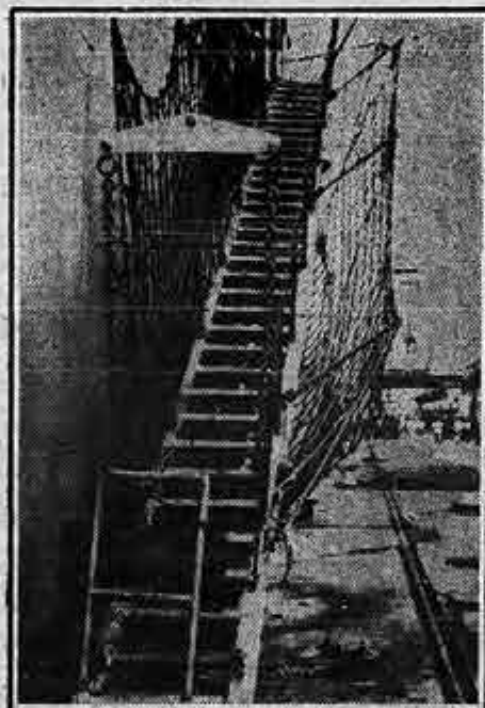
5 WIN SIU COLLEGE AWARDS

— Story On Page 3



AFL-CIO Seeks Early Action On Aid To Jobless

— Story On Page 2



Invents New Rig

Spare-time idea is converted to cash by Seafarer Julius Gural, AB (top, right), as he receives \$150 award from Capt. Joseph McDiarmid, marine manager for Isthmian. Gural devised new gangway net rig. (Story on Page 11.)



Vacation Time. Relieved for a trip off American Coal's SS Coal Miner in Norfolk, a group of SIU oldtimers get news from SIU representatives E. B. McAuley (pointing) and J. A. Bullock. Pictured (l to r) are oiler E. Palmer, McAuley, Bullock, oiler G. Marbury, bosun O. Stevens, deck utility J. Stodlowski and oiler F. Hall. Hall joined ship in July; the others in April '57. (Story on Page 5.)

AFL-CIO Demands Fast Action To Aid Jobless

WASHINGTON—With hundreds of thousands of shoreside families being forced onto public charity by the exhaustion of their unemployment benefits and little action forthcoming, the General Board of the AFL-CIO has issued a call for immediate steps to bolster the nation's well-being. The AFL-CIO program on the economy calls for shoring up and improvement of unemployment insurance benefits plus a tax cut in the low income brackets.

The General Board, which consists of all the international union presidents of the Federation, met in Washington on April 28 to deal with major issues facing trade unions, of which unemployment is a principle problem. In its statement on the economy the AFL-CIO declared that little has been done, despite the clear intent of the Employment Act of 1946, to "promote maximum employment, production and purchasing power."

Therefore the Board called for unemployment insurance legislation which would accomplish three improvements in the present system of aiding the unemployed:

- extension of unemployment benefits to a minimum of 39 weeks,
- improvement, through Federal funds, of existing state systems so that unemployed workers get at least half their weekly earnings,
- Provision of coverage for millions of workers now outside the unemployment insurance system.

These objectives have not been met by legislation which passed the House of Representatives last week, since it makes no provision for improving benefit levels or covering workers outside the system. As it now stands, the law passed by the House would cover, in part, only point (a) of the above requirements. (See story on page 11.)

SIU Secretary-Treasurer Paul Hall urged Seafarers and their families to support the Federation program by writing their Senators to incorporate a generous improvement in unemployment benefits in the bill passed by the House of Representatives.

Great Hardships

It has been pointed out that the greatest hardships are suffered by those workers who have been out of work more than six months and are no longer eligible for benefits, at least 700,000 by the last count, who must turn to public relief agencies to get the bare necessities of life. An additional one million or more unemployed were not eligible for benefits in the first instance.

The Federation statement pointed out that for years, state legislatures have failed to act on basic inadequacies of their unemployment benefits systems, inadequacies which are now showing up.

The second major portion of the Federation's program calls for a tax cut of \$6 to \$8 billion which would make up for the decline in salary and wage income. The

Why Recession Action Is Needed

The following economic facts are the basis for the AFL-CIO's call for legislative action as expressed at the General Board meeting of all International Union presidents in Washington, April 28:

- Unemployment in April stood at 5,120,000, about 7½ percent of the entire work force, a postwar record. It undoubtedly affects directly some 15 million or more Americans, taking families into account.

- Of this total 3,500,000 are getting unemployment insurance benefits at varying rates up to \$45 a week, with many drawing as little as \$20 a week.

- The rest of the unemployed are ineligible for benefits, or have exhausted the maximum of weekly benefits, usually 26 weeks. An estimated 700,000 have exhausted their benefits in the first three months of this year, with this total still growing. That means these people are going on relief. The length of their unemployment is the worst aspect of the current recession.

- The AFL-CIO program consists of two main sections—the first, an extension of unemployment insurance benefits and an improvement of weekly payment levels; the second, a tax cut concentrated in low income groups where purchasing power is badly needed. The need to shore up and expand purchasing power is pointed up by statistics showing a 12 percent decline in production and an \$8.7 billion decline in wages and salaries, which the Federation feels, may be translated into further unemployment and shutdowns of plants.

Federation would concentrate this cut in the \$5,000 per year or less taxable income class. In addition, it called for elimination of excise (sales) taxes on autos, electrical appliances and transportation.

The latter move, which would affect passenger travel on steamships, has also been recommended by a special Senate committee studying transportation problems.

The tax cut was essential, the Federation said, to build up pur-

chasing power among people who are still working and stave off the "vicious cycle" effect that unemployment and loss of purchasing power can have by breeding more unemployment.

Other items called for by the Federation include public works, particularly school, hospital, home and road construction. The Federation demanded Federal aid for school construction to end the schoolroom shortage.

Senate Passes Bill On Welfare Funds

WASHINGTON—A bill supported by the AFL-CIO calling for controls on welfare and pension funds has been passed by the Senate 88 to 0. The measure would require all employee funds, whether operated by unions, by unions jointly with management or by management alone, to register with the Department of Labor and make full reports on their financial operations. It affects an estimated 50,000 welfare plans with \$35 billion in assets.

Passage of the measure, sponsored jointly by Senators John Kennedy (Dem.-Mass.), Paul Douglas (Dem.-Ill.), and Irving Ives (Rep.-NY), was considered a major victory for labor. It now goes to the House of Representatives for action.

The AFL-CIO had supported the measure as providing equitable controls over all types of welfare plans whether or not unions were included in their administration. Management groups, including the National Association of Manufacturers, had opposed the bill, calling for exemption for management funds but regulation of union plans.

In addition, the AFL-CIO was heartened by the Senate's action in decisively rejecting several proposals which would have added to existing Taft-Hartley curbs on union activity. A variety of amendments were offered in this area and defeated by very wide margins.

Despite the overwhelming Sen-

ate approval, there is some doubt as to what will happen in the House of Representatives. The chairman of the House Labor Committee, Rep. Graham A. Barden, is believed to be hostile to passage of the fund-reporting measure.

The Seafarers Welfare Plan is one of thousands of plans which would be affected by the bill. The SIU Plan is already required to make annual financial reports to the New York State Superintendent of Insurance, as are other welfare plans whose offices are in New York State.

Robin Line Honor Roll

The names of three men were inadvertently omitted from the Robin Line Honor Roll which appeared in the last edition of the SEAFARERS LOG. Two of the Seafarers, Harry Miller and James Morton, were members of the Robin Hood crew. The third, John Breen, was on the Robin Gray. Along with others named in the last issue of the LOG, they helped hold the fleet for the SIU and earned a hearty vote of thanks from the Union membership.



Seafarer R. Manuel, OS, and Y. Guillory, messman, take their turn standing picket duty outside the Bethlehem yards in Hoboken, NJ, where their ship, the Maurice George, ex-Rion, is berthed. The new owner refused to sign on the SIU crew that was with the vessel when it was sold. The SIU is charging discrimination against Seafarers.

SIU Hits Discrimination By New Rion Operators

The SIU is awaiting action by the National Labor Relations Board on unfair labor practice charges filed April 24 against Mack Klosty Inc., a newly-formed shipping firm. The SIU

has charged that company hiring for the vessel was based on discrimination against the SIU members employed aboard the SS Rion. An SIU picketline protesting the company's action was placed in front of the vessel which has been renamed the Maurice George.

The filing of the SIU charges followed the purchase of the Rion from the SIU-contracted Actium

the company's agents had stated that they would sign a contract with the NMU, and that the so-called advertisement was a pretext to cover up their previous pronouncements with respect to the contract.

Ordinarily it would be expected that a new company without previous union relationships which acquired a single ship would retain the crew employed at that time if the crewmembers expressed the desire to remain aboard, as was the case of the SIU crewmembers involved.

The company's failure to follow such an obviously-valid procedure, —in addition to the other circumstances—made it clear that Klosty was not seeking to crew his vessel in good faith.

In its eagerness to snatch Seafarers' jobs, the NMU offered to supply the company with strike-breaking mates and engineers to get the ship moving. As reported in the "New York Times" of May 1, 1958, "An NMU spokesman said his union could get the vessel completely-manned with licensed personnel, but fearing further trouble, the company declined the offer."

Company declines Offer
An N. M. U. spokesman said his union could get the vessel completely manned with licensed personnel, but fearing further trouble, the company declined the offer.
Lee Klosty, an official of the

Excerpt from "NY Times" of May 1, 1958, shows how NMU offered to supply deck and engine officer-strike-breakers.

Steamship Corporation by the Klosty concern. Klosty, whose agent is the National Maritime Union-contracted Arrow Steamship Corporation, then notified SIU headquarters representatives that he intended to sign a contract with the NMU. It repeatedly refused to deal with the SIU or to accede to the SIU's request that the crewmembers aboard the Rion stay aboard the ship if they so desired.

On Saturday, April 5, the Klosty concern inserted a two-line advertisement for Seamen in the classified section of the "New York Times" and by Monday morning, it had a full crew, which meant that in two days, theoretically, 27 seamen had read the ad, in a Saturday morning newspaper, made application and had been hired by the company. To nobody's surprise, it turned out that 22 of the 27 men hired were NMU men. None of the men hired were members of the old crew although all had applied for employment.

In filing its charges the SIU acted on the fact, among others, that

Bomb 3 Ships In Indonesia

Three ships, two British tankers and a Panamanian cargo vessel, were attacked in strife-torn Indonesia by unidentified planes last week. One, the Panamanian ship Aquila, was sunk.

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

The Panamanian ship was bombed and sunk on April 30 outside the Indonesian harbor of Ambon.

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Junior's Fit For Duty



The focus was on Basilio Jr., 8, as Dr. Oscar B. Camp, head of the recently-opened SIU medical center in Baltimore, checked the youngster's throat during exam last Friday. Looking on were Seafarer and Mrs. Basilio Maldonado. Basilio Jr. got a clean bill of health. His dad last shipped as AB/DM on the Chilore.

Table NMU Charge On Bernstein Loan

WASHINGTON—Acting on a charge against the SIU by NMU President Joseph Curran, the AFL-CIO Executive Council decided to table Curran's demand for Ethical Practices proceedings concerning the SIU

treasury loan of \$500,000 to the Arnold Bernstein steamship interests. The action to table the charge was taken on April 30, the "New York Times" reported.

Earlier in the week, the Federation announced that the Ethical Practices Committee would review Section 5, Code 5 of the Ethical Practices Code which prohibits the Federation or its affiliates from making loans to businesses with which it bargains collectively.

Purpose Of Code

In answering the charge, in a 20-page brief supported by some 11 pounds of supporting documents and other data, the SIU said that Section 5, Code 5 was aimed at actions which would result in sweetheart contracts, personal profit for union officials, or which would assist a faction in management to maneuver for control of a corporation.

The Union maintained the code was not intended to apply to loans designed to preserve or expand job opportunities for American workers, and pointed to a pattern of such loans by many trade unions over the years for that purpose. None of these loans, the SIU brief said, are subject to censure because they were "inspired by a desire to preserve and/or improve job opportunities of workers in the particular area involved."

FMB Approval

As the SIU pointed out the Federal Maritime Board is actually a party to some of the financial arrangements to which the SIU is also a party.

In addition, the SIU brief pointed out that there is no agreement between the SIU and the

American Banner Lines, and that the loan, approved by the SIU membership in December, 1956, out of treasury funds, was made a matter of public record long before the passage of Section 5, Code 5, and 15 months before the NMU made its protest.

The reason for the protest, the SIU concluded, was the desire of the NMU to destroy the American Banner operation and maintain an American-flag monopoly for the United States Lines in the North Atlantic passenger service.

The SS Atlantic, the first American flag tourist class ship in the transatlantic trade, was scheduled to go into service on Maritime Day, May 22. It is being finished up at the Ingalls yard in Pascagoula, Miss, but the sailing date has been postponed until June 11, because the vessel is not ready yet.

Name Five Winners Of Union's \$6,000 Scholarship Prizes

Selection of four active Seafarers and the daughter of an SIU man for five \$6,000 Andrew Furuseth scholarship awards was made this week by the Seafarers Welfare Plan. The awards are good for four years of study at any recognized college or university in the United States or its possessions in any field.

The five winners are:

Gerald E. Anderson, 26, of Minneapolis, Minn.

Giovanni F. Abundo, 29, Dorchester, Mass.

Mike Carlin, 25, Garden City, LI.

Frederick G. Carpenter, 29, New Orleans, La.

Della Alice Prestwood, 18, Mobile, Ala.

Miss Prestwood is the daughter of Seafarer James R. Prestwood, who sails in the steward department.

As in the past years, the awards were made upon the recommendation of a panel of five college administrators. They are based on the candidate's past scholastic record, the results achieved on the

tal given since the program started in 1953 to 28 scholarships valued at \$168,000. Of this total, 17 have been awarded to Seafarers and 11 to sons and daughters of Seafarers. A number of the winners have already completed college and professional education.

Of this year's winners, Anderson started sailing with the SIU at the age of 16 in the engine department. He completed his high school work while in the US Army and is now enrolled at the University of Minnesota's Institute of Technology studying electrical engineering. His last ship was the Mermaid (Metro Petroleum).

Abundo, who sailed on deck with the SIU, has been going to sea with the Union for the past ten years. He was last aboard the Winter Hill (Cities Service). Like Anderson, he is already attending college, being enrolled at Boston University. His major field of interest is chemistry.

Carlin started sailing back in 1949 and was an active organizer in the Cities Service fleet for two years. Subsequently he spent most of his seetime on Isthmian ships with an interruption in 1953 for an Army hitch. His last vessel was the Ocean Eva. He intends to major in international labor relations with a minor in literature.

Carpenter, who also sails in the deck department, has been going to sea for the past 13 years. His last vessel was the Coe Victory. He intends to major in psychology and adolescent guidance.

Miss Prestwood is a graduate of Murphy High School in Mobile and intends to take a pre-medical course with the objective of studying for an MD degree.

Aiding in the selection was a panel of educators consisting of Miss Edna Newby, assistant dean, Douglass College, Rutgers University; F. D. Wilkinson, former regis-

trar, Howard University; Bernard Ireland, assistant director of ad-



Abundo Carpenter

missions, Columbia College; Elwood C. Kastner, registrar, New



Della Alice Prestwood and father, Seafarer James Prestwood.

York University, and C. William Edwards, director of Admissions, Princeton University.



Anderson Carlin

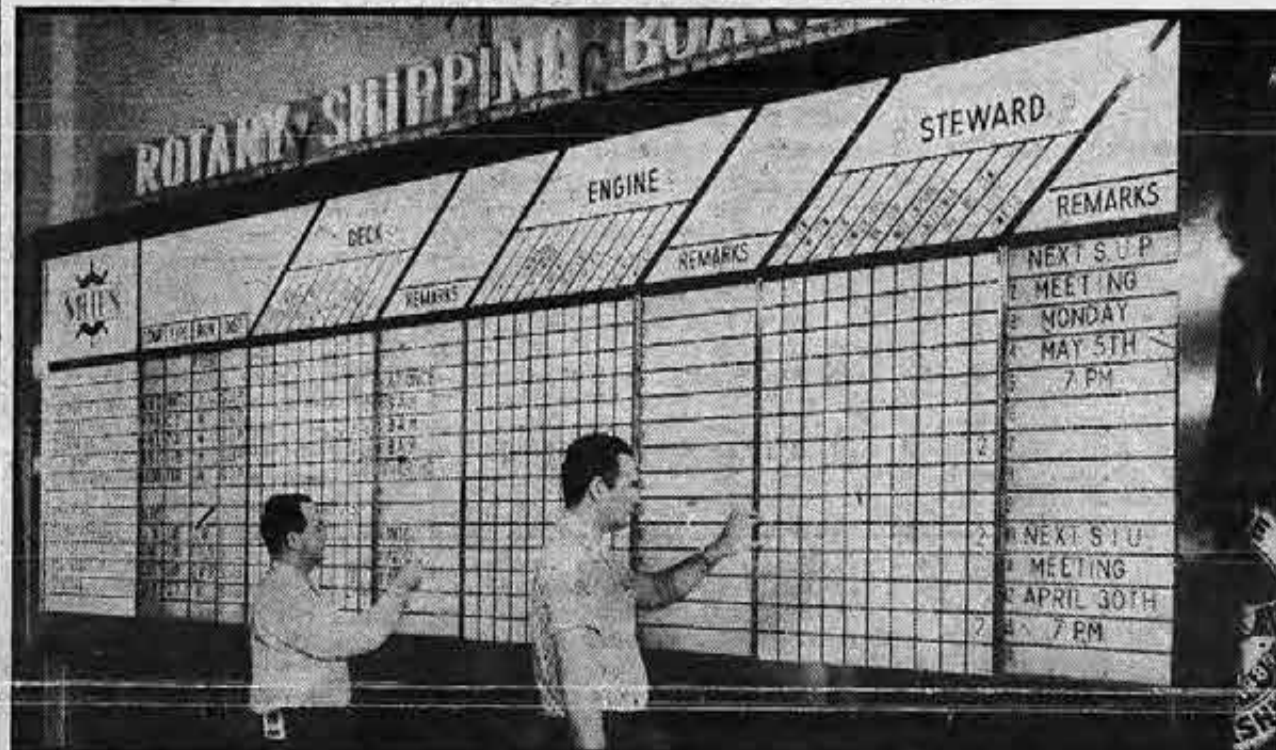
standard College Entrance Board Examinations and on all-around ability and activities.

Seafarers Win 4 Of 5

This is the third year in a row that Seafarers have taken four of the five awards given. Seafarers and children of Seafarers compete for the first four awards open with the fifth reserved for the highest ranking Seafarer left after the four winners have been chosen.

This year's awards bring the to-

Port Officials Post Porkchops



SIU Port Agent Jeff Gillette (left) and Patrolman Harvey Mesford do the honors on the new Sailors Union shipping board in the Seattle SUP hall. The jobs being posted were on SIU ships in the West Coast port. New shipping boards, patterned after the installations at SIU halls in New York and Baltimore, are being put up in all SUP halls.

US Fleet Declines To 974 Ships

Once the world's largest merchant fleet, the US merchant marine continued its decline for the third straight year. As of April 1, there were only 974 active ocean-going US-flag vessels of 1,000 gross tons and over. Of those, 39 were government-owned and 935 were privately-owned.

These totals represent a decline of more than 110 privately-owned ships since April, 1956. According to figures released by the Maritime Administration, there were 1,046 privately owned active vessels in the US merchant fleet in 1956. By 1957 this total had dropped to 1,017 with eight tankers and 18 freighters joining the 18 vessels already inactive. During the past year however, an additional 38 tankers and 23 freighters went into lay-up decreasing the active fleet to 935 ships.

On a month-to-month basis, the number of active vessels has been fluctuating. Four inactive ships went into operation during the last month as did a new tanker, the Gulfprince, and the Liberty ship, the Penn Trader, which returned from foreign registry. But two other tankers, the Bidwell and the Esso Brooklyn, were sold foreign.

Of the 61 privately-owned inactive vessels, 16 cargo ships and 30 tankers are laid up because of lack of cargoes. Most of the others are undergoing extensive repairs or conversion.

FOR ALL YOUR GEAR
the **SEA CHEST**

War II Ships Eluding US Salvage Bids

WASHINGTON — The Government is getting ready to end a nearly-futile attempt to regain part of a huge loss: the richly-laden cargo ships that were sunk during World War II.

For the past seven years, the Maritime Administration has tried to get private concerns to salvage corroding hulls and sometimes valuable cargoes from beneath the seas all over the world but the response to their bids has been far from eager. Against hundreds of millions of dollars of loss to the Government the balance sheet today reads \$47,846 recovered.

Just how many American ships went down, victims of Axis torpedoes, bombs, or mines, is not exactly known, but Maritime calculates that some 400 offer salvage possibilities. They're mostly in depths of 200 feet or less, and many of them are off the Atlantic seaboard.

Some of these were private vessels, but the Government holds part or partial interest in the majority. In some cases the US owned the ships outright; in others, it insured them and took title after sinking. By conservative estimate, each ship was worth \$500,000 to \$1 million when afloat.

Despite the discouraging salvage record to date, it's unlikely that the Government will ever abandon its rights to the sunken ships. There is always the possibility that someone will come up with new and effective methods of raising the ships economically, enabling the Government to recoup part of its gigantic loss, with cargoes of valuable metals and ores such as copper, brass and aluminum.

See Upturn For Mobile

MOBILE—Shipping for this port picked up during the last two weeks and should continue to do so for the next period. Two vessels, the Royal Oak (Cities Service) and the Azalea City (Waterman), are coming out of lay-up and will take on crews sometime next week. However it is not expected that the three tankers laid up in this port will come out as they have no cargo commitments and none are expected in the near future.

Seafarers in this port will be going to the polls next week for the city and state-wide elections. All members who are eligible to vote are urged to do so and to give due consideration to the candidates who favor labor, Harold Fischer, acting port agent, reported.

The Alcoa Cavalier, Alcoa Pioneer, Alcoa Roamer, Alcoa Clipper, Alcoa Partner (Alcoa); Arizona, Monarch of the Seas, Warrior, LaSalle and Claiborne (Waterman) were in the area during the past period.

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.



SEAFARERS ROTARY SHIPPING BOARD

From April 16 To April 29, 1958

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

SIU shipping rose again during the last two weeks, boosting the ratio of jobs available to men registered on the beach. The latest figures show three men shipped for every seven A men registered on the beach at the end of the period, which could mean a complete turnover of A men on the beach in 4-5 weeks.

The latest comparable NMU figure is three shipped for every 20 top seniority seamen registered on the beach. The average for the last six-week period is a 3:7 ratio for the SIU, and 3:21 for NMU. Considered another way, the average SIU top seniority man has three chances for jobs to every one available to his NMU counterpart.

Six SIU ports listed improved shipping last period, four remained the same as before and four declined. Boston, New York, Baltimore, New Orleans, Houston and Wilmington showed increases, and Philadelphia, Savannah, Mobile and San Francisco stayed "as is." The rest fell off somewhat.

Overall, although the SIU shipping for the period increased, the total registration in the period and of men on the beach at the end of the period also rose, due to routine re-registrations, hospital cases, deaths, retirements, men shipping out of group and similar causes.

Seniority-wise, 74 percent of the jobs shipped were filled by A men, 22 percent by B men and the remainder by class C. Most of the class C shipping was in galley ratings, though eight ports shipped no C men at all.

The following is the forecast port by port: Boston: Fair . . . New York: Good . . . Philadelphia: Dock strike's over; should improve . . . Baltimore: Good . . . Norfolk: Fair; crewed Angelina . . . Savannah: Slow . . . Tampa: Quiet . . . Mobile: Good; Royal Oak, Azalea City should crew up; 3 others still idle . . . New Orleans: Good . . . Lake Charles: Slow . . . Houston: Good prospects . . . Wilmington: Could be busy . . . San Francisco: Quiet . . . 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	8	2	2	3	2	1	2	—	—	—	2	—	—	2	3	2	2	7	9	15	2	2	7	1
New York	31	44	23	1	7	6	15	36	19	—	5	5	—	3	3	70	10	6	86	92	146	47	2	18	27
Philadelphia	3	7	2	—	2	2	3	3	1	1	3	1	—	—	—	7	5	—	12	11	20	6	—	1	8
Baltimore	16	34	8	5	4	17	10	23	11	—	3	10	—	—	3	44	13	3	60	45	85	12	7	11	26
Norfolk	1	5	1	1	3	3	2	6	—	2	1	3	—	—	—	8	6	—	14	4	4	2	—	9	6
Savannah	4	4	1	—	—	1	1	1	1	—	—	—	—	—	—	3	—	—	3	3	8	4	—	—	2
Tampa	3	2	1	—	1	1	1	1	—	—	—	1	—	—	—	2	1	—	3	4	7	—	—	—	1
Mobile	10	18	4	—	—	2	14	14	4	—	—	4	—	—	—	32	4	—	36	22	35	5	—	4	3
New Orleans	16	19	4	1	4	3	18	18	7	2	—	9	—	—	—	43	11	—	54	37	64	13	—	14	13
Lake Charles	3	9	2	2	1	2	—	4	1	—	—	—	—	—	—	5	—	—	5	7	23	4	4	2	5
Houston	10	19	2	1	7	11	8	8	5	1	1	1	—	—	—	21	3	—	24	18	26	1	—	14	11
Wilmington	3	—	2	1	4	3	1	1	1	—	—	—	—	—	—	3	—	—	3	8	11	4	2	8	6
San Francisco	2	5	5	—	1	2	—	2	5	—	—	—	—	—	—	7	—	—	7	17	26	3	2	8	10
Seattle	3	4	1	—	3	3	2	3	1	—	1	—	—	—	—	6	1	—	7	12	16	3	5	16	9

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	—	4	1	1	4	1	—	3	1	—	—	2	—	1	1	4	2	2	9	—	9	—	2	3	3
New York	14	48	11	1	15	9	17	42	7	1	12	4	—	—	1	88	17	1	84	40	135	21	7	35	19
Philadelphia	1	10	3	—	—	1	1	3	2	—	—	1	—	—	—	6	1	—	7	1	24	2	—	2	3
Baltimore	3	24	1	2	9	5	2	27	4	1	8	7	—	1	—	33	16	1	50	7	71	7	8	30	10
Norfolk	—	4	—	—	—	3	—	4	—	—	2	2	—	1	—	4	4	1	9	1	3	—	—	2	4
Savannah	1	5	2	—	—	—	1	—	—	—	—	1	—	—	—	1	1	—	2	1	13	4	—	2	—
Tampa	1	6	1	—	—	1	—	4	—	—	1	—	—	—	—	4	1	—	5	1	10	1	—	2	1
Mobile	7	18	—	—	2	2	4	15	2	1	3	5	—	—	1	21	9	1	31	14	27	5	3	4	6
New Orleans	11	29	2	2	7	6	6	25	4	—	5	8	—	—	7	35	13	7	55	18	53	6	6	11	10
Lake Charles	3	7	3	1	2	2	3	2	—	—	—	1	—	—	—	5	1	—	6	5	11	3	1	8	8
Houston	4	12	—	2	11	5	4	14	3	3	3	7	—	—	—	21	13	—	34	9	27	—	1	19	3
Wilmington	2	5	1	—	2	5	—	2	—	—	1	2	—	—	—	2	3	—	5	5	11	1	—	5	7
San Francisco	5	2	3	—	1	3	1	4	5	—	—	—	—	—	—	10	—	—	10	7	17	2	1	9	13
Seattle	—	6	1	1	5	1	1	1	1	—	—	—	—	—	—	3	—	—	3	1	19	1	3	12	8

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	4	1	2	—	1	3	1	1	2	—	—	—	—	—	—	4	—	—	4	7	1	3	—	1	3
New York	21	11	42	—	—	5	14	8	26	—	1	10	2	—	4	48	11	6	65	72	35	104	1	—	21
Philadelphia	3	3	2	—	—	5	1	—	2	—	—	5	—	—	—	3	5	—	8	15	8	7	—	—	7
Baltimore	18	4	16	1	—	12	5	4	17	1	—	4	—	—	1	26	5	1	32	26	12	27	4	4	21
Norfolk	6	1	3	1	—	3	4	—	1	—	1	4	—	—	—	5	1	5	11	6	1	1	1	1	4
Savannah	1	1	1	—	—	—	—	—	1	—	—	—	—	—	—	1	—	—	1	4	3	3	—	—	—
Tampa	2	—	6	1	—	—	—	—	1	—	—	—	—	—	—	1	—	—	1	9	2	7	—	—	1
Mobile	10	4	12	—	2	4	13	5	15	—	—	5	—	—	—	32	5	—	37	32	14	28	—	1	14
New Orleans	16	2	28	—	—	20	5	1	25	—	1	14	—	—	4	31	15	4	50	31	4	55	—	1	19
Lake Charles	3	2	1	1	1	3	1	—	1	—	—	3	—	—	—	2	3	—	5	6	4	1	1	1	7
Houston	7	—	7	1	1	3	1	—	10	1	—	6	—	—	—	11	7	—	18	21	5	5	—	2	6
Wilmington	5	—	4	—	—	4	—	—	2	—	—	1	—	—	—	2	1	—	3	10	2	6	2	1	8
San Francisco	2	4	5	—	—	5	—	—	7	—	—	—	—	—	—	7	—	—	7	22	7	21	2	1	16
Seattle	2	1	2	—	3	5	1	—	1	—	—	—	—	—	—	2	—	—	2	10	7	8	1	1	20

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	108	178	58	14	40	58	76	122	56	8	14	36	—	3	8	254	56	11	321	269	486	406	24	112	125
ENGINE	52	180	29	10	58	44	40	146	29	6	35	40	—	3	10	215	81	13	309	110	430	53	32	144	94
STEWARD	100	34	131	5	8	72	45	19	111	2	3	48	2	—	14	175	53	16	244	301	105	276	12	14	147
GRAND TOTAL	260	392	218	29	106	174	161	287	196	14	52	124	2	6	22	644	190	40	874	700	1021	435	68	270	366
	870			309												874				2156			704		



German ship Ciandra lies hard aground after trying to navigate St. Claire River without a pilot. Right, members of MMP picket foreign-flag ships refusing to carry pilots on Great Lakes.



Ban MMP Pickets In Lakes Pilot Beef

DETROIT—Four locals of the Great Lakes District of the Masters, Mates and Pilots are still seeking a settlement of their dispute with the Shipping Federation of Canada over employment of pilots on foreign-flag ships. An injunction issued last week put a stop to MM&P picket lines but no settlement has been made on the issue.

The picket lines went up in all major Lakes ports when foreign shipowners refused to use pilots on the open waters of the Great Lakes. In the past, pilots have usually been picked up at Kingston, Ontario, and used to the port of destination on the Lakes and back. This has not been required by law, but American and Canadian vessels carry masters who are of themselves licensed pilots.

The MM&P asserts that pilotless vessels on the Lakes are unsafe. In support of the union's argument, two ships, a German freighter and a Danish vessel, have run aground in the few weeks since the navigation season began, both of them running without pilots.

Additional support for the MM&P case is the fact that the Coast Guard and other agencies have considered and in some instances supported legislation calling for compulsory pilotage of foreign ships on the Lakes. A bill to that effect, HR 7515, is pending in the House.

MM&P picket lines were honored by members of the International Brotherhood of Longshoremen and other affiliates of the Maritime Trades Department, effectively tying up foreign ships in most ports prior to the injunction.

7-Month Rule Voted By Sailors

SAN FRANCISCO — The controversial proposal to amend the shipping rules and limit the time of continuous employment on any one SUP - contracted vessel was adopted by a narrow margin by members of the Sailors Union of the Pacific in their union-wide referendum ballot.

The amendment will reduce the time allowed for continuous employment on one vessel from 360 to 210 days. Of the 3,540 ballots cast, 2,418 were in favor of the limitation and 1,106 were against it. The amendment, which needed a two-thirds majority vote to be carried, passed with 68.6 percent of the total vote.

Also adopted by the membership, by a much wider margin, was the proposition that all constitutional and shipping rule amendments, which must now be submitted for referendum vote, will in the future be held over and placed on the regular annual ballot. This amendment recognizes that referendum votes, besides being costly, are also time-consuming, and in a majority of the cases, could be held off until the SUP's annual elections.

The second proposition was adopted by a 2,846 to 591 vote. Balloting was held during the months of March and April.

AMMI Saves The Day For Tax Dodge Operators

GENEVA—A watered-down "genuine link" clause, largely crippling efforts to control runaway-flag shipping, has emerged from the UN Conference on the Law of the Sea as the result of the energetic activities on behalf of the runaways by the American Merchant Marine Institute. AMMI President Ralph Casey, who has been carrying the ball for the tax-dodging shipping enterprises, called the watered-down clause a "resounding victory for national sovereignty."

The "victory for national sovereignty" consisted of removal of language which would give a nation the right to question the status of a ship flying a runaway flag. For practical purposes, it would have given the legitimate maritime nations a powerful weapon with which to curb the activities of runaway-flag ships on the ground that the vessel did not really belong to the nation in which she was registered.

Such a course was attacked vigorously by the AMMI, which purports to represent the interests of the American Merchant Marine. The conference did go on record as favoring a "genuine link" between a ship and the flag it flies.

PASA Raps AMMI Drive

At least one group of shipowners, the Pacific American Steamship Association, disagreed vociferously with the AMMI's "all-out" drive on behalf of the runaways. The PASA position, as outlined at the request of SIU of NA Vice-President Morris Weisberger, said that Casey's statement to the effect that runaways are an integral part of the cargo fleet, "tortures the definition of US Merchant Marine."

They reminded Casey that "The Merchant Marine Act of 1938 covers US-flag vessels only and not vessels flying foreign-flags which happen to be owned by Americans."

The PASA also pointed out that

it favored "reasonable and practicable proposals . . . for setting ground rules for registry and operation of vessels under flags of convenience or under any other maritime flag."

The statement added that the association does not favor unrestricted transfers of US-flag vessels to foreign registry and pointed out that "our members operate American-flag vessels exclusively and our Association dedicates its time to the betterment and oper-

ation of the American-flag fleet."

While the AMMI includes in its membership many of the large subsidized operators, it also represents oil companies with large runaway fleets. In addition, some of the Atlantic and Gulf operators who are prominent in AMMI are seeking the right to sell their old tonnage foreign.

Any tendency to put restraints on the tax-dodging runaway operations would reduce the market for their old ships accordingly.

Hearings End On NLRB Charge Against Amcoal

Trial examiner Thomas Wilson completed hearings this week on the National Labor Relations Board's case against American Coal Shipping Company. The case is based on a complaint against the company issued by the NLRB regional director in New York as a result of a number of unfair labor practice charges filed by the SIU against the company.

While the hearings were going on, the NLRB in Washington turned down a motion by the National Maritime Union calling for the direction of an immediate representation election on the Coal Miner, the one vessel now being operated by ACS. The NMU motion was concurred in by the company.

In rejecting the election bid, the NLRB said it was "lacking in merit." The ruling dashed the hopes of the NMU and the company of by-passing SIU unfair labor practice charges. The usual NLRB procedure is to process such charges before ordering an election. The NMU and the company, in separate communications, had asked the Labor Board to disregard its policy of not ordering elections while a charge of company favoritism to one of the unions involved is still pending.

The SIU has such charges pending to the effect that the company favored the NMU and discriminated against Seafarers.

The charges involved in the hearings just concluded encompassed such violations. They concern illegal company aid and assistance to the NMU and more than 300 acts of discrimination against individual seamen because they were SIU supporters.

Meanwhile, the Coal Miner was in port last week loading up a coal cargo for the first time in several voyages. SIU oldtimers who have been holding the fort on the ship got one trip off under a vacation relief arrangement worked out among all parties concerned.

While the company had its Government-chartered ships operating, the Coal Miner had been on the grain run for the past several months.

KNOWING YOUR SIU CONTRACT



(This column is intended to acquaint Seafarers with important provisions of the SIU contract.)

Article II, Section 41 (a) Rest periods. When ship is under port working rules and sea watches have not been set and members of the unlicensed deck and engine personnel off duty are required to work overtime between midnight and 8 AM, they shall be entitled to one hour of rest for each hour actually worked. Such rest period shall be given at anytime during the same working day. The rest period shall be in addition to cash overtime allowed for such work. If such rest period is not given, men shall be entitled to overtime at the regular overtime rate in lieu thereof. This shall not apply when sea watches are set the same day and before the rest period is completed.

This section shall not apply to men turning to on overtime at 6 AM or after.

(b) On days of arrival, if members of the unlicensed deck or engine personnel off duty are required to perform work between midnight and 8 AM they shall be entitled to one hour of rest for each hour worked. If such period of rest is not completed at 5 PM of the same day, overtime shall be allowed for the uncompleted portion of such rest period.

Question: How does the rest period rule apply on days of arrival?

Recently, when an SIU-contracted ship arrived in port, Seafarers who were off watch were turned to after 6 AM but before 8 AM and told that they weren't entitled to the rest period or to overtime in lieu of the rest period. In this case, the company claimed that Section 41 (a) paragraph 2 of the agreement applied. This paragraph says that men who turn to "at 6 AM or after," are not entitled to the rest period.

When the Union was notified of this beef, the Union pointed out that Section 41 (b) of the general rules applied in this instance. This section states that if men are turned to on days of arrival, outside of their regular watch, anytime between midnight and 8 AM, they are still entitled to the rest period, or in place of it, additional overtime pay.

In other instances, when watches have already been broken, companies have tried to call men out at about 5:45 AM and turn them to at 6 AM and then claimed that no rest period was due to the men. However, in instances such as these Section 41 (a) of the agreement clearly states that when watches are broken, men cannot be called out at any time before 6 AM without being given the rest period, or in its place, the overtime pay.

SCHEDULE OF SIU MEETINGS

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

- May 14
- May 28
- June 11
- June 25



Scab Fleet Costs Men \$3.30 Daily

QUEBEC—After operating profitably under a cut-rate District 50 contract, the owners of Clarke Steamship Company, Ltd., have decided to share the wealth with the seamen who man their vessels in the form of a "bonus," the "Canadian Sailor" reports.

In a letter to the crews, S. D. Clarke, company general manager, complimented them on good work and splendid cooperation and said the company would "show tangible appreciation" for their work, at \$3.30 per day less than on union ships.

For officers and crewmembers who worked a full season, the bonus was calculated on a seven-day period. For those who did not work the full season, one day's wages were paid for each month worked.

Broken down, the bonus meant, to a messman who had put in 81 days aboard one of the vessels, a check to the grand tune of \$16.67.

Rump Group Ordered Out Of MMP Hq.

The Kings County Supreme Court has ruled that insurgent members of Local 88, Masters, Mates and Pilots, must surrender control of the local headquarters and property to the officers they ousted on March 12.

The Supreme Court decision brings to a conclusion a series of events which began when the insurgents seized the local union's headquarters at 107 Washington St.

Soon after, State Supreme Court Judge Benjamin Brenner issued a temporary restraining order against the insurgent group and ordered it to vacate and turn over the union's property, records and assets to Captain Roy D. Lurvey, the temporary trustee of local 88 appointed by the International MM&P.

The insurgents won a stay of the order in the Appellate Division, which was later modified to specify that they couldn't spend any of the local union's money or in any way disturb its property or records.

The latest Supreme Court finding charges the rebel group with violating the local's constitution and orders that the March 12 meeting be reconvened for the purpose of electing new local officials.

The rebels will turn over control of the local and its property after Presiding Judge Edward G. Baker signs judgement papers being prepared by opposing attorneys.

In the interim, the business of Local 88 has been carried on by the trustee at temporary offices, 225 Lafayette Street.

It was based on his daily wage rate of \$6.17. For a messman who worked the entire season, his bonus came to \$43.19, or one week's pay.

As to his regular wages, the messman with 81 days to his credit was paid \$499.77, or \$267.30 less than he would have received had he been under the SIU Canadian District contract, the Canadian seamen's paper declared. Under SIU scales, the messman would have been paid at the rate of \$9.47 per day, or \$767.07 for an 81-day period. This is in addition to his other benefits as the SIU Welfare Plan, death benefit and other extras, which are not enjoyed by any of the men working under the District 50 "contract."

Clarke had signed a "contract" with District 50 after a company union had failed to oust the SIU in a drive to represent the men on its vessels. Hal Banks, secretary-treasurer of the SIU Canadian District, had offered a \$200 reward to any person who could produce an authentic copy of this agreement between the company and the UMW. The "contract" was reportedly signed when the company's vessels were in winter lay-up.

Clarke Steamship made the headlines last year when their ships, manned by District 50, carried "hot" cargo from the struck Gaspé Copper mines in Murdochville, Quebec. The mines had been struck by members of the United Steelworkers.

Violence by strikebreakers, brought in by the company to work the mines and plants, caused the death of two members of the Steelworkers.

The District has served notice on its contracted dredging companies that it is planning to open their agreements for negotiating improvements in wages and working conditions.

Committees elected by the membership have been processing contract proposals submitted for negotiation. Most of them call for revisions in wages for various classifications where more exact requirements and training are needed to fill the job.

Steel King Is Isthmian Safest Ship

The SIU-contracted Isthmian Lines has awarded its semi-annual prize in its fleet safety contest to the Steel King, now in India, for its six month, accident-free record.

The award, under the rules of the contest, is a \$250 sum which is paid to the ship's fund for ship-board welfare and recreational comfort of the unlicensed personnel. The rules for the next contest have been changed to include an additional \$250 for the licensed personnel of the winning ship also.

The runners-up in the competition were the Steel Artisan, the last contest winner, with a record of one accident in the current period, and the Steel Surveyor and Steel Voyager each with a record of three accidents.

Isthmian concluded its announcement by praising "the honest efforts and full cooperation of all hands" in making the award possible.



LOG Visits 'Drydock' In Baltimore

Winding up stay at Baltimore PHS hospital due to broken hip, C. G. Murray (top, left), ex-Cubore steward, has papers checked by Patrolman Walt Sibley at SIU hall. At hospital, Calvin Rome (top, right), passes time making a leather belt. He was oiler on the Del Rio. At right, combined SIU-MFOW contingent includes (l to r) Stan Rodgers, ex-Jean bosun; Frank Paznokas, ex-President Pierce, and Eugene McParland, ex-P&T Leader, of MFOW; Ed Serferko, ex-Kyska, OS; Jennings Long, ex-Cubore, QM, and Leslie Simmons, who was carpenter on Robin Mowbray during Robin beef.



LABOR ROUND-UP

The United Auto Workers union has asked its top officials and representatives to take a voluntary ten percent pay cut in a drive to cut down on the union's expenses. Layoffs among the union's dues paying members have cut the active membership down from 1,300,000 to less than 1,000,000. The pay cut, and other economies, will be put into effect in the near future. Among those effected will be UAW President Walter Reuther, who now receives \$22,000 a year; Emil Mazey, secretary-treasurer; four vice-presidents, members of the International executive board and several hundred international representatives making some \$7,000 to \$8,000 annually. The union emphasized that the cut will not effect any of its own employees.

The United Steelworkers of America has announced another all-out drive among the unorganized workers at Mesta Machine Co., one of heavy industry's last big unorganized firms. Three other unions, the International Brotherhood of Electrical Workers, International Association of Machinists and the Molders and Foundry Workers have also turned their sights on the more than 3,000 unorganized Mesta employees. USW, which had tried to crack the plant three times so far, is arguing before the NLRB for an integrated unit. The Pattern Makers League of North America representing some 65 men who put together the giant wooden patterns for some of the mill equipment, was the only union to break through at the plant.

Some 18 members of the 24-man Fredericksburg police department have been used to break a strike of 300 members of the Textile Workers Union at Virginia Shoe Corp. Although picketing has been peaceful since the strike was called on January 22, the police have arrested seven strikers and, on at least two occasions, handed out

reprints of Virginia's "right-to-work" laws to striking workers. The TWUA had been certified as bargaining agent for the workers. last September and started negotiating for a contract. But the company dragged out the negotiations and then dismissed 42 persons elected to a union committee in the plant.

A three-year agreement has ended the 12-day strike by members of the Brotherhood of Electrical Workers which affected the operations of Columbia Broadcasting System in seven cities. The agreement was ratified in a referendum vote among the 1,300 IBEW workers within 24 hours of the settlement. It provides for a six percent wage increase retroactive to February 1, another raise of approximately 2.4 percent in August, 1959, a schedule of layoff pay should automation result in a reduction in force, company-paid life insurance and improved vacation and holiday benefits. Throughout the strike, IBEW members manned the short-wave transmitters CBS uses for the Voice of America.

Foreign Aid Passes 1st DC Hurdle

WASHINGTON — The House Foreign Affairs Committee has approved a foreign aid authorization bill cutting \$339 million from President Eisenhower's request for \$3.9 billion for the fiscal year starting July 1. The cut is smaller than expected, and probably will have no serious effect on US merchant shipping.

The cuts were made in requests for money for direct military aid to America's allies, economic aid to support the defense efforts of friendly countries, a special emergency fund to meet aid needs during the year, and economic assistance.

The committee added \$8 million to the request for technical assistance, and defeated the annual attempt to ban aid to Yugoslavia.

Rep. Thomas E. Morgan (Dem., Pa.), acting committee chairman, said the bill would be sent to the House in mid-May. He expressed belief that it would be approved.

The bill is an authorization for funds that will have to be voted later in an appropriations bill.



SEAFARERS

PORT O' CALL

New York and Baltimore
 675-4TH AVENUE • 1216 E. BALTIMORE
 BROOKLYN BALTIMORE

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

By Sidney Margolius

Where To Get Financial Help

When you get into a financial crisis, there are community resources and services that can help you. But most people have only a dim idea of where to go in time of trouble.

Several surveys, in New York, Kentucky and Michigan, have found most families don't know the extent of benefits for which they may be eligible, such as Social Security, Federal and state veterans' benefits, vocational rehabilitation, and so on. The University of Michigan Institute of Public Administration found only one out of four people interviewed in Detroit knew that Social Security provides payments for families whose breadwinner dies, as well as old-age benefits. Even among people already getting Social Security, fewer than half knew the full extent of their rights.

In an emergency, here are facts you and your family ought to know:

Social Security: In recent months there has been a rise in Social Security applications as older people have found jobs harder to find. Older men and women and widows with children under 18 should know they can draw Social Security even if they plan to return to work when jobs become more plentiful.

In fact, you can go on and off the rolls as often as necessary. In most states, you also can collect Social Security in addition to unemployment compensation, although Social Security administrators don't

like to broadcast this because unemployment-compensation reserves are getting tight.

People otherwise eligible for Social Security, who are working sporadically, can get some monthly payments if they earn no more than \$2,080 a year. And no matter how much you do earn in a year, you can get your payment for any months in which you don't earn more than \$80.

Vets' Benefits: A recession-caused cut in income also may make nonservice-disabled veterans and some widows eligible for pensions. These are available to permanently-disabled veterans, to surviving dependents of a World War II and Korean serviceman who had a service-connected disability, and to widows of World War I vets even if their husbands had no disability. These pensions are not payable if

the potential beneficiary has income of over \$1,400 a year if single, or \$2,700 with dependents.

Besides VA benefits, many veterans tend to pass up state benefits, especially the partial property-tax exemption for veterans provided by a number of states. You can learn what state benefits you may be eligible for, by contacting the nearest VA office, or by writing your state department of veterans' affairs at your state capital.

Family Financial Counsel: Many emergency demands are being made on family service agencies in the present crisis, reports Mrs. Shirley Camper, Family Life Consultant for the Family Service Association. The official position of such agencies is that people in urgent need of cash help should apply to the Government welfare agencies. But on a practical level, family agencies often do assist in an emergency when they have the funds.

Where the family agencies are uniquely equipped to help is in working out budgets, and in arranging with creditors to stretch out payments if you have gotten over your head in debt. Even regularly-employed families and people with higher incomes use the family agencies for help with planning budgets and managing finances.

For counsel on finances and other family problems as child guidance or marriage counseling, the agencies typically charge \$5 an hour. But if you can't afford the fee, the family agencies never turn anyone away, Mrs. Camper reports.

Such agencies are generally listed in the local phone book under "Family Service," or you can find one in your area through the AFL-CIO Community Services Committee in your town.

You also can write directly to the Family Service Association of America, 215 Fourth Ave., New York 3, to get the name of an agency in your area that can help you with a specific problem. Generally the family service agencies are non-sectarian, but the association also included some of the agencies sponsored by various faiths.

Health Emergencies: In an emergency caused by a serious illness, there are many local and state organizations which can provide special services, such as clinics providing maternity, pediatric, mental-health and cancer aid; nursing and homemaking services for children and chronically-ill adults, and organizations providing services and information on specific illnesses as tuberculosis, diabetes, heart illnesses, crippling injuries, polio, muscular dystrophy, cerebral palsy, multiple sclerosis, and others.

There are some 700 active local health councils throughout the nation which can refer you to the proper organization for an emergency health service. You can get in touch with these health councils directly, or through your community-services committee, local board of health or county medical society.

(Ed. note: Seafarers and their families can get assistance in some of these areas through the Seafarers Welfare Plan. The Plan's interest-free loan program assists Seafarers registered for shipping on the beach and the family hospital-surgical benefits program provides benefits to help cover the cost of health emergencies. Seafarers' families can also use the diagnostic services of SIU Health Centers in New York, Baltimore, Mobile and New Orleans without any charge to them.)



Bloomfield 100 Percent Clean

Although ineligible to receive a Public Health citation because it has less than five ships, the SIU-contracted Bloomfield Steamship Company is the proud possessor of a 100 percent sanitary rating from the PHS. All four of the company's ships rated tops in the 168-item check by the Service.

In fact, the company reported that after the inspection of the Lucille Bloomfield, the Public Health Service representative said that the vessel was cleaner than "any restaurant in the city of Houston."

O. C. Webster, vice-president of the company, praised the SIU delegates and particularly the steward department men on the ships for constantly maintaining high standards of cleanliness. "You have a motto that 'an SIU ship is a clean ship,'" he noted, "and we believe that a Bloomfield ship is the cleanest of them all."

The sanitation program on Bloomfield ships, he added, has been handled in line with the SIU "to order" feeding program, and has worked out to the great satisfaction of all hands.

Three other SIU companies, Seatrains Lines, Ore Steamship Company and Calmar Steamship Company, won citations from the Public Health Service for maintaining their vessels at 95 percent or better in the sanitation category. Only eight American-flag operators out of 128 companies in the Atlantic and Gulf area were able to qualify for the award.

Egypt To Pay For Suez; Plans To Deepen Canal

A preliminary agreement on compensation for Egypt's nationalization of the Suez Canal Company was signed in Rome last week. The agreement reached by the United Arab Republic and representatives of the stockholders of the Universal Suez Canal Company calls for payment to the stockholders of more than \$81,000,000, on a five-year installment plan.

The accord on compensation appears to bring the settlement of the twenty-one-month-old Suez controversy to the conclusive stage and paves the way for widening and deepening of the 105-mile waterway.

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 settlement paves the way for the release of some \$30 million of Egyptian "frozen" assets in the US, and opens the way for a future

World Bank canal improvement loan.

Since the ditch is one of its chief economic tools, Egypt plans to dredge the nationalized waterway to handle vessels with 43-foot drafts. This would enable tankers of 40,000 to 60,000 tons to use the canal with full loads instead of going around the Cape of Good Hope.

At the time of Colonel Yunes' report, the canal was still eighteen 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 and smaller tankers today.

Balt. Center Stepping Up Exam Pace

BALTIMORE—The SIU Health Center in this port is operating under full steam now and has been getting a steady turnout of Seafarers and their families for examinations. Port Agent Earl Sheppard reminded the membership that appointments for dependents are made at the counter for Friday afternoons.

Outside of the continuing organizing drive by MAWD and HIWD affiliates, the last two weeks were quiet here. These two divisions have reported good progress in a number of companies and expect to ask for recognition soon.

Shipping has been fair for the period but is offset by a large registration list. Another Ore Line vessel, the Chilore, tied up for an indefinite period and it is rumored that others might also tie up.

There were 14 vessels paying off, nine signing on and eight in-transits during the period. The crews brought these ships in in very good shape and with few beefs. The delegates are to be complimented on the good job they are doing, Sheppard said.

INQUIRING SEAFARER

QUESTION: Do you follow baseball while at sea?

Bob Bullock, oiler: I try to keep up with the Yanks, but it's tough at sea. Brooklyn ought to take it in the National League but don't sell the Braves short. It doesn't make any difference anyway; the Yanks have the series sewed up just as they do every year . . . almost.



J. P. Batson, BR: And how! I try to keep up with my boys, the Yanks, of course, while at sea, but it's difficult at times. However, since my wife is a diehard Yank fan, too, I get the latest standings in the mail. Speaking of the Yanks, watch them, they'll be on top this year.



Leon White, electrician: I follow it very closely when I'm home, but when I'm at sea I don't like to get my information piecemeal so I don't keep up with it at all. As for the teams I root for, I don't care who wins in either league just so long as it isn't the Yanks or Brooklyn.



William Omelanczuk, AB: It's difficult to keep up with the teams on the long trips but when I'm coast-wise I can keep posted by radio or newspaper. I'm a Red Sox fan and I hope they give the Yanks a run for their money this year.



William Collazo, steward: I try to follow the Yanks while at sea.



I was a Giant fan, but since they've moved, I'll stick to the Yanks. My wife, who knows I'm a staunch baseball fan, saves all the newspaper clippings every day and sends them to me, so I keep up with them fairly well.

Ruben Maldonado, OS: I'm a Brooklyn fan no matter where they go, and when I'm at sea I try to keep in touch with them either by radio or through the foreign newspapers. They beat the Yanks in '56 and they've got a good chance to do it again this year.



Speak Out At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service.

And, of course, all members have the right to take the floor and express their opinions on any officer's report or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their minds.



US Applies 3-Mile Limit As UN Conference Fails

GENEVA—The 86-nation United Nations Conference on the Law of the Sea ended last week after codifying sea law on virtually every point except territorial waters and exclusive fishing rights.

During the conference, most major Western maritime powers offered plans to extend territorial waters from the present three-mile limit to six miles. This was unacceptable to nations demanding twelve miles or more for territorial waters and exclusive fishing rights.

As a result of the deadlock, the major Western powers gave formal notice that they would recognize only the traditional three-mile limit as universally applicable. Arthur H. Dean, chief American delegate to the conference, stated the US position as follows:

"The three-mile limit is and will continue to be established international law. Acts of states claiming greater limits are not only not sanctioned by international law, but are, indeed, in conflict with the universally accepted principle of the freedom of the seas."

Smaller states, however, such as

Chile, Ecuador and Peru, assert that their claims for 200 miles of territorial waters and exclusive fishing rights "remains in full force as long as just and humane solutions are not worked out."

The five treaties that were adopted during the nine-week conference seek to provide the following in international maritime law:

1. The right of innocent passage of foreign ships through undefined territorial waters of any nation and through straits used for international navigation.
2. General principles of international law on the high seas, including action against piracy and slave trade, and a genuine link between a ship and the nation whose flag it flies.
3. Internationally agreed measures for fishery conservation.
4. Exclusive right of coastal nations to exploit and explore mineral and other resources, including oysters, in their offshore ocean beds. (See story on page 5 for more details.)

The first treaty, in effect, upholds Israeli shipping rights in the Strait of Tiran and the Gulf of Aqaba. Although the text of the treaty makes no specific reference to the Aqaba case, the Gulf includes international waters beyond the territorial sea limits of Israel, Jordan, Saudi Arabia and the United Arab Republic. Even though the three-mile-wide Strait of Tiran lies within the territorial waters of Saudi Arabia and the United Arab Republic, the treaty considers that it is used for international navigation.

The Saudi Arabian representative, Ahmad Shukairy, told the conference that his nation would not recognize the article, since, he contended, a state of war exists between Arab nations and Israel.

As for the deadlocked issue of territorial waters, the conference adopted a Cuban resolution referring the problem back to the United Nations General Assembly.

Supership Bill Voted In House

WASHINGTON—The House of Representatives has given its approval to a bill which authorizes construction and sale, by the Federal Maritime Board, of a superliner passenger vessel equivalent to the SS United States as a replacement for the SS America for transatlantic operation, and for a smaller vessel for operation in the Pacific.

Passage of the bill in the House comes simultaneously with the announcement of the Cunard Steamship Co., world-leader in the luxury passenger trade, that it has shelved plans to build a 28,000-ton, \$22.4 million superliner because such ships are uneconomical for the company to build at present.

The total cost of the trans-Pacific ship has been put at \$76 million and would be sold to American President Lines at a fixed price of \$34 million, 45 percent of the domestic construction cost.

The transatlantic vessel, to be sold to the US Lines at a fixed price of \$47 million, will cost a minimum of \$130 million to build, at last estimate. Actually, US Lines will put up \$37 million cash, with the other \$10 million coming from transfer of the America to a foreign flag or sale of the ship to the Government at the going foreign-flag price of \$10 million. In effect then, US Lines would put up 30 percent of the total cost of the new vessel, plus the old one. The Government would lay out 63 to 70 percent depending on whether the America was sold to the US. The bill would give US Lines special treatment over and above other ship lines and outside the scope of the 1936 Merchant Marine Act.

The House's approval of the bill raises, once again, the question of how the Government should distribute its maritime appropriations. The SIU and other unions have argued against the policy of concentrating subsidy funds on prestige, luxury items which have little commercial utility as opposed to modern cargo carriers and truly commercial passenger ships.

Seafarers In Action

The crew of the Del Sol, writes Joseph Casem, steward department delegate, gave a sound vote of thanks to Joseph "Pop" Stocker for the fine job he has been doing as crew pantryman. "Pop," a member of the SIU since 1940, is well known to many of the brothers, especially those who ship out of New Orleans. He is "only 74 years young" and still doing a great job, Casem reported.

Also in line for a vote of thanks from the crew was William Morris on the Mae. Morris has that certain touch needed to keep the crew's television set in good shape, getting a good clear picture every time it's tuned on.



Stocker



Morris



Handy in the Heat

On the tropical runs, or down in the engine room in any climate, it's easy for a Seafarer to become dehydrated, and consequently de-salted, in short order. The consequences can be serious if not checked in time.

That's where salt tablets are useful. Taken in proper dosages along with ample use of drinking water and fruit juices, they protect the Seafarer from heat prostration. It's a simple and painless way to sidestep hot-weather ills.



An SIU Ship is a Safe Ship

Baltimore Sailmakers Come Under SIU-MAWD Banner



Edward Rasinski (left) lays out pattern for yacht-cover as SIU-MAWD shop steward Joe Znaniec looks on.

Latest plant of marine craft workers signed by the SIU's Marine Allied Workers Division in Baltimore, the F. M. Stevenson Co. has been making canvas and rope products of all types for three generations.

Some 30 men and women production workers are employed by the company. It turns out everything from rope ladders to yacht sails and hatch covers for deep-sea ships in its rigging lofts.

An SIU-MAWD organizing drive produced a union contract at Stevenson two weeks ago.



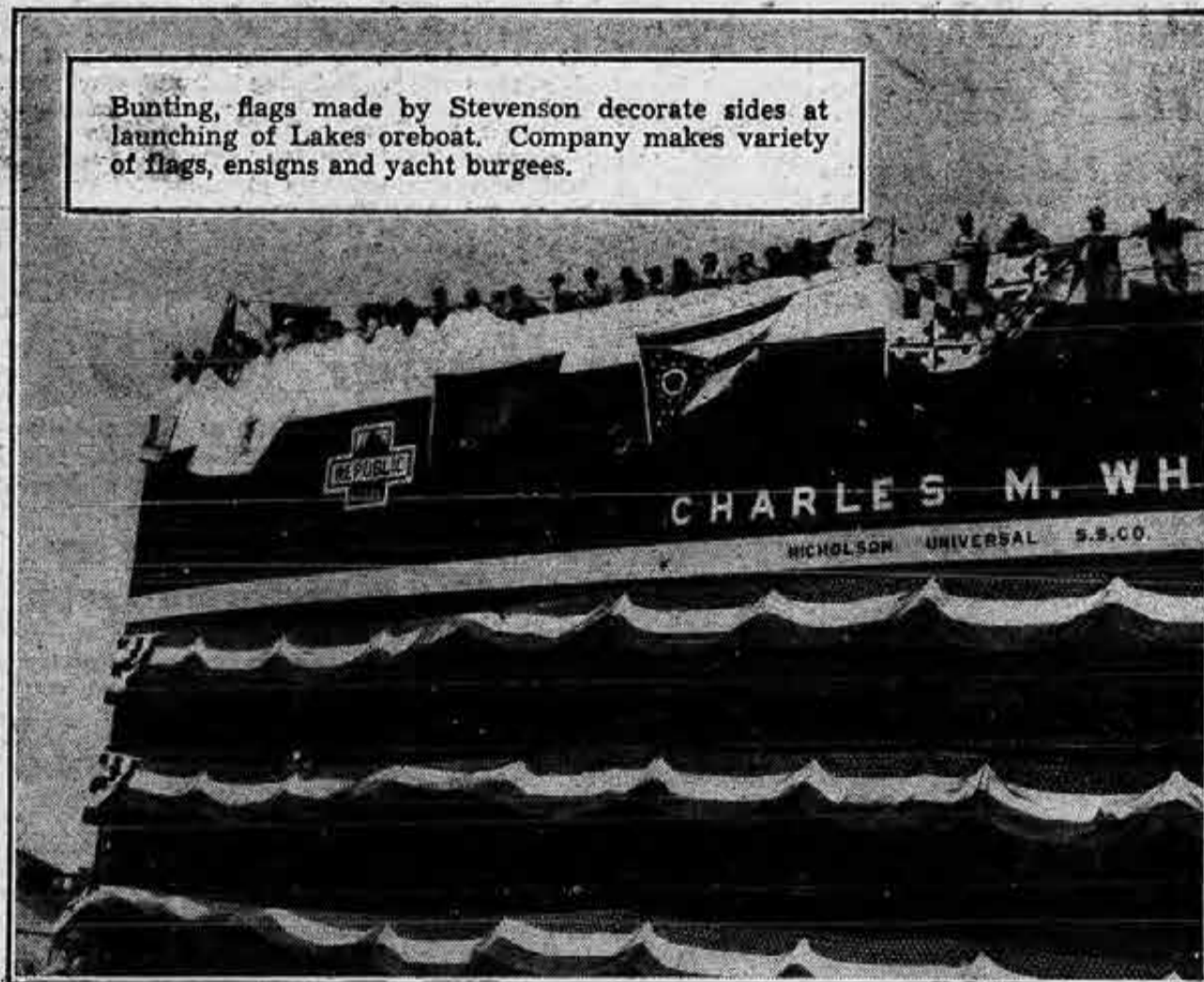
Shop steward Joe Znaniec (left) reports everything running smoothly as SIU-MAWD officials visit plant.



Plant makes many other items besides marine products. Clarence Cordle cuts pipe for awning frame.



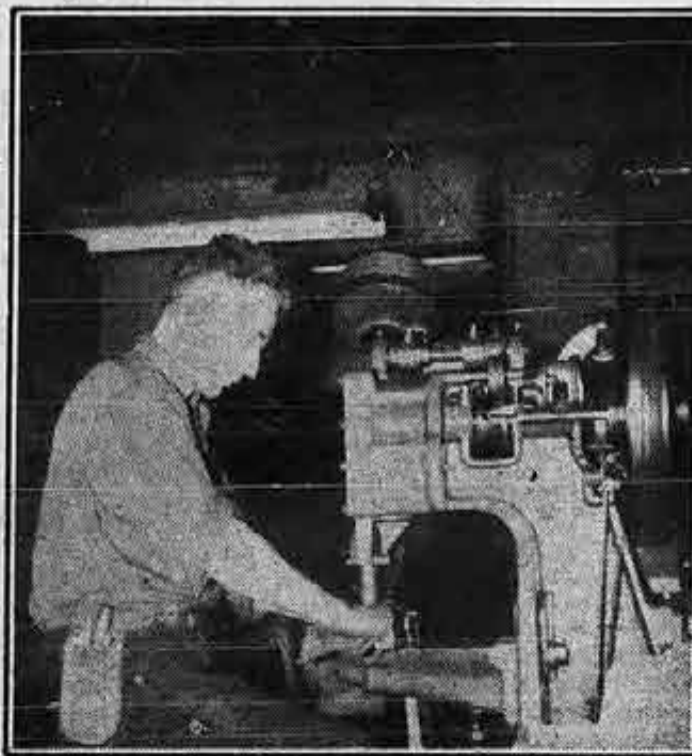
Almost hidden by king-sized canvas cover, Julia Gray stitches up seams on heavy-duty sewing machine.



Now working ashore, ex-Westport bosun Al Precious whips lashing with metal tip.



Paper pattern comes into play as George Huebschman prepares to cut out boat cover.



Finished goods wait while Antoine W. Hora first tries out grommet-stamping machine.

Ex-Seafarer Leads Indian 'War Party'

Ex-Seafarer Wally "Mad Bear" Anderson is leading a war party of Indians in a full-blooded assault on Robert Moses and the State Power Authority. Armed with a 1784 treaty with the US Government, Anderson and a band of Tuscarora, Mohawk and Onondaga Indians invaded the US District Court in Foley Square to block the NY State Power Authority from taking over part of their reservation for the Niagara Falls power project.

The Indians gathered peacefully in Judge Sidney Sugarman's courtroom to argue the superiority of their treaty which assures them, as members of the Iroquois Nation, that "they shall be secure in the peaceful possession of the lands they inhabit" over any state power to take and condemn them. Judge Sugarman, incidentally, handed down the recent decision denying NMU's bid to upset the Robin Line vote.

The Indians have been trying for over 500 years to convince the "newcomers" that Columbus did not discover America. "We never lost it," Anderson said. While none of the Indians spoke up in the courtroom nor offered the peace pipe, they were there, according to Anderson, to show the judge that "we will fight for our rights."

The Indians were embittered over the fact that a local Niagara sheriff had arrested three of them last week for "unlawful assembly" although they were on their Federal domain at the time.

The power authority wants to purchase some 1,300 acres of the Tuscarora reservation for use as a reservoir in building the \$600,000,000 power project. The authority contends that the Federal Power Commission and the state



Wallace "Mad Bear" Anderson (left) is shown during his Seafaring days on a visit to SIU headquarters in full regalia. That's SIU Assistant Secretary-Treasurer Claude Simmons under the Tuscarora headdress.

enabling act gives it the right to condemn land as it chooses and convert it for the project.

Led by Anderson, the Indians last week stood shoulder to shoulder to prevent surveyors

from driving on their land to make boring tests and layout plans. They then secured a temporary restraining order against the Power Authority and are now seeking a permanent injunction.

'No OT' Is Dayman's Dirge Under NMU

After one year aboard the Robin Trent as deck maintenance, Seafarer Al Arnold can testify to the fact that the NMU agreement is a "no overtime" contract. Arnold estimates

that from the time the ship went under the NMU contract on April 23, 1957, until he got off on April 17, 1958, he was lucky to average little more than 20 hours overtime a month. On SIU ships the DM's overtime usually runs between 50 and 100 hours monthly.

The reason for this situation lies in the NMU contract. "Daymen are put to work painting saloons, officers quarters, passageways, mess-hall, galley, recreation hall and other inside spaces without a nickel of overtime pay. This is all part of their regular duties. Under the SIU agreement, all of this kind of work is considered overtime."

Forgotten Men
Arnold's view of the "no OT" provisions of the NMU agreement was substantiated by a letter which appeared in the last issue of the "NMU Pilot" sent in by an NMU man on an American Export ship. Under the heading "DM's Forgotten Men of the Sea" the NMU man writes . . . "Due to some unfathomable reason, they are usually given the dirtiest jobs imaginable . . . the monthly earnings of the deck maintenance worker . . . is around \$397.73."

The "unfathomable reason" referred to above is simply the fact that deck maintenance men on NMU ships can be assigned almost any task without payment of overtime.

The "no overtime" contract goes a long way toward explaining why crewmembers of the Robin Trent voted to reject NMU representation despite offer of NMU membership books free of initiation fees, and why two NMU men on the Trent joined the Seafarers in helping to cast a majority vote for the SIU.

Mooney On Puerto Rico Wage Board

WASHINGTON—Two SIU officials have been appointed to represent employees in committee hearings which will revise the minimum hourly wage rates paid in five major industries in Puerto Rico. Named by Secretary of Labor James Mitchell are SIU Assistant Secretary-Treasurer Eddie Mooney and Victor Bosch, director of the Puerto Rico Division of the SIU.

The committee is appointed yearly to recommend revisions to the minimum hourly wage rates under the Fair Labor Standards Act set for thousands of workers in the button and jewelry industry; utilities, communications and transportation field; alcoholic beverage firms, warehouse employees and workers in the banking, finance and insurance industry.

Presently the minimum wages paid in these various fields, the leading industries on the island, range from a low minimum of 33 cents an hour for railroad carriers to \$1 an hour in the general classifications.

Tampa Has In-Transits

TAMPA—Shipping during the two-week period has been slow but the outlook for the immediate future is optimistic. There were no payoffs or sign-ons but seven in-transit ships, the LaSalle and Warrior (Waterman), Del Viento (Mississippi), Alcoa Pennant (Alcoa), Raphael Semmes, Gateway City and Fairland (Pan-Atlantic) hit this port.

Collect 101 OT Hours On Trent

The following is an excerpt from the patrolman's report on the payoff of the Robin Trent (Mooremack-Robin) in Baltimore on April 25, 1958.

"Payoff Baltimore, April 24, 1958. Patrolmen Sibley and Kastina.

"All beefs settled for voyage 1/20/58 to 4/24/58.

"Collected 54 disputed hours—deck.

"Collected 3 disputed hours—engine.

"Collected 29 disputed hours—steward.

"All crewmembers present at payoff.

"NMU crewmembers thanked SIU patrolmen for taking up their beefs, etc.

"Small repair list. Engineers promise to correct."

Lk. Charles Bottoms Out

LAKE CHARLES—Shipping for this port hit a new low as only five vessels, the lowest number in well over a year, called into the area for servicing. Port Agent Leroy Clarke reported. There are plenty of Class A and B men on the beach here taking up all of the jobs as fast as they hit the shipping board.

The vessels in port during the last two weeks were the Bradford Island, Cantigny, CS Baltimore (twice) and the Chiwawa (Cities Service). All reported in clean.

ALICE BROWN (Bloomfield), March 14—Chairman, B. Wilkins; Secretary, A. Hill. Discussion on plugged scupper in galley and laundry room, causing unsanitary and hazardous condition. Beef about hot and cold water.
April 20—Chairman B. Wilkins; Secretary, A. Hill. No hot water. To see patrolman about rearranging fixtures in messroom to make more space. See patrolman about moving ice box in messroom to pantry to make more seating room. Vote of thanks to steward dept. for fine job.

MICHAEL (Carras), April 25—Chairman, E. Perry; Secretary, A. Selem. Ship's fund \$10.50. Suggestion that cooks and steward get together for proper preparation of food. Request SEAFARERS LOG.

SEATRAN SAVANAH (Seatrains), April 24—Chairman, F. Gesser; Secretary, M. Connolly. Springs for

to be reported to patrolman in Boston. Washing machines repaired and new hose for pump ordered. Reports accepted. See patrolman re: forwarding mail to landing port instead of holding same at port of discharge.
DEL ALBA (Mesa), April 13—Chairman, R. Callahan; Secretary, C. Elzey. New delegate elected. Ship's fund \$21.35. Washing machine not to be used by natives. Keep natives out of passageways. Water for native crews to be kept on deck. Milk to be served for breakfast.

HASTINGS (Waterman), April 4—Chairman, W. Gammons; Secretary, J. Wells. Repair list to be drawn up—minor repairs made. Few hours disputed. One man got off in NY. No replacement. Vote of thanks to steward dept. and deck dept. for keeping messroom and pantry clean. Good crew, good trip.

JEAN LAPITTE (Waterman), March 14—Chairman, J. Zisis; Secretary, W. Lovett. One man to pick up mail and papers. Capt. to have greenbacks for Formosa. See engineer to get heat turned off. Place cups & glasses in pantry after use.

MILTON (Bull), April 13—Chairman, J. Meahan; Secretary, W. Young. Some disputed. New delegate elected. Request steward not to put so much veal on menu. Need cold water in drinking fountain.

ORION STAR (Orion), April 20—Chairman, W. Whorton; Secretary, R. Mills. One man refused dental treatment in Bas Tanura. Ship's fund \$279 yen. Some disputed. No beefs—everyone is happy—heading home.

SENVILLE (Pan Atlantic), April 23—Chairman, V. Hall; Secretary, F. Ballard. Crewmembers to submit suggestions for negotiating committee on trailer ships. All repairs made. New washing machine placed aboard. To recommend negotiating committee that trailerships get contract similar to Seatrains with wage increase and time off for crew. Portholes to be installed for bosun and elec. fo'c'sle, because of poor ventilation. Discussed ship-board safety meetings. Need more light on outside passageways leading aft.

ALAMAR (Caimar), April 13—Chairman, A. Michalski; Secretary, J. McPhaul. Ship's fund \$29.04. New delegate and treasurer elected.

ALCOA PIONEER (Alcoa), March 14—Chairman, G. Bailey; Secretary, C. Strinifellow. Ship's fund started. One man sick, remained on board. Some disputed. To maintain some delegate on more trip. Suggestion to have all bathrooms and shower doors stenciled "For Crew Only," in order to keep stoves out. Request better grade of pears.

ELIZABETH (Bull), April 11—Chairman, L. Ramirez; Secretary, M. Dombrowski. One man injured, left ship in NY; one man quit ship in San Juan. Replacement sent. Some disputed. Fans in messhall to be cleaned and painted; menus to be varied and changed more often. To see purser about more cigarettes—now being rationed to crew and given to passengers, stewards and shore-side personnel; need more variety of brands.

SEATRAN LOUISIANA (Seatrains), April 20—Chairman, V. Whitney; Secretary, C. Kriess. Miss days lodging okay. One day disputed. One day to be settled at payoff. Sandwich toaster ordered. Ship's fund \$79.50. Report accepted. Crew to wait until delegates finish business with patrolman at payoff before discussing personal matters. Suggestion to cook vegetables with less water.

ALCOA RUNNER (Alcoa), April 12—Chairman, C. G. Herpold; Secretary, R. Hall. Man hospitalized, back in States. New baker on board. Keep messhall clean between meals and at night. Ship's fund \$8.25. Disputed. To be settled at payoff. Do not overload washing machine. Discussion on water sample taken in San Juan; variety of night lunch, fruits for desserts.

GATEWAY CITY (Waterman), April 27—Chairman, J. Austin; Secretary, W. Horne. Few minor beefs to be settled at payoff. Report accepted. Need new washing machine. Motion not to pay off until letter from company is given stating that vessel was laid up and men laid off. Vote of thanks to crew from steward for fine cooperation. Ship's fund \$5.50—to be turned over to LOG. New washing machine installed.

JOSEFINA (Liberty), April 9—Chairman, W. Lee; Secretary, N. Remley. Two men replaced in LA due to illness in family and injury. Contacted agent concerning ice machine, and fumigation of ship. Draw to be put out before arrival. To see patrolman concerning medical officer or medical attention aboard ship, and other minor beefs. Repair list to be compiled. Few hours disputed. Communications posted. Report accepted. Discussion about equal distribution of cold drinks; no tea. Vote of thanks to steward dept.

FRANCES (Bull), April 20—Chairman, R. Principe; Secretary, P. Drewes. Report accepted. Washing machine to be kept clean. All bathrooms and showers to be locked when in port.

STEEL CHEMIST (Fishman), April 19—Chairman, W. Worthington; Secretary, E. Felts. Two men hospitalized—Union notified. Few hours disputed. Report accepted. Repair list to be made up. Need mattress for hospital. All extra linen to be turned in. Vote of thanks to galley staff.

Digest Of SIU Ship Meetings

bunks to be put aboard next trip. All repairs made. Reports accepted. Need more fresh milk—insufficient for entire trip. Scraping tar off bridge deck should be unlicensed man's job. Crew requests some wood benches on deck aft.

TOPA TOPA (Waterman), March 30—Chairman, J. Melendez; Secretary, M. Knowles. One man missed ship in SF. Galley man sick. Report accepted. Discussion about heat back aft. Suggestion to have fo'c'sle bulkhead near heating room be insulated. Vote of thanks to messman and cooks for fine job.

PETROCHEM (Valentine), March 23—Chairman, V. Swanson; Secretary, J. Dickerson. Ship's fund \$12.50. Ship to be fumigated for roaches; repair lists to be submitted; application for awning on fantail submitted; ship to be painted inside and outside when leaving shipyard. Signed statement regarding age of retirement sent to LOG editor. Ship to be laid up for five days—no lay-offs.

JOSEFINA (Liberty Nav.), March 9—Chairman, L. Meen; Secretary, J. Luney. Discussion regarding logs; Captains will not lift logs but will not take anyone before Coast Guard. Fix box not to be used for making ice. No payoffs in LA unless instructed by Union or persons with hospital slip. Ship to be fumigated for roaches and bed bugs. One member had appendicitis in Manila—rejoined ship in Santa Nina. To see patrolman to settle minor beefs, and endeavor to get separate unit to make ice and store ice cream & frozen foods. Some disputed. Wiper broke thumb in Manila—to be X-rayed. Stove not working properly. Report accepted. Repair list to be drawn up. Vote of thanks to steward dept. for splendid job.

NES (Bull), April 4—Chairman, W. Crossman; Secretary, J. Gallagher. Safety program started. Draws to be in US currency & Travelers checks in foreign ports. Ship's fund \$13. Donation made for ship's library. Few hours disputed. Report accepted. Repair list to be submitted. Vote of thanks to steward dept. Lines situation cleared up satisfactorily.

CUBORE (Marven), March 14—Chairman, T. Drzewicki; Secretary, S. Holden. Two men fired; one man tried to jump ship in Venezuela. Buttermilk reserved for members who cannot drink sweet milk. Vote of thanks to steward dept.

April 1—Chairman, C. Webb; Secretary, S. Holden. One man removed at Cape Henry due to injury. Report accepted. Request headquarters to extend B men to 80 days instead of 60 in order to draw benefit from union. Do not place greasy clothes in washing machine wringer. Need another fan for recreation room. Contact patrolman to get watch fo'c'sle for engine dept. Vote of thanks to steward dept.

REBECCA (Maritime Overseas), April 4—Chairman, A. Felchke; Secretary, S. Schuyler. Draw to be issued in Panama; also shore leave. In NO port of payoff, transportation will be paid to west coast ports. Laundry room schedule to be posted. Ship's fund \$17. Record player repaired. Reports accepted. Bathrooms need repainting.

SANTORE (Marven), March 23—Chairman, W. Reid; Secretary, J. Arnold. List of pro-book men aboard 62 days to be made up. Ship's fund \$11.68. Reports accepted. Observe silence in passage ways. Keep messroom clean. Turn off washing machine after using.

FLORAR (Caimar), April 20—Chairman, J. Ribbeck; Secretary, L. Korzunus. All linen to be turned in by 25th so that steward can have same counted. Keep noise down while others are asleep.

CANTIGNY (Cities Service), April 24—Chairman, C. Taylor; Secretary, R. D'Rourke. One man missed ship—

'This'll Reach!'



Safety Rig's Worth \$150 To Seafarer

Safety-minded Seafarer Julius Gural turned some hard thinking and extra labor into a \$150 award from Isthmian Lines last month by designing a new method for rigging nets to prevent injuries in falling off a ship's gangway.

Gural, while working as an AB on the SS Steel Worker, noted that the nets, as they were then rigged, were flush with the side of the gangway and would be of no use if someone fell over its side.

After spending some time thinking over the matter, Gural came up with the idea of using stanchions projecting from the side of the gangway at an angle to hold the nets some two feet away from it, instead of having them just hang from the gangway's side. With this type of rigging, the nets would catch anyone falling over the side of the gangway and prevent their being injured on the dock below or in the water.

The use of nets as safety devices on accommodation ladders, while new in maritime, is similar to the way shields are extended from the

sides of buildings under construction to prevent bricks from falling to the street below.

For his contribution to shipboard safety, Gural received a \$150 check from Joseph McDiarmid, marine manager of Isthmian Lines. The latter complimented Gural for his foresight and said he reflected the calibre of men manning Isthmian vessels.

'Fair' Is Word From Boston

BOSTON — Spring and fair weather may come late to New England, but the shipping here for the two week period has been fair with signs indicating that it will stay that way for a while, Port Agent James Sheehan reports.

Three ships, the Fort Hoskins, Bradford Island and Cantigny, all Cities Service, paid off and signed on with all beefs being settled at the payoff. Otherwise, everything is running smoothly.

Outlook Cloudy In San Fran.

SAN FRANCISCO—Shipping in this port can be compared to the fortunes of the recently arrived Giants—hot and cold, with the future being anyone's guess.

The Choctaw and Fairport (Waterman) paid off and signed on. In-transit were the Young America and J. B. Waterman (Waterman) and the Portmar (Calmar).



House Passes Aid To Jobless

WASHINGTON — The House of Representatives has passed President Eisenhower's unemployment pay proposal, which will benefit some 2,500,000 unemployed workers.

The bill extends the duration of unemployment compensation by 50 percent to be financed by Federal loans to states that request them and to be repaid by the states. It is limited to unemployed workers whose jobs come within their state's unemployment compensation system and who have exhausted their regular benefits at any time back to last July. The AFL-CIO has called for a much stronger bill to raise benefit payments which are now inadequate and to cover workers not now protected. (See story on page 2.)

Benefits would be paid at the rate set by law in each state for regular unemployment compensation. That rate runs up to \$45 a week. Duration varies, running up to thirty weeks in Pennsylvania.

By now, whether it is "bottoming out" or not as Government spokesmen claim, it is apparent that the much-advertised recession is here with us to stay for several months more. That fact, plus gloomy prognostications by scores of economists and study groups, makes it urgent that Government action be taken to shore up the state unemployment insurance program along the lines called for by the General Board of the AFL-CIO.

Most state unemployment insurance programs come to an end after 26 weeks. In normal times, or in periods of comparatively brief business slowdowns, a shoreside worker can get himself a job within six months. But these are not normal times.

Unlike the seafaring industry, where a Seafarer laid off on one ship can expect within a reasonable period of time to find employment on another ship with the same or another company, the shoreside worker is not so flexible. If his plant closes down, and throws him and 5,000 others out of work, there may not be another plant for miles around which can use his particular skills, and the number of miscellaneous jobs available at gas stations, supermarkets and the like is simply not enough to absorb all the laid-off men.

That is why the Federation is so insistent that speedy action be taken on extending unemployment insurance. There is a bill to that effect pending before the Senate, but it has several glaring inadequacies. For one thing, it makes no provision for bringing state plans that have lagged behind on cash benefits up to a proper level, which is 50 percent of normal income. The pending bill also makes no provision for more than a million unemployed who are not covered by any form of job insurance.

The man who needs help the most is the man who has already exhausted all benefits—even more so than the one who has just been laid off. That principle was recognized by the Seafarers Welfare Plan when it provided extended hospital benefits, for example, in cases of chronic and severe illness. It applies equally in cases of chronic and severe unemployment.

ARMMI?

The American Merchant Marine Institute, which supposedly represents the interests of an American-flag merchant marine, has completed an active lobbying session against any kind of control over runaway shipowners. Under the circumstances, perhaps a slight alteration in the organization's name is in order. Its function could be described more aptly if it was known as the American Runaway Merchant Marine Institute. Just one more word on the letterhead will do the trick.

Use Only One Mail Address
Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight.

Keeping in Touch

WITH SIU OLDTIMERS



One of the oldest of the retired Seafarers receiving the disability-pension, Seafarer Edward K. Hansen, is a well-known figure around the SIU headquarters hall where he still visits regularly. Now 84 years old, Hansen has been receiving the disability benefits



Hansen

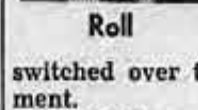
for the past five years. He had spent 65 years before that sailing on Scandinavian and American ships and was well-known to the regulars on the Robin Line run.

In addition to being a true professional sailor in every sense of the word, Hansen has been a veteran of maritime unionism, being in on the founding of the Norwegian Seamen's Union back in 1906 before coming to the States.

Hansen began in his native Norway on fishing boats at the age of 14, way back in 1887, then went to work on coasting vessels and deep-sea ships which paid all of \$13 a month. He first started sailing American ships in 1925 and subsequently became a member of the SIU after its founding in 1938. He sailed regularly as carpenter

on SIU ships and makes his home in the Bay Ridge section of Brooklyn.

Another Seafarer with a long sailing history dating back to the 19th century is Seafarer Bernard Roll. Roll, who is 81, got started on his career in 1893 at the age of 16, also on Norwegian coasters. He worked as coal-passer for a while on deep-sea ships, but subsequently



Roll

switched over to the deck department. In 1912 he quit sailing and settled down as a farmer in North Dakota. He spent 15 years battling the elements inland and then chucked it and returned to seafaring again. When the SIU was founded he became a member, sailing as AB or bosun all the while. Roll now lives ashore in Seattle which was his home port for many years.

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.

That \$%***##@ Mate?

On Here He's A Great Guy

The Alcoa Puritan is going to have to live up to her name if Captain Hamm has his way. The skipper has put out the word that "profane" language is to be eliminated.

How well the crew will be able to maintain the niceties of speech remains to be seen, but it doesn't require too much imagination to figure the immediate crew reaction. Even at a nickel per "blankety-blank," they probably used up a good month's pay over that one.

Just imagine the reaction of the deck gang, for example, when the mate has blue-pencilled all over a couple of overtime sheets, and picture the guys saying how what a fine, honorable fellow he is after all.

Meeting secretary Edward L. Killigrew also reports on an occurrence in Izmir, Turkey, where, upon landing, one seaman was searched for US money and relieved of half of what he had by the local customs functionary. The customs man naturally provided no receipt for the greenbacks he pocketed, but he is no doubt also referred to as a fine, upstanding fellow by the hearties on the Puritan.

Killigrew offered a word of caution to all seamen coming to Turkey to "be careful" and avoid such incidents, since the local currency regulations are strict. Actually, the Puritan man was let off easy, since foreign seamen have wound up in the lock-up and have had to forfeit their dough anyway to cover "fines" for such infractions.

SEAFARERS IN DRYDOCK



SIU brothers in the hospitals received a total of \$9,327 in 462 individual benefits from the Seafarers Welfare Plan during the two-week period ending April 25. This brings the total of these benefits paid to date to \$1,305,130.50.

Among the Seafarers on the receiving end this period, up in Boston at the Brighton marine hospital, is a "skeleton crew" of three, reports



Dwyer

Charlie Dwyer, hospital delegate. With him are Frank Shaw and Frank Engel, who should be heading out any time now. Dwyer reports "all is well... good treatment, pretty good feeder and a good variety of entertainment," but he could do with mail now and then from some of his old shipmates.

Good news from the Staten Island drydock concerns Conrado Reyes, who got off the Grain Shipper last October completely paralyzed from the waist down, and can now feel some sensation and even move one of his feet. The PHS medics are very encouraged by this progress. Also out at Staten

Isle is Vince Garvey, ex-Steel Designer, who's expecting his discharge shortly after a minor hernia operation, and Uldarico Merjudio, who was taken ill aboard the Steel Chemist in Singapore. He's getting along okay back in the States after a month overseas.

Down at the Baltimore PHS drydock, Clarence Gardner is getting around a bit easier now even with one leg in a cast from a shoreside injury. He last shipped as cook on the Government Camp. Percy Harrelson, wiper on the Hilton some time back, just checked into the Baltimore PHS so the docs can look him over. Ditto for Mack Acosta, ex-Baltore fireman.

When in port, remember that all the brothers in drydock really appreciate a personal visit. Letters are also welcome.

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

- USPHS HOSPITAL BALTIMORE, MD.**
 - Edward Burton
 - Peter DeVries
 - Clarence Gardner
 - Maurice Gillespie
 - Gorman T. Glaze
 - Leonard Layton
 - Peter Losado
 - W. J. McIntyre
 - John McLaughlin
 - John Maasik
 - H. F. Machlinski
 - Anthony J. Maiello
 - Victor Makko
 - Daniel Martin
 - Clarence Murray
 - Antonio Palmes
 - James A. Ray
 - Harold S. Rivers
 - Stanley Rodgers
 - Calvin Rome
 - Eugene Roszko
 - Edward Seseiko
 - Leslie F. Simmons
 - Nighbert Straton
 - Juan Taboada
 - John Thompson
 - Gaudencio Tiexis
 - John P. Trust
 - Walter C. White
 - Vyrl Williams
 - Albert L. Willis
 - Henry Wirtz
- VA HOSPITAL BOSTON, MASS.**
 - Thomas W. Killien
- VA HOSPITAL 157 AVE., NY, NY**
 - Salvatore Legayada
- MONTEBELLO CHRONIC DISEASE HOSPITAL BALTIMORE, MD.**
 - Francisco Buene
- VA HOSPITAL FT. HOWARD, MD.**
 - Wilbert Hughes
- USPHS HOSPITAL FT. WORTH, TEXAS**
 - Lawrence Anderson
 - Robert Ingram
 - Woodrow Meyers
 - John C. Palmer
 - Harold J. Pancost
 - A. J. Pamepinto
 - Paul W. Seidenberg
 - George Petesky
- USPHS HOSPITAL MEMPHIS, TENN.**
 - Charles Burton
- SAILORS SNUG HARBOR STATEN ISLAND, NY**
 - Victor B. Cooper
- VA HOSPITAL KECOUGHTAN, VA.**
 - Joseph Gill
- VA HOSPITAL PHILADELPHIA, PA.**
 - James F. Markel
- USPHS HOSPITAL SAVANNAH, GA.**
 - Elmer G. Brewer
 - Paul M. Carter
 - Reamer C. Grimes
 - Jimmie Littleton
 - Willie C. Sanders
 - Foster B. Shedd
 - A. A. Turlington
 - Herman F. Weber
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
 - Joseph H. Berger
 - Edwin Brown
 - George J. Decker
 - Curtis L. Hancock
 - F. B. McCollan
 - John C. Mitchell
 - Charles T. Nangle
 - J. S. O'Byrne
 - H. J. Schreiner
 - D. Tsalekis
 - Sung C. Wang
 - H. E. Zimmerman
- USPHS HOSPITAL GALVESTON, TEXAS**
 - R. J. Arsenault
 - Wm. J. Burkeen
 - Francis M. Connors
 - Henry DeLaughter
 - Archibald J. Milne
 - Ray C. Pappan
 - Tony Rabago
 - H. M. Robinson
 - R. DeLosSantos
 - Wm. C. Scruggs
- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY**
 - Lewis R. Akins
 - Manuel Antoniana
 - Eladio Aris
 - Fortunato Bacomo
 - Joseph J. Bass
 - Malvin W. Bass
 - Frank Bemrick
 - Joseph V. Bissonet
 - James F. Clarke
 - Juan Denopra
 - John J. Driscoll
 - Daniel Fitzpatrick
 - F. O. Fondila
 - Fabin Furmanek
 - Odis L. Gibbs
 - Joseph M. Gillard
 - Hart E. Gursnick
 - Wade B. Harrell
 - Talb Hassan
 - Antonio Infante
 - Thomas Isaksen
 - Claude B. Jessup
 - Woodrow Johnson
 - Ludwig Kristiansen
 - Kenneth Lewis
 - Patrick McCann
 - Archibald McGintan
 - H. C. McIsaac
 - Leo Mannanagh
 - A. Martinelli
 - Josquin Miniz
 - W. F. O'Dea
 - C. Osinski
 - George G. Phifer
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- USPHS HOSPITAL SEATTLE, WASH.**
 - George B. Dunn
 - Frank S. Taylor
 - Sherman Phillips
- USPHS HOSPITAL BOSTON, MASS.**
 - Charles Dwyer
 - Frank Engel
 - Frank P. Shaw
- VA HOSPITAL NEW ORLEANS, LA.**
 - Jack B. Strahan
- USPHS HOSPITAL NORFOLK, VA.**
 - Franghi Anghelatos
 - Willie E. Tomlinson
 - C. Barrineau Jr.
- HOTEL DIEU NEW ORLEANS, LA.**
 - Jack Mays
- USPHS HOSPITAL NEW ORLEANS, LA.**
 - Stanley T. Bennett
 - John W. Bigwood
 - Carlo E. Billo
 - Claude Blanks
 - John P. Brooks
 - Donald Dambriue
 - Roscoe Dearmon
 - Harry Emmett
 - J. F. Fitzpatrick
 - Eugene Flanagan
 - Ben D. Foster
 - Earl Garberson
 - Edward T. Glenn
 - James C. Glisson
 - Herbert Grant
 - Wayne F. Harris
 - Henry Helach
 - John Hrolepok
 - George Huber
 - James Hudson
 - B. Huggins
 - Robert James
 - Edward G. Knapp
 - Antoine Landry
 - Edward Lane
 - Leo Lang
 - W. A. G. Marjenhoff
 - Clyde Miller
 - Michael Muzio
 - Francesco J. Natale
 - William Nelson
 - Domlinie Newell
 - Rogers A. Perry
 - Gilbert J. Piersall
 - Randolph Ratcliff
 - Allen Ritchie
 - James H. Russell
 - Harold Scott
 - Wade H. Sexton
 - James H. Shearer
 - Andrew Stauder
 - Joseph W. Stocker
 - Nicholas Tala
 - Gerald L. Thaxton
 - S. Turberville
 - James E. Ward
 - James C. Whatley
 - John F. Williams
 - Clifford Wuertz
 - Demetrio Zerrudo
 - Jacob Zimmer
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 - Hassen Ali
 - Nicholas Anonstis
 - Richard A. Asmont
 - Otho Babb
 - Felice J. Balducci
 - Henry Bilde
 - Thomas Dally
 - Clarence O. Dalre
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 - F. A. Fernandez
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 - Luis E. Gutierrez
 - Peter Heulla
 - Chan Hon
 - George Howard
 - Nicholas Korzak
 - Ahmed Mehasin
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 - Calso Rodriguez
 - Salvador Rodriguez
 - H. E. Shockley
 - G. Sivertsen
 - Chow G. Song
 - Wm. R. Thompson
 - William W. Wells

Likes The Way SIU Licks Beefs

To the Editor: I have a shoreside job now in a steel plant and am connected with the local union, United Steelworkers of America Local 1557, Clairton, Pa. Although my wife already gets the LOG at home, I would appreciate getting one at the local union office also. I would like to have some of my fellow union brothers here see how the SIU operates, es-

represented by a lawyer who has signed him to a contract can he drop this lawyer, if he feels he isn't being represented to his best interest; can he engage another lawyer; how much would it cost; what would the next lawyer charge, etc.? These are only a few of the dozens of questions which are brought up during our discussions, and we would appreciate any information on this subject you can dig up and print for us to read.

William Omelanczuk

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.

pecially on the handling of beefs, which we call grievances here. The grievance procedure is a long, drawn-out affair, and you have to use four steps of the procedure before it gets to an arbitrator. Thanks again and smooth sailing to all my friends.

Stephen M. Sopko

Praises Benefits Of Welfare Plan

To the Editor: We would sincerely like to thank the SIU Welfare Plan for the wonderful benefits it provides on behalf of a splendid organization. We both are very grateful for what the SIU has meant to us. I was in St. Patrick's Hospital here in Lake Charles, was given

Applauds Assist For Disabled

To the Editor: It seems that, generally, people write to the LOG or the Union when they are looking for something, and rarely write about it after they have secured it. To me, that sort of thinking results in the loss of the realization by the membership of the many actual benefits our Union provides for the membership.

I want to let all my friends and all Union members know that effective April 1, 1958, I have been receiving the SIU special disability benefit of \$150 per month. I cannot overstate the value and importance of this benefit to me.

I am totally disabled by a number of ailments due to natural causes. I don't have any broken bones or paralysis, but I am as incapable of working now as if I did have such injuries. That is what makes our Plan so valuable to us.

Furthermore, I am only 53 years old. Can you go elsewhere and secure such protection under my circumstances?

I joined this Union of ours in 1938 and although Welfare Plan payments by our contracted companies did not begin until 1950, which was 12 years after I began sailing SIU, my seafaring during those years counted towards retirement. How many members have given any thought and appreciation to this "retroactive" protection in the Welfare Plan?

Believe me, your active members, you may not be attaching much importance to such things now but, if you wind up in my circumstances, you sure as heck will.

Now, in addition to my monthly benefits, I am covered for hospital and surgical benefits if and when my eligibility at the marine hospital runs out, and all other benefits I was entitled to as an active seaman will remain in effect. Brothers, that's coverage!

In conclusion, I'd like to thank all the officials of this organization for the many years of assistance and representation I received, and particularly those in Baltimore, where I shipped from for years. Their efforts have helped me in many ways. To top all this off, my dues are complimentary and I'll always be able to show a paid-up SIU book to anyone who wants to know what my outfit is.

Archie Wright

Wife Hails SIU In Philadelphia

To the Editor: Just a line to thank all the boys of the SIU in Philadelphia for their kindness to me while I was in the hospital.

Thanks also to Joe Campo for his kindness in taking care of the all the paperwork while my husband was at sea, and to the Seafarers Welfare Plan for all the payments to the hospital.

Mrs. Jiggs Jeffers

Sheiks On Prowl



Going native, George Hildbrech, bosun (left) and Robert Dratch, chief electrician (right), do the sights in Beirut, Lebanon, with two local guides. The ship's delegate on the Naltalie sent in the photo.

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

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Recovered after hospital stay, Mrs. T. Kilgore is shown with husband, Seafarer Larry Kilgore.

wonderful treatment and now am able to carry on again. We also certainly want to thank Dr. Steve F. Price and the Sisters and nurses for the fine work they did. Again, thanks to the SIU for being such a wonderful organization and for all the help from the Welfare Plan.

Mrs. Tillie Kilgore

Would Like Info On Lawyers

To the Editor: At sea, aboard any ship, while sitting on the hatch or in the messhall, different topics of conversation are brought up and one about which definite information is always lacking is the subject of lawyers who represent injured seamen entitled to justifiable compensation for their injuries.

Many of us would appreciate it if this information could be printed in one or a series of articles, in regard to such questions as: if a seaman is being

Even Bats Go Haywire On Shuttle



An unexpected visitor on the Orion Planet, this bat became a deck department trophy after it tried to attack bosun Andy Andreslak in the Singapore Straits. It had a 60-inch wingspread. Photo by Edgar A. Armstrong, ship's delegate, enroute to Yokohama.

A giant bat that tried a reconnaissance mission on the deck of the Orion Planet was dispatched to his ancestors when he tried to attack the bosun last month.

The incident occurred one day out of the Straits of Singapore while the Planet was enroute to Yokohama. Since the normal flying hours for bats are at night, the king-sized mammal was probably just as stunned by the whole affair as everyone else was.

Meant Business

He was found on the deck in the morning, according to ship's delegate Edgar F. Armstrong, but when he went for bosun Andy Andreslak, the bosun grabbed a nearby paint scraper to use as a shillelagh. "The scraper got broken in the process," Armstrong added, indicating that the big fellow must have meant business.

It was later discovered that the bat had a wingspread of 60 inches, which "should be a record of some sort!" he noted. (We haven't found one, fellas, but we're still looking.)

The Planet, a supertanker, is on the Persian Gulf-Japan oil shuttle and is due to make one more round trip before heading for Honolulu and home in July. The monotonous run is enough to make everybody go "bats," so they didn't need any help from the real thing in that direction.

LOG-A-RHYTHM:

Knowing*

By M. B.

Waiting! Waiting!
Today! Tomorrow! Today—Tomorrow!

The monotonous rhythm, like the surge
Of the restless sea, is
Forever beating on the
Shoals in useless longing;
Each white-cap taking you farther from me.

The rocky coast of a stormy life
Has only a pearl-gray sky and
The shrill of the gulls
As they scan the waves
For shipwrecked souls
Lost in the strife.

While the deathless roll of the
endless sea
Beats out its toneless dirge,
For you I'm constantly
Waiting!—Waiting!
Today—Tomorrow!
Today that forever Tomorrow
must be.

* Copyrighted April 21, 1943

'Sea-Spray'

—By Seafarer 'Red' Fink



"I come in peace. Take me to your union delegate."

Del Norte Saves Pair Adrift For Six Days

Two fishermen were rescued by the cruise liner Del Norte last trip after they had been drifting along for six days off the West Indies with no help in sight. The pair had been living on apples and oranges for four days.

Overhauled by the ship after the lookout spotted a small boat running adrift, the two men were taken aboard in short order. Treated to a good meal, some clothing and a small amount of cash to cover their needs, the pair stayed with the ship until it reached St. Thomas, Virgin Islands.

In Fair Shape

The incident took place March 9 on the southbound leg of the South American voyage. Both the men were in fair shape despite their long exposure in the open sea.

On the lighter side, baseball also occupied the news on the Norte, when the ship won one game in Buenos Aires and wiped out the crew's baseball fund while doing it. A 500-peso donation to send flowers for a member of the Argentine team who died earlier helped the fund wind up well in the red.

Despite the victory, the minutes of the Norte modestly omit the winning score, so we'll have to take their word for it. The Del Norte, like the other Mississippi passenger ships, has always fielded a pretty good squad and already has a number of baseball laurels to its credit. Harry Wolowitz is the ship's delegate.

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Northwest Pacific

MARITIME
TRADES
DEPARTMENT

AFL-CIO

ROBIN GRAY (Robin), April 16—Chairman, I. Clark; Secretary, C. Stamboul. Everything running smoothly. New treasurer elected. Some disputed of. Few beefs in deck dept. Bathrooms to be kept cleaner. Take better care of washing machines.

DEL AINES (Miss.), April 12—Chairman, I. Decareaux; Secretary, C. Masur. To start ship's fund. Treasurer elected. Departments to rotate cleaning laundry. Keep messroom clean. Blackboards to be painted. Need more keys for foci's.

KATHRYN (Sull), April 17—Chairman, W. Ortiz; Secretary, F. Necklicki. Received notice 24 hrs. to terminate articles. Wiper missed ship in NY. Check with patrolman re: starting time for ot on Good Friday—stevedores holiday. Report accepted.

Digest Of SIU Ship Meetings

Each man to turn in keys to dept. head, strip bunks of linen and bag. Garbage to be dumped on garbage hamper in port. Use care when disposing of garbage at sea.

MAE (Sull), April 3—Chairman, J. Jakelski; Secretary, J. Bond. Chairs in messroom to be repaired. Ship's fund \$23. Report accepted. Motion to air-condition all SIU ships, especially those running to the tropics. Vote of thanks to steward dept.

ORION PLANET (Orion), April 4—Chairman, M. Pyk; Secretary, F. VanDusen. Mate refused to let men check food stores put aboard in Sasebo. No report from hg. on equipment being used for mucking. Ship's fund \$12.30. Some disputed of. Steward hospitalized in Bahrain. Changing department against Union regulations. Delegate to take care of all business with captain—do not go topside with beefs. Draws not to be changed after putting in. Discussion on ot in deck dept. buffet supper; menu changes. Inadequate meal ordered last trip. Cooperation urged among crew—warned about performing.

PACIFIC OCEAN (World Tramping), March 23—Chairman, J. Rose; Secretary, G. Skendelas. No draws in San Pedro, no American money for draws in Formosa—to be taken up with patrolman. Repair list submitted; galley was painted; few minor repairs made. Reports accepted. New delegate and reporter elected. Strip all bunks of soiled linen. Request name brand of soap powder and more lava soap, per agreement.

VALLEY FORGE (Pennsylv), April 13—Chairman, E. Magbes; Secretary, S. Arakis. Beef on draws and cigarettes. Crew not cleaning washing machine after use. Ship's fund \$20. Messhall, pantry and deck dept. rooms painted. Men neglecting duties to be referred to patrolman. Three men logged. Disputed subsistence on hot water and launch service. Some disputed of. Donate things fund to LOG. Headquarters to correct mail situation. Slop chest to be stored adequately. Delegates to handle beefs.

IBERVILLE (Waterman), March 24—Chairman, J. Boom; Secretary, L. Pepper. Crew to reimburse cook for postage. American money draw at Gibraltar and dinars at Yugoslavia. All quarters need painting. Report accepted. Reporter elected. Messman's work improving. Discussion on hospital and pension plan. Letter sent to editor of LOG regarding same. Repair lists to be turned over to dept. delegates. Steward will endeavor to obtain fresh stores at Gibraltar and Yugoslavia if available.

ALCOA ROAMER (Alcoa), April 14—Chairman, R. Kienast; Secretary, J. Bourgeois. Repairs completed. See patrolman about payments every trip. To write letter to LOG and Welfare Dept. about asking up on the one day sea time in 90 days requirement for benefits. General meeting to be held every second voyage because of short run trips to PR and Mobile. Shore side personnel not to eat in messroom before crew is finished. Discussion re: welfare plan; sea time, etc.

DE SOTO (Waterman), April 4—Chairman, C. Garner; Secretary, J. Calhoua. Some disputed of. See master about more cigarettes.

MARIA H. (Harald), April 4—Chairman, H. Bergins; Secretary, T. Bolton. Vote of thanks to SUP men. Few hours disputed of. Proper attire to be worn in messroom. Vote of thanks to steward dept. and to all new men on board.

COUNCIL GROVE (Cities Service), March 13—Chairman, E. Callahan; Secretary, C. Boriz. Rusty water situation not corrected—to be taken up with patrolman. Repair lists to be submitted to delegate. Ch. mate requests list of replacements four days before arrival—continues to fire men without notice. In view of his attitude delegate suggest brother give

only customary 24-hr. notice. One man hospitalized in LC. No replacement. Repair list submitted again—no action taken on previous lists. One man getting off. Crew forced to crank out boat davits with turn around bits, so that fire & boat drill utilized to perform maintenance work on falls. Messhall to be kept cleaner during night watches. Soiled dishes to be placed in tub with clean water.

April 8—Chairman, E. Parker; Secretary, C. Boriz. Few hours disputed of. New delegate elected. Suggestion to provide ladders for men with upper bunks; garlic sauce be provided with steaks and pizza be served occasionally. See patrolman about use of acid for bleaching. Request better water circulation for deck dept. bathrooms.

AFPOUNDRIA (Waterman), April 19—Chairman, W. Shale; Secretary, D. White. Ship's fund \$17. One man missed ship. New delegate elected. Return cups and glasses to pantry after use. Safety meeting to be held between the Canal and PR. Unsafe conditions to be reported to delegates. Pillows now available.

NATALIE (Maritime Overseas), April 20—Chairman, M. Savoy; Secretary, J. Lefkaski. All members to fill out welfare cards. Some disputed of in Jeddah—approx. 60 hrs. on master sheet. Slop chest prices too high—delegate to investigate. To see captain about mail charged on slop chest. Take better care of washing machine—turn light off and observe water line. Proper attire to be worn at meal time.

STEEL RECORDER (Isthmian), April 12—Chairman, S. Zeagler; Secretary, O. Winfield, Jr. One man hospitalized; one man logged; some minor beefs. Ship's fund \$30.84. Some disputed of. Vote of thanks to ship's delegate and to crew for fine cooperation. Reports accepted. Crew will not sign on until new cooler is aboard. Ship to be fumigated for insects. Steward to order roach powder; screen doors for mess room; erect awning on fantail; ice box to be moved to mess room. Cigarette butts not to be discarded on deck. Order more lemons. Vote of thanks to steward dept.

SEAMAR (Calmer), April 20—Chairman, E. Nicholson; Secretary, G. Hayes. New delegate elected. Ship's fund \$12. To purchase checkers in Long Beach. Resolution: (1) pay raise; (2) minimum of for deck dept. Thanks to steward for good food and service. To order new washing machine; fan to be put in laundry. Delegate to see captain about draws—none available at times.

ALCOA POLARIS (Alcoa), April 27—Chairman, N. Long; Secretary, J. Hansen. Water picked up in San Juan—bad, dumped in NY. To see about another room for steward dept. Few hours disputed of. One man getting off to prevent injury. Clean washing machine after use. Steward has room for captain's slop chest so room can be made for messman.

ANDREW JACKSON (Waterman), April 25—Chairman, G. Clark; Secretary, M. Guinier. Two men caught trying to change counterfeit money—locked up. Delegates tried to see them, refused by police. Galley needs fumigating—will be done in NY. Ship's fund \$24.17. Some disputed of. Report accepted.

ROSE KNOT (Suwannee), April 4—Chairman, C. Wilson; Secretary, L. Smith. Some disputed of. Ship's fund \$10.33. Report accepted. Portable tanks need cleaning. Motion to form safety committee to study safety conditions and medical treatment and report to headquarters. Cups and soiled linen to be brought back. Friday designated for linen change. Vote of thanks to radio operator for news reports. Captain requests crew's cooperation in conserving fresh water.

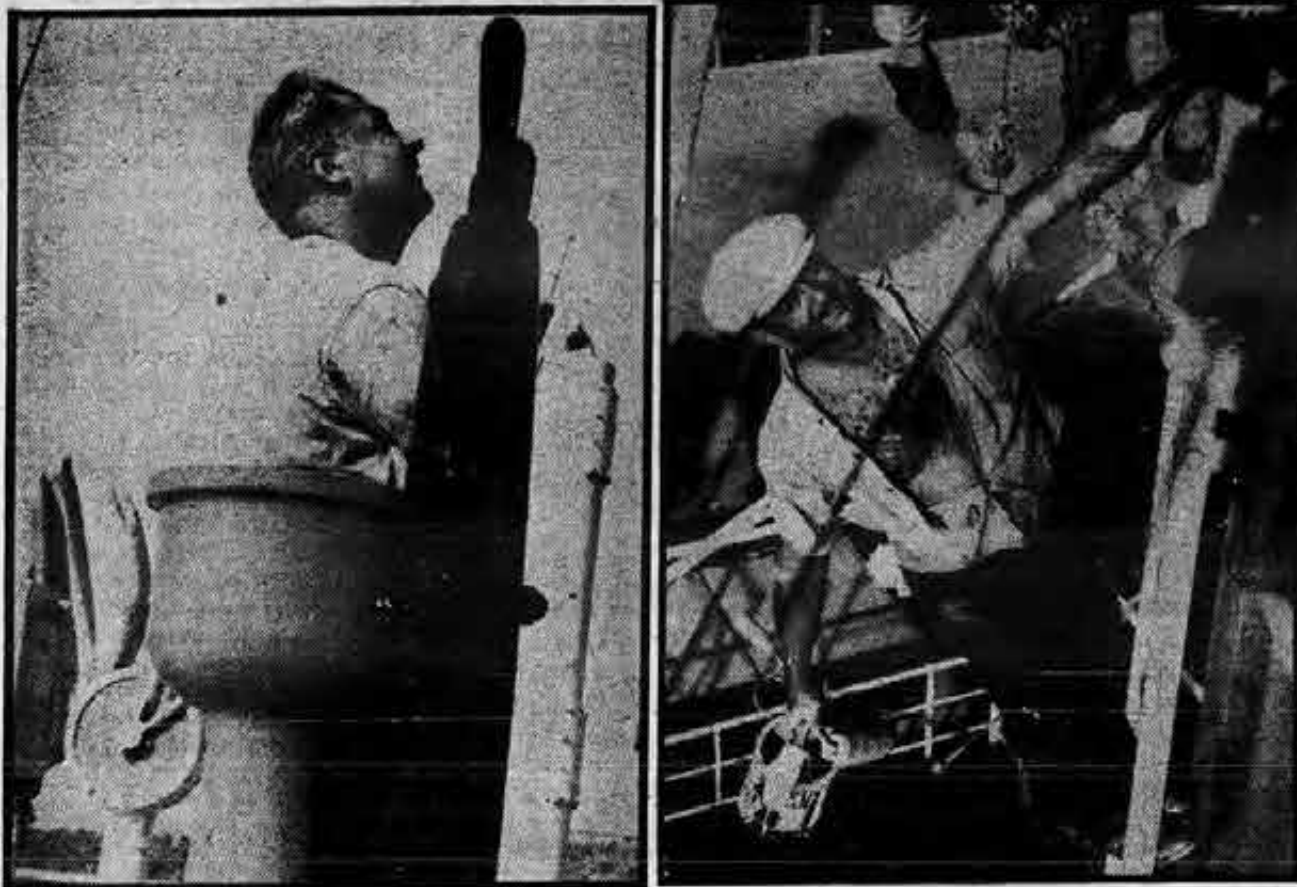
JEAN LAFITTE (Waterman), April 20—Chairman, J. Keenness; Secretary, S. Joseph. Sufficient number of LOGs in Far East. Captain pleased with crew and safety drive. Ch. cook missed ship in Okinawa, rejoined in Japan. Request work gloves from slop chest; also film for polaroid cameras. Ship's fund \$27. Few hours disputed of. Showers painted. Reports accepted. Treasurer to buy postage stamps for crew. Trash not to be thrown on deck. All reports to patrolman to be made by delegates only. Members would like to know more about raise. All repairs made.

SEATRAN GEORGIA (Seatrains), April 27—Chairman, R. Nigh; Secretary, F. Flanagan. Repairs made. Ice cream beef straightened out. NY State employment insurance 245 retroactive from last year. Ship's fund \$26.70. Two minor beefs. Few hours disputed of. Reports accepted. Electrician requests orders to be given to him thru chief engineer—not thru captain. Captain will have screens installed in buffet to keep flies off pies and cakes.

FORT MOSKINS (Cities Service), April 14—Chairman, J. Roudy; Secretary, R. Gelling. Repair list submitted. To see patrolman about deck gang chipping & painting pumproom. Galley repairs made. Ship's fund \$12. One man getting off. Beef between crew mess and pantryman settled. Clean foci's after parties.

VENORE (Mervin), April 29—Chairman, T. Cummings; Secretary, W. Drew. One man taken off in Venezuela. New delegate elected. Laundry room to be kept clean. Silverware to be left out for night lunch.

Paint Job Rates A Whistle



Ray Doell, 1st assistant engineer on the Steel Apprentice (left), looks aloft at paint job done on the ship's whistle by Seafarer William Velazquez, bosun, and Ollie Olson, AB (only Ollie's feet and hands are showing, right), to compliment them on the job. The tooter is reported to be in fine shape by ship's reporter John L. Whisman.

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HALIFAX, N.S.....128 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: 5391

TORONTO, Ontario.....272 King St. E.
EMpire 4-5719

VICTORIA, BC.....617 1/2 Cormorant St.
EMpire 4531

VANCOUVER, BC.....298 Main St.
Pacific 3468

SYDNEY, NS.....304 Charlotte St.
Phone: 6346

BAGOTVILLE, Quebec.....20 Elgin St.
Phone: 545

THOROLD, Ontario.....52 St. Davids St.
CANal 7-3202

QUEBEC.....44 Sault-au-Matelot
Quebec Phone: 3-1569

SAINT JOHN.....177 Prince William St.
NB OX 2-5431

LOG-A-RHYTHM:

**Make Time
(An Epitaph)**

By JAMES A. KNIGHT

The new moon was forlorn off Cape Fear.
Office sparks,
Racing from the city across long seas,
Demanded less hesitation in the race for time,
When time was so near to never
And the day's stock market loss,

Sailing with the panic of position,
Forty young dreams of forty someones
Answered the impersonal curse of company bells:
More steam . . . Make time!

The wheeling, throttling hands
Were many waves away from a tender word;
But closer to land, as the reaching swells,
Loud with foam, turned time green,
And took all hands slipping down
Down under the gulping waves,
To the port of lost dollars
And green graves.

**Oldtimer's Back
In NY Hospital**

To the Editor:

Well, I'm back at St. Vincent's Hospital in New York City. The doctors, nurses and all the help here go out of their way to make it as comfortable as possible.



Pilutis

Thanks to all the SIU officials for their wonderful work on the SIU Welfare Plan, and to Dr. Joseph Logue, head of the Plan's Medical Department.

While I'm at it, perhaps you could print these names so that

that somebody will take notice of this letter expanding on our ideas in planning for our future.

Joe Bourgeois
Ship's delegate

(Ed. note: The above letter was signed by 28 crewmembers.)

**Urges Focus On
Curran Record**

To the Editor:

During the latter part of last year I finally hung up my sailing rig and fell back into the hills of Chautauqua County, New York. Since no one hereabouts knows anything about the NMU, I feel it's time that some one or some group should put the record straight on Joe Curran and his hirelings.

Old Joe supposedly kicked out the Commies, but he also railroaded many a good sailor to boot for his anti-Curran beliefs. I know, for the fellows who taught me everything I know were good, hard-working seamen. They earned their pay even if they wouldn't follow the "Leader," as Old Joe expected all "rank and file" seamen to do. They just wouldn't fall in step and go like sheep to the slaughter, doing things the Curran way.

In the April 11 LOG I was overjoyed to read that American seamen are wising up to the NMU and the Curran deal! My sailing days are over since the physicals are getting harder to pass. Since April, 1947, my legs have been a mess because of an explosion I was in aboard the tanker Markay. Union-wise the NMU has fulfilled every principle stated about ten years ago by the SIU on the Great Lakes, when the "Little Blue Book" was published (all with blank pages!).

I've now taken up railroading and found that if one's imagination is up to par, he can close his eyes, feel the roll of a ship at sea and hear the ever-present drone of motors in the deep below a ship's bowels.

Adaam Salsburg

**Says 'Thank You'
For Welfare Aid**

To the Editor:

I would like to take this opportunity to express my thanks to the Welfare Plan and the Union for their prompt action in taking care of my hospital bill. The disability check I am now receiving really comes in handy.

It is an honor and a privilege to belong to as fine an organization as the SIU. I miss you all, more than I can say. My prayers are on the sea with all of you. It is doubtful that I will ever sail again, but I still have hopes which I'll never give up.

Wishing all of you smooth sailing and keep up the good work.

Hugh D. Fouche

**Digest
Of SIU Ship
Meetings**

I might get in touch with the following brothers: William Roesch, Eddie Polise, Robert Sojka, "Citizen Joe," Dewey Parsens, Eugene Ceccato, Steve Messaros and Jim Hamilton. If you have a photograph available I'd appreciate your using it so the oldtimers will know me.

Joe Pilutis

**Want Seetime
Rules Relaxed**

To the Editor:

We, the crew of the Aleoa Roamer, would like to bring to the attention of the SIU Welfare Plan trustees and the membership the discussion at our last meeting about the seetime requirement for our welfare benefits.

We held an open discussion on the pros and cons of our seetime requirements and we feel that the seetime requirement of one day in 90 in the current year and 90 days in the past year should be relaxed. This would give more leeway to Seafarers who can't ship in 90 days or to men who take more than 90 days of vacation upon leaving ship.

We would like to offer our suggestions on this very important matter. We all agree that if a Seafarer is in good standing at the time of need and that if he has one day in the last six months and 30 days in the previous year, then said member should qualify for all welfare benefits.

We understand there are smarter heads than ours in our Union, who help plan our welfare benefits, but we do hope



Subsidy Allowance Would Rule Out New Applicants

WASHINGTON—The House Appropriations Committee is now studying the question of the maximum subsidized voyages that will be allowed for the next fiscal year beginning July 1. The current requirement, including both new and existing requests, calls for upwards of 2,600 subsidized voyages, but the Administration has recommended that the requirement be limited to 2,000, a cutback from last year's authorization of 2,100.

If Congress should go along with the Administration it would mean that subsidy payments would be limited to the fifteen lines already being subsidized. Such companies as Isthmian, Waterman, States Ma-

rine and others which have submitted applications for the first time would be denied assistance.

The Administration also recommended an appropriation of \$120,000,000 to subsidize the 2,000 voyages which it suggests. However, to take care of all the requested subsidies for 2,000 trips would require upwards of an additional \$30,000,000.

In contrast with the proposed cutback to limit operating subsidies, approval seems likely for an \$80,000,000 building subsidy for a new US Lines superliner.

The Maritime Trades Department has gone on record that US aid should be given on an equal basis to all companies, not just a favored few.

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.

Seattle Still Slowing Up

SEATTLE—Shipping for this port has been slow during the past period with only one vessel, the Barbara Fritchle (Liberty Navigation) paying off and signing on. In-transits were the Texmar, Portmar, Alamar (Calmar) and the Choctaw (Waterman).

Port Agent Jeff Gillette reported a small amount of disputed overtime and a few repairs on these vessels but all items were settled satisfactorily.

Native Californian



Billy Gilian Hill, four-month-old son of Seafarer Charles E. Hill, looks well pleased with life in photo submitted by grandma Ethelyn D. Thornton of Long Beach.

PERSONALS AND NOTICES

Phillip Edward Giordano
It is urgent that you contact your wife, Mrs. Odessa Giordano at Route 2, Box 30A, Pelzer, SC, immediately.

Martin M. Hammond
Get in touch with James W. Harrelson right away. His address is Route 7, Box 240, Pasadena, Md.

Robert C. Pierce
W. D. Warmack, 8507 Brooks St., Tampa, Fla. would like you to contact him.

Charles (Tex) Welborn
It is urgent that you contact Mrs. Holly Bryning. Her address is 2520 Roosevelt Blvd, Kenner, La. and she can be reached by phone after 6 PM at Kenner 71-4015.

Chester Hughart
Your mother, Mrs. Nancy Hughart, is very anxious to hear from you. Her address is 8260 W. 63d Place, Arvada, Colo.

Jack McCarthy
Contact your brother, Jonathan F. Burrell, 132554, NC Box 32, Huntsville, Texas.

Irma Driscoll
Please contact Thomas Maynes at SIU Headquarters, 675-4th Ave., by mail as soon as possible.

John Katsos
Albert Pfisterer
Larkin C. Smith
See Frank P. Corcoran, Room 204, SUP Building, 450 Harrison St., San Francisco 5, Calif., about picking up your income tax returns.

Kenyon Park
John Pereira
Get in touch with Emigdio Reyes at 1269 SW-5th St., Miami 36, Fla.

Raymond Queen
Your mother wants you to write her at Cove Gap, West Va. Anyone knowing his whereabouts is urged to contact her.

Eddie Sander has lost contact with all of his old buddies and he'd like to get in touch with them again. He used to ship out of Norfolk. His address is Box 41, Oak Grove, La.

Peter P. Luketic left his seabag aboard the Plymouth Victory with Red Spencer, chief cook. If anyone knows of the whereabouts of the bag contact him at the SIU Hall, 1216 E. Baltimore St., Baltimore 2, Md.

G. W. Cutrer
Get in touch with Aunt Nettie at 900 Germain St., New Orleans 24, La.

Will the close friends of Seafarer **Scottie Kunchick** contact Mrs. J. Kunchick at 104 Organe St., Newark, NJ.

William (Mush) O'Connor
Get in touch with Jim Cosmo, second mate, on the Marine Courier, at 11 Broadway, NYC.

Peter Walsh
Write to Francis "Frank" Murray at Box 283, 350 West 20th St., NY.

Charlie Cook
Contact Roger Beroud at 7637 Parkview Road, Highland Park, Upper Darby, Pa.

Morrie Geardan
Your mother would like you to contact her at 511 W. 7th St., Long Beach, Calif.

William Doran
Get in touch with Shirley Wessel at the Seamen's Church Institute, of NY, 25 South St., NYC

Abdul Said
Contact Kastner and Sunshine at 1230 Sixth Ave., NYC.

Ellis Samia
Chester A. Hahn wants you to contact him at 250 W. 57th St., New York 19, NY.

Steve Sioneski
Please get in touch with Hank. It is important that he hear from you soon.

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.

Travis Bell, 52: On March 20, 1958, Brother Bell died in Eunice, La. Cause of death is unknown. He became a full member of the Union on April 20, 1945, and sailed in the deck department. Brother Bell is survived by a nephew, Clifton Bell, of Flomaton, Ala. Place of burial is unknown.



Salvatore J. Marinello, 40: Brother Marinello died from a circulatory ailment on March 29, 1958, in New Orleans, La. He became a full member of the Union on April 24, 1942, and sailed in the deck department. Brother Marinello is survived by his mother, Mrs. Leona Marinello, of New Orleans, La. Place of burial is unknown.



SIU BABY ARRIVALS

Payment of \$1,200 in SIU maternity benefits was made to Seafarers' families for the birth of the six babies below. As usual, each of the babies received a \$25 US savings bond from the Union.

Total maternity benefit payments through April 25, 1958, now amount to \$639,000 in the six years since April 1, 1952.

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

The SEAFARERS LOG welcomes any photographs and information about Seafarers' families. Send all details to the editor. Photos will be returned after use.

Adeline Cepeda, born April 14, 1958, to Seafarer and Mrs. Luis Cepeda, of New York City.

Elizabeth Urbina, born April 11, 1958, to Seafarer and Mrs. Francisco Urbina, of Galveston, Tex.

Barbara Jean Gibbs, born March 6, 1958, to Seafarer and Mrs. Kenneth E. Gibbs, Yuma, Arizona.

Nicholas Livanos, born April 19, 1958, to Seafarer and Mrs. John Livanos, Brooklyn, NY.

Margaret Reinoso, born April 18, 1958, to Seafarer and Mrs. Juan J. Reinoso, Brooklyn, NY.

David Remley, born March 6, 1958, to Seafarer and Mrs. Ned L. Remley, Conroe, Texas.

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

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

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



the SEA CHEST

PHOTOS
STORIES
POETRY
ETC.

*Send 'em to the Log

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

Delta Fleet Records 25% Injury Decline Through March, '58

NEW ORLEANS—A one-quarter reduction in shipboard accidents in the Mississippi Shipping Company 14-ship fleet has been recorded in the first three months of 1958. If the same rate is maintained through the balance of the year it will mean a reduction of 60 accidents in the fleet throughout the year as compared to 1957.

At the same time, the company's safety news announced that the Del Monte was the safest ship in the fleet for the second year in a row. The Del Monte had only one lost time accident in 1957. It had racked up the same outstanding record in 1956 to win the fleet safety award that year. The Del Valle with two lost-time accidents and the Del Sol, Del Rio, Del Mundo and Del Aires with three lost-time accidents each, were the runners-up in the contest.

"Congratulations to Captain Brote and the officers and crew of the SS Del Monte are most certainly in order," the bulletin concluded.

In 1957, the crewmembers of the Mississippi fleet suffered a total 261 injuries of which 113 were lost

time injuries. In the first three months of 1958, there have been 51 injuries in the fleet, and just 16 lost time injuries. On the basis of accident frequency rates, which is actual time lost as against time worked, there has been a reduction of approximately 25 percent.

Among the avoidable accidents listed in the company's bulletin was one in which a carpenter stepped on a grape left on the deck in the steward department lounge and suffered a fractured hip. Another man was struck by a swinging door that had not been hooked back and a third, a waiter, slipped on a piece of bacon on the deck near the dining room.

Georgia Keeps Fingers Crossed



Messman Koa Lim poses beneath sign which records the Seatrain Georgia's 462-day accident-free streak. This is just the beginning, they promised. The streak was still on at last word. Photo by Seafarer Glen Vinson.

Aliens Get Permanent US Permits

WASHINGTON—The Immigration and Naturalization Service has authorized the issuance of permanent landing permits and identification cards to alien seamen. The cards will be valid for an indefinite period, and will replace the present trip-by-trip system.

Under the present system, when an alien seaman hits an American port, he must apply for a landing permit. The service issues either a D-1, or a D-2, according to the individual case.

If he is issued a D-1, he may take shore leave while his vessel is in that port, but he must sail with the ship. However, if he is given a D-2 card, then he may pay off the ship and stay ashore for 29 days. But he must sign on another vessel before the end of that period.

No matter how many times an alien lands in the US he must apply for clearance each time and his clearance must be endorsed in every American port.

The new papers are a substitute for the D-2 cards in that once they are issued and in effect, the alien seaman may leave his vessel in any American port for 29 days before signing on another ship. He may do this as often as he hits these ports without having his landing permit endorsed each time.

Cal. Financier Hits 'Wreck' Bid

SAN FRANCISCO—Leaders of management have joined labor in expressing concern over the present "right-to-work" drive in California. They have called for a joint effort to defeat proposals which would outlaw the union shop.

Heading the "right-to-work" campaign is Senator William Knowland and his "Citizens Committee for Voluntary Unionism." The committee is trying to secure 350,000 names on petitions which would put the "Employer-Employee Relations Amendment" on the ballot in the elections in November.

The amendment is a big issue in the race for governor.

However, opposition has de-

veloped in some management quarters. One warning against the amendment came from J. Paul St. Sure, president of the Pacific Maritime Association, who wrote that he was against any bill which outlaws the union shop. This clause, St. Sure said, protects employers against jurisdictional disputes, internal conflict and favoritism.

"Employers and majority unions," St. Sure contended, "who believe the union shop is sound should not be denied, by law, the right to enter into a union shop agreement." The PMA negotiates with the SIU Pacific District and other maritime unions.

Hotel Owner's View

Another warning came from Benjamin H. Swig, West Coast financier and owner of San Francisco's Fairmont Hotel.

Both labor and management have prospered under unionism, Swig said. The worker has been able to buy a car, a television set, have his weekends off and still have money for leisure spending.

As for management, it has not gone broke, he pointed out. "Never have large corporations and big business made so much money as during this period (of the growth of labor unions) . . . Big business prospers when unions are strong and when employment is full.

"I remember the days when unions were not strong . . . when capital took advantage of labor. Those were not happy days . . . not prosperous days. Workingmen did not have the purchasing power in those days and big business did not prosper. I do not want those dark days back again," he warned.

Door-To-Door Drive

Meanwhile the "right-to-work" advocates have started an extensive door-to-door drive to obtain the signatures. It was reported by one national columnist that they were even willing to pay more than a dollar a name to get the required number of signers. The committee had offered an organization with the manpower and experience for such a state-wide drive over \$350,000 to do the job.

But the committee was too late,

for a number of California labor unions had already hired the organization to help put across a counter-amendment which would call for a reduction in the sales tax and a revision of the state income tax. The amendment proposal was backed by 570,000 signatures.

Registration Campaign

In addition, the unions have stepped up their efforts to get their members and families to register in time so they can vote in the November general elections.

The "right-to-work" backers have come up with 150,000 signatures thus far, but have obtained a 40-day extension to get the additional 200,000 signatures needed. The deadline is June 26.

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.

Pick-Up Brightens NY; Teamster Beef Enjoined

NEW YORK—Federal District Judge Sydney Sugarman has extended an order barring picketing of New York piers by members of Teamsters Local 807. The Teamsters had set up the pickets in protesting a rule

issued by the New York terminal operators that would require them to either unload their trucks in 40 minutes or take on a helper supplied by the terminal operator.

Local 807 protested that this rule would mean the replacement of their members with other workers during all unloading operations. The operators went into court on April 14 after the pickets proved highly effective in keeping cargoes from being brought on the piers. Sugarman set July 1 for arguments on the issue.

The Maria H (Herald Steamship Company) called into port last week on her voyage to Turkey with a load of grain, Bill Hall, assistant secretary-treasurer reported. The vessel is in top shape with a fine SIU crew aboard.

"I'd like to remind the membership," Hall said, "of the importance of carrying their SIU books and all necessary papers when throwing in for jobs. This is especially important in the case of a key rating such as a chief steward or bosun whose book is stamped that he is qualified to ship in the particular rating."

Shipping for the past period

picked up somewhat in this port even though the Seatrain New York did not sign on a crew as expected and the Kathryn went into lay-up.

There were 20 vessels paying off, three signing on and 13 were in transit in this area during the past period. All beefs, most of which were minor, were settled at payoffs to everyone's satisfaction.

The vessels paying off were the Kathryn, Elizabeth, Frances, Suzanne (Bull); Steel Worker, Steel Maker, Steel Recorder (Isthmian); Robin Sherwood, Robin Goodfellow (Robin); Seatrain Texas, Louisiana, Savannah, New Jersey (Seatrain); Alcoa Runner, Alcoa Puritan (Alcoa); Gateway City (Pan-Atlantic); Transatlantic (Pacific Waterways); CS Baltimore (Cities Service); Michael (Carras) and the Andrew Jackson (Waterman).

Signing on were the Robin Goodfellow (Robin); Alcoa Runner (Alcoa) and the Andrew Jackson (Waterman).

The in-transit vessels included the Wacosta, Raphael Semmes (Waterman); Steel Fabricator, Steel Maker (Isthmian); the Calmar (Calmar) and the Beauregard (Pan-Atlantic).

PHOTOS CARTOONS
LETTERS STORIES

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Looks Like An Honest Count



Weighing in during medical checkup at SIU health center in Baltimore, Seafarer Pete Triantafillos, chief cook (left), gets the verdict from nurse Mildred Seiler. Curtis Anderson, MM (right), stands by for his turn at the scale.