

# AWARD FIVE \$6,000 SIU SCHOLARSHIPS

Story On Page 3



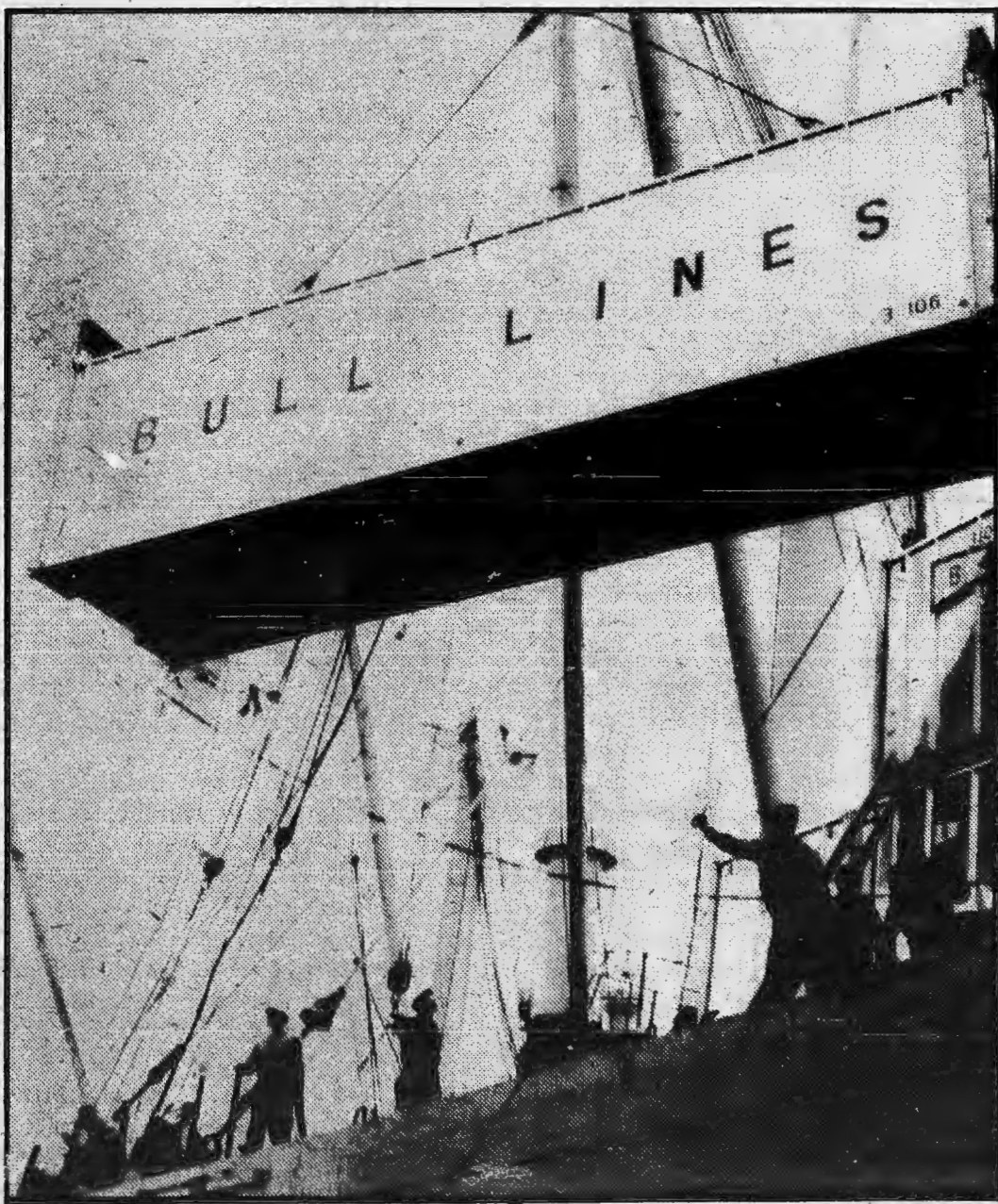
**Appetizing.** First of the SIU-contracted ships to store better quality steaks is Seatrain Louisiana. Checking first batch are (clockwise, l-r) Pete Loleas, SIU Food Program; Elmer Hansen, Seatrain; Bob Principe, Food Program; Louis Corne, ship's chief steward. Four companies have now agreed to upgrade steaks. (Story on page 5.)



**Honored.** Seafarer Michael Carlin, SIU scholarship student gets hearty handshake from Dean Thomas C. Pollock, New York University. Carlin had just received certificate of achievement for excellent record. (Story on page 2.)

## AFL-CIO Backs SIU; Hits Arab Ship Blacklist

Stories On Pages 2, 3



**Sea Voyage.** One of Bull Line's new truck trailer bodies is swung aboard the Beatrice at the company's Brooklyn terminal. Bull Line has begun container service on San Juan run in addition to its regular operations. (Story on page 3.)



# Courts Deny Injunction; Blacklist Fight Continues

The SIU's picketline against the SS Cleopatra, in conjunction with the International Longshoremen's Association, entered its fourth week on Wednesday with two more victories under its belt. The United States Court of Appeals rebuffed another attempt by the owners of the ship to get an injunction against the SIU. In addition, the AFL-CIO executive council voted full support of the SIU. (See below). Meanwhile, the US Senate, in a related action voted for a bipartisan amendment to the foreign aid bill which authorized President Eisenhower to withhold aid from any nation which discriminates against shipping of another friendly nation. Similar action had already been taken in the House. While the main objective of the amendment was to assure free passage through the Suez Canal for Israeli shipping, the sponsors made it clear they were also aiming it at the Arab blacklist of any shipping including US-flag ships.

The Union's position received support from two important quarters in addition to hundreds of messages from political figures, foreign unions and the public. AFL-CIO President George Meany

declared his support of the SIU's picketline declaring, "It is designed to protest the indignities suffered by American seamen at the hands of the United Arab Republic. Also, the head of the American Merchant Marine Institute, Ralph Casey, sent a wire to Secretary of State Christian Herter, which, while "deploring" the picketing, called on the State Department to take action on the issues the Union was protesting, namely, discrimination against US shipping and mistreatment of US seamen.

The decisive vote on the Senate amendment was 45 to 39 after Sen. W. J. Fulbright (Dem.-Ark.) and the State Department had vainly attempted to overturn it. Fulbright and the Department echoed the

line put out by Egyptian authorities to the effect that the SIU was picketing on behalf of a "pressure group."

Senator Fulbright attempted to link the SIU action with the proposal for free passage of Israeli ships. The SIU, in communications to members of the Senate, made it clear that its action was a trade union fight to protect American-flag shipping rights and to end mistreatment of SIU members.

The Court of Appeals refusal to enjoin the Union's picket line followed upon a decision in Federal District Court by Judge Thomas Murphy in favor of the Union. Judge Murphy held that the Union had a legitimate labor dispute with the Egyptian authorities and was entitled to protest the loss of

employment resulting from the Arab League blacklist, as well as protecting the mistreatment of American seamen in Egyptian ports.

Beginning on Wednesday, April 27, the picket protest spread from New York to Montreal where members of the Maritime Trades Department Port Council put up a protest line in front of another Egyptian-flag ship, the Star of Assuan, in that city.

In response to the picketing, authorities in various Arab ports have extended their existing blacklist to affect all American-flag ships. In addition, they implied they would start blacklisting all runaway-flag ships, which would principally affect supertankers operated or chartered by such major American oil companies, as Esso, Socony, Caltex and Gulf.

The dispute on the Senate floor over the blacklist found Senator

(Continued on page 6)

**New Angle in Boycott**  
Within the last few days another grave development has occurred. A maritime union in New York City decided not to help unload ships coming from Egypt. Immediately the maritime unions in Egypt and other Arab countries retaliated by refusing to unload American ships in their ports. But the real reason for the boycott imposed in this country is the union's fear of damage to the jobs of American seamen in the future, because the Cairo government persists in refusing to let ships from any country go through the canal if, at any time previously, they have carried any cargoes to Israel. This means that American companies with products destined for other countries in the world must maintain a fleet of ships solely for the Israeli trade, and cannot even separate the voyages of their own ships. Once a vessel serves Israel, it goes on the blacklist imposed by Nasser not only against Americans but against the ships of all other countries.

Within the last few days, Arab unions are doing. Should American taxpayers' funds be used to support any regime which discriminates against American seamen in this manner? Although the Senate and House recorded an emphatic "no," Sen. Fulbright now accuses his fellow members of Congress of playing politics and of being influenced by a "pressure group."

Nationally-syndicated columnist David Lawrence summed up the issue in the May 2 "Herald-Tribune."



Canadian maritime workers picket alongside Egyptian-flag Star of Assuan in support of SIU's position calling for an end to the blacklisting of ships by Egypt.

## AFL-CIO Backs SIU Protest

The following resolution was passed by the AFL-CIO Executive Council in Washington, May 4, 1960:

Statement by AFL-CIO Executive Council in support of SIUNA, May 4, 1960.

The AFL-CIO, by convention action, is pledged to support the principle of freedom of navigation for all nations through the Suez Canal. The maritime unions affiliated with the AFL-CIO, and the Maritime Department of the AFL-CIO have, on numerous occasions, vigorously protested the blacklisting of American-flag ships by the Arab boycott organization of the Arab League.

This blacklisting and boycott policy violates the international law of freedom of the seas which the AFL-CIO convention resolution pledges support. At the same time, this blacklisting and boycott policy, pursued by certain Arab countries, threatens job opportunities for American seamen whose livelihood depends upon the American Merchant Marine and unrestricted opportunities of peaceful trading and transportation.

The maritime affiliates of the AFL-CIO, in addition to protesting directly against this blacklisting of American-flag ships, have likewise protested to our State Department, urging that the State Department use its good offices through diplomatic channels to remove this boycott.

These protests have thus far been unavailing and recently the SIU, AFL-CIO, supported by the ILA, AFL-CIO, has peacefully picketed an Egyptian ship docked in New York harbor in protest against the discrimination against American shipping and sea-

men, being practiced by this and other Arab countries.

The US District Court in New York has denied an injunction against this peaceful picketing on the ground that the union's involved have a legitimate labor interest to protect in their action. This action of the District Court was sustained today by the US Court of Appeals.

The Executive Council pledges full support to the maritime affiliates of the AFL-CIO and to the Maritime Trades Department of the AFL-CIO in their protests against the blacklisting of American-flag ships and the boycott policy being pursued by the Arab League.

The Executive Council specifically supports the direct actions taken by the SIU, supported by the ILA, in the New York port.

The Executive Council rejects the implication unwarrantedly made by Senator Fulbright in a speech in the Senate that this action is the political action of an "irresponsible" union group.

The Executive Council reaffirms the fact that the purpose of the maritime affiliates of the AFL-CIO in their protests is to protect the interests of American shipping and its seamen from the Arab boycott which the State Department itself recognized as "discriminatory" against American shipping and seamen.

The Executive Council calls upon the administration and the State Department to take all appropriate diplomatic action to protect the interests of our shipping and seamen, now being discriminated against by the Arab boycott and blacklisting policy.

## Round-Up On Cleopatra Beef

The following is a step-by-step account of developments in the Cleopatra beef during the past two weeks:

**Federal Judge Murphy rules against Cleopatra's owners.** Refuses to issue injunction against SIU, saying it's a labor dispute. Case goes to Court of Appeals.

**State Department announces picketline** is "embarrassing" its conduct of foreign relations. Union counters that if Department is "embarrassed" it results from lack of activity on blacklist problem.

**Sen. Fulbright (Dem.-Ark.) criticizes SIU-ILA action** on floor of Senate; echoes Nasser charges. Union responds by setting forth reasons for its action—namely discrimination against US ships and seamen, and mistreatment of seamen—asks for Senate hearing on State Department failure to act. Fulbright ignores request, repeats charges.

**Montreal maritime workers picket second Egyptian ship**, the Star of Assuan, on April 27.

**Arabs, after numerous threats, institute full boycott** of all American-flag vessels to extend partial boycott existing for past four years.

**AMMI asks Secretary of State to act on issues raised by union's picketline**, namely discrimination and mistreatment of US ships and seamen.

**Senate votes amendment authorizing President to withhold foreign aid from any country discriminating against free passage of shipping.** Resolution aimed at United Arab Republic.

**Sen. Fulbright attempts to amend resolution**, is defeated by Senate vote of 45 to 39.

**AFL-CIO President George Meany supports union stand**, says picketing is fully justified. Takes issue with Fulbright.

**Court of Appeals denies shipowner's injunction request.**

**AFL-CIO Executive Council votes full support to SIU.**

## Seafarer-Scholar Cited For Top Achievement

Seafarer Michael J. Carlin, who was awarded a four-year, \$6,000 SIU scholarship three years ago, last week received a certificate of achievement from New York University, where he is an economics student.

Carlin, who gets his Bachelor's degree next month, received the award for being in the top ten percent of his class academically.

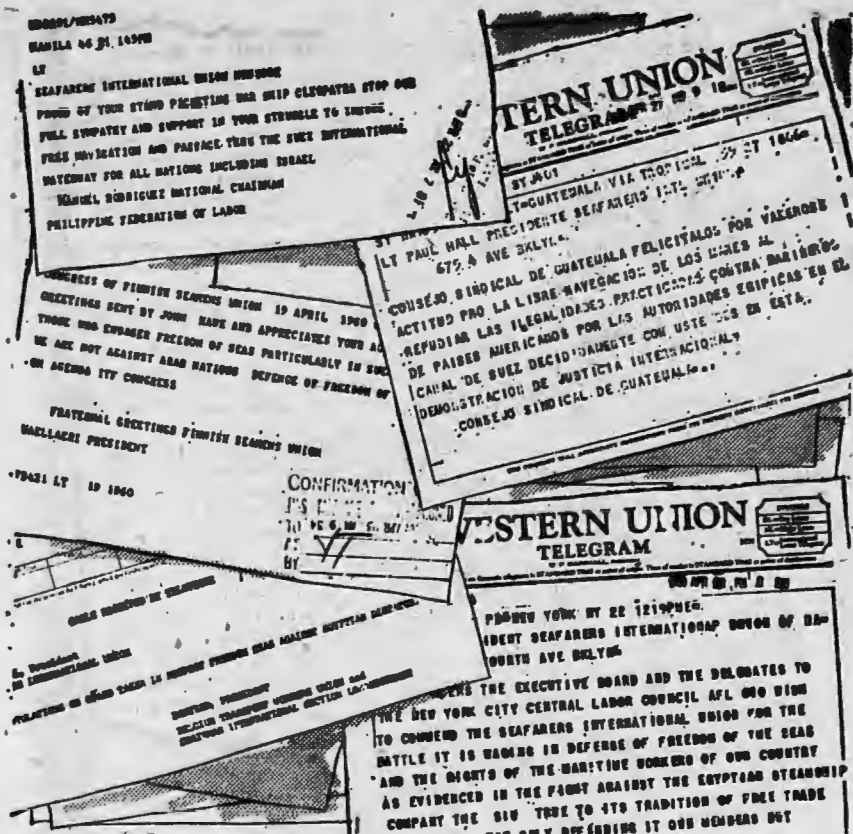
He has applied to the SIU Scholarship Trustees for approval to continue his studies toward a Master's Degree. Carlin explained that he still has unused scholarship fund credits which were made possible by attending college a year before the Korean War, credits earned from military service

and evening sessions, in addition carrying an extra heavy schedule of classes.

The deck department member is married with two children and a third expected next September. He and his family reside in Manhattan.

Carlin was one of the original Cities Service Seafarers who helped the SIU win in that fleet. Since then, he sailed with a number of SIU companies before going ashore on the scholarship.





Some of the wires which SIU has received from labor groups around the world supporting the boycott.

## Unions, Public Back Cleopatra Picketing

Overwhelming support from the public as well as from trade union organizations at home and abroad has been received by the SIU as a result of its picket action on the Egyptian freighter Cleopatra. Virtually all of several hundred letters, telegrams and cablegrams received at headquarters to date have supported the Union's position as totally justified and in the interest of American citizens' rights.

The picketline protest against the blacklisting of American-flag ships by the United Arab Republic has been applauded by such organizations as the Philippine Federation of Labor, the Guatemala Council of Labor, the Finnish Seamen's Union, the Belgian Transport Union and the New York City and Philadelphia central labor councils.

In addition, a flood of communications from individual Americans have lauded the Union's fight. In many instances, the writers declared they have notified their Senators and Representatives of their support for the SIU.

The Philippine Federation, in a wire signed by Manuel Rodriguez, national chairman, declared in part: "Proud of your stand picketing UAR ship Cleopatra. Our full sympathy and support in your struggle to insure free navigation and passage through Suez international waterway for all nations."

The Congress of the Finnish Seamen's Union, meeting on April 19, 1960, cabled that it "appreciates your action against those who endanger freedom of the seas, particularly in Suez Canal..." The Finnish Union noted that the Arab blacklist question is to be discussed by the International Transportworkers Federation this summer.

The Guatemalan union council wired: "Congratulations for your courageous stand for freedom of the seas and repudiation of the illegal practices against American seamen by the Egyptian authorities... we are decidedly with you in this demonstration for international justice."

The Belgian Transport Workers Union cabled: "Congratulations on stand in respect freedom seas against Egyptian dictator," while the New York City Central Trades and Labor Council went on record to "commend the Seafarers International Union for the battle it is waging in defense of freedom of the seas and the rights of maritime

workers."

Another union to hail the SIU position was the Transport Workers. President Michael Quill forwarded a resolution by the union's executive council which "warmly commends the Seafarers International Union for its principled stand and its dramatic demonstration of international trade union solidarity." Similar support came from James Carey, president of the Int'l Union of Electrical Workers.

Mayor Richardson Dilworth of Philadelphia, Senator Joseph Clark of Pennsylvania, Rep. William Green (Dem.-Pa.) and Rep. Victor Anfuso (Dem.-N.Y.) were among the political figures who applauded the SIU's action.

A sampling of letters from individual Americans produced the following comments:

"Looks like the Arabs can't stand to see us play the game with their own rules. I think the State Dept is embarrassed because you have showed them the difference between having a backbone and their 'namby-pamby' appeasement actions. Good luck!"

"Our State Department, evidently controlled by the oil interests, has not got the courage to stand up for American rights. It is a pretty sad day when Arabs can dictate to us as to where our ships may or may not go."

"Congratulations on your courageous stand... Perhaps a union as brave and forthright as yours can at least set our cowardly State Department straight..."

"It is regrettable that our State Department, by default, has left this matter to be handled by you."

"In view of lack of action by our State Department... I heartily cheer your action of picketing the Cleopatra."

"Congratulations. It's about time somebody took a stand on this disgraceful situation." Another noted,

(Continued on page 6)

# Award Five More Study Scholarships To SIU Applicants

A Seafarer and four children of Seafarers have been awarded the four-year, \$6,000 SIU Scholarships at the annual meeting of the SIU Scholarship Award Committee on May 2. Seafarer George F. Johnson, 34, was one of the five winners, with the other four awards going to two sons and two daughters of SIU men.

The winners, in addition to Johnson, who sails in the steward department with the SIU are:

- Meredith Reed, daughter of Seafarer Paul E. Reed.
- Carole S. Garrigues, daughter of Seafarer Dale H. Garrigues.
- Stanford Smith, Jr., son of Seafarer Stanford Smith.
- William Besselièvre, Jr., son of Seafarer Bill Besselièvre.

Seafarer Johnson, who hails from Marion, Indiana, has been sailing with the SIU since 1947, in the steward department. He intends to use his scholarship as the starting point for a medical career. He has two brothers in the field, one a veterinarian, the other a medical student.

Miss Reed, now a senior at Murphy High, Mobile, Ala., is looking forward to a career in the field of dietetics. She hopes to attend either Northwestern University or Jackson College. Miss Reed's father, Seafarer Paul Reed, sails in the galley gang on SIU hips.

Miss Garrigues, whose father, Dale H. Garrigues, is in the deck department, expects to graduate Polytechnic High School, Long Beach, Calif., this June and specialize in mathematics. She plans to attend either the University of Southern California or the University of California at Los Angeles.



Johnson

Stanford Smith, Jr., is graduating from East-Jefferson High, Metairie, La., this June and hopes to go on to a career in engineering at either Louisiana State University or the Georgia School of Technology. His father is in the steward department.

Besselièvre, whose father sails on

deck, is currently attending Bucknell University, majoring in civil engineering. He is a 1958 graduate of Brooklyn Technical High School.

### College Administrators

The SIU Scholarship Award Committee, which chose the winners, consisted of Miss Edna Newby, assistant dean, Douglass College, New Brunswick, N.J.; F. D. Wilkinson, administrative assistant to the dean of engineering and architecture, Howard University, Washington, D.C.; Elwood Kastner, dean of admissions, University of Alabama, and Bernard P. Ireland, visiting representative, Col-

lege Entrance Examination Board, New York City.

The awards are based in part on a candidate's high school record and his performance on the standard college entrance examination test.



Besselièvre



Reed



Carole S. Garrigues and father Dale.



Stanford Smith, Jr. and dad, Seafarer Stanford Smith.

## Trailer-Carrying Service Inaugurated By Bull Line

Bull Line officially began its new container service between New York and Puerto Rico when the SS Elizabeth left the Bull Terminal in Brooklyn on April 15 with the first of what will be a twice-a-week schedule of sailings.

The other Bull Line ships on the San Juan run are also taking part in the service.

They are using 166 35-foot trailers, especially constructed for the line by the Highway Trailer Company at its Hazleton, Pa. plant. The trailers measure 35 feet by 8 feet by 8 feet and can hold up to 45,000 pounds of cargo.

Bull Line is currently equipped to handle up to 46 loaded units on each of the vessels scheduled for the twice-weekly sailing, but it plans to increase the service as demand warrants.

"The new trailer service," said Vice Admiral F. M. McCarthy, Vice-President of the Bull Lines, "marks another step in the company's program to offer the Puerto Rican trade the most up-to-date and diversified family of sizes for unitized shipments of merchandise."

Bull Line has unveiled some other innovations, setting up a receiving station at Secaucus for small shipments and originating a pick up and delivery service for Bull Line's clients at both ends of their route.



Checking scholarship applicants' documents are committee members (L-R) F. D. Wilkinson, Howard Univ., Bernard P. Ireland, College Entrance Exam Board, Miss Edna Newby, Douglass College, Elwood Kastner, NYU, and William F. Dean, Alabama U.

## SEAFARERS LOG

May 6, 1960 Vol. XXII, No. 10



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# SEAFARERS ROTARY SHIPPING BOARD

April 13 Through April 26

Blue skies and spring weather cooperated in bringing the period's shipping results back toward normal again. A total of 1,054 men in all classes shipped during the past two weeks as opposed to the low of 902 men in the previous period. Registered "A" and "B" men on the beach also fell off from 3,880 to 2,834 for the present report.

Increased shipping activity as shown at the right is the single factor in the upswing. The District serviced a total of 210 vessels that included 64 payoffs, 30 sign ons and 116 vessels in transit. Only five ports failed to service as many ships as they had in the previous two weeks, while the remaining eight ports exceeded their previous record.

Jacksonville, Miami and Wilmington were the only ports to have neither a payoff or sign on. New York once again led the A&G ports in vessel-servicing, with a total of 41 ships. New Orleans continued at a brisk pace with 36 ships serviced while Houston had 24, and Baltimore 23. Miami and Wilmington shared the bottom rung of the ladder with four ships each.

Seven ports had a gain in the shipping column while six ports had

a decrease in the number shipped. Houston led the way with 211 men shipped in all classes. The deck department shipped the largest number of men with 392 men picking up jobs. Engine department men got 336 jobs while the stewards department took 326. All departments registered an increase over the previous period.

Registration this period was slower than for the previous two weeks. 902 A and B men registered, compared with 1,088 men in the last report.

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

Port dispatchers have forecast the following outlook for the next period: Boston, unchanged... New York, on the upswing... Philadelphia, looks good... Baltimore, brighter future... Norfolk, no forecast... Jacksonville, steady... Miami, slow... Mobile, looks slow... New Orleans, fair... Houston, continued brisk... Wilmington, to be brighter... San Francisco, fairly good... Seattle, very good.

## Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	5	1	3	9
New York	21	3	17	41
Philadelphia	3	3	7	13
Baltimore	10	4	9	23
Norfolk	1	3	5	9
Jacksonville	—	—	13	13
Miami	—	—	4	4
Mobile	7	4	5	16
New Orleans	9	4	23	36
Houston	3	2	19	24
Wilmington	—	—	4	4
San Francisco	1	2	4	7
Seattle	4	4	3	11
Totals	64	30	116	210

## 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				Registered On The Beach CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston	3	4	1	8	—	—	1	1	1	2	—	3	—	—	1	1	—	—	—	—	3	1	—	4	4	11	2	17	—	3	2	5	
New York	10	26	13	49	—	3	6	9	15	24	11	50	1	3	8	12	—	1	2	3	50	12	3	65	76	140	48	264	5	24	36	65	
Philadelphia	3	10	3	16	1	5	2	8	5	10	5	20	1	7	4	12	3	1	—	4	20	12	4	36	6	5	6	17	—	1	5	6	
Baltimore	5	18	4	27	1	2	15	18	10	19	7	36	—	3	15	18	3	2	—	5	36	18	5	59	26	55	14	95	3	13	31	47	
Norfolk	2	3	—	5	1	1	2	4	1	—	—	1	—	—	—	—	—	—	—	—	1	—	—	1	14	7	7	28	1	2	7	10	
Jacksonville	1	2	—	3	1	—	3	4	3	6	2	11	2	2	2	6	—	2	3	—	5	11	6	5	22	8	11	—	19	1	2	4	7
Miami	—	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	3	1	5	—	—	2	2	2
Mobile	9	6	2	17	—	3	2	5	6	7	1	14	—	1	4	5	—	—	—	—	14	5	—	19	32	35	9	76	—	2	4	6	
New Orleans	10	15	8	33	—	4	7	11	8	19	7	34	—	1	5	6	—	—	1	1	34	6	1	41	60	79	17	156	5	14	22	41	
Houston	15	22	8	45	1	8	6	15	14	34	17	65	4	2	7	13	1	—	1	2	65	13	2	80	24	35	5	64	3	8	4	15	
Wilmington	1	7	—	8	—	—	2	2	3	4	—	7	—	—	—	—	—	—	—	—	7	—	—	7	8	13	1	22	—	5	6	11	
San Francisco	6	5	2	13	1	2	3	6	5	10	4	19	—	—	5	5	—	—	—	—	19	5	—	24	15	19	1	35	3	5	3	11	
Seattle	5	2	5	12	2	3	2	7	8	12	4	24	2	3	4	9	—	1	—	—	1	24	9	1	34	15	12	4	31	1	9	3	12
TOTALS	70	121	46	237	8	31	51	90	79	147	58	284	10	22	55	87	7	7	7	21	284	87	21	392	289	425	115	829	22	88	129	239	

## ENGINE DEPARTMENT

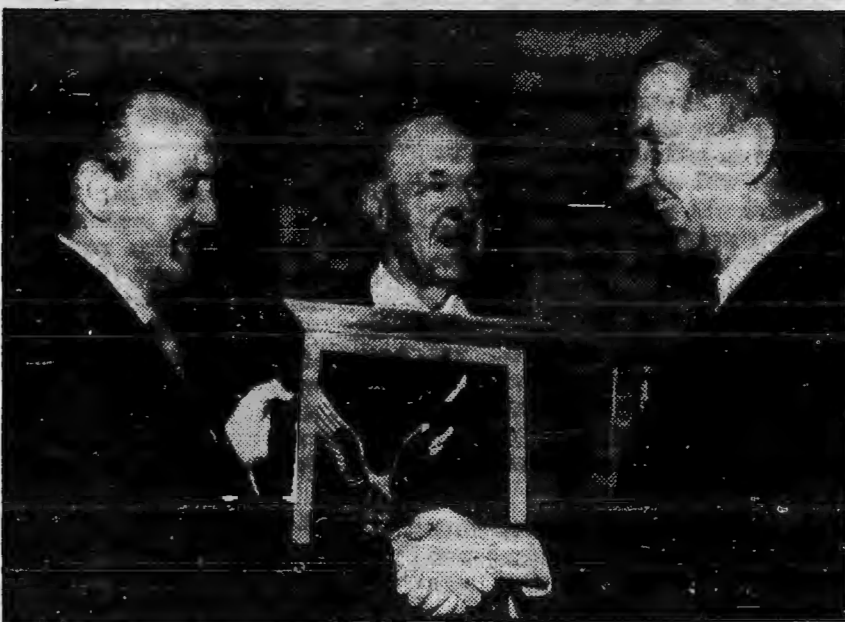
Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston	1	1	—	2	—	—	—	—	1	1	—	2	—	—	3	3	—	—	—	—	2	3	—	5	—	5	2	7	—	2	2	—	4
New York	11	27	4	42	1	10	7	18	8	28	4	40	—	6	8	11	—	—	5	5	40	11	5	56	49	129	22	200	6	37	32	75	
Philadelphia	—	9	2	11	—	1	1	2	2	3	9	3	15	—	3	4	7	—	—	3	3	15	7	3	25	—	15	1	16	—	1	3	4
Baltimore	4	16	4	24	—	10	8	18	3	22	2	27	—	11	10	21	—	2	2	4	27	21	4	52	8	55	9	72	—	18	14	32	
Norfolk	1	3	—	4	1	1	2	4	—	1	1	2	—	—	—	—	—	1	—	1	2	—	1	3	2	15	1	18	—	3	6	9	
Jacksonville	2	2	—	4	—	—	4	4	2	4	1	7	—	4	1	5	—	—	3	3	7	5	3	15	3	7	1	11	—	2	4	6	
Miami	—	1	—	1	—	—	—	—	—	1	—	1	—	—	—	—	—	—	—	—	1	—	—	1	—	1	—	1	—	—	—	—	
Mobile	3	13	1	17	—	5	2	7	2	4	4	10	—	1	2	3	—	—	1	1	10	3	1	14	11	33	3	47	—	8	6	14	
New Orleans	5	16	2	23	—	6	7	13	4	22	3	29	—	5	4	9	—	2	1	3	29	9	3	41	28	57	5	90	2	25	22	49	
Houston	3	27	4	34	1	8	4	13	5	33	6	44	1	7	9	17	—	6	7	13	44	17	13	74	11	34	2	47	1	9	4	14	
Wilmington	1	5	—	6	—	3	2	5	—	3	—	3	—	—	2	2	—	—	1	1	3	2	1	6	3	9	2	14	—	4	3	7	
San Francisco	—	6	—	6	—	2	3	5	1	5	4	10	—	4	3	7	—	—	—	—	10	7	—	17	7	19	1	27	—	4	4	8	
Seattle	2	11	2	15	—	4	2	6	2	10	3	15	2	4	4	10	—	—	2	2	15	10	2	27	2	26	5	33	4	6	1	11	
TOTALS	33	137	19	189	3	50	42	95	31	143	31	205	3	44	48	95	—	11	25	36	205	95	36	336	124	405	54	583	13	119	101	233	

## 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				Registered On The Beach CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston	1	1	2	4	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	1	5	12	3	—	2	5		
New York	11	9	22	42	2	—	16	18	8	8	21	37	1	—	12	13	1	—	6	7	37	13	7	57	99	44	115	258	3	5	88	96	
Philadelphia	1	3	4	8	—	1	3	4	4	1	6	11	—	—	4	4	—	—	2	2	11	4	2	17	8	6	7	21	—	—	5	5	
Baltimore	8	5	12	25	1	—	6	7	10	2	15	27	—	—	9	9	—	—	10	10	27	9	10	46	42	10	22	74	2	2	13	17	
Norfolk	1	2	2	5	—	1	1	2	2	—	—	2	—	—	—	—	—	—	—	—	2	8	6	7	21	1	3	2	6	—	—	—	—
Jacksonville	6	4	2	12	2	—	7	9	2	1	2	5	—	2	1	3	—	—	6	6	5	3	6	14	11	3	14	28	2	2	1	5	
Miami	1	—	—	1	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	—	1	—	—	1	3	—	3	6	—	—	—	—	—
Mobile	5	3	10	18	—	—	6	6	3	1	16	20	—	—	10	10	—	—	1	1	20	10	1	31	22	5	26	53	—	—	13	13	
New Orleans	7	8	25	40	—	—	11	11	8	5	26	39	—	—	14	14	—	—	3	3	39	14	3	56	48	10	86	144	1	—	45	46	
Houston	9	1	9	19	2	—	9	11	15	5	15	35	1	—	13	14	1	4	3	8	35	14	8	57	21	6	10	37	4	—	7	11	
Wilmington	5	2	3	10	1	1	1	3	1	1	—	2	—	—	—	—	—	—	—	—	2	—	—	2	6	3	5	14	2	1	3	6	
San Francisco	1	2	6	9	—	—	7	7	3	—	10	13	3	—	3	6	—	—	—	—	13	6	—	19	8	5	8	21	—	1	8	9	
Seattle	3	4	7	14	—	—	5	5	5	—	6	11	2	1	8	11	1	—	1	2	11	11	2	24	10	16	5	31	1	2	8	11	
TOTALS	59	44	104	207	8	3	73	84	61	24	118	203	7	3	74	84	3	4	32	39	203	84	39	326	292	115	313	720	19	16	195	230	



## Reward For Safety



Crewmembers of Bienville (top) receive award as safest ship in Sea-Land fleet from Earl Wallace (right) company safety director, and Joe Algina, director of SIU Safety Program. Below, Capt. F. Billhardt (right) gets National Safety Council 1959 award for Alcoa SS Company from R. O'Brien. Looking on is Capt. T. Proud.

## More Co's Agree On Better Steaks

Four SIU-contracted shipping companies have now agreed to follow the practice of upgrading the quality of steaks placed aboard ship. Following the lead of Seatrain Lines and Isthmian, Bull Line and Sea-Land will abide by the practice of placing steaks graded "good" by the Department of Agriculture aboard SIU ships.

Several other SIU-contracted companies are expected to follow suit shortly as the result of a meeting which was held between the Union, representatives of the SIU Food Plan and several steamship operators.

Seatrain and Isthmian have already begun storing their ships with the better-quality steaks. Up until now it has been the practice to store ships with "commercial" grade steaks, which are a cut below the "good" in the Department of Agriculture's rating classifications.

The improvement in shipboard feeding is a direct result of the SIU Food Plan's success in developing more efficient systems of food preparation and service. Crewmembers will thus benefit directly in the form of superior-quality food.

With the four companies committed to the new program, several other SIU operators are expected to follow suit very shortly, and in the near future, this benefit will be extended throughout the SIU-contracted shipping fleet.

## May 15 Is Philly Hall Target Date

PHILADELPHIA. — A total of thirteen ships serviced during the past period brightened port activity and the payoff of three ships already scheduled for this period improves outlook further.

Port Agent Steve Cardullo, said the three ships that paid off were the Venore and Santore (Marven) and the Cities Service Miami.

Signing were the Venore and Santore (Marven) and the Titan (Cargo Tankship). In-transits serviced were the Edith, Jean and Emilia (Bull), Seamar (Calmar) twice; Steel Advocate (Isthmian) and Robin Hood (Robin).

Ships scheduled for payoffs during the new period are an Oremar ship, a Bull line ship and the Kenmar. The port reports a shortage of messmen, wipers, ordinaries and oilers.

Cardullo spoke to the membership at the last regular meeting on the completion of the new hall for SIU men that is to be ready for occupancy by May 15. General tidying up and small details are the only things left to be done before moving in.

Everyone in Philly is eagerly awaiting the opening so as to begin the summer on a good note.

# Senate Weakens '50-50', Votes Waiver In Aid Bill

WASHINGTON—The State Department handed the US merchant marine a defeat in the Senate when that body voted down a proposal to keep the "50-50" law intact in respect to the Indus Basin project. As a result, the maritime industry fears that a big hole has been opened in the principle of "50-50"

which will be exploited by those in the Administration who are lukewarm or hostile to American-flag shipping.

The defeated proposal, introduced by Sen. John Butler (Rep.-Md.) would have eliminated permission for the President to waive "50-50" as far as the Indus River Basin project in India is concerned. The State Department had sought the waiver on the ground that the project is one in which several nations are participating, although, as it has been pointed out, more than four-fifths of it will be paid for by the US.

The project involves construction of dams, irrigation projects and other facilities, the total cost of which will be in the vicinity of \$1 billion. The project will involve huge shipments of such items as cement, steel pipe, electrical generating equipment, construction gear and the like. If "50-50" were enforced, it would supply tremendous quantities of cargo to American-flag ships on the India run as well as to tramp operators.

The two amendments offered by Senator Butler to block the "50-50" loophole were killed by virtually identical votes—44 to 33 and 44 to

32. A leader of the opposition to the Butler measure was Senator Fulbright, of Arkansas, who is heading up the Senate conferees dealing with the House of Representatives on the issue.

Senator Fulbright also is spearheading opposition to the SIU's picketing of the Egyptian-flag SS Cleopatra in protest against the blacklisting of American-flag ships by the Arab League. Here too, the Senator is supporting a State Department position on American shipping, a position which maritime unions regard as apathetic and occasionally downright hostile to US ships and US seamen.

(See stories on pages 2, 3)

Ship operators and maritime unions fear that the waiver will open the door to large-scale evasion of "50-50," which calls for half of US aid cargoes to go on American-flag ships. Already, ship operators are complaining that the State Department and Department of Agriculture are interpreting the law so narrowly as to deprive American-flag shipping of opportunities to bid on much of the aid shipments under farm surplus and other foreign aid programs.

## LABOR ROUND-UP

The Stork Club has lost its fight to keep union pickets away from the premises after more than three years. A National Labor Relations Board examiner ruled recently that because members of the Hotel and Restaurant Workers Union carried signs which noted the club had no contract with them did not necessarily mean the Union was attempting to organize the plush New York night club. The pickets hit the bricks for the first time after several employees were fired after they had joined the union. The Hotel and Restaurant Workers had notified everyone concerned that it was no longer demanding

recognition and therefore the picketing was not in violation of the law.

✚ ✚ ✚

The City Council of Wilmington, Del., has passed an ordinance outlawing the use of professional strikebreakers in area labor disputes. The anti-sab bill was signed into law by Mayor Eugene Lamont. The measure makes it illegal for any person, firm or corporation not involved in a labor dispute to recruit persons for the purpose of employing them in an industry which is struck or locked out.

✚ ✚ ✚

Labor-management relations in the railroad industry needs new determination on the part of all in order to make collective bargaining work, declared Sen. Paul Douglas (Dem., Ill.) at the 12th annual convention of the AFL-CIO Railway Employees Department meeting in Chicago. The department is made up of six international unions: the Machinists; Boilermakers and Blacksmiths; Sheet Metal Workers; International Brotherhood of Electrical Workers; Railway Carmen, and Firemen & Oilers.

✚ ✚ ✚

AFL-CIO merit scholarships have been awarded to six high school students who will receive their diplomas next month. President George Meany wrote each of the recipients a congratulatory letter which noted they had been chosen for the awards on the basis of their studies, the results of multiple tests and in consideration of their outside activities. The AFL-CIO first awarded such scholarships last year as part of a larger program by US trade unions which give more than \$500,000 a year to assist gifted students.

✚ ✚ ✚

New York's Local 1199 of the Retail, Wholesale and Department Store Union has negotiated work agreements with Daughters of Israel Hospital in Manhattan and Daughters of Jacob Hospital, Bronx. A third hospital has entered into negotiations with the Local after its employees voted overwhelmingly for union representation. Local 1199 conducted a 46-day strike last spring at seven NY hospitals which terminated when a compromise settlement was made whereby the institutions agreed to some of the union demands to set up a grievance procedure and provided for periodic wage reviews. However, no written contract was signed at the time.

## Constitution Vote Tally Due May 11

As voting on the proposed revision of the SIU A&G District Constitution closed, over 4,500 Seafarers had cast their ballots during the 30-day period. The voting began March 31, following the membership authorization to place the referendum up for ballot, and wound up on April 29.

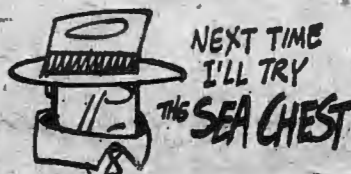
The results of the voting will not be known until all ballots have been received and tallied by the tallying committee elected at the headquarters hall at the last regular membership meeting, April 27.

Elected to the A&G District tallying committee were, J. Matoski, C. Palmer, J. Purcell, L. Hogan, A. Isaacs and W. Harris. The returns will be made known to the membership at the May 11 meeting.

In order to amend the constitution a two-thirds majority in a secret ballot is needed. If the new constitution is approved, under the new organizational plan, the union will be able to better coordinate the activities of its various divisions such as the Marine Allied Workers Division, Harbor and Inland Waterways Division and the Puerto Rico Division.

## 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.





## SIU Continues Boycott Protest

(Continued from page 2)

Fulbright carrying the ball for the State Department. Ignoring the Union's grievances, Fulbright denounced the picketline action in a Senate speech.

The Union promptly wired the Senator pointing out that the blacklist had been depriving American seamen of employment opportunities for many years, and that the Navy and Agriculture Department were supporting the blacklist in their chartering of ships to carry Government oil and farm surplus cargoes.

"As chairman of the Senate Foreign Relations Committee," the Union message declared, "you are undoubtedly interested in bringing the facts of this situation to light and exploring means of resolving it . . . Consequently, we respectfully suggest that you call for an investigation into the State Department's continued failure to obtain proper protection for the rights of American citizens and its failure to insist upon the same freedom of the seas for US-flag ships that we extend to other nations' vessels . . . The investigation should inquire into the steps, if any, the State Department has taken to prevent mistreatment of American seamen in the UAR."

Fulbright never acknowledged the message, but instead, returned to the Senate floor repeating his charges against the Union, only to meet defeat in a showdown roll-call vote.

The Arab League retaliation to the Cleopatra picketing was ordered effective Friday evening, April 29. As a result, a number of ships carrying farm surplus grain to Arab ports have been diverted to Italian and other European ports for transshipment. The grain cargoes are virtual gifts from the US Government to the nations involved. Among the ships affected are the SIU-contracted Mount Whitney and Mount Evans.

The unloading, reloading and transshipment of the grain cargoes will be done at the expense of the Arab nations.

Similarly, the Military Sea Transportation Service reported that US tankers were now being denied oil upon arrival in the Persian Gulf. This denial had previously been invoked against a

number of US-flag tankers which had once traded with Israel, but is now being extended to all US ships.

The Union had suggested back in

February that MSTS purchase oil either in Iran, Indonesia, Venezuela, Texas, or California where US-flag ships are not subject to discrimination.



Members of Montreal Port Council MTD unions, including Seafarers of SIU Canadian District, on picket line at Montreal pier before the Star of Assuan.

## Houston Shipping Brisk; G&H Agreement Signed

HOUSTON—Shipping over the past period continued at a brisk pace and all indications for the future show that the pace will continue to hold up.

Port agent Robert Matthews reports that a contract with the G & H Towing Company of Galveston was signed on April 25. The contract calls for tugs to get a five percent increase across the board and also the SIU Welfare Plan benefits. In addition, the seniority system of employment and other working condition improvements were incorporated into the contract.

With 211 men shipped during the period, the largest single group to be shipped was in the engine department, 74 men.

Accounting for the large number shipped was the servicing of 33 vessels. Three ships paid off, two signed on and 28 hit port in transit.

The Steel Worker (Isthmian), Pandora (Epiphany) and Jean La-

fitte (Waterman) were the ships paid off. The Pandora and Bulk Leader (American Bulk) signed on.

In transit vessels were: Kyska, Arizpa, Hurricane, Hastings and Jean Lafitte (Waterman); CS Norfolk, Fort Hoskins, CS Miami, Cantigny, CS-Baltimore, Bradford Island and Bents Fort (Cities Service); Maxton (Trans Ocean Petroleum), Debardeleben Marine I (Debardeleben), Gateway City (Pan Atlantic), Bethtex (Ore Navigation), Steel Architect (Isthmian), and Erna Elizabeth (Albatross).

Other in-transits were, Alcoa Partner (Alcoa), Ocean Ulla (Maritime), Seatrain Georgia and Seatrain Louisiana (Seatrain), Myriam III and Jackie Hause (Inter-Navigation), The Cabins and Petrochem (Texas City), Del Mar (Delta) and the Steel Vendor (Isthmian).

## Get That SS Number Right

Seafarers filing vacation money claims should make sure that they use their correct Social Security number. Use of the wrong number means a clerical headache for the Vacation Plan office and slows up the handling of payments.

Also, a Seafarer who uses the incorrect Social Security number is crediting his tax deductions to some other US worker.

## Letters Hail SIU Stand

(Continued from page 3)

"I heartily approve of the picket line you have set up . . . they have no right to tell Americans who we will and will not sell to, or where our ships will and will not stop . . . Not only your own people, the seamen, are affected, but others who depend on trade . . ."

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"I am following with interest your stand as regards to the Cleopatra and the basic issues that are involved. Congratulating you on your courage and steadfastness . . ."

\*\*\*

"Congratulations to you on your courageous fight to preserve and maintain freedom of the seas throughout the world . . ."

\*\*\*

"Denial of job opportunities for American seamen . . . is a violation of human rights which is not going to be tolerated by men of good will."

\*\*\*

"Conduct of foreign affairs under Thomas Jefferson and Stephan Decatur and their methods of instilling respect for American seamen when the Barbary pirates operated in the last century . . . has strayed a long way . . . good wishes for success."

\*\*\*

"Congratulations . . . I am sure that a far greater and significant number of Americans will sympathize with and support the action taken by your union."

## US Makes Plea For Runaways

The latest effort on the part of the United States Government to give respectability to Panamanian and Liberian-flag shipping is now taking place at the International Court of Justice in the Hague, the Netherlands. A State Department representative has argued that the claims of Panama and Liberia to be recognized as legitimate maritime nations were justified.

The court case arose out of a dispute last year at a meeting of the United Nations maritime consulting organization. At the first meeting of the group in January, 1959, Liberia and Panama tried to get themselves elected to the Maritime Safety Committee on the ground that they are major maritime nations.

Their position was opposed by Great Britain and other leading European maritime nations who argued that the ships registered under the two runaway flags properly belonged in US registry.

The State Department, which has always supported the position of runaway ship operators, went all out at the conference to establish the status of Panama and Liberia, but was defeated in the final tally.

It was then that the two runaway-flag countries, with the prodding of the US Government, decided to take their complaint to the international court.

The status of Panama and Liberia is of direct concern to US maritime unions. Should the international court hold that they are not genuine maritime nations but merely convenient hangouts for US shipowners, then the unions would have a much easier time of it establishing their right to organize and sign contracts for runaway-flag shipping.



## Are Your Storerooms Neat?

Neat and well-arranged storerooms offer several advantages for Seafarers. For one thing they simplify keeping inventory. If you can see what you've got, you know what you have in stock. Then, it makes matters considerably easier in terms of getting at the stores. Finally, and perhaps most important, a well-arranged storeroom, and a clean, dry deck underneath, materially reduces the chance of shipboard injury. So keep them neat, and save yourself grief.



**An SIU Ship Is A Safe Ship**



## YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

### Vets Benefits Form Of Social Security

The new veterans' benefits effective July 1 actually assure that you or your family will never be left destitute if you must stop working because of disability or old age, or if you die. These benefits now become our second biggest backlog against financial disaster—second only to Social Security. That is, if you and your family know about them.

Like Social Security, you get vets' payments only if you apply when eligible. They never arrive automatically. It would be wise to have your wife read this report, and file it with your insurance policies. In effect the new benefits are an insurance policy.

Perhaps the most important new feature is the protection for your family if anything happens to you. Widows and minor children of World War II and Korean War vets can get monthly payments—just like World War I widows have been getting—if their income falls below a certain level. Up to now, bereaved families of the more recent GI's qualified for monthly payments only if the vet had a service-incurred disability.

#### Minimal Income

After July 1, widows with no minor children, and orphaned children with no parents, will be eligible if their total other income is no more than \$1,800 a year. Widows with minor children can get payments if their other income is no more than \$3,000.

Social Security as well as private income is counted in the total of "other income". Large families getting the maximum of Social Security family payment of \$264 a month thus would not be eligible. Ironically, they would lose \$70 or more a month because of the extra \$4. But most Social Security payments are below the new limits for veterans' benefits. Take a widow with one child getting, say, \$1,650 a year from Social Security, and with \$300 of other private income. Since her total is under \$2,000, she'd be eligible for an additional \$60 a month from the Veterans Administration.

A widow with one child, who has other income of no more than \$1,000 gets \$75; with other income of \$2,000-\$3,000, \$40. The payment is increased \$15 for each additional child.

Widows with no minor children get \$60 a month if their other income is no more than \$600, \$45 if other income is \$600-\$1,200; \$25 if \$1,200-\$1,800. Since the present maximum Social Security payment to a widow without dependents is \$90, most moderate-income widows would be eligible for at least some VA payment.

The other big benefit in the vets' law is that the breadwinner himself is eligible for payments if he becomes totally disabled, or in old age, and if his other income is no more than \$1,800 with no dependents, or no more than \$3,000 with dependents. The disability need not be service-incurred. Any disabling permanent illness or injury that prevents you from obtaining regular full-time employment will

qualify you. Don't shrug off this potential benefit because you're still young and vigorous. This is like getting a valuable accident and health insurance policy at no cost to you.

#### Added Security

When you reach 65, you also have a good chance of getting the VA payments in addition to your Social Security. The law presumes that vets over 65 are 90 percent disabled merely because they are 65. Few have any trouble proving the other ten percent disability through such common ailments of old age as bad eyesight, varicose veins, etc.

A single veteran who qualifies through disability or old age would get \$85 a month if his other income is not over \$600; \$70 if between \$600 and \$1,200, and \$40 if over \$1,200 but not more than \$1,800.

If he has one dependent, he'll get \$45 to \$90 a month, depending on how much other income he has.

In addition, any war vet's family, no matter what its income, is eligible for a \$250 burial from VA when he dies.

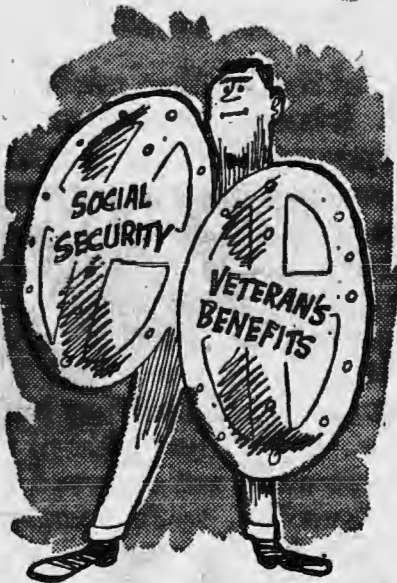
The new rules immediately qualify most 300,000 widows and vets who previously were ineligible. VA offices will accept applications from them now.

#### Present Beneficiaries

Vets or families already getting VA pensions have a choice of coming in under the new rules or remaining under the old. Compare your present payments with the new payments based on income limitations. Once you switch to the new system, you have to stick to it.

For example, under the old law, a qualified vet's widow with no minor children gets \$50.40 a month if her annual income is not more than \$1,400. Under the new law, she gets \$60 a month if her income is not more than \$600 a year; \$45 or less if income is over \$600. Thus, a widow with not more than \$600 should choose the new rules. One with over \$600 should stick to the old plan.

Because of some confusion, VA officials emphasize that the new law deals only with non-service pensions. It does not affect benefits being paid for service-connected disabilities.



## Labor Dep't Head Asks End Of Gov't Aid To Shipping

CHICAGO—A top Administration official has suggested that the nation's railroads open an attack on shipping subsidies with a view toward eliminating them altogether. Secretary of Labor James P. Mitchell told a railroad labor group that they should work with the railroads to put an end to Government subsidies for American-flag shipping as well as Government aid to airlines and trucking.

The Secretary of Labor also implied that the railroad workers should become flexible about their present work rules, enabling the railroads "to maneuver flexibly to meet competitive challenges"—apparently an oblique reference to

the railroads' moves to destroy shipping competition.

As is well known, shipping subsidies are applied only to ships in international trade. With the exception of the handful of subsidized vessels on the Great Lakes, these subsidized ships do not compete with railroads.

The segment of the shipping industry which is in direct competi-

tion with rails consists of Great Lakes and deep sea domestic shipping. These vessels operate without Government subsidy of any kind.

#### Aid Necessary

Maritime unions and the maritime industry regard it as an accepted fact that offshore American-flag shipping in the general cargo trades cannot operate without some form of Government assistance, since competing runaway-flag and foreign-flag vessels pay wages in the vicinity of \$75 to \$125 a month (sometimes less) to unlicensed crewmembers.

The elimination of ship subsidies, as called for by the Labor Dept. secretary, would not in any way affect the relationships between ships and railroads. All it would do would be to wipe out the major part of the American-flag deep-sea general cargo and passenger fleet.

#### A Question Of Funds

The Labor Secretary's viewpoint on ship subsidies is believed to reflect the outlook of an important segment of the present Administration in Washington, particularly the Bureau of the Budget. The Budget Bureau has been successful in opposing moves to increase the number of subsidized voyages or the amounts budgeted for that purpose.

The railroads themselves have been under heavy fire in recent months from domestic ship operators, barge lines and truckers for cutthroat competition. The operators have charged the railroads with carrying cargo at a loss in order to beat down the competition.

## Seafarer Gets 2nd Eye Transplant

Seafarer Phillip Pron is well on the road to recovery and normal vision after a second cornea transplant operation performed last November at Lenox Hill Hospital in New York.

The first time Pron went under the surgeon's knife was in 1951. At that time a fellow SIU member, Eric Joseph, donated the cornea of his permanently-damaged right eye to Pron. The two met for the first time at the Staten-Public Health hospital where both were being examined for eye injuries. Pron's having been caused when struck over the

left eye by an ice box aboard ship and Joseph's a carry-over from his boxing career.

The pair was in the same room and after chatting about their injuries, it was then that Joseph told Pron that he could have the cornea of his own eye inasmuch as doctors previously had informed him that nothing could be done to save it.

The operation was a success, but Pron was later warned by doctors that the sight in his right eye was so affected that he would gradually go blind.

Consequently, Pron underwent surgery again for another cornea transplant operation; this time, the cornea was furnished by an eye bank. Pron was examined last March by groups of eye surgeons who were attending a convention in New York. These professional medicos were amazed at the success of double operation.

Another odd angle to the two transplantations is the fact that Pron sports a round cornea and a square one. "The shape makes no difference," he told the LOG. "I can see out of one just as well as the other." He is completely satisfied with the success of the latest operation, which was performed by Dr. Rudolph Aebli of Manhattan.

Dr. Aebli, in commenting last week on the operation, said that the first operation he performed on Pron back in 1951 was, at that time, considered to be rather rare. Since then, he added, better methods have come into being and such an operation is not unusual.

Pron, who has almost normal vision with the aid of contact lenses, hopes to get his driver's license soon. He will take the last of post-operative treatments next week and will enjoy a lifetime of sight which may not have been possible were it not for Eric Joseph, the eye bank and modern medicine.

## Balt. Slow But Should Gain Soon

BALTIMORE—Shipping during the past period, for the most part has been slow at this Maryland port. However, port Agent Earl Sheppard reports that the outlook is for better shipping.

SIU Safety Director Joe Algina spoke at the regular membership meeting on April 27.

Payoffs here included the Emilia, Hilton, Edith, Jean and Mae, (Bull); Oremar and Marore (Marore); Seamar (Calmar); Bethtex (Ore Navigation) and the CS Baltimore (Cities Service).

The four sign-ons were the Oremar and Marore (Marven), Bethtex (Ore Navigation) and Seamar (Calmar). In-transits included The Cabins, (Texas City), Alamar (Calmar), Alcoa Patriot and Alcoa Penant (Alcoa), Steel Advocate and Steel Worker (Isthmian), Bethcoaster (Ore Navigation), Robin Hood (Robin).

## 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.

## Wilmington Slows Down

WILMINGTON—Shipping here has been on the slow bell with only four ships calling for a total of 15 jobs during the past period. The coming two weeks look a little brighter with six vessels scheduled to hit the port.

There were no payoffs or sign-ons. The four ships serviced in transit and were: Pennmar, Texmar and Portmar (Calmar) and Young America (Waterman).

## Angelina Belts Onassis Yacht

SAN JUAN, PR — It's only a coincidence but Aristotle Onassis, one of the world's wealthiest men and a leading operator of runaway-flag vessels encountered an unexpected problem with American-flag shipping here—specifically, Bull Line's Angelina.

The blow was struck April 26, when the Bull Line Liberty, while shifting from one berth to another, collided with Onassis' palatial



yacht while it was at anchor here. The Christina, Onassis' floating palace, was badly bruised. Then, as though vengeance was in mind, the Angelina hit her again. Between the two blows, the Christina suffered extensive damage to her hull and deck structure—an estimated \$12,000 to \$20,000 worth.

Fortunately, no crewmembers were injured in the incident which may have hurt Onassis' feelings but did chicken-feed damage to his pocketbook.



# SATELLITE AIDS TO SHIP

## Weather Man To Utilize Cloud Pictures

THE dream ship on the dream trip would have smooth sailing and sunny skies all along its route. Something on this order will become possible if the experimental weather satellite Tiros I pans out as planned.

The weather satellite is the forerunner of several more advanced satellites which will enable weather men to detect storms and predict weather with far greater accuracy than now. Such skills would be of obvious advantage to shipping.

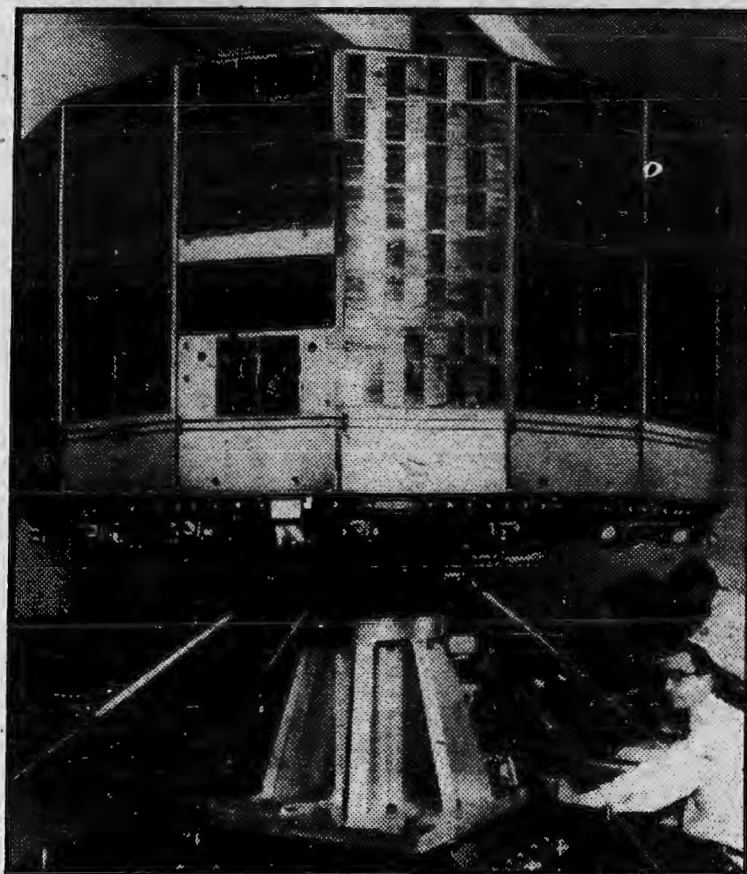
Going beyond that, the weather satellites may reveal what factors breed bad weather, and as a result, in the distant future, weather control is a possibility.

The principle of the weather satellite is simplicity itself. It is a space platform with two television cameras. The cameras take pictures, on command from the ground, of various areas and store them in tape recorders. Upon signals from the ground, the tape recorders transmit the photos. In the process, weather men will be able to observe atmospheric conditions and the build-up of storm patterns which they could never see before. In fact, four-fifths of the earth's atmosphere could not be observed before Tiros was launched, so that weather forecasts were based on incomplete information and, as everybody knows, were often wrong.

With a system of weather satellites in orbit, the weather forecasters will get a view of the whole earth's weather patterns. They will be able to follow storms and hurricanes as they form and predict their course with reasonable accuracy possibly days and weeks in advance.

For ships, the advantages of such weather predictions are obvious. Passenger vessels will be able to guarantee more of the sunny days at sea they advertise so loudly. Cargo ships will be able to avoid costly delays, storm damage and injuries to crewmembers which arise from pitching and rolling in heavy seas.

Now being built, the weather satellites of the future will have infra red scanners which will measure the heat flow from the equator to the poles. These undoubtedly will lead to all sorts of out-of-this-world experiments in weather control. But for the time being, the seaman will be happy if he can get enough advance notice of storms at sea to keep out of their way.



Technicians are shown at work checking out Tiros, before its launching. Tiros sun batteries provide power TV cameras.



Wide-angle TV camera took his photo of storm pattern covering hundreds of miles of the atmosphere over the Pacific Ocean.



Photo from satellite shows Lower California and Gulf of California. North is at bottom of photo. One TV camera covers area of 800 miles.



# P PING

## Man Made Star Aids Navigation

WITHIN a couple of years, if all goes well, skippers and mates can pack away their sextants, astrolabes, give up dead-reckoning and still know exactly where they are at sea with far greater accuracy than ever before. The information will come to them via a radio receiver getting "fixes" every hour and a half or so from a navigation satellite passing overhead at 90-minute intervals.

This system, which would have sounded like a cockeyed dream a couple of years back, is now on the verge of being put into effect as the result of the orbiting of the satellite Transit 1-B by the US Navy. Here, briefly, is how it happened:

Scientists tracking the original Russian satellite, Sputnik 1, noted that whenever Sputnik passed overhead, there would be a shift in the wave length on which its radio signals were being transmitted. By measuring this change in the frequency of the radio signal, (this is now done by computers) it's possible to determine exactly where the satellite is in relation to the earth.

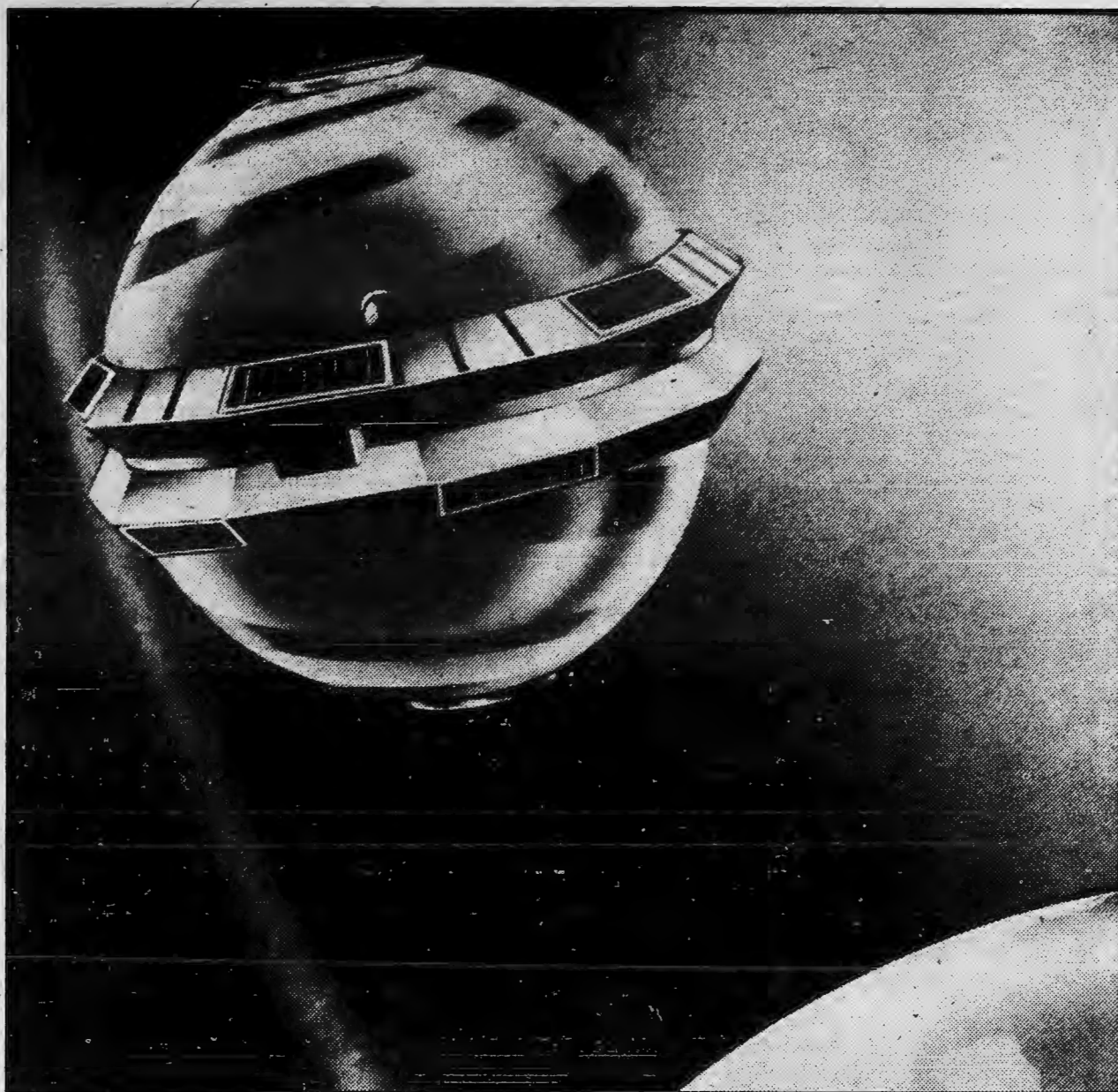
What the Navy plans to do is put four such satellites into orbit to cover all of the oceans. A system of ground tracking stations, already in operation, can calculate exactly what the path of the satellites will be relation to latitude and longitude at any given time.

Then the ground stations will send signals back to the satellite outlining the future position of the satellite for the next several days. The satellite will broadcast this information to ships at sea, activating a ship's receiving equipment as it passes over general area of the ocean in which the vessel is located. The ship then can make a navigational fix on the man-made north star.

There are obvious advantages in this system, for merchant ships. Exact navigation fixes will enable ships to keep accurately on course, weather permitting, and will save time and money by saving travel mileage. Ships will be able to travel in a straight line, whereas under present systems, errors of as much as 50 miles off course under dead reckoning are not uncommon.

Exact navigation fixes are a direct asset to the health and safety of the crew. For example, in an emergency where a crewmember needs immediate medical attention, or a fire breaks out on a ship, the ability of the vessel to report its exact location will make contact with rescue ships and planes that much easier.

The navigation satellite would also make largely unnecessary the whole complex of navigation equipment such as radio-direction-finders, loran and other devices, which, while effective, cover only a part of the sea lanes.



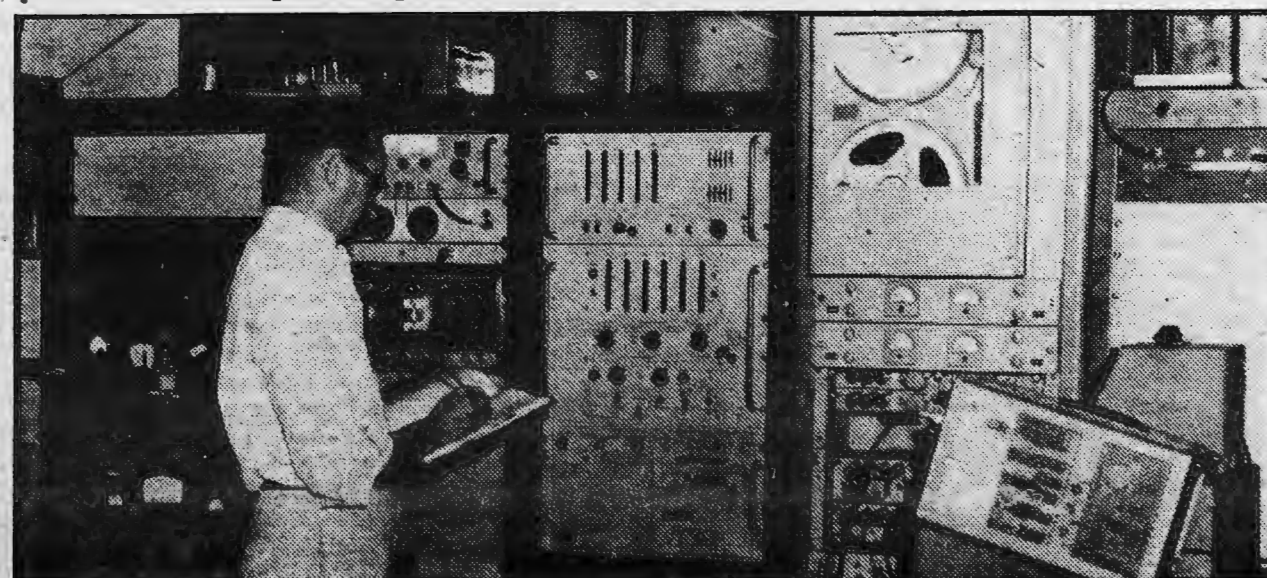
Artist's rendering of navigation satellite shows two sets of bands holding sun batteries which supply energy for its radio transmission. Stripes are the satellite's transmitting antenna.



As satellite passes shore station (left) its exact position in space is recorded. In step two, satellite stores up messages from shore station for relaying to ships (step three) from which ships can quickly figure exact latitude, longitude and time.



Navy scientists Drs. George C. Weiffenbach, William H. Guier and Frank T. McClure, who developed Transit program, examine globe with Transit's orbit.



Technician checks instruments at receiving station at Johns Hopkins University. Station has equipment to figure out satellite's exact position, then relay information back to satellite for transmission to ships. (US Navy Photos.)



## US Sea Limit Plan Loses

The American-Canadian joint proposal for a "six and six" plan on territorial sea limits has been voted down in the 88-nation conference on the Law of the Sea. Meeting in Geneva, Switzerland, the conference had been expected to approve the US proposal, but it met defeat when four nations

switched at the last minute. The opposition to the proposal was centered in the Communist bloc nations and in the Arab League countries, which went out for a flat 12-mile limit. Angered at the defeat, the head of the US delegation falsely inferred that the SIU's picketing of the Cleopatra was to blame.

The Arab League wants a flat 12-mile limit so it can declare the Gulf of Aqaba at the head of the Red Sea as territorial waters of

Egypt and Saudi Arabia. This would enable the Arab League to ban shipping from going into the Israeli port of Elath, which it is now permitted to do under international law.

The Communist bloc stands for a 12-mile rule which, in the view of the US, is based on its desire to make it more difficult for nations to patrol their coasts and detect the presence of Russian submarines. The US fears that Red subs would hide inside the 12-mile limit

free, from detection and that US surface ships would be unable to follow them.

The joint US-Canadian "six plus six" rule would have set territorial limits at six miles, with another six miles being an exclusive fishing zone. Fishermen of other nations would have to get out of the other six miles by 1970. This feature had been strongly attacked by the SIUNA-affiliated Alaska Fishermen's Union as depriving it of its traditional fishing grounds off the Canadian coast.

As a result of the defeat of the proposal, the US and Canada apparently intend to go for a straight six-mile limit on their own.

### Attack On SIU

The attack on the SIU by the head of the American delegation, Arthur H. Dean, implied that picketing of the Cleopatra by the SIU and ILA was responsible for the Arab League countries voting against the American six-and-six proposal. However, a news dispatch the day following Dean's statement contradicted his position, pointing out that the defeat was due to a last-minute switch by two South American and two Asian nations, none of them members of the Arab League.

Answering Dean's attack, SIUNA President Paul Hall declared:

"The Arab nations had been against the American proposal long before we began our picketing of the Cleopatra and their position had nothing to do with this situation."

"It appears that the Department is more interested in placing a public relations gloss on all of its activities than in accepting responsibility for its failures. The uncalculated attack by Mr. Dean, to my mind, is a low-water mark in diplomacy."

## SIU Assists Engineers In Boston

BOSTON—Shipping held steady here during the past two weeks. There were a total of nine ships hitting port. Five paid off, one signed on a crew and the other three were serviced in transit, reports acting agent John Arabasz.

The membership was urged to follow closely the coverage of the Cleopatra picketing in the SEAFARERS LOG. Only scant reports were seen in papers in this port however. The Union's stand in this matter is of vital interest not only to present and future employment of the membership in all SIU ports, but for the American maritime industry as well.

This branch of the SIU also has assisted marine engineers in their attempts to have their licenses as stationary engineers recognized in this state without having to go through with an exam. A bill pending here would make it mandatory for resident marine engineers to possess a Federal license plus two years of service on it before he could be granted a license with an equal rank on it for work in the stationery equipment field.

The ships paying off here during the last period were: Royal Oak, Council Grove, CS-Norfolk, Fort Hoskins (Cities Service); Thetis (Rye Marine).

One ship, the Royal Oak (Cities Service) signed on a crew.

In transit: Steel Advocate (Isthmian); Orion Clipper (Colonial) and Robin Locksley (Robin).

## SIU BLOOD BANK HONOR ROLL

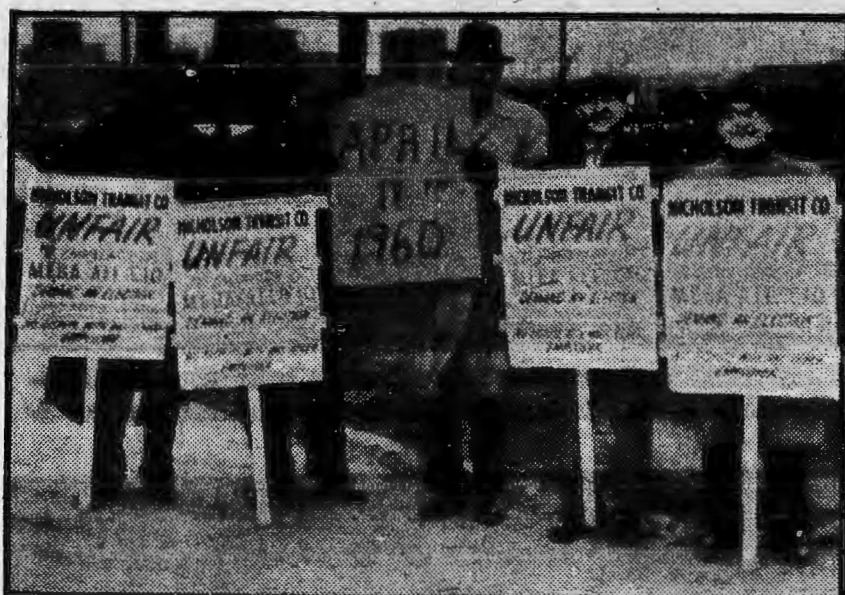


The SIU blood bank supplies Seafarers or members of their families with blood anywhere in the United States. Seafarers can donate to the bank at the SIU clinic in Brooklyn. Listed here are a few of the Seafarers and others who have donated to the blood bank.

Grogan, Thomas A.  
Adams, John T.  
Bonafont, Felix  
Herkenheims, Henry J.  
Feron, Richard L.  
Zumkley, Robert J.  
Garcia, Angel  
Topper, Melvin  
Collins, Frank M.  
Frank, Salvatore, Jr.  
Swiderski, John P.  
Amendolia, Anthony  
Steen, Harold J.  
Hatt, Albert A.  
O'Leary, John F.

Orlo, Andrew Mike  
Joseph, Eric  
D'Angelo, Louis R.  
Churman, Samuel  
Caldeira, Harold G.  
Mayer, Frederick B.  
Johnson, James  
Miles, Charles J. A.  
Edwards, Bobby Joe  
Olivares, William  
Ruiz, Jose  
Davis, John A.  
Nagy, Joseph A.  
Novak, John  
Roberts, Maurice W.  
Bonafont, Carlos

## Great Lakes MEBA Drive Gains Nicholson Election



Members of MEBA Local 101 picket Nicholson Transit fleet prior to successful settlement of engineers' beef.

DETROIT—Great Lakes District Local 101 of the Marine Engineers Beneficial Association has opened its 1960 organizing drives with a smashing victory over company unionism on the Great Lakes.

The local wound up a four day strike against the Nicholson Transit Company last month by winning a court order for an election in the 10-ship fleet, Michigan Court Judge John Wise ordered the election after denying an injunction requested by the company and the Foreman's Association, a company-dominated rig that has been used to keep Nicholson wages and conditions well below par since 1946. The company had maintained that Local 101 was attempting to break a valid contract.

Judge Wise's decision in effect challenged the validity of a

"sweetheart" contract signed without the consent of the men involved. It came out in court that the Foreman's rig had not elected officers since 1951 and had no authorization to negotiate an agreement for the engineers. It also came out that Nicholson and its company union had renewed the contract after receiving notice from Local 101 that it represented a majority of the engineers.

The decision represents an important victory over the use of company unions to deny engineers their right to genuine union protection. It also reaffirms the MEBA's right to obtain an election when it represents a majority of the engineers in a fleet. Both phases of the decision could have far-reaching effects in the Union's tanker organizing drive, where most of the target fleets are saddled with company unions.

The Nicholson election will be conducted around July 10 under court auspices and the ballots counted in November. Local 101, which represents a lop-sided majority of the men, expects to sweep the vote and gain the right to negotiate a contract for the 1961 season.

The MEBA's Great Lakes District tied up the Nicholson fleet on April 11 to enforce its demands for an election. All of the engineers walked off the ships leaving four vessels immobilized in the company's Detroit shipyard. Two other ships already in service were hung up later.

The beef received complete support from the SIU, NMU and other unions affiliated with the AFL-CIO Maritime Trades Department on the Great Lakes.

## In-Transits Keep Jax On Upside

JACKSONVILLE—Shipping has been fair here during the last period, though the activity was strictly confined to servicing ships in-transit, according to William J. Morris, port agent.

Contract negotiations are continuing with the a local tug company, which operates tugs, dredges and a shoreside maintenance gang.

The ships serviced in transit last period were: Tugs Margaret and Jack (Blue Stack); Fort Hoskins (Cities Service); Amoco (Huron Cement); Steel Vendor (Isthmian); Fairland (Pan Atlantic); Evelyn (Bull); Sword Knot, Sampan Hitch, Coastal Crusader, Rose Knot and Sword Knot (Suwanee); Seatrain New York (Seatrain) and Arizona (Waterman).

## Esso Fleet Crews Begin NLRB Vote On Union Tie

Seamen of the Esso tanker fleet started voting last week in a National Labor Relations Board election in which the Esso Tanker Men's Union is seeking to retain its bargaining votes.

The ETMU, an affiliate of the SIUNA, is being challenged by another in a string of "independent" associations headed up by John Collins, professional promoter of such associations in the tanker industry. About 1,200 men are involved.

### Funds Mishandled

Collins, has come under heavy fire in recent months for his handling of Esso men's funds before he was ousted by a revolt of the tankermen. He reentered the picture with his new "association" and has enjoyed open support and endorsement from Esso. In fact, a company bulletin virtually instructed Esso men to vote for the Collins outfit.

Collins also acts as "advisor" for a number of other oil tanker "independent" associations, netting himself a multiplicity of paychecks in the process. Under the Collins rig, he serves as the sole, full-time shoreside representative, operating all of his string from one office.

As reported previously in the LOG, Collins had suffered a number of legal setbacks. He was compelled after a long court fight to turn over to ETMU cancelled checks and other financial data he had been concealing from the tankermen. In other court actions, he lost a suit to compel Esso men to pay him \$89,000, which represented his valuation of a secret lifetime pension and pay deal he had set up for himself before his ouster by the tankermen.

### Secret Pact Bared

In still another court action, the ETMU won a court order calling for a hearing on charges that Collins had signed a secret "sweetheart" agreement with Esso covering certain of its operations.

On top of these assorted transactions, the "Journal of Commerce" reported last week that Collins was

under fire in the Socony fleet. A suit has been filed against him in Federal Court charging misappropriation of Socony tankermen's funds and calling for an independent audit, the newspaper reported.

The articles said that the suit specifically stated Collins "misappropriated and misused funds and property" of the organization, "in excess of \$8,500."

Seafarers will recall that Collins was active against the SIU in the Union's organizing campaign in the Cities Service fleet. He attempted to set up an "independent" association in Cities Service, but his effort failed when the NLRB ruled it was a company-dominated set-up. The SIU went on to win certification and a Union contract in the fleet.







## Plan Labor Peace Talks

In an effort to bring about more harmonious relations between labor and management, President Eisenhower has called for regular discussions between the two elements "outside the bargaining table." He made this announcement at a White House meeting attended by AFL-CIO President George Meany and Labor Secretary Mitchell.

The President called upon Meany to designate three persons from labor to meet with an equal number from management for the purpose of developing conference plans "without Government participation."

At the same time, it was announced that the Chief Executive would later meet with Rudolph Bannow, president of the National Association of Manufacturers, to work out arrangements for naming as conferees three management officials of firms which have work contracts with AFL-CIO affiliated units.

These meetings were first urged by Meany last November when he invited the president to consider developing guide lines aimed at establishing better relationships between labor and management.

### Be Sure To Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized A&G representatives and that an official Union receipt be gotten at that time. If no receipt is offered be sure to protect yourself by immediately bringing the matter to the attention of the secretary-treasurer's office.

Since the SIU and the International Longshoremen's Association began picketing the Cleopatra in New York on Wednesday, April 13, in protest against the Arab League blacklist of American shipping the performance of the US State Department has fulfilled all expectations—expectations, that is, of those who have maintained that the Department has utterly failed in its job of protecting the rights of American citizens and the principle of freedom of the seas.

The unions' protest was undertaken because in all the years, that the blacklist has been operating, the US Government—meaning the State Department—has not taken a single constructive step to remedy the situation. There have been plenty of pious statements and equally-pious resolutions, but no action.

### "Embarrassed" Over Picketing

What was the reaction of the State Department to the union picketline? It was to whine that the Department was being "embarrassed" in its handling of diplomatic relations with the United Arab Republic and other members of the Arab League, and to try to make the SIU the scapegoat for the failure of the US delegation at the UN Law of the Sea conference to get adoption of its plan on territorial water limits. (See story on page 10.)

Thus far, despite the protest, and despite the request by the American Merchant Marine Institute that the Department try to implement "in every possible way" the principles of freedom of the seas and proper treatment of United States citizens abroad, the Department has said nothing and done nothing other than to criticize the union's action.

### Fear of Nasser?

For some reason, which is not yet clear, the United States, representing the world's most powerful nation, diplomatic service, is either unwilling, or afraid, to approach Egypt's President Nasser with even the mildest complaint. This is in sharp contrast to the attitude displayed toward Nasser and other Arab nations by the Soviet Union and other Iron Curtain countries. When they think their interests are at stake they holler loud and clear—and as a result, the Arab nations are in their corner time and again.

The lesson, which should be clear for the State Department, is that weak-kneed timidity in the Middle East only breeds contempt for the US and mistreatment of Americans, particularly American seamen and American shipping.

### SIU Asks Probe

The SIU has asked that the Senate Foreign Relations Committee conduct a thorough investigation into the actions of the State Department and other agencies, such as Agriculture and the Navy Department, in cooperating with the blacklist. The Union would be happy to cooperate with such an investigation which might uncover the reasons for these agencies' indifference to the rights of Americans and their toleration of anti-American practices in the Middle East.

## White House Switches On Medical Care For Aged

WASHINGTON—Under tremendous pressure from voters throughout the United States and from the nation's trade unions, the Administration has made an about-face on the issue of health insurance for Americans over 65. Although President Eisenhower had stymied such a move earlier in the year, the Administration now plans to introduce some kind of Federally-supported measure for voluntary health insurance.

### Substitute For Forand Bill

The Administration bill is an effort to counter the rising tide of sentiment for the Forand bill, backed by the AFL-CIO, which would finance health care for the aged through the Social Security system. The response to this bill, introduced by Rep. Aime J. Forand (Dem.-RI) has been tremendous as Senators and Representatives have been flooded with mail in favor of some kind of measure along these lines.

Two of the nation's leading conservative magazines—Life and Business Week—have even come out favoring the principle of the Forand bill, stating that private, voluntary plans "can never meet the whole need" (Life) and "the voluntary approach simply will not do the job" (Business Week).

### Prevents 'Beggar' Sentiment

"Use of the Social Security System," the latter magazine continued, "has the advantage of keeping old people from feeling that they are beggars."

Despite the sentiment of the people, and the flood of recommendations in support of this prin-

ciple, the President has indicated an inflexible stand on the idea, stating that the use of the Social Security System is a "compulsory affair" and that he is against "compulsory affairs."

The issue has rapidly become the number-one problem facing Congress this year. Progress in medical science has enabled us to raise life expectancy to almost 70 years at the present time, and the number of aged people, over 65 years old, has jumped from six million in 1930 to 16 million today.

### Majority Can't Afford It

A survey conducted by the Department of Health, Education and Welfare indicated that three-quarters of our senior citizens cannot afford to pay for the care they would need if seriously ill. Medical costs have skyrocketed 45 percent in the past ten years while the over-all cost of living has jumped by about 20 percent, making the medical costs increase twice as great as the general cost of living, as noted in the Consumer Price Index.

Vice-President Nixon said that the Administration's health insurance plan, providing for a limited Federal subsidy, would make possible voluntary health insurance for everybody over 65 who wanted health insurance. The plan would work through payments to insurance companies and group health organizations, not the individual.

## NY Governor Signs Jobless Pay Curbs

New York's Governor Nelson Rockefeller, signed into law last week, the amended New York State Unemployment Insurance Law that raises jobless pay to \$50 but then tightens the lines by stiffening the job-

less pay qualifications. The bill was signed even though the amendment was strongly opposed by organized labor.

The SIU was one of the unions that sent telegrams to the state capitol protesting the amendment.

### SIU Asks Probe

SIU's message to Albany cited the hardship that the new law will place upon the seamen. The so-called move to "strengthen" the insurance for those unemployed, will require a seaman to hold a second job until he earns at least \$200 or has worked a minimum of three days a week for four weeks to qualify for the \$50 payments due after signing off the first job.

It affects the seaman in the following manner. Should the seaman take a long trip then, leave the ship when it reaches port for the purpose of going ashore to see his family, he will then be ineligible to apply for jobless pay, even after he has gained a second job. The reason according to the new law, is that a person must leave his employment because of involuntary reasons rather than to fulfill his own needs and wants. Under the old law, a six week penalty period was imposed for such "voluntary quits," but a seaman could then collect benefits.

### Confusing Limitations

What makes the new law all the more confusing for Seafarers, in addition to its limitations, is the fact that it applies only to shipping companies whose main offices are in New York State. Seafarers working for such companies as Bull,

Isthmian, Seatrain, and Cities Service, will be affected. However, a seaman working for out-of-state companies like Sea-Land, Waterman, Alcoa, Mississippi and Suwannee is covered by the unemployment insurance regulations of those states.

According to state unemployment officials, the new law is designed to curtail voluntary "quits" that wouldn't have worked any longer than they wanted to such as housewives. Ordinarily a housewife seeks employment for a period of time to overcome a surplus of bills. She then leaves her job after ridding herself of the burden and then seeks unemployment insurance benefits.

## SF Bounces Up, Doubles Its Shipping

SAN FRANCISCO—This port's prediction of better shipping in period just ended rang true. Twice as many men got jobs this time over the previous period. Activity was confined to employment of "A" and "B" men, reports Walter Sibley, port agent.

Sibley also noted that the ships hitting port had few or no beefs, attributing this success to a job well done by the delegates on these vessels.

The outlook for the next period is fairly good, the port agent added.



# SEAFARERS IN DRYDOCK



Among the Seafarers currently laid up in the USPHS Hospital in Staten Island are: F. Adkins, A. M. Anderson, J. R. Egan, J. A. Grabac, Eugene R. Hall, and J. R. Leiba.

Adkins, last on the Steel Artisan, was hospitalized with a broken wrist and is recovering slowly. Anderson, who sailed in the deck department of the City Service Norfolk on his last trip, broke his collar



Anderson



Adkins



Egan



Hall

bone and six ribs when he fell down the stairs at home. He had 20 years at sea with no accidents.

Egan underwent a hernia operation and is bothered also by a post-operative infection. He sailed as chief steward on the Jackie Hause his last time out.

Grabac has a fungus infection on his hands and feet, but is responding to treatment and expects to be released soon. His last ship was the Beauregard.

Hall, who sailed last on the Robin Locksley, fractured his wrist and after an operation is improving rapidly. He is enjoying himself studying the racing forms with a scholarly intensity.

Leiba was stricken with an infection in his left shin bone. He is coming along well, however. He sails in the steward department and his last ship was the Helen.

Seafarers on the beach or off their ships on shore leave should take time out to visit their buddies in the hospital. A visit or a letter from shipmates is always welcomed by Seafarers stuck in hospitals.

**USPHS HOSPITAL**  
STATEN ISLAND, NY  
Oscar Adams Thomas Leahy  
Agner Andersen Juan Leiba  
N. E. Angelopoulos Roan Lightfoot  
F. J. Balducci Serafin Lopez  
John Ballman I. N. Loukas  
Joseph Blake John Lukas  
Robert Bunner Wm. C. Murphy  
Gregorio Caraballa J. A. Nagy  
Alfredo Cedeno E. J. O'Rourke  
John Cormier Petro Paulin  
John Dolan Thomas Riley  
James Egan J. J. Sheehan  
J. A. Grabac W. Stevens  
Eugene R. Hall Jose Toro  
Thomas Heggarty William F. Turk  
Thomas Lauer Arthur Wilfert

**USPHS HOSPITAL**  
NORFOLK, VA.  
Henning Bjork Rufino Camantique  
J. W. Blankenship Leroy Jones  
H. Broughon Steven Purifoy  
Dennis Cahoon Henri Rubin Jr.

**USPHS HOSPITAL**  
MANHATTAN BEACH  
BROOKLYN, NY  
Matthew Bruno S. Laurente  
John J. Driscoll Henry Smith  
Bart E. Guranick Pop P. Wing  
William D. Kenny

**USPHS HOSPITAL**  
BRIGHTON, MASS.  
Gilbert Edwards Harry S. Murray  
James B. King

**USPHS HOSPITAL**  
GALVESTON, TEXAS  
Max Anderson S. McGlinchey  
Pat H. Jones Henry P. Meyers  
James A. Lewis Denis Skouras

**USPHS HOSPITAL**  
SAVANNAH, GA.  
Garland Bennett E. Roy Lindenmuth  
James B. Davis Edward Polakoff  
Ludwig Kristiansen Ernest Webb

**VA HOSPITAL**  
24TH ST., 1ST AVE.  
NEW YORK, NY  
Chas. O. Bergagna

**VA HOSPITAL**  
MONTGOMERY, ALA.  
Jacob Buckelew

**USPHS HOSPITAL**  
SAN FRANCISCO, CALIF.  
Richard Harnden Henry Oswald  
Charles Haymond Jack E. Smith  
Edward Hutzenga Lloyd J. Thomas  
Horace Ledwell David L. Williams  
Charles Nall

**USPHS HOSPITAL**  
SEATTLE, WASHINGTON  
Frank Airey James Mitchell  
Thomas W. Carter Leo Seleskie  
Edw. E. Edinger A. Stevenson  
George B. Little

**SEASIDE MEMORIAL HOSPITAL**  
LONG BEACH, CALIF.  
Howard C. Oberg B. F. Overstreet  
SAILOR SNUG HARBOR  
STATEN ISLAND, NY  
Thomas Isaksen

**USPHS HOSPITAL**  
CHICAGO, ILL.  
John Pietrzak

**TRIBORO HOSPITAL**  
JAMAICA, LI, NY  
James Russell

**US SOLDIERS HOME HOSPITAL**  
WASHINGTON, DC  
Wm. H. Thomson

**VA HOSPITAL**  
CENTER HOT SPRINGS  
SO. DAKOTA  
Clifford C. Womack

**VA HOSPITAL**  
NEW ORLEANS, LA.  
R. J. Sullivan

**USPHS HOSPITAL**  
FORT WORTH, TEXAS  
Frank Anderson Max Olson  
B. F. Deibler Peter Sotire  
George Doherty Bozo Zelencic  
Woodrow Meyers

**USPHS HOSPITAL**  
NEW ORLEANS, LA.  
Jose Alonzo Jr. Edward Knapp  
Thomas Andrews Leo H. Lang  
William Apkin Clyde Leggett

**USPHS HOSPITAL**  
CLAUDE BANKSTON JR. James McClarence  
James Belcher Joseph Martello  
Accurso Bonfi Jack Moore  
Joseph Cave Anthony Novak  
Richard Chazarrá Louis W. Peed  
Virgil Coash Dewey Penton

**USPHS HOSPITAL**  
DONALD DAMBRINO William Roberts  
Angelo D'Amico Charles Summerell  
Harold Eby James Vickery  
Chas. Habighorst Ferdinand Vigo  
Harry Hammond Walter Whitten  
Edward Johnson Luther Wing  
Anderson Jordan Joseph Wise  
George Kasprzyk Harry Wolowitz

**USPHS HOSPITAL**  
BALTIMORE, MD.  
Ramon Aguada Gorman Glaze  
Edwin Ainsworth Bennie Gresham  
Francisco Alcaín Loyd Griffiths  
Theodore Aleck George Marcotte  
Berge Bergersen Howard Miller  
Ben L. Bone Ernesto P. Ruiz  
Louis Brown Phillip Saure  
Gaetano Busciglio George Seeburger  
Clyde Clark Eugene Stewart  
Frank Clawson Francis X. Sullivan  
Jeff Davis John Tingle  
Gerald Edwards Lawrence Tyrone  
George Forrest Charles Welborn  
Eddie Game John Yuknas

## Seafarer Ties Marriage Knot

To the Editor:

We would like to announce the marriage of our daughter, Ann Elise, to Mr. William Herbert Phillips on Sunday, March 27, 1960, at St. Paul's Methodist Church, New Bedford, Mass.

Mr. and Mrs.  
Christopher Fehskens

## Sends Views On Various Issues

To the Editor:

I want to thank you for sending me the LOG, while I have been at camp. I am now back in Los Angeles but find it will be a few months before I can return to sea.

Regarding the letter concerning choice of watch by the deck department on the SS Penn Vanguard, I think the best way is first aboard ship gets first choice and so on down the line. If that won't work then by date of shipping card, regardless of what class the man is, A, B, or C.

I have been in the Union since 1944 and I think seniority in shipping is enough, without trying to grab off the best watches also.

Regarding homesteading I agree with Brother Nichols that every man should be required to get off the ship after a year and take his vacation. That way there would be more jobs available. I have been on ships where there are crewmembers who have been on over a year and it is my contention that members who stay on over a year get like "old ladies" . . . they think they own the ship. A new crewmember who doesn't do things the way a homesteader wants them done is marked lousy. I think that the one-year rule should be put to a vote by the memberships.

In closing, I'd like to say hello and smooth sailing to my many friends and fellow shipmates in the SIU.

John C. Bannister

## Seafarers Wife Wants ID Card

To the Editor:

I wish to thank the Union officers and board members of the Seafarers Welfare Plan for

## More Messages Support SIU Fight Against Ship Blacklist

(Ed. note: The SIU has received hundreds of messages from unions and individual citizens supporting the Seafarers' stand in picketing the SS Cleopatra in protest against the United Arab Republic's blacklisting of US ships and mistreatment of American seamen. Space does not permit reprinting all the messages. A few of them appear in condensed form on Page 3. Here are additional excerpts.)

"Congratulations for refusing to unload the Egyptian ship Cleopatra. Finally someone has the courage to act . . ."

Al Burns,  
Los Angeles, Calif.

"As a member of Masters, Mates and Pilots, I would like to see our union participate in the picketing as an expression of solidarity. After all, our members were affected to the same extent by the Egyptian action . . ."

Andrew Myslakowski,  
ex-Suez Canal Pilot

"Perhaps a union as brave and forthright as yours can at last set our cowardly State Department straight . . ."

R. Carlson,  
New York

"It is very heartening to know that there is courage and dignity somewhere in spite of

the prompt, courteous and efficient manner in which my recent benefit claim was handled.

The feeling of security that the Welfare Plan gives me, with my husband gone so many days at sea, cannot be expressed by mere words.

I am very proud to be a Seafarers wife and I only wish that we (the wives of all SIU members) could have an identification card to carry, proclaiming that we to are members "in part" of a wonderful union—The Seafarers International.

Mrs. Theodore Jones

## 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.

## Seafarer Sells Insurance Now

To the Editor:

I just wanted to let my fellow Seafarers know that the reason they haven't seen me around lately is because I've been landlocked, and have become a life insurance agent for the New York Life Insurance Company.

I sailed with the SIU since 1950 and got my full book in 1956. My last ship was the Alcoa Roamer, which I sailed on last July.

If any of my buddies or any Seafarers are interested in buying some insurance, I urge them to come and see me. With my knowledge of the problems a Seafarer has and the policies my company has, I think that I can work out a good program.

I can be reached at 390 East 150th Street in the Bronx, and will be glad to see any of my old Seafaring friends, either to talk about the good old days at sea, or any insurance problems they might have.

Edward J. Foley

## More Messages Support SIU Fight Against Ship Blacklist

(Ed. note: The SIU has received hundreds of messages from unions and individual citizens supporting the Seafarers' stand in picketing the SS Cleopatra in protest against the United Arab Republic's blacklisting of US ships and mistreatment of American seamen. Space does not permit reprinting all the messages. A few of them appear in condensed form on Page 3. Here are additional excerpts.)

"Congratulations for refusing to unload the Egyptian ship Cleopatra. Finally someone has the courage to act . . ."

Mrs. Ruth Buntington,  
New York City.

"Your action, along with that of the International Longshoremen's Association, in supporting you, is wonderful to behold after witnessing our Government's spineless acceptance of Arab dictation . . ."

Al Best,  
Detroit, Mich.

"My hat is off to you. If the agencies of the Federal government can procrastinate while the American flag is defiled and Americans are held in low esteem, then we are fortunate indeed to have a group of Americans such as you . . ."

B. Aden,  
Bergenfield, NJ.

## Halls Tanker Union's Fight

To the Editor:

Recently I noticed some stories in the SEAFARERS LOG about Collins and the rigged set-up he has in some of the tanker fleets. I was glad to see that the crews in these fleets are getting wise to his phony deals and that in the Esso fleet anyway, the men have broken away from his control and are trying to vote him out.

If you ask me, these oil companies keep an iron curtain of their own around the tankers. They tell the crews they have such a terrific deal, but if you have ever sailed on one of their ships, you know what the real score is.

So more power to the Esso men. If they win their fight and keep their own union, which they want to do, it means that the company association deal will be on the way out in the tanker fleets. Then maybe with the help of unions like the Esso tankermen, the SIU and other unions can make some more headway on the runaway ships.

T. Markey

## Attacks 'News' As Anti-Union

To the Editor:

I should like to call your attention to an article in the editorial columns of the "New York Daily News" which appeared on April 18, 1960. This vicious planted article, which I assume was read by millions, stated frankly that union pressure in the Lakes area had skyrocketed seamen's wages to the point that American-flag vessels could not carry much needed iron ore to the mills of this country.

The article further stated Lake captains receive \$18,000 per year and deckhands and porters \$539 per month, thus forcing an unemployment panic in the steel mills mines and other shoredside industries.

The article went on to state that foreign-flag operations are 10 to 20 percent cheaper because AB's and oilers on foreign-flag vessels receive \$80 a month. With American shipping at its lowest ebb due to Foreign-flag runaways, this new source, "The Daily News" with its anti-Union tactics, has distorted the minds of people who know little, if anything, about our merchant marine fleet.

I call upon your and other maritime publications to repudiate these false claims and to show these flunks up for what they are.

Your membership is composed of hard-working men with families and objectives in life. To them and to countless others I call on your organ to inform all of this vicious attempt to blackball the maritime industry.

Calvin R. Ward

## Food Plan Helps Steward 100%

To the Editor:

In regards to these ships minutes, we wish to go on file about the steward on the Erna Elizabeth.

We had the SIU Food Plan man aboard in San Francisco, which seemed to help 100 percent. The steward has improved a great deal but we wish to keep a record of these minutes in case the same thing arises again. We are willing to make a go of another trip if he stays like he is at present.

Delegates on Erna Elizabeth

Editor,

SEAFARERS LOG,

675 Fourth Ave.

Brooklyn 32, NY

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

NAME

STREET ADDRESS

CITY

ZONE

STATE

APPROXIMATE DURATION OF TRIP

ADDRESS

ZONE

STATE



## LOG-A-RHYTHM:

## Competition

By M. Kehrlieder

A task-mistress  
Who demands the time  
Kismet allot to me  
A cruel, beguiling, demanding  
witch  
That heeds not to my plea—  
I seem to separate you two  
I want to set you free  
From her beckoning finger, her  
mystery  
And charm, your lovely mistress—  
The sea.  
She rages not  
With the passage of time  
Her thrill is eternally new—  
She captures the heart  
of all that perchance  
To travel the lanes with you.  
She has cohorts a-plenty  
To aid and abet

Giant ships that adhere to her cue  
And as surely as  
The tide goes out  
Your on board,  
A member of some crew.

Blue-green waters that fascinate  
Tangled seaweed, like hair  
Soft waves that whisper and cajole,  
A temper of storms  
That upset a recruit  
When the swell of her billows  
Do roll.  
A sorceress she,  
An enchantress for true  
What chance does a mere  
Mortal hold—  
While I was seeking  
To capture your heart  
The Sea  
Has ensnared your soul.

FROM THE  
SHIPS AT SEA

## Ice Man Cometh

On the Erna Elizabeth says Norman Wroton Jr., meeting secretary, the chief engineer informed members of the crew that when they get ice from the ice-maker, they should get a lot at a time to keep the machine busy and working properly.

Though a little bit of ice might suffice it would be nice, he said, instead, if the men took a lot, especially since the stuff wasn't being bought.

of ice amongst the gourmets aboard. Aboard the Suzanne things are even worse. According to Joe Morton, meeting secretary, some sly character is taking the tea bags left for night lunch, the blighter. Since the market is down on used teabags, it's hard to understand just what this villain might have in his mind . . . unless he's a tea-totaler.

Blame It On  
The President

Lightfingered individuals are suspected of pilfering coffee and jams aboard the Seafair so the messroom may be locked on the East Coast to stop this situation in its tracks. Also the crew is considering a bit of automation in the coffee-making area and may purchase an automatic one. That way, if the coffee is lousy the men will have to blame the president of General Electric or Westinghouse instead of the unfortunate cook.

Beefs About  
Breakfast Noise

Henry Gaines reports from the Coastal Crusader that the men have asked the stewards department to refrain from yelling while preparing breakfast—it's disturbing the beauty rest of the men. Henceforth instead of yelling "try two over light" the men will pass orders in whispers—or write them down. The crew brags of having the best volleyball team in the missile fleet, and can "whip the pants" off any crew.

## Roomer Aboard



Former Seafarer Fred Costello is shown with his wife Lee, whom he married in Korea in December, 1958. He now runs a rooming house in Boston and keeps busy with inventions which he hopes to sell after he patents them.

## Tea Bags At Sea

Somebody's pulling strings like crazy on the Pacificus. According to a report by J. Dewell in the ship's minutes, there are no strings on the tea bags, and this has provoked a great deal

## Aboard The Morning Light

## A Sailing Man's Deck Crew...



Puffing away at their cigarettes, and modeling a strange assortment of hats and costumes, the members of the deck crew of the SS Morning Light await the coming of casting directors to pose for cigarette advertisements, showing smoking men at work; actually they were taking time out during a coffee break. The ship's photographer is Richard Middleton.

## An Eating Man's Aggregation



The Galley crew of the SS Morning Light, who have given the vessel the reputation of being a top-notch feeder, pose for a photo in the galley. They are (l. to r.) Charlie Breaux, galleyman; Jerry (China Clipper) Pow, 3rd cook; Vic Miorama, crew pantryman; Red Herring, 2nd cook and baker; Johnny Fabis, crew messman and Jack (Gator Mouth) Bates, chief cook. The Morning Light is on a run to Europe. At left is Middleton, who took the photos.

## Stay Put For Jobless Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address.

An average delay of a month is reported in most cases, causing considerable hardship to the men involved.





## Let Them Eat Cake



Naomi Cruz, just four years old, gets a big birthday kiss from her mother Rafaela, and smiles happily. Two other little girls, unimpressed by the ceremonial aspects of the occasion, await eagerly, with undivided attention, and open-mouthed, to begin with the cake. Naomi is the daughter of Seafarer Virgilio Cruz, currently on the Angelina. The two little girls at the bottom of the photo were not identified.

## All This Luck, And Michelet Too . . .

When a ship is a good feeder, has a good ship's delegate, has had its quarters newly-painted out, has had essential repairs done and has Frenchy Michelet on board to the bargain, what more could one ask?

Such a ship is the Alcoa Planter on which everything is going swimmingly, according to the April 27 minutes. "Everything's running fine," the ship reports. Brother R. D. Schwarz, ship's delegate, got "a rousing vote of thanks for one outstanding job. Well done, Schwarz!" Carried away by all the good-fellowship, Brother Schwarz moved to give "Zee Young Ching and his steward department a vote of thanks for a good-feeding ship," which was promptly done.

What about Michelet? "It might mention here," the minutes noted, "that we are glad to have Michelet aboard, a good shipmate—and he always has time for a conversation." So there you are. Good food. Good maintenance. No beefs—and to top it off, good conversation.



### Fit for a Seafarer!

THE FOOD AND PRICES AT OUR OWN  
BALTIMORE AND NEW YORK SIU CAFETERIAS  
ARE GEARED FOR SEAFARERS—  
THE MEMBERS OF OUR UNION. DROP  
IN THE NEXT TIME YOU'RE AT THE HALL.

### the Seafarers Cafeteria

**CANTIGNY (Cities Service), March 25—**Chairman, W. McCarthy; Secretary, C. Kreiss. Captain refuses to pay off men until relief comes. Refused to pay messman off because replacement did not show up.

**ALCOA CAVALIER (Alcoa), March 27—**Chairman, I. Morgavi; Secretary, Frank Bartlett. Letter to be sent for extension to 60 days instead of 18 days for job security when a ship is laying up. No beefs.

**TIMBER HITCH (Suwannee), March 12—**Chairman, K. Sterner; Secretary, C. Hendricks. Galley deck is still not repaired and is dangerous. Slopechast was inadequate on last trip. Promise of improvement in Recife. It is requested that the outer decks be kept clean of trash and butts. Please help to keep washing machine in good condition.

**ANTINOUS (Waterman), March 12—**Chairman, E. N. Powell; Secretary, C. Frost. One man was hospitalized in Bremerhaven and one man was injured in Antwerp. Ship's fund is \$17.35. Vote of thanks to the ship's delegate who resigned for a job well done. A vote of thanks also to the steward department for the improvement in food. Special seats have been assigned to watchstanders to avoid delay at mealtime. Crew on record against pay raise terms.

**ROBIN HOOD (Robin), Jan. 3—**Chairman, R. B. Barnes; Secretary, Charles J. Weiborn. New mattresses have been put aboard. Repairs have been made. No change in kind of soap. Still using Ivory. \$14.50 in ship's fund. It is suggested that crewmembers go to the department delegate when they have a beef and let the delegates settle the disputes. Discussed the poor feeding on board. Need more variety on night lunch. Would like to have fruit juices more often. R. B. Barnes was re-elected ship's delegate due to a job well done.

**March 20—**Chairman, R. B. Barnes; Secretary, Weiborn. Two men were logged in the engine department. One man in the deck department was given warning about missing shifts. Many beefs on the food shortage, mattresses and no launch service at Walrus Bay. Request that SIU food committee and patrolman call a ship's meeting before payoff for the purpose of looking into the shortage of stores and food.

**GATEWAY CITY (Pah Atlantic), March 20—**Chairman, J. T. Bowman; Secretary, R. Cohn. Discussion was held on the previous and current repair lists. Short one wiper. R. Chazara was taken off by the Coast Guard at South Pass with serious illness. Request is made that the negotiating committee negotiate all port time between the hours of 5 PM to 8 AM be OT. Watches are seldom broken and shore leave at a minimum on container-ships. SIU should issue identification papers to be used in lieu of seamen's papers for foreign identification.

**SEAMAR (Calmar), Jan. 17—**Chairman, John Marshall; Secretary, Edward Blivins. Disputed OT in deck dept. All repair lists turned in. Engineers doing most of the repairs. A motion was made for ship's delegate to write letter to headquarters regarding food on ship. A motion was made and seconded to concur with retirement plan as in LOG. Please hang clothes away from lockers below. All extra linen to be turned in.

**SEATRAN NEW JERSEY (Seatrail), March 29—**Chairman, J. Dickerson; Secretary, William McBride. Lodging should be paid this trip. Wrote letter to headquarters about change in contract and payoff procedure. Coke machine paid off \$5 to fund. To check with patrolman about raise and vacation pay.

**SEATRAN GEORGIA (Seatrail), March 27—**Chairman, John Martus, Jr.; Secretary, Frank Flanagan. Three men missed ship. Delegates to rectify headquarters. Delayed sailing grade to engine and deck departments. At not to the steward department. Will elect new ship's delegate this meeting. Some disputed OT. \$68.40 in ship's fund. Form is attached pertaining to change of constitution.

**STEEL ROVER (Isthmian), April 5—**Chairman, J. Goude; Secretary, N. W. DuBois. Discussed whether or not the old ship's minutes were sent in and whether the LOG were received. Nobody but the delegate is to go topside with a beef or business. Ship's delegate resigned and new one was elected. No beefs but some disputed OT. Ship owes \$7.50 to the chief electrician. One dollar per man will be paid in Halifax toward the ship's fund.

**COUNCIL GROVE (Cities Service), April 16—**Chairman, G. A. Masterson; Secretary, Chas. P. Moore. Held discussion on the payoff and facilities for sending money home through the company. A vote of thanks to the steward department. No beefs.

**STEEL NAVIGATOR (Isthmian), April 10—**Chairman, Ted Blades; Secretary, Philip Maechlings. Most repairs have been taken care of. Others being worked on. Ship's delegate resigned and Ted Blades was elected. This crew is highly conscious of safety methods. Members were requested to be on good conduct in foreign ports. All hands are to aid in keeping natives out of the crew's quarters and passageways.

**PACIFICUS (Orion), March 25—**Chairman, Duke; Secretary, J. Dewell. No draw in Aden. Ship's delegate wished to resign due to the lack of support and other reasons. His report was accepted but not his resignation.

A vote of thanks was given to the ship's delegate and he was asked to retain his job. Some disputed OT. Any department that has yellow soap will please give some to steward.

**ERNA ELIZABETH (Albatross), March 14—**Chairman, David L. Jones; Secretary, Norman E. Wroton Jr. Anyone taking ice from the ice maker are requested to take more than they need because the machine works better in that manner. Ship's fund is \$17.45. Food problems on this ship. Discussion was held by membership to get rid of steward.

**ANGELINA (Bul Lines), April 3—**Chairman, A. Ferrara; Secretary, H. Dombrowski. Chief engineer said that he could not repair washing machine

## Digest Of SIU Ship Meetings

at sea but would do so on arrival in port. Some disputed OT. Will try to get some books and magazines upon arrival in port. Anyone leaving ship will please clean out his room and turn in dirty linen.

**SEAFAR (Orion), March 26—**Chairman, Tex Jacks; Secretary, Alonzo Bryant. Third cook was taken off in Panama because of illness. Union advised. Captain will have washing machine repaired in California. F. R. Hicks was elected as treasurer. A suggestion was made to lock messroom on the East Coast. A small ship's fund will be taken up. Discussed the purchasing of coffee pot. Crew may donate toward same. Vote of thanks to steward department.

**CAROLYN (Bull), April 3—**Chairman, Wilson; Secretary, W. Walsh. No beefs. A few hours of disputed OT. Wiper failed to join the ship on departure from Norfolk. Thanks to the crew for cooperating with the steward department. A repair list to be made by the respective departments.

**ALCOA RANGER (Alcoa), April 3—**Chairman, L. J. Pate; Secretary, T. Sanchez. Men quitting ship should give the department head 24 hours' notice. Everything going smoothly. Constitution to be discussed and voted on this voyage. \$19.69 in the ship's fund. Ship's delegate resigned and a new one was elected. There was a general discussion on the ship's business.

**SUZANNE (Bull), April 3—**Chairman, David Haskell; Secretary, Joseph Morton. One man logged two days ago. Picked up OT sheets in Houston hall. Could not obtain an SIU Library. Started a ship's fund with fifty cents per man. US census forms given to men on board. Vote of thanks to all departments. Tea bags are being taken at night. Please consider others. It is requested that men doing business with natives do so outside house and not in passageways.

**ROBIN LOCKSLEY (Robin), April 24—**Chairman, none; Secretary, none. Discussed the proposed changes in the new constitution. Four men hospitalized in foreign ports—two returned to vessel and two repatriated. Held a discussion on severance pay in SIU contracts. Blankets and bath towels undersized. Ivory soap not suitable. Plastic washing machine agitators unfit for use. Ship's hospital not to be used for cargo. Commendation to smooth running and able steward department. Vote of confidence to the patrolman for squaring away beefs in good order.

**THE CABINS (Texas City Refining), March 30—**Chairman, Gerold Erlinger; Secretary, Luke Easter. Called patrolman concerning disputed OT and payoff at sea. Patrolman advises holding payoff until ship arrives in port. Will wire port agent the time of ship's arrival. Ship's fund is \$42.19. Captain wants to move the baker from his own room to a room with the third cook. Baker dissatisfied because of different working hours. Everyone will please help to keep messroom clean.

**BETHEX (Ore Nav.), April 19—**Chairman, Jack Ossees; Secretary, Burton Owen. Draws will be put out on day before arrival according to agreement. All OT will be paid on present payoff rather than carrying last day overtime till following voyage for men remaining aboard for same. Motion made that engine department get watch foci's. Elected new ship's delegate. A vote of thanks to the former ship's delegate. Also a vote of thanks to the steward department and the crew messman, Benjamin Lowe.

**ORION PLANET (Orion), March 21—**Chairman, H. McAleer; Secretary, P. G. Luteman. The captain will have the Coast Guard come down to the ship in Yokosuka. One man missed the ship in Okinawa. One man hospitalized. Ship's fund is \$8.97. Few hours of disputed OT. One man

missed ship in Yokosuka. Motion made that we have an SIU bosun to maintain the SIU standard. Issue decided by hand vote of entire crew. Chief cook dissatisfied with crew. Steward department compelled to wash down galley with salt water. Fix hot water regulator in engine room.

**BULK LEADER (American Bulk), April 17—**Chairman, Charles Bofz; Secretary, Richard Utz. Seven charges were committed deliberately and knowingly during the voyage by one crewmember. All repairs are being taken care of. It is requested that rooms be cleaned before leaving ship. All delegates to report to patrolman each crewmember who failed to live up to his obligations to the agreement. Vote of thanks to the steward department. Check to see that company has posted money to cover draws and allotments for the next trip.

**VENORE (Marven), April 15—**Chairman, T. Applewhite; Secretary, H. Gerle. Ship's delegate elected. Motion made to get a new washing machine. It is requested that cups be brought back to pantry after using. Cots be put away and that the washing machine and sink be cleaned after use. Scupper and fan not working in the bosun's rooms.

**FAIRPORT (Waterman), March 12—**Chairman, Joseph Meyerchak; Secretary, Jack Guard. Ship's delegate will request master to turn over crew passes to delegate only to insure that each man receives same. Master will be requested to discontinue posting draw sheet in crew messhall. All draws to be handled by department delegates. 250 yen spent for mail. Balance \$23 cash. Letter regarding increase to be dispatched to LOG. Crewmen who are dissatisfied will affix signatures. Anyone wanting new mattress to let chief steward know.

**MARORE (Marven), April 13—**Chairman, D. Gaze; Secretary, M. Black. Coyle to see patrolman about equalizing OT in engine dept. Gowan elected ship's delegate. Return coffee cups to pantry and cots of deck two days before getting in port. Discussion about the watch to help keep the night pantry clean.

**JOSEPHINE (Liberty), April 10—**Chairman, J. R. Wilson; Secretary, S. T. Arales. New ship's delegate A. Barnes elected by acclamation. Vote of thanks to steward department.

**CITIES SERVICE NORFOLK (Cities Service), April 24—**Chairman, A. Herbert; Secretary, J. Cummings. New washing machine to be delivered in Linden, NJ, due to change of orders to Baltimore. Quality of bacon to be taken care of. Want secret ballot mailed to the membership and published in at least two issues of the LOG before ballots are mailed out. Want ship air-conditioned.

**THETIS (Rye Marine), April 24—**Chairman, J. Karl; Secretary, F. DiCarlo. One man missed ship in Mobile. \$15.80 in treasury. For'd decks slippery and unsafe when wet. Vote of thanks to ship's delegate.

**LA SALLE (Waterman), April 17—**Chairman, Herbert Parks Jr.; Secretary, John W. Picou. One man missed ship in New Orleans. Painting of quarters started and will continue till all done. Fumigation for rats in messman's room. Motion made to find out why some rating got only small raises. Suggestion made that all lockers be repaired this trip. Suggestion made to put garbage in cans. Keep mess-hall and pantry clean at all times.

**COASTAL CRUSADER (Suwannee), April 17—**Chairman, Hugh Warren; Secretary, Henry Gaines. Too much grease in food. Request stewards refrain from yelling while preparing breakfast. Balance of \$12 in treasury. Deck watch has requested to have quarters enlarged or changed as there isn't enough room for three men to live in sanitary conditions. Laundry room to be kept clean . . . each department will be responsible for cleaning this room for one week periods. Ship brags of having the best volley-ball team in the missile fleet.

**FORT HOSKINS (Cities Service), April 23—**Chairman, L. Lassoy; Secretary, R. Jernigan. Confusion on replacement called in to Union hall. One man left ship . . . was not paid off. Motion made to union and request he not be allowed on SIU-contracted ships. TV set to be left on ship. Ship's fund used for cab fare.

**MOUNT McKINLEY (Cargo & Tank-ship), April 16—**Chairman, Theodore Drobins; Secretary, Sidney Garner. Flashlights to be given to oilers. Ship needs a screen door on starboard side, wooden rigs for shower room.

**COASTAL SENTRY (Suwannee), April 17—**Chairman, William Newcome; Secretary, W. J. Kerngood. Beef made on J-boat not running after 2300 so men can get boat when watch changed at midnight in Recife. Oiler ordered on March 8th has not shown yet. \$25 in ship's fund. Commendation on acting chief cook for fine preparation of meals since the departure of other chief cook. Name of cook, Joe Spirito. Vote of thanks to entire steward department.

**COUNCIL GROVE (Cities Service), April 16—**Chairman, G. A. Masterson; Secretary, Chas. P. Moore. Discussion of payoff and facilities for sending money home through the company. Vote of thanks to steward dept.



# FINAL DISPATCH

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

**John Scott, 41:** Brother Scott died March 29, 1960, of heart disease while at his home in Baltimore, Md. Brother Scott was an SIU engine department member since July, 1948. He is survived by his mother, Margaret Scott, East Patchogue, NY. Burial services were at the Holy Sepulchre Cemetery, Long Island.

**Robert McCorkle, 47:** Brother McCorkle died of cancer March 15, 1960, while at the USPHS Hospital, Baltimore. McCorkle had sailed in the engine department since March, 1939. Frank H. Newell III, has been listed as the administrator of the estate. Burial was in London Park Cemetery, Baltimore.

**Ferdinand Tiaga, 54:** Brother Tiaga died March 8, 1960, of natural causes at USPHS Hospital, Staten Island, NY. Brother Tiaga had sailed in the SIU steward department since February, 1955. He is survived by a sister-in-law, Mrs.

Maud Menodíado, of Brooklyn. Burial was in Evergreen Cemetery, Brooklyn.

## Oregon Unions Seek \$ Aid

An appeal has been made through the International Labor Press Association, AFL-CIO, for contributions to aid the newspaper unions of Portland, Oregon in their battle with S.I. Newhouse, absentee owner of the "Oregonian." The struck papers have been publishing with imported strikebreakers, some of them getting as much as \$400 a week.

The newspaper unions in Portland have been fighting for five months in what is looked upon as a test-case situation. If Newhouse wins it is feared that a "Portland Pattern" will have been established, which will indicate the steps by which newspaper owners will eventually be able to hamstring unions.

The ILPA suggests that members do all they can to publicize the Portland situation, promote anti-strikebreaker laws whenever possible, and support the Portland newspaper unions in their fight. Contributions can be sent made out to The Director's Fund for Use in Carrying Out Strike Activities, c/o Rene J. Valentine, Director of Joint Activities, Roosevelt Hotel, Portland, Oregon.



**Joseph V. Gauthier, 56:** Brother Gauthier died at his home in Marksville, La., December 1, 1959, of coronary thrombosis. He had sailed in the SIU steward department since March, 1955. Mrs. Joseph V. Gauthier was appointed as the administratrix of the estate. Burial was in St. Mary's Cemetery, La.

**Thomas Burgos, 75:** Brother Burgos died at his home January 21, 1960, of hardening of the arteries. A resident of Santurce, Puerto Rico, Burgos had sailed in the SIU steward department since April, 1946. He is survived by Amalia Burgos of Rio Piedras, PR. Burial services were not reported.



## Get Polio Shots, PHS Urges

The Public Health Service urges Seafarers who have not already done so to get their polio shots as soon as possible. The shots can be gotten at any PHS hospital without charge. Plenty of vaccine is available so there is no delay in the administering of the shots. The few minutes a Seafarer takes to insure himself against the crippling disease by getting the shots are well worth the saving of time, money, and most of all, the avoidance of suffering and possible disability.

## You Can Build A Ship Cheaply

Shipbuilding prices in European yards have sunk to the lowest level they can if the companies are to operate at a profit, a European shipbuilder complained.

The prices fell to this level late last year and have remained there since, about 20 percent below the 1957 level. Both production and employment are now about two-thirds of 1958, when capacity was reached.

Only a few yards have been able to continue at full capacity, and they have been able to do so mostly because they have improved their efficiency during the last shipbuilding boom when ships were needed during the Suez crisis.

# ILA Demands Standard Pact In All Lakes Ports

The International Longshoremen's Association has called for contract negotiations with Great Lakes stevedores, beginning Monday, May 9, in its efforts to work out a district-wide agreement covering all ports on the Great Lakes.

The proposed district-wide agreement would replace present port-by-port contracts now in existence. Most of the Great Lakes port agreements are scheduled to expire this year.

The individual port agreements have variations as to wage scales and working conditions, and the ILA's objective is to push for a uniform Great Lakes agreement, just as it has uniform agreements on the North Atlantic and South Atlantic and Gulf respectively.

The ILA is also out to establish an agreement on the Lakes which would be roughly comparable to the deep-sea wage scales. At present, the inland scales are less than those paid in the saltwater ports.

The union has set a deadline for May 15 on a contract agreement, in calling for Monday's meeting in Chicago.

It is hoped that representatives of all of the ports will be present at the meeting to start working on the basis of a settlement.

## Shipping OK In Mobile; Future Fair

**MOBILE** — Port Agent Louis Neira reports that shipping was on the fair side over the past period with 65 men shipping in regular jobs aboard 14 vessels that signed on. Prospects for the coming period seem to be on the slow bell with another 14 vessels arriving either in-transit or for pay offs.

Sign-ons included the Alcoa Roamer, Alcoa Partner, Alcoa Cavalier, Alcoa Ranger, Alcoa Clipper, and the Alcoa Pioneer (Alcoa); Yaka, Morning Light, Monarch of the Sea, Arizpa, Kyska and Claiborne (Waterman); Del Oro (Mississippi), and the Thetis (Rye Marine).

Ships arriving during the next period either in transit or for pay-off include, Jean Lafitte, Monarch of the Sea, Claiborne, Afoundria, Wacosta, and Topa Topa (Waterman); Del Campo and Del Rio (Mississippi); Alcoa Roamer, Alcoa Corsair, Alcoa Ranger, Alcoa Cavalier and Alcoa Runner (Alcoa); and the Steel Vendor (Isthmian).

Three of Waterman's C-2s are scheduled for lay up in this port. They are the Jean Lafitte, Afoundria and the Topa Topa. They will await repairs and cargo during the next month.

Coming in for quite a bit of discussion on the beach was the picketing of the Egyptian ship Cleopatra in New York to protest the boycott by Arab nations of American ships that deal with Israel. The consensus of opinion was that the SIU had the guts to do what the State Department did not. All hands are of the opinion that this type of picketing will pay off in results on foreign-flag ships.

LET 'EM KNOW!  
Write TO THE LOG

## SIU BABY ARRIVALS



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

**Timothy & Thomas Fontenot**, born April 1, 1960, to Seafarer and Mrs. Wiltz Fontenot, Port Arthur, Texas.

**Connie Christine Becker**, born March 30, 1960, to Seafarer and Mrs. Howard F. Becker, Brooklyn, NY.

**Maureen Mary Blondo**, born February 6, 1960, to Seafarer and Mrs. Salvatore L. Blondo, St. Louis, Mo.

**Jo Ann Josephine Brodeur**, born March 19, 1960, to Seafarer and Mrs. Joseph W. Brodeur, New Boston, Texas.

**Virginia Castro**, born January 2, 1960, to Seafarer and Mrs. David Castro, Galveston, Texas.

**Allen Blake Francis**, born March 27, 1960, to Seafarer and Mrs. Lewis H. Francis, Danville, Va.

**Michael Robert La Grasse**, born August 3, 1959, to Seafarer and Mrs. Robert E. La Grasse, Woodside, LI, NY.

**Susan Marie Schwarz**, born March 5, 1960, to Seafarer and Mrs. Robert D. Schwarz, Mobile, Ala.

**Robert Michael Sweeney**, born October 10, 1959, to Seafarer and Mrs. John R. Sweeney, Faribault, Minn.

**Paul Marcus Bastiansen**, born March 30, 1960, to Seafarer and Mrs. George D. Bastiansen, New Orleans, La.

**George Granet Dyeas**, born June 17, 1959, to Seafarer and Mrs. James B. Dyeas New Orleans, La.

## Personals And Notices

**John O'Rourke**  
Please contact Anne Long, Post Office Box 147, Bay Ridge Station, Brooklyn 20, New York.

**Thomas S. Kline**  
Please contact your wife immediately at her mother's home.

**Thomas F. Shea**  
Please contact Frank Murphy, 162 Grand Street, Middletown, Conn.

**James Helgoth**  
Please contact Jean Helgoth, PO Box 7522, Corpus Christi, Texas.

**Edgar Wai Luke**  
Please contact Gay & Beherena, WH 3-4132.

## EVERY SUNDAY | DIRECT VOICE | BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN  
AND SOUTH AMERICAN WATERS

## "THE VOICE OF THE MTD"

EVERY SUNDAY, 1620 GMT (11:20 EST Sunday)

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

**WFL-65, 15850 KCs** Ships in Gulf of Mexico, Caribbean, West Coast of South America, West Coast of Mexico and US East Coast.

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

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

Every Sunday, 1915 GMT  
(2:15 PM EST Sunday)  
**WCO-13020 KCs**  
Europe and North America

**WCO-16908.8 KCs**  
East Coast South America

**WCO-22407 KCs**  
West Coast South America

Every Monday, 0315 GMT  
(10:15 PM EST Sunday)

**WMM 25-15607 KCs**  
Australia

**WMM 31-11037.5**  
Northwest Pacific

## MARITIME TRADES DEPARTMENT



# US, India Sign Long-Range Pact On Grain Cargo

WASHINGTON—American-flag shipping, particularly tramp ship operators, will get a boost over the next four years following the signing of a long-range grain pact between the US and India. The US will "sell" the Indian government 17 million tons of grain to supply current food needs and allow that country to build up a reserve against emergencies in the event of crop failure.

The India run should assure these hard-hit segments of the industry steady cargo offerings.

## 850 Voyages

At an average of about 10,000 tons per vessel, should American cargo ships get their fair share under the "50-50" law it would mean in the vicinity of 850 US-flag voyages to India over the four-year period. The over-all total of 17 million tons will consist of 16 million tons of wheat and one million of rice.

The surplus cargo program will undoubtedly be of particular benefit to two hard-hit segments of US-flag shipping — tramps and tankers. Many of the tankers have been scrounging around in the grain trade to keep occupied because of the lack of oil cargoes.

While technically, the 17 million tons is a sale to India, it virtually amounts to a gift under the farm surplus program. India will be permitted to pay for most of the grain in rupees. The usual procedure then, is to earmark the rupees for use in paying for development projects and other aid programs in India.

The magnitude of the grain

## Moving? It Costs Plenty Via Plane

WASHINGTON — Government auditors discovered recently, in a check of military commercial air shipments, that the Army spent \$14,830 moving a soldier's household goods from Texas to Karachi, Pakistan by air when it could have shipped the goods by boat for \$1,749. As it turned out, the shipment would have arrived a week sooner by ship than by air.

The General Accounting Office also discovered, in its check of recent military commercial air shipments that a piano was sent to Spain and a model ship flown to America from France. The cost of 13 sample cases of such transport was more than \$125,000 whereas the estimated cost of transportation, by sea, would have been about \$23,000.

This news sheds interesting light upon reports recently circulated by military authorities that they might abandon sea transportation in favor of commercial air transportation.

Maritime unions and ship operators have opposed any plans to abandon household goods transportation for the military by sea, claiming it's the only sensible way of moving these items and was necessary to keep shipping up for American-flag vessels.

## 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 11  
May 25

## Seattle Booms

SEATTLE—A total of 95 men in all classes shipped during the past period for a very good performance the outlook is excellent for the coming two weeks.

There were four ships paid off and the same vessels signed on—Jefferson City Victory (Victory Carriers), Ocean Dinny (Ocean Clippers), Steel Maker (Isthmian) and Robin Kirk (Robin) were the ships concerned.

In transit were the City of Alma and Malden Creek (Waterman) and the Alcoa Pilgrim (Alcoa).

## Movie On Seafarers Set For NY TV

Seafarers living in and around the New York metropolitan area will be able to view the story of the Seafarers Union on television on Sunday, June 26. The AFL-CIO's film series, "Americans At Work" will feature the SIU and how Seafarers earn their living aboard ship on Channel 7, WABC-TV at 12:30 PM.

The film, shot aboard the Bull Line vessel Elizabeth early this year, is being shown now on more than 100 television stations across the land, at different time schedules. The series involves two 15-minute films on each program, and covers the activities of a large number of AFL-CIO affiliates.

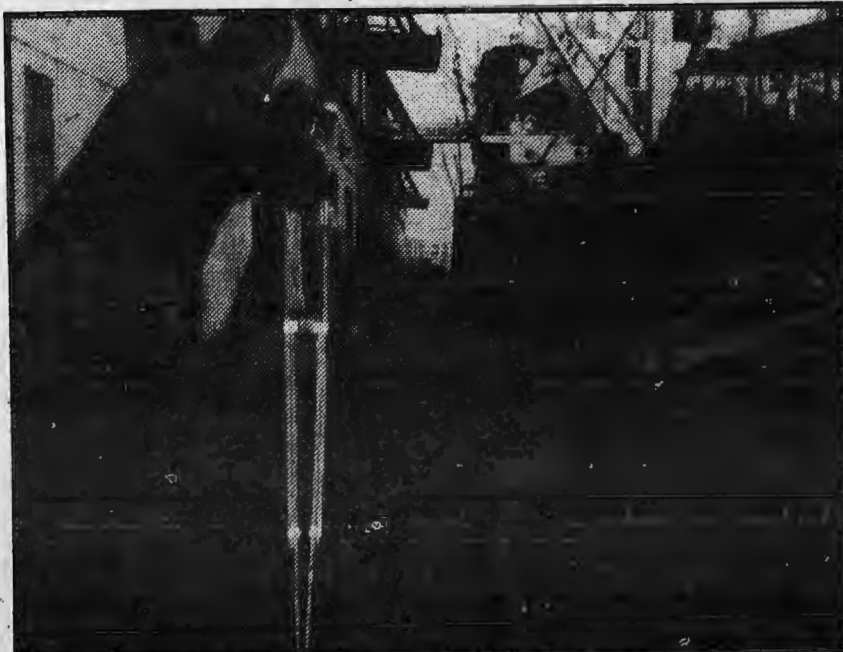
### Wide Area Coverage

WABC-TV has a powerful transmitter and can be widely-seen in the New York metropolitan area including northern New Jersey, the Hudson Valley as far north as Newburgh and large sections of

Long Island and Connecticut.

In taking the film, movie photographers and a technical crew spent several days aboard the Elizabeth covering work and relaxation at sea as well as the loading and discharging of cargo in port.

The film, like the others in the "Americans At Work" series, is designed to give a realistic account of the kind of work performed by SIU men and the life they lead aboard ship. The series also is intended to convey to the general public an idea of the valuable services performed by union men for the nation as a whole and the specialized skills involved in their daily job performance.



Shooting film for "Americans At Work" series, movie photographer points camera at Seafarer heading back aboard his ship.

## Grace Asks Subsidy End On Seaway

WASHINGTON—Shipping operators, long familiar with the red tape involved in getting subsidized assistance from the Federal Maritime Board, last week read news accounts which were a switch on the usual procedure. The FMB would not let Grace Line discontinue its subsidized runs to foreign ports via the St. Lawrence Seaway—even though the firm lost considerable money on the venture last year.

### FMB Cites Contract

The Board denied the Line's application to end its non-lucrative runs through the Seaway on the grounds that it had signed a valid contract to provide service on a route designated by the FMB as essential to US foreign trade. The Board said it felt that Grace's profitable service on other routes should enable it to continue to "pioneer" the Lakes-Caribbean route without financial difficulty.

Grace originally contracted for 24 sailings, but the Board allowed it to cut this number back to seven sailings—with the option, of course, to hold the Line to the originally-contracted number of sailings.

The Maritime Board pays subsidies to US-flag ships to offset the higher wage and operating costs in this country compared with foreign flag vessels.

The SIU-contracted Waterman Steamship Company has a subsidy bid in the works for the Seaway run.

## N'Orleans Has Fair Activity

NEW ORLEANS—This gulf port reports 9 payoffs, 4 sign ons 23 in-transit vessels during the last period. The outlook for the coming week is rated as fair with eight ships due to hit the port for payoff.

The next period's action should be a boost to Seafarers who found activity on the slow side up until now.

The Santa Venetia (Elam) is expected to crew up before the next regular meeting, taking a full crew.

Ships that paid off were the Del Mar, Del Viento and Del Rio (Mississippi); Neva West (Bloomfield), Steel Vendor (Isthmian), Arizpa and Hurricane (Waterman), Bulk Leader (American Bulk) and the Santa Venetia (Elam).

### Shipping Breakdown

Sign-ons included the Del Mar and Del Mundo (Mississippi), Alice Brown (Bloomfield) and Coe Victory (Victory Carriers).

Alcoa Roamer, Alcoa Corsair, Alcoa Partner, Alcoa Ranger and Alcoa Cavalier (Alcoa); Seatrain Savannah, Seatrain Georgia, Seatrain New York and Seatrain Louisiana (Seatrain); Del Mundo (Mississippi), Evelyn (Bull), Alice Brown (Bloomfield) were all in transit. There were also the Steel Architect, Steel Vendor and Steel Worker (Isthmian); Bienville (Pan Atlantic), Morning Light, Monarch of the Seas, Arizpa, Kyska, and Claiborne (Waterman); Thetis (Rye Marine) and Ines (Bull) to round out the list.

## on the ball

NEWS HEADLINES IN REVIEW



STUDENT-LED RIOTS SHAKE KOREA... CURBING OF CORRUPTION AND DICTATORIAL POLICE FORCE PROMISED... NEW ELECTIONS TO FOLLOW RHEE'S RESIGNATION.



STUDENTS IN TURKEY ALSO RIOT... PROTEST LOSS OF DEMOCRATIC FREEDOMS... LAWYERS AND OTHER GROUPS FOLLOW SUIT, DESPITE PRES. MENDERES' MARTIAL LAW.



BARNARD STUDENTS PROTEST, TOO... BALK AT BAN OF BERMUDA SHORTS.



COMMUNIST COUNTRIES CELEBRATE MAY DAY WITH MASSIVE PARADES AND SPEECHES ASSERTING CLAIM RUSSIA, ETC. WANT PEACE.



FRENCH PRESIDENT DEGAULLE GETS TUMULTUOUS WELCOME IN U.S. SAYS SUMMIT TALKS MAY BRING RESULTS... STRESSES DISARMAMENT.



CARL CHESSMAN, AFTER 12 YEARS OF "DEATH-ROW" EXISTENCE, FINALLY EXECUTED. WORLD-WIDE PLEAS NO AVAIL.



RED-HOT PITTSBURGH PIRATES WIN 9 STRAIGHT... LEAD NATIONAL LEAGUE WITH 12 WON—3 LOSS RECORD TO ASTONISHMENT OF LOYAL FANS.