

SIUNA Hits Anti-Ship Policy:

DEMAND PROBE OF ICC CONFLICT OF INTEREST

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Vol. XXI
No. 12

SEAFARERS LOG

June 5,
1959

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

Convention Maps Union Plans

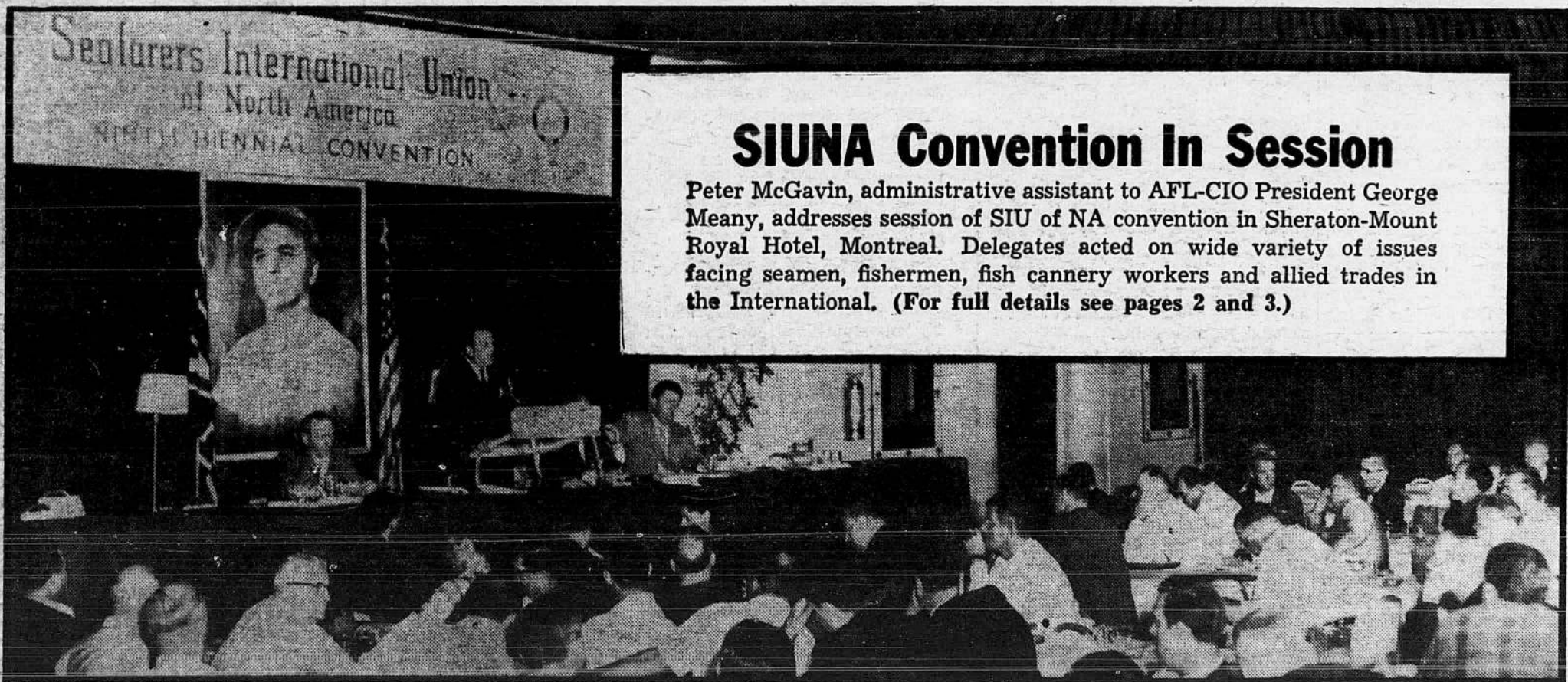
***Pledges Continued Fight
On Runaway-Flag Fleet***

***Hits Kennedy-Ervin Bill
As Menacing Union Rights***

***Denounces Coast Guard,
MSTS Rule Over Jobs***

***Would Broaden '50-50'
To Cover US Oil Imports***

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SIUNA Convention In Session

Peter McGavin, administrative assistant to AFL-CIO President George Meany, addresses session of SIU of NA convention in Sheraton-Mount Royal Hotel, Montreal. Delegates acted on wide variety of issues facing seamen, fishermen, fish cannery workers and allied trades in the International. (For full details see pages 2 and 3.)

**Ship Engineers OK
Final Union Merger**

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**Plan 3 More Years
Of Surplus Cargoes**

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Annual Report of the

SEAFARERS WELFARE PLAN

filed with the N. Y. State Insurance Department

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Rank-and-file members of the Brotherhood of Marine Engineers tally results in 90-day referendum on BME merger with Marine Engineers Beneficial Association. The committee, elected at special meeting in New York, reported the proposition carried five to one. MEBA membership also approved merger.

Engineers Form One Sea Union

Following overwhelmingly favorable votes in secret ballot referendums of both unions' memberships, the Marine Engineers Beneficial Association and the Brotherhood of Marine Engineers have completed merger into a single national organization.

The merged union has a total membership of approximately 10,000, representing engineers sailing on American-flag vessels on all three coasts, the Great Lakes and inland waters. Completion of the merger is expected to pave the way for vigorous organizing activity, particularly on the Lakes, where the BME has joined forces with Local 101 of the MEBA as a new 1,100-man local with jurisdiction throughout the Lakes area.

Even before final completion of the merger, BME organizers had already been working with Local 101 as part of the AFL-CIO Maritime Trades Department's organizing campaign on the Lakes.

The secret ballot referendum, the results of which were ratified at the 82nd MEBA national convention in Miami, carried the merger program by five to one in the

BME vote, and by better than four to one in the MEBA membership.

The new, enlarged Local 101 will operate offices in Detroit, Buffalo and Duluth, and is studying the desirability of opening additional offices in other Lakes ports.

Among major operators under contract to Local 101 as the MEBA Great Lakes District are Bethlehem, Browning, International Harvester, T. J. McCarthy, Pittsburgh Steamship (an operating subsidiary of US Steel), Georgian Bay Line, Ore Navigation, Sinclair Refining, Tomlinson and other big Lakes carriers.

The completion of the merger last week culminates a two-year process which began back in October, 1957. At that time the two unions worked out a pre-merger timetable, calling for merger by January, 1960. The pre-merger agreement was subsequently approved by secret ballot of both unions' memberships.

At the same time, members of the MEBA voted to join the AFL-CIO Maritime Trades Department, of which the BME was already a member. The MEBA also undertook to revamp its constitution so that members would have equal shipping rights in all ports, a change which was subsequently adopted by that union's membership. Prior to that, members of local MEBA affiliates had priority over engineers from other ports.

The absence of such equal job rights all over the country was one of the major reasons why the BME was formed as an affiliate of the American Federation of Labor in 1949.

SEAFARERS LOG

June 5, 1959 Vol. XXI, No. 12



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Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, N.Y. Tel. HYacinth 9-6600. Second class postage paid at the Post Office in Brooklyn, N.Y., under the Act of Aug. 24, 1912.



NY Backs Off On Ship Tax

Officials of the New York State Tax Department have had a change of heart regarding the taxation of seamen's food and lodging following an industry-wide protest.

Under a ruling dated May 20, food and lodging furnished to seamen will not be considered part of wages subject to withholding. Earlier, state tax officials said these items would be counted as wages, and that an additional \$1.20 per day should be added to an unlicensed seaman's earnings before companies took the state tax bite out of his pay.

Union and industry representatives protested this practice, since the Federal Government does not regard meals and lodging as income for tax purposes, except in the case of Social Security deductions.

Acknowledging this position, Albany said:

"It has been concluded that the furnishing of food and lodging to seamen is in the same category as reimbursement of traveling expenses of employees assigned to duty away from home and, accordingly, does not constitute compensation for personal services and is not subject to withholding."

ROUND-UP OF SIUNA CONVENTION ACTS

The 9th biennial convention of the SIU of North America dealt with and approved reports by several committees on various vital issues affecting Seafarers and related trades in the international union. The following is a brief summary of major points covered in the various committee reports.

Seamen's Grievance Committee

SIU Canadian District

The convention voted full support to the Canadian District in its handling of the licensed officers' problem in Canada and in its fight to maintain its jurisdiction in the face of attacks from outside sources.

Inland Boatmen's Strike

The strike of the IBU in Los Angeles and San Francisco received full convention backing. International officers were instructed to contact the Machinists Union, some of whose members are performing tugboat work in these ports.

Runaway-Flag Ships

After reviewing the details of the runaway flag beef, including the successful ITF protest of last December, the convention instructed the International to continue economic action against the runaways. It also called for legislation to eliminate the runaway-flag fleets, for a Congressional investigation of the American corporations utilizing runaway flags, and urged close scrutiny of the State Department and other agencies which have supported the runaways in the past.

SS Nikolis

After hearing of the adverse decision against the Marine Cooks and Stewards for picketing the Liberian-flag SS Nikolis, the convention went on record to support any effort by MCS to have the decision reversed.

Coast Guard

The delegates adopted language highly critical of the Coast Guards' efforts to extend its "quasi-military court martial system" over civilian seamen. They voted to continue to fight the Coast Guard power grab.

WC Missile Ships

The Military Sea Transportation Service was denounced for its latest invasion of the private shipping business, the operation of the West Coast missile ships. The convention noted that on the East Coast, missile ships are operated successfully with civilian, union crews.

'50-50' Law

The delegates noted that the agencies responsible for administering the "50-50" law were often unsympathetic and have violated its intent. Consequently they urged passage of legislation which would give sole responsibility for "50-50" to the Maritime Administration.

Public Health Service

Concern was expressed over gradual erosion of the PHS by a starvation budget. The convention warned that unless the budget was increased to cover increased costs, the PHS would have to discontinue essential services. It urged that the PHS budget take account of the rise in the costs of operation, including the increased costs resulting from wage boosts given Federal employees.

Domestic Shipping

The convention denounced the Interstate Commerce Commission for constantly favoring the railroads over domestic shipping. It noted the serious decline in domestic shipping since the end of World War II as a result of the ICC discrimination and called for a Congressional investigation of conflicts of interest in the ICC. It also demanded defeat of a bill to give the ICC jurisdiction over Alaska shipping.

Subsidies

Once again, delegates reaffirmed a long-standing SIU of NA policy on subsidies; namely that there should be a more equitable distribution of Government assistance so that the entire maritime industry can benefit and be strengthened by the subsidy program.

State Taxes

Efforts by various states and foreign governments to tax transient seamen were attacked. The convention urged support of a bill to bar states from withholding any part of seamen's wages.

Hiring Hall

The convention reaffirmed the long-standing position of the SIU of NA on the hiring hall as the "only fair, equitable and effective means" of maritime employment.

SIU Pacific District

The convention noted with approval the progress of the Pacific District in coordinating contracts, and pension plans and the achievement of uniformity in shipboard conditions. It called for expansion of this joint, coordinated approach into other areas including amalgamation of the welfare plan, establishment of a joint medical clinic program, a joint information program for the membership and other joint activity.

Unemployment Insurance

Efforts of seamen on the Lakes to secure unemployment coverage in the winter months were strongly supported, with the convention calling for favorable action in Ohio and elsewhere on legislation which would make seamen eligible.

Legislation And Constitution Committee

Kennedy-Ervin Bill

Delegates noted the passage of this bill in the Senate and the position of the AFL-CIO Executive Council that the measure was unfair to the trade union movement. The convention was particularly critical of sections which call for Federal or State interference in the internal operations of unions, even where unions have specific procedures dealing with membership trials, financial reports, secret ballot elections and the like. It called such measures a dangerous trend toward complete government control of the trade union movement.

State Labor Legislation

The convention praised the action of the SIU Pacific District in helping defeat "right to work" laws in California and Washington, but noted that efforts to pass anti-labor legislation are still continuing on the state level. It urged all affiliates to work through appropriate central labor bodies and port councils to block such legislation.

Canadian Domestic Shipping

Since Canada does not have a law reserving its domestic shipping to Canadian-flag ships, the convention noted that the problem of foreign-flag competition is particularly acute in this country. "Every major maritime nation, except Canada, has legal safeguard for ships of their own flags in their own domestic waters. . . . Therefore, we strongly urge immediate action by the parliament of Canada to provide proper legislative protection for domestic Canadian shipping."

Oil Imports

Delegates noted that the growth of runaway shipping has decimated the American tanker fleet which is now limited to the domestic trades for practical purposes. The convention voted support of legislation which would require 50 percent of US oil imports to come on American-flag tankers, and called for the remaining 50 percent to be reserved for the ships of legitimate maritime nations.

Oil Depletion Allowance

In line with the above item, the delegates charged major American oil companies with "flagrant abuses" of tax laws through the oil depletion device. These companies also operate tax-free runaway-flag fleets. Consequently, delegates called for passage of a bill to eliminate the depletion allowances "to make these companies live up to at least part of their obligations to the American public."

Seamen's Minimum Wages

While union seamen are not effected by a proposal to establish minimum wages on ships, delegates called for passage of this bill to set a basic floor in maritime, to raise the wages of men working on non-union harbor and river craft and to double and triple wages on American owned runaway ships, now averaging \$90 a month.

McCarran Act

The treatment of non-citizen members of the SIU of NA un-

(Continued on page 15)

SIUNA Acts On Ship Issues

Charges ICC With Conflict Of Interest

MONTREAL—The fight of the SIU of NA to preserve domestic shipping from destruction by the railroad-Interstate Commerce Commission alliance entered a new phase as the international convention called for "a thorough Congressional investigation of the Interstate Commerce Commission for its apparent conflict of interest."

The term "conflict of interest" describes situations in which Government officials operate with a divided allegiance. While ostensibly representing the Government, such officials also have direct connections, financial or otherwise, with specific private business which they are under obligation to regulate.

In raising the "conflict of interest" charge, the convention declared that the "ICC is working hand-in-glove with the railroads and deliberately bypassing its own regulations and the laws of the land." The result has been the disappearance of 350 ships and 12,000 seamen's jobs from the domestic trades because of "clear . . . discrimination against domestic shipping."

The convention's conflict of interest charges against the ICC were supplemented by Congressional attacks on a proposed member of a transportation study panel in the Department of Commerce. As a result, he has notified Secretary of Commerce-designate Lewis Strauss that he is withdrawing as a member of the panel.

The individual involved, Armand G. Erpf, is a New York financier and partner in a Wall Street brokerage house which has underwritten many railroad stock and bond sales. He is also a director of the Seaboard Air Line Railroad, a major East Coast rail line which is in direct competition with American-flag coastwise shipping.

(The Seaboard Air Line Railroad also happens to be one of the owners of the P&O Shipping Company, operators of the runaway-flag SS Florida. The SIU won an NLRB collective bargaining election on the Florida last year in the first instance in which the NLRB recognized that American maritime unions have jurisdiction over runaway-flag shipping.)

In effect then, had Erpf's appointment gone through, the Department of Commerce would have

had a railroad man, who also has a stake in runaway-flag shipping, participating in a transportation study to decide how water and rail transportation are to be regulated.

Strauss himself, the nominee for Secretary of Commerce, has been attacked by the "Pacific Shipper," a West Coast maritime publication, as being pro-railroad and anti-shipping in light of his Wall Street background and past career. The SIU of NA convention, in discussing the role of the ICC (Continued on page 5)



Stressing problems of West Coast fishermen and cannery workers, SIUNA Vice-President Andrea Gomez, representing Cannery Workers of the Pacific, addresses convention session.

Fish Unions Map Fight On Cannery 'Runaways'

MONTREAL—Taking action against a "runaway" problem of their own, representatives of the fishing and fish cannery unions at the SIU of NA convention proposed several steps to deal with the dispersal of the industry. Their proposals were subsequently adopted in full by the convention.

Originally largely concentrated on the West Coast and in Alaska, involving tuna, salmon, sardines and mackerel, the fish and fish-canning industry is spreading all over the country and to territorial possessions. Many fish canning plants have been set up in these other areas and are paying wages far below the existing union scales in California.

Consequently, the fishermen and fish cannery workers organizational and grievance committee noted the desirability of legislative and organizing action to bring these plants up to union standards. They also voted to set up a standing conference procedure among existing fish and cannery unions in California, to establish common contract expiration dates and uniform wage standards in the industry.

The group also hailed International Secretary-Treasurer John Hawk for his efforts to have the Department of Interior change its decision to shut down salmon fish-

eries in Bristol Bay, Alaska. The shutdown would have deprived the Bristol Bay community of its livelihood.

Other action by the fishing unions' committee called for inclusion of all cannery workers under the US minimum wage; regulation of tuna imports; and refusal by the United States to participate in any international organization, such as the General Agreement on Tariffs and Trade, which would limit US regulatory powers over foreign commerce.

Runaways, 50-50, CG, Fish Industry Problems Attacked

MONTREAL—Delegates to the 9th biennial convention of the Seafarers International Union of North America ripped into the activities of several Government agencies for action

inimical to maritime labor and unions in general. In taking action on a wide variety of problems affecting seamen, fishermen, fish cannery workers and allied trades in the international union, the delegates singled out the Interstate Commerce Commission as guilty of open discrimination against seamen and shipping operations. The convention charged that the ICC is wholly dominated by railroad management and called for a Congressional investigation of a "conflict of interest" situation within the ICC. (See story adjoining).

Also coming under the convention's fire were the Coast Guard's efforts to impose military-type court martials on civilian seamen; the Military Sea Transportation Service's decision to bar union, civilian seamen from employment on West Coast missile ships; the State Department's connivance with runaway-flag operators; the Bureau of the Budget for imposing a starvation diet on the Public Health Service; and the US Senate's action in passing legislation, the Kennedy-Ervin bill, which opens the door to Government dictation of internal union affairs. The delegates' actions reflected

the degree to which organized seamen are vitally involved in the decisions of Government agencies and Congress, and their awareness of the need to offer positive programs for dealing with the impact of Government on maritime.

In reviewing the activities of the past two years, the delegates approved a large number of proposals brought before them by the various convention committees. They endorsed the successful action of the world's sea unions against the runaway ship operators last December and pledged to continue this campaign on several fronts—by organizing, by pressing for legislation against runaways and investigation of the use of runaway shipping by large American corporations, and by keeping close watch on the activities of the State Department and the Maritime Administration which, in the past, have been more than friendly toward runaway shipping.

Tax and wage problems affecting seamen were dealt with as the delegates called for inclusion of seamen under the minimum wage law and a ban on state withholding taxes on seamen's wages.

The SIU Canadian District was pledged solid support in its fight to protect its jurisdiction in Canada and the delegates also called for Canadian legislation to protect the Canadian flag in that country's domestic trades.

The convention approved plans for implementing the SIU Pacific District's program of amalgamating the unions' welfare plans, and establishment of joint medical facilities. It noted the District's previous action of amalgamating its contracts and pension plans and recommended further action along these lines to coordinate operations and protect the security of West Coast seamen. Plans for a joint Pacific District information service were also adopted.

In the fish and fish cannery area, the convention noted the increasing dispersal of this industry and the runaway problem created by the action of fish packers in

(Continued on page 5)

Complex Union Activity Outlined

The growing scope and complexity of union operations was emphasized by a number of technical reports to the SIUNA convention, presented by professional consultants. They discussed problems and procedures involved in present-day union operations. Among them were Nelson Cruikshank, AFL-CIO Director of the Department of Social Security and an SIU member, who dealt with the problems of retirement; and for the Atlantic and Gulf district, Seymour W. Miller, general counsel, who discussed the various legislative restraints in effect or being drafted against unions; Ray Buchbinder, certified public accountant, who gave the delegates a revealing glimpse of the enormous mountain of paper work and reports required of unions; Dr. Joseph Logue, who reported on the success of the Seafarers Medical Department in prevention of illness among seamen, and Ray Murdock, Washington counsel of the SIU, who discussed the sweeping impact on maritime of a multitude of Government agencies and Congress.

Int'l Calls Logger Strike Crucial, Votes \$5,000 Aid

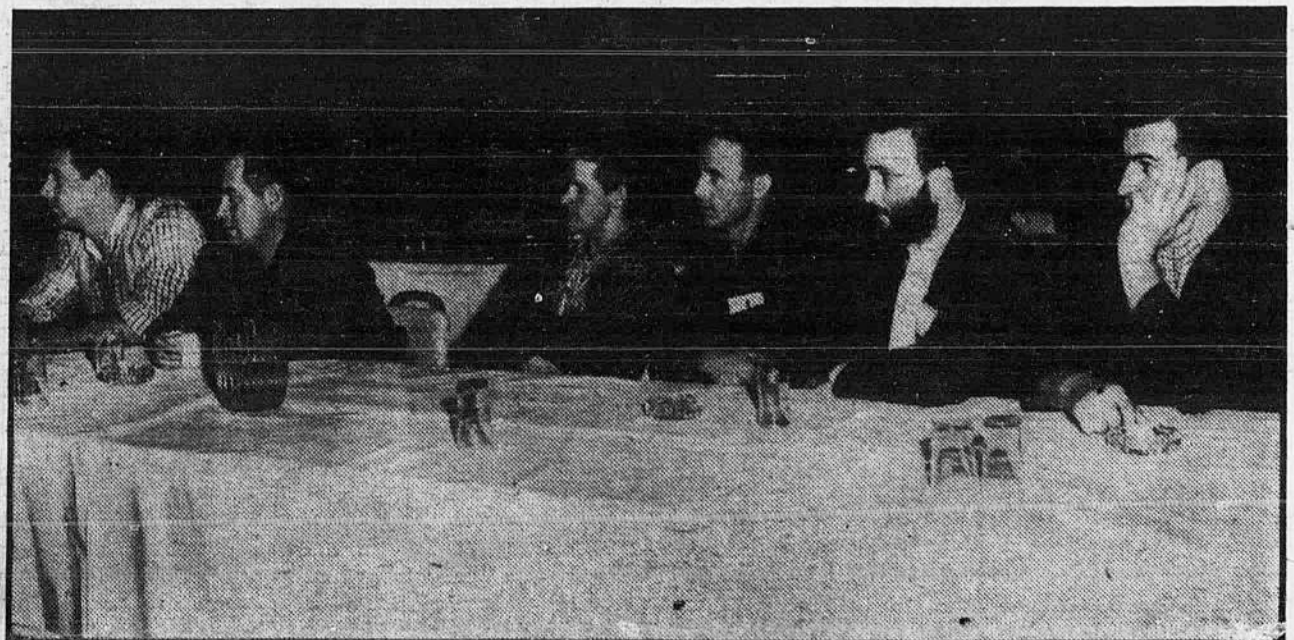
MONTREAL—The SIUNA convention voted additional aid to the striking Newfoundland loggers to enable them to carry on their fight for union rights in the province of Newfoundland. The loggers, members of the International Woodworkers of America, are continuing their strike although they have been "out-lawed" by the Newfoundland government and a Government-sponsored strikebreaking organization set up in the industry.

The convention acted following a moving appeal by District President H. Landon Ladd of the IWA who told of the loggers' determination to fight for the bare minimum decencies of existence and to resist Government strikebreaking. Delegates authorized a \$5,000 contribution to the besieged loggers.

Previously, the convention had gone on record as denouncing the use of "repressive tactics of dictatorship" by the Newfoundland government and called the government's action "a direct threat to . . . democratic rights . . ." It called attention to the dangers of such strikebreaking tactics to the entire trade union movement.

The AFL-CIO and the Canadian Labor Congress have urged all member unions to come to the support of the striking loggers in this key test of union rights.

The SIUNA's \$5,000 contribution was the second given by the International. Two months ago, an equal sum was given the IWA along with \$1,500 from the SIU Canadian District.



Part of a group of Canadian District rank and file seamen who attended the convention sessions as observers. Men on the beach in Montreal were invited to the deliberations.

Balt. Awaits Steel Union Pact Action

BALTIMORE—Much interest among the men on the beach here is focused on the present steel negotiations and the possibility of a strike. If there is a steel strike it would mean that most of the Calmar and Marven ships would be tied up, with a resulting slump in jobs. However, from newspaper reports the negotiators are doing all they can to reach an acceptable agreement soon.

With the school term closing, Seafarers and their wives are reminded to bring their children down to the SIU medical clinic in this port for a complete head-to-toe physical examination. Appointments can be made at any time. However, once all of the schools close, it is expected that there will be a good number of dependents on hand for the exams.

The SIU's Marine Allied Workers Division has scored another victory in this port, this time at Hill Chase Co. The NLRB election held last week, resulted in an SIU victory by a large majority. Negotiations are now going on for a contract.

Shipping for the port has been very good with jobs hanging on the board for four and, in some cases, five calls. Although shipping for the coming period should be good, the membership is urged to take these jobs as they are put on the board.

The following were the ships paying off in this port over the last two weeks: Emilia, Evelyn, Mae, Jean, (Bull); Cubore, Baltore, Feltore, Oremar (Marven) Seamar, Calmar (Calmar); Shinneck Bay (Veritas); Seastar (Traders) and the Mt. Rainier (Amer. Tramp).

Signing on were the Losmar, Seamar, (Calmar); Cubore, Feltore, Oremar, Baltore (Marven) and the Mankato Victory (Victory Carriers).

In transit were the Alcoa Runner, Alcoa Puritan, Alcoa Polaris (Alcoa); Losmar, Bethcoaster, Yorkmar (Calmar); Cubore, Santore (Marven); Robin Sherwood (Robin); Steel Executive, Steel Recorder (Isthmian); Natalie (Intercontinental); and Vallant Faith (Aphrodite).

ABs Scarce In Tampa

TAMPA—Shipping for this port has been very busy over the past two-week period and has cleaned the area of rated men in the deck department.

There was a total of 19 men shipped from this port. The bulk of these men were replacements to the SS Edith which called in here in transit.

There were no major beefs on any of the vessels in the area, except for a restriction beef on the Arizpa which was sent to headquarters for settlement.

Stopping here during the past period were the Arizpa (Waterman) for payoff and the Raphael Semmes, Gateway City (Pan-Atlantic); Chiwawa, Fort Hoskins (Cities Service); Morning Light, Arizpa (Waterman) and the Edith (Bull), all in transit.



SIUNA President Paul Hall (left) welcomes NMU President Joseph Curran as guest of international convention. Curran urged all-out labor fight against "buckshot reform" bills in Congress.

Convention Acts On Major Union Issues

(Continued from page 3)

fleeing union jurisdiction. Steps were taken to coordinate activities on a nationwide scale to deal with these developments. (For report on fish and fish cannery action, see page 3; for a summary of all other resolutions, see page 2.)

National Maritime Union President Joseph Curran appeared at the convention, marking the first time that the NMU had been represented at an SIU of NA gathering. He predicted continuation of the amicable working relationship between the NMU and the SIU,

probably the largest labor convention ever held in that city.

On the final day of the convention, the delegates reelected SIU of NA President Hall, Secretary-Treasurer John Hawk and 1st Vice-President Morris Weisberger. Nine other vice-presidents were elected as follows: Captain John Fox, Seattle, Inland Boatmen's Union; Lester Baling, San Diego, Cannery Workers and Fishermen's Union of the Pacific; Lester Caveny, San Pedro, Fish Cannery Workers of the Pacific; Andrea Gomez, Los Angeles, Fish Cannery Workers Union of the Pacific; Hal Banks, Montreal, SIU Canadian District; Ed Turner, San Francisco, Marine Cooks and Stewards Union; Sam Bennett, San Francisco, Marine Firemen's Union; Cal Tanner, Mobile, SIU A&G District; Ray McKay, New York, Brotherhood of Marine Engineers. The tenth vice-presidency was left open for an East Coast fishermen's representative.

The next convention will be held in San Juan, Puerto Rico, in 1961.



Conditions of Puerto Rican workers were reported to SIUNA convention by Fernando Sierra Berdacia, Secretary of Labor for the island commonwealth.

arising out of the unions' joint efforts on the runaway issue and on legislative matters affecting seamen. His prediction was seconded by SIU of NA President Paul Hall who noted in his report that "this arrangement is a good one . . . I would certainly hope and trust this relationship continues and grows stronger to the point where we can work closer and closer with NMU on these common problems."

Others who addressed the convention included Peter McGavin, representing AFL-CIO President George Meany; Claude Jodoin, president of the Canadian Labour Congress, Canada's equivalent of the AFL-CIO; Frank Hall, president of the Brotherhood of Railway Clerks, and Fernando Sierra Berdacia, secretary of labor, Commonwealth of Puerto Rico. Mayor Sarto Fournier of Montreal also spoke at the convention and noted that the SIU of NA gathering was

'Sweatshop' Ships Denounced

Oil Co. Tax Deals Hit In Congress

WASHINGTON—Major American oil companies who are the operators of large amounts of runaway tonnage are becoming targets of increasing Congressional criticism. Two members of Congress from both political parties have leveled fire on the oil companies with one of them introducing a bill to repeal the oil companies' favored tax treatment.

Rep. Seymour Halpern (Rep.-NY) has introduced the repealer bill which he estimates would save the American taxpayers an estimated \$1 billion a year by requiring giant oil and metals concerns to pay their tax obligations along with the rest of American business and private individuals. Meanwhile, Rep. Torbert H. Macdonald (Dem.-Mass.), a member of the House Merchant Marine Committee, charged the oil industry with scrapping the American tanker fleet and exploiting seamen on foreign-flag vessels under "sweatshop" conditions.

Macdonald charged that the oil companies have driven US-flag tankers to the wall by cutthroat runaway-flag competition. He told the House of Representatives that the oil companies were scuttling the announced objective of the United States—a merchant marine capable of carrying 50 percent of foreign trade.

"In face of this announced policy," Macdonald added, "the major oil companies have virtually excluded US-flag tankers from their operations. US-flag ship-carrying of petroleum has dwindled from 20 percent in 1956 to less than five percent at the present time.

"This critical situation calls for a change in order to prevent a national disaster. The American consumer does not benefit at all when cheap foreign crews and foreign-flag tankers are employed almost exclusively to monopolize this segment of our American foreign commerce. On the contrary, if the privately-owned American-flag tanker industry is to be forsaken, the cost to the US taxpayer of constructing and maintaining an adequate reserve of tanker vessels will be astronomical."

A bill now up before Congress,

sponsored by the independent tanker operators, would remedy this situation by requiring that 50 percent of all oil imports be carried on American-flag tankers. The proposal received the strong endorsement of the SIU of NA convention in Montreal last week.

The Halpern bill attacks another sore-spot in the oil company picture. US maritime unions have pointed out that the same giant oil concerns which escape taxes on their oil production operations are deeply involved in tax-free runaway shipping.

The introduction of the Halpern bill comes at a time when the House Ways and Means Committee is investigating the possibility of taxing exempt income of individuals and corporations.

Among such income, aside from personal exemptions and exemptions of dependents, is \$2 billion worth of business profits of corporations operating as "non-profit" institutions; tax-free deductions of business expenses; the capital gains tax, which is a maximum of 25 percent against the 52 percent corporate tax rate; stock options for business executives; dividend credits for stockholders and other items.

Measures have also been introduced in the Senate to reduce the oil depletion allowance, but the Halpern bill is the first to call for its outright repeal.

Charge ICC Links With Railroads

(Continued from page 3)

summed up its case by stating, "The behavior of the ICC in cutting rates to the bone where shipping competition is involved, and permitting railroads to raise rates to exorbitant levels where they have a monopoly on traffic reflects the domination of the agency by railroad men.

"Recent ICC actions have clearly been designed to destroy the remaining segments of the domestic fleet . . . We must intensify the fight to preserve and rebuild the domestic shipping fleet . . ."

Even before the convention went into session, a US court had, in effect, substantiated many of the Union's charges. The court enjoined the ICC from putting rail rates into effect without hearing evidence presented by a shipping company. It chided the agency for its refusal to consider all the evidence before setting rates at levels sought by the railroads but opposed by the shipping company.

In his report to the convention, SIU of NA President Hall described the ICC commissioners as the "openly acknowledged tools of the American railroads to a degree that is absolutely astounding

"It seems to me—and I have many records on this—these people are so close to the railroads that to qualify for membership on the ICC, you must be a railway executive from some large American railroad; and in reverse, to be an executive of a large American railroad, you must come off . . . the ICC . . ."

LABOR ROUND-UP

North Carolina became the first southern state to enact a minimum wage law when Governor Luther Hodges signed the 75-cent-an-hour minimum wage bill, which goes into effect on January 1, 1960. Concessions exacted by opponents to the bill included the deferment of the effective date and the exemption of agricultural workers, outside salesmen, persons receiving tips in addition to wages and persons 65 years of age and over. However, despite the exclusions, an estimated 55,000 low-paid workers in the state are scheduled to receive increases when the law goes into effect. Alaska, which leads the other states by having a \$1.25 an hour minimum wage, voted to increase its pay floor to \$1.50 effective immediately.

The Civil Aeronautics Board has given final approval to a strike assistance pact by six major airlines last fall. The pact, the CAB ruled, did not violate the Railway Labor Act nor hinder the settlement of a labor-management dispute. However, there was a sharp 25-page dissent voiced by CAB member Joseph Minetti, who charged that the agreement "tends

to make the collective bargaining process of the Railway Labor Act impotent . . ." Signers of the pact are American, Pan-American, United, Eastern, Capital and Trans-World Airlines. The agreement provides that firms which get extra business as the result of a strike on another line will rebate the extra profit to the struck firm.

Striking members of the Newspaper Guild have voted to accept a proposed settlement of all issues and end their 13-week-old walkout against the St. Louis Globe-Democrat. Guild leaders called the settlement a complete victory for the strikers in their fight to get a guaranteed pension plan. Prior to the walkout pensions were paid to employees out of operating revenue, without a formula or guarantee of continuity. The plan won by the strikers will be similar to the Pulitzer Pension Plan now in effect for the St. Louis Post-Dispatch workers, a funded plan. The new plan provides pensions based in one percent of average earnings times the number of years of service up to 30 years, with 65 as the normal retirement age.

LET 'EM KNOW!
Write TO THE LOG

NY Settles Travel, OT Beefs; Jobs Dip

NEW YORK—Shipping during the last two weeks took a slight dip compared with the previous two weeks' totals, but still remained above the 300-job mark for the port, Bill Hall, assistant secretary-treasurer, reported. Although there were only 317 men shipped to the 47 vessels calling at the port, almost one-quarter of the jobs, or a total of 74, were filled with class C cards.

Must Take Jobs

While the summer months usually mean some time on the beach vacationing, Hall said, Seafarers with class A and B cards registered for berths should maintain their Union obligations by taking these jobs when they are put upon the board.

The majority of the vessels were clean, but a couple of them had major beefs that had to be settled. Two of the disputes involved a transportation beef on the Captain N. Sitinas and an OT beef for handling cargo on the Seatrain Georgia.

The Sitinas, Hall said, paid off here early last week, but the company disputed paying transportation to the West Coast. However all was eventually straightened out and the company paid before the ship cleared.

On the Seatrain Georgia, a dis-

pute over working cargo in the holds spelled out some 87 hours in overtime for members of the deck department before the ship paid off.

One recent cause of disagreement—Robin Line's attempt to cut down on the number of pounds of food per man—has been resolved, Hall said. All of the Robin Line ships will start operating under the SIU Feeding Program, and Union representatives will double-check all stores with the ships stewards before a vessel is stored.

28 Payoffs

There was a total of 28 vessels paying off during the past period, four signing on and 15 in transit. The vessels paying off were the Ines, Kathryn, Elizabeth, Beatrice (Bull); Atlantic (American Banner); Alcoa Runner, Alcoa Puritan, Alcoa Polaris (Alcoa); Beaugard, Fairland, Raphael Semmes, Bienville, Azalea City (Pan-Atlantic); Pacific Ocean (Tramp Utilities); Seatrains New Jersey, Texas, New York, Georgia (Seatrain); Robin Hood, Robin Sherwood (Robin); Captain N. Sitinas (Tramp Shipping); Steel Executive (Isthmian); Valiant Faith (Aphrodite); CS Baltimore, Council Grove (Cities Service); National Liberty (American Waterways); LaSalle (Waterman) and the Elemir (Ocean-Petroleum). Signing on were the Robin Goodfellow (Robin); Mermaid (Metro-Petro); Atlantic (American Banner) and the Steel Executive.

In-Transit Ships

The in-transit ships were the Robin Sherwood (Robin); Azalea City, Gateway City (Pan-Atlantic); Dykes (A & S Trans.); Pacific Ocean (Trans Util); Alcoa Planter (Alcoa); Flomar, Yorkmar, Calmar (Calmar); Gateway City (Pan-Atlantic); Seatrain Louisiana (Seatrain); CS Norfolk (Cities Service); Steel Chemist, Steel Executive (Isthmian) and the Mankato Victory (Victory Carriers).

SIU Missile Ship Scores Again



Fished out of the South Atlantic, third rocket capsule recovered by SIU-manned missile ship Timber Hitch is displayed by crewmembers. Pictured (l to r) are G. A. Brown, AB; J. E. Penton, oiler, and Fred Eiland, 1st assistant. Rocket was fired from Cape Canaveral, Fla. and was rushed back to the States for inspection.

SIU Cannerys' Beef Sparks New Look At Samoan Pay

WASHINGTON—The US Labor Department is going to take another look at wages in American Samoa, established last year at the 52-cent-an-hour level. An industry committee has been appointed by Secretary of Labor James Mitchell to recommend new minimum wage rates for Samoan industry.

Last year's decision to establish a 52-cent rate was denounced by the SIU-affiliated Fish Cannery Workers Union. The union pointed out that American fish cannery workers have established plants in Samoa and other territorial possessions of the United States to escape union wages on the American mainland.

American fish cannery workers last year were receiving \$1.78 to \$2.51 an hour, plus fringe benefits. Workers in Samoa employed by Van Camp, a leading fish cannery under contract to the SIU affiliate in the States, were getting the bare 52-cent minimum.

The union, in its protest, added that the cost of living on Samoa justified a sizable increase in minimums.

The new industry committee

consists of two labor members, one from the AFL-CIO office in Washington and one from Samoa; two industry representatives from the fish canning industry, and two public members, one of them retired Judge Nathan Cayton, Washington, DC, and a Samoan official from Pago Pago, Samoa. The committee is authorized to recommend rates anywhere between the existing minimum of 52 cents and the \$1 hourly minimum in the States.

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.

'Only Killed Union Agent' —Gets 1-10

LOS ANGELES—Unions in this city are indignant over the "slap on the wrist" given a Los Angeles contractor who killed a Painters Union representative here. The contractor, Howard Newman, was sentenced to one to ten years for manslaughter after gunning down Roderick Mackenzie, business representative for Painters District Council 36.

According to testimony given at the trial, Newman had been operating on a non-union basis and Mackenzie had been trying to get him to sign a union contract.

The contractor, the testimony said, got a pistol which he test-fired before the next scheduled meeting with the union agent. He then shot the union representative four times.

At the trial, the contractor pleaded insanity but was judged sane by court-appointed psychiatrists.

In protesting the court sentence, organized labor in Los Angeles purchased newspaper advertisements denouncing it as "a gross miscarriage of justice . . ." which "poses some serious questions regarding equal and exact justice to all men."

The statement noted that manslaughter is usually reserved "for killings either by accidental means, with negligence, or committed in the heat of passion, with extreme provocation." The evidence had shown, the statement said, that the victim of the killing demonstrated "no belligerence or defensive action."

New Seatrain Run Approved

Seatrain Lines, contracted to the SIU, has received temporary authority from the Interstate Commerce Commission to maintain a regular service between New Orleans and Savannah.

Seatrain has previously been allowed to carry freight between New York and Savannah and New York and New Orleans but not between the two Gulf ports. It was able to make intermediate stops at Savannah to unload cargo from New York and to pick up northbound cargo, but the line was not authorized to pick up Savannah freight for New Orleans.



Why Break 'Em ?

Although broken bottles are one of the most dangerous items of trash to handle, for some reason since time immemorial, everybody who throws out an empty bottle makes a point of smashing it first.

It's true that a bottle broken up takes less space in the garbage can than a whole one, but that's no reason to subject a shipmate to the risk of having his hands or arms sliced up by broken glass.

The next time you discard an empty bottle, drop it into the garbage can in one piece. Then whoever dumps the garbage is a lot less likely to suffer injury.

An SIU Ship Is A Safe Ship

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

By Sidney Margolius

Vacation? Try Tenting Out

This is going to be a record-breaking travel summer. But the trends are economy ones. People want to go more places but at less cost, the National Association of Travel Organizations reports.

For one thing, many of the new motels and other travel facilities are being built on a luxury basis for businessmen and executives with unlimited expense accounts and tax-avoiding credit cards. One hotel-chain executive recently pointed out that when a businessman takes a \$20-a-day room in one of the new resort motels or hotels, and charges it to his expense account, it costs his company only \$9.20 after tax deductions.

Also, increasing state and local taxes are being piled on such travel items as rooms, meals, gas, use of highways (through tolls) and other transportation facilities.

Such high costs are leading working families to carry sleeping equipment with them and buy groceries, instead of meals, and economy cars, instead of deluxe ones.

There are two main economy trends, travel organizations say. The American Automobile Association finds its members are getting more price-conscious and the trend is to camping out. Usually the cost of commercial lodging and meals takes 50 cents of your vacation dollar, and transportation, entertainment and miscellaneous purchases, the rest.

The other major trend is to packaged tours at less cost than if you buy transportation, lodging, entertainment, etc., separately. Trade unions and consumer co-op organizations nowadays also are arranging more of their own packaged trips, even chartering special planes for European tours at a cost of about half the usual \$500 per person for a trans-Atlantic round trip from the Eastern seaboard.

Because of the trend to family camping, the National Park Service has increased the number of sites available this summer in national parks. Some of the popular parks near big population centers, like Yosemite, had been getting tight on campsites.

Besides camping and packaged tours, another interesting type of vacation is the various summer institutes sponsored by labor unions, credit unions, consumer co-ops and adult-education groups. These "vacations with a purpose," frequently held on college campuses, combine play with learning, and often have facilities for the family.

Here's a directory of where to get information and other tips on interesting but relatively inexpensive vacations:

Camping: For information on camping and vacation facilities in national parks and forests, write the National Park Service, US Dept. of Interior, Washington 25, DC, and Forest Service, US Dept of Agriculture, Washington 25, DC. For information on state parks and forests, write state park commissions at the capitals of states you're interested in.

In tents, a popular family type is the "Station Wagon" or "Campfire" type, with a canopy in front. It's easy to set up and move. Beware costly, gadgety equipment like that car-top tent that attaches to a car. You may find you've bought some inconvenience along with the convenience. For you have to break camp every time you want to use your car, experienced camp outfitters point out.

Travel organizations estimate that a family of four can camp out for two weeks in a state park, or one of the closer national parks, for a cost of under \$100 for car expense, food and miscellaneous needs. This doesn't include equipment. Basic needs, such as tent, ice box, gasoline stove, sleeping robes, air mattresses and axe, will run about \$150 to \$200 (shop Army surplus dealers for low-cost tents and other camping needs).

Hosteling: Hostels are cabins and farmhouses with simple sleeping and cooking facilities located along trails and country roads. The younger hostellers use them as headquarters for biking, hiking, canoe and horseback trips. But in recent years, the hostel movement has opened its facilities to families with children. They drive to nearby hostels and take short side trips.

You have to join a hostel council to use the facilities. A family pass is \$7 a year. Individuals over 21 pay \$5. Overnight charge at the hostels is 75c to \$1. The hostel supplies kitchen, beds, blankets and utensils. You bring your own mess gear and sleeping sheets.

There are over 90 hostels around the country with more opening all the time. Many are in famous scenic and sports country. You can get the address of the nearest local hostel council from American Youth Hostels, Inc., 14 West 8th Street, New York City.

You also can get a free list of recreation pamphlets from the National Recreation Association, 8 West Eighth Street, New York.

Packaged Tours: All major rail, bus and airlines sponsor packaged, guided tours. Their ticket agents or local travel agents can supply information. Of special interest are tours arranged by the cooperative American Travel Association, with headquarters at 1800 H St., NW, Washington, DC, and 11 West 42nd St., New York.

Institutes: There are a number of annual summer labor-education institutes such as that at Rutgers University, New Brunswick, New Jersey, and the White Collar Workshops sponsored by the American Labor Education Service, 1776 Broadway, New York.

Co-ops and credit unions also have summer institutes, such as those at Estes Park, Colorado, and Bard College, Annandale-on-Hudson, New York. You can get information on co-op institutes from Educational Services Department, Cooperative League of the USA, 343 South Dearborn St., Chicago.



Sea Unions Assail Labor Bill

WASHINGTON—US maritime unions have taken a strong position against the labor "reform" bill passed by the Senate and now being studied by a House Committee. The bill has been attacked by the AFL-CIO as totally "unworkable" and "undemocratic."

Testifying as co-chairman of the United Maritime Unions Legislative Committee, representing the SIU, NMU, all of the licensed officers unions and the Marine Division of the United Steelworkers, NMU President Joseph Curran said the measure was "a buckshot law designed to destroy unions, not to get the few corrupt individuals."

Convention Stand

Curran's testimony on May 29 reinforced the official stand taken by the SIUNA convention in Montreal last week against Federal or state interference in internal union operations. A resolution unanimously adopted by the SIUNA delegates said, in part:

"Certainly we do not quarrel with the desirability of secret ballot elections, regular financial reports, regular membership meetings and the other apparatus of a democratic union . . . But, in the last analysis, it is the union membership itself which must decide the terms under which the union operates and not the Federal Government . . ."

Business Pose

In his appearance before the House Labor Committee, Curran ridiculed the pose of business groups and others who have been "screaming that the Senate bill is not tough enough. They want 'tougher reform.' When these people say 'reform,'" he declared, "they are talking about weapons for weakening organized labor. When they say 'tougher' they mean tougher against honest militant trade unions . . ."

"Corruption is not a labor problem," Curran stated. "It is a problem that runs throughout the community. We have laws against corrupt acts that cover every field. The problem is to enforce these laws, not to write new laws . . . Nobody thinks of outlawing banking or stock trading or Government agencies although cases of corruption are repeatedly found in those fields. What happens is that the individuals involved are brought to trial. But in the case of labor, the approach is different . . ."

He cited how provisions of the Senate bill call for criminal charges and penalties against the chairman of a union meeting if one member felt his rights were infringed during the course of a

meeting. "The way this law is written," Curran declared, "merely insisting on orderly procedure to get the business of a meeting done or failure to recognize somebody who had his hand up in the back, could put a chairman in jail . . ."

"We of the maritime unions know how skillful use of fine points of parliamentary procedure can create minority rule in an organization. We saw it in the case of the Communists . . ."

He contrasted such provisions with the civil rather than criminal penalties provided for employers found guilty of "wilfully, deliberately and persistently depriving employees of rights granted by the National Labor Relations Board."

Another area of opposition cited was on the bonding provisions of the law which could bankrupt a union even when no funds were lost or stolen.

Including the Senate bill, some 18 bills dealing with labor "reform" are pending before the

House Committee. The Senate bill is the amended Kennedy-Ervin proposal which originally had trade union support. It was rewritten on the floor before the Senate passed it.

Photo Mix-Up

The SEAFARERS LOG regrets the publication of Seafarer Leonard Ellis' picture in the obituary column of the last issue of the paper. Actually, it was Seafarer Leonard Ellis who passed away. Ellis, we are happy to report, is aboard the Mankato Victory now and writes that he's feeling fine.



Ellis



Ellis

PENSIONERS' CORNER



(The brothers described below are receiving \$150 monthly SIU disability-pension benefits.)

Jens Nielsen . . . 65 . . . put in a solid 50 years at sea before retiring on a \$150 monthly disability-pension check last August . . . joined Union in 1942 working in deck department . . . had bosun's rating . . . sailed mostly on cargo ships, with a tanker or passenger ship here and there . . . one of favorite runs was to South Africa which he stuck to for last few years before retiring . . . liked the weather which was invariably favorable . . . a lover of the sea, Nielsen lives only a stone's throw from the water in Ocean Grove, NJ, with his wife . . . "on a clear day I can see Ambrose Light from where I am," he says . . . often goes out to the beach to watch the ships coming into New York harbor . . . makes him start day-dreaming of the



Photo taken in early days of World War II shows Nielsen and shipmates aboard the SS Coringa.

wonderful experiences in his treasure chest of memories . . . maintains another link with the sea through his hobby, making plastic models of ships.

John Clark . . . 73 . . . started sailing in 1900 and didn't stop until 58 years later . . . joined the Union in its early days in 1938 . . . worked in deck department . . . sailed in all theatres of World War II . . . came out without a scratch . . . one of roughest times was in the Pacific in 1945 . . . rode out three typhoons during two-month period . . . started sailing on fishing boats, then sailing boats and then steamboats . . . Germany and Italy were Clark's favorite runs because "the exchange was good and the people always treated us right." . . . lives in New Orleans and keeps in shape walking and shooting pool . . . spends a good deal of his time down in the Union hall chewing the fat with old shipmates and keeping up his skills with the cue-stick.



Florencia Medina . . . 61 . . . began sailing career in Puerto Rico in 1936 in San Juan, PR . . . joined SIU in 1939, working in steward department . . . whenever possible tried to get runs to Puerto Rico so he could visit with his family . . . considers himself fairly lucky, never having had an accident or any serious trouble in 20 years of seafaring . . . still corresponds with former shipmates Jesus Ayala, Ernesto Torres, Francisco Agosto, Jose Vega and Alberto Serrano . . . due to ill health spends most of his time around his home in Santurce, Puerto Rico, where he lives with his wife and three daughters and gets a chance to see an SIU ship come in now and then.



Few Takers On CS Runs

LAKE CHARLES — Although shipping for the area was on the slow side, Leroy Clarke, port agent, reported, the figures for the port would have been higher had there been men around the hall when the jobs were called in. As it was, a number of open berths had to be filled by men from other ports because there were no takers in the hall at the time.

There was a lot of wailing among the men on the beach here, Clarke said, because they missed out on a "long" trip. The Cities Service tanker Chiwawa, which usually makes only the Florida-Georgia ports, loaded for a Northern run last trip, a long one, "all of 12 or 13 days round trip."

While shipping can be called fair, there are enough men on the beach here to handle any jobs, "if we can corner them when needed," Clarke noted.

Calling into port during the past period were the Winter Hill, CS Miami, CS Baltimore, Chiwawa, CS Norfolk, Bradford Island (Cities Service) and the Del Mundo (Mississippi).

SIU SCHOLARSHIP WINNER AT WORK

One of the group of Seafarers and children of Seafarers now receiving college level training via the SIU Scholarship Plan, Miss Joyce DeVries, daughter of Seafarer Peter DeVries, is training as a physical therapist at the College of Physicians and Surgeons, Columbia University.

Physical therapy involves a series of techniques to assist and speed up the recuperation of patients who suffered fractures or other injuries, or disabling diseases such as polio, arthritis and palsy. Without such therapy, many patients would be permanently crippled or deformed, even after their injuries had healed. At the very least, therapy treatment cuts a patient's hospital stay and assures more rapid return to a normal life.

Accordingly, the US Public Health Service hospital and other modern medical facilities make extensive use of therapists.

Physical therapy students at Columbia who are candidates for a degree, as Miss DeVries is, have to have two years of basic liberal arts college training, plus two years of specialization in physical therapy courses and other instruction similar to that of a pre-medical student. In addition, they spend a day and a half a week in training at a physical therapy clinic, usually in a Veterans Administration or Public Health hospital, or similar facility. Full time summer work is also required. Pictured on this page are some aspects of Miss DeVries' school day; on page nine, her clinical training at the Bronx VA hospital.

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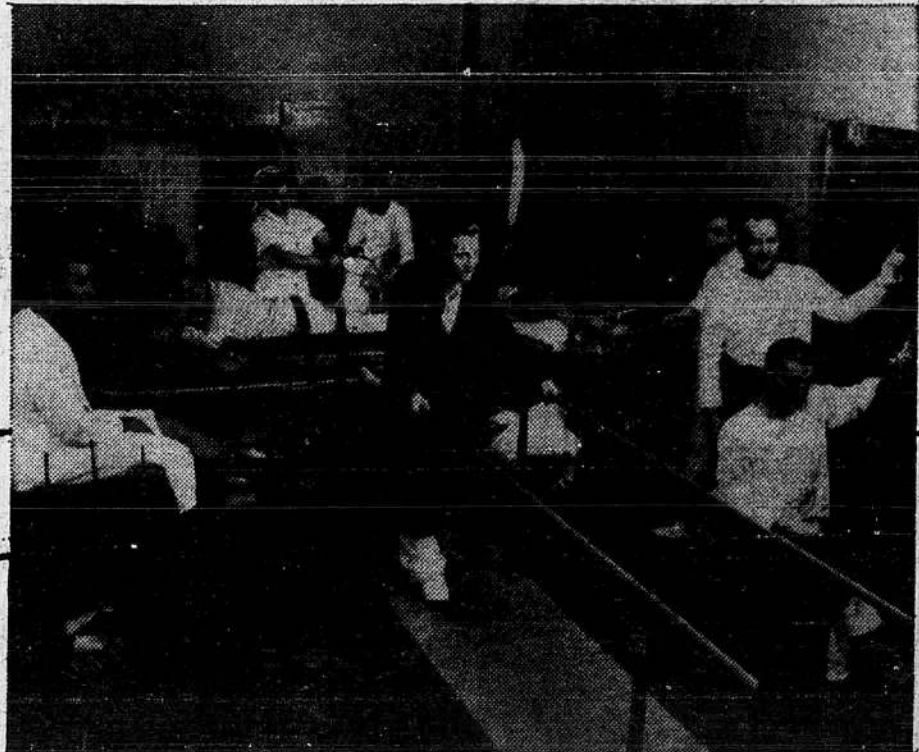
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Pathology 31—Elementary studies in pathology....
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 tions of function resulting from these influences.



Major hospitals such as Staten Island PHS hospital make extensive use of physical therapy techniques. Pictured above are group of Seafarers in Staten Island therapy room demonstrating some of the gear used in the treatment program.

Inset photos show SIU scholarship winner Joyce DeVries riding subway to school (top), and entering College of Physicians and Surgeons where courses are given. Backdrop is catalogue of required instruction.



In school lecture room, Miss DeVries takes notes on thermotherapy, a branch of treatment utilizing heat.



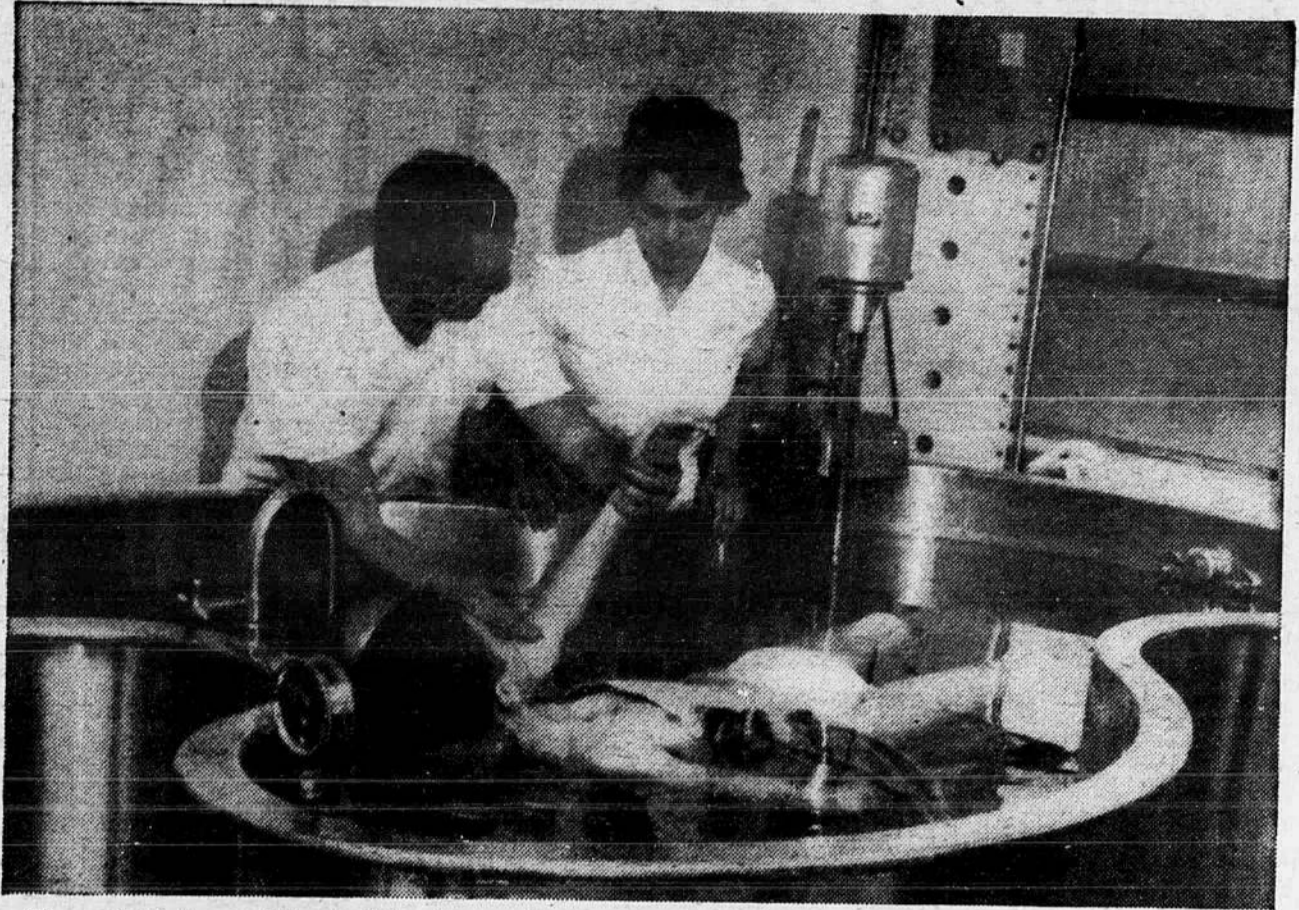
Free period between classes finds her catching up on study assignments in the medical college library.



Miss DeVries chats with Professor Mary E. Callahan, who is director of physical therapy courses at the college.



VA patient gets an assist at famed Four Chaplains Memorial Pool, which is used for water exercises.



Therapist instructs Miss DeVries in treating patient in whirlpool bath, used to speed up the healing process in many injury cases.



Diathermy machine is an important tool in applying heat treatment techniques. Here Miss DeVries and other students get demonstration from hospital therapist.



Parallel bars are used to help patients "relearn" walking after injury or long illness.



Another VA therapist supervises Miss DeVries as she exercises patient's leg to help him recover full movement and muscle tone.

Ex-Puerto Rico Sold

Another chapter in the history of the old SS Puerto Rico was completed when McCormack Shipping Corp., a "Panamanian" concern, purchased the vessel at public auction for approximately \$512,000.

The Puerto Rico, now known as the Arosa Star, was sold to satisfy outstanding debts of her former owners, the Arosa Line, a Swiss concern. She had been impounded in Bermuda after the company had been unable to pay heavy bills, the largest items being bunkers.

McCormack presently operates two other former SIU ships, the Yarmouth and the Evangeline, under the Liberian flag in the cruise trade from Miami to the West Indies. It is expected that the Arosa Star will also enter this

service under one of the runaway flags. She formerly operated in the transatlantic service.

While the ship will probably retain foreign registry, her ownership by McCormack makes her an American vessel again, according to the National Labor Relations Board.

The SIU has unfair labor charges pending against McCormack Shipping for the company's action in firing Yarmouth crewmembers who joined the Union. Wages on the ship are reported as low as \$40 a month.

Notify Welfare of Changes

The SIU Welfare Services Department reports that it has had difficulty locating seamen's families because the seamen's enrollment or beneficiary cards have not been kept up to date. Some death benefit payments have been delayed for some time until the Seafarer's beneficiaries could be located. To avoid delays in payments of welfare benefits Seafarers are advised to notify the Union immediately of any changes in address, changes in the names of beneficiaries or additional dependents by filling out new enrollment and beneficiary cards. These cards can be obtained in any SIU port.

Trailerships Win Award

The annual American Merchant Marine Achievement Award has been presented to the SIU-contracted Pan-Atlantic Steamship Company this year. The Award was presented for the company's pioneer work in developing the containership.

The achievement award is presented each year by the Robert L. Hague Post of the American Legion. Pan-Atlantic is the first company to receive the award, the others having gone to individuals.

Ike May Participate
Formal presentation of the trophy to Pan-Atlantic may be made by President Eisenhower in ceremonies which are to be arranged.

Other signs of the success of the

containership are contained in the decisions by two major American operators to convert to containership operation. Grace Line is presently converting some of its C-2s into "lift-on" ships, and Matson Navigation, under contract to the SIU Pacific District, is converting a C-3 for the same type of operation. The Matson ship will operate between California and Hawaii and will depend on dockside cranes on the pier. Pan-Atlantic's containerships operate with shipboard cranes.

STATE OF NEW YORK INSURANCE DEPARTMENT ANNUAL REPORT

Filed with the Superintendent of Insurance for the calendar year 1958
Seafarers Welfare Fund
Name of Fund

11 Broadway, New York, N. Y.
Address

Pursuant to

Article IIIA of the New York Insurance Law

Robert T. Creasey
Administrator
Robert T. Creasey
Fiscal Officer

Note: The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, Welfare Fund Bureau, 123 William Street, New York 38, N. Y.

CONDENSED STATEMENT OF ASSETS, LIABILITIES AND UNASSIGNED FUNDS

Assets	
Invested assets	\$4,526,319.44
Cash	1,552,235.68
Contributions from employers and employee-members due and unpaid, including \$39,275.23 more than two months past due.	716,663.84
Other assets	222,717.92
TOTAL	\$7,017,936.88
Liabilities and Unassigned Funds	
Reserves for benefits not insured	\$2,777,842.27
Other liabilities	27,048.28
Unassigned Funds	4,213,046.33
TOTAL	\$7,017,936.88

SUMMARY OF OPERATIONS

1 Contributions from employers	\$2,826,130.33
2 Contributions from employee-members	—
3 Interest, dividends and real estate net income	174,316.64
4 Profit on disposal of investments	3,171.50
5 Increase by adjustment in asset values of investments	1,558.83
6 Dividends and experience rating refunds from insurance companies in connection with member benefits	—
Other income:	
7 Equipment rentals	8,178.85
8 Miscellaneous	147.94
9	—
10 TOTAL	\$3,013,504.09

DEDUCT:

11 Premiums and annuity considerations to insurance companies for member benefits	\$ —
12 Benefits directly provided to members	1,816,553.65
13 General expenses	285,643.11
14 Loss on disposal of investments	4.96
15 Decrease by adjustment in asset values of investments	2,489.51
Other:	
16	—
17	—

18	—
19 TOTAL (Lines 11-18 incl.)	\$2,104,691.23
20 Net increase or decrease before reserves (Line 10 less Line 19)	\$ 908,812.86
21 Increase or decrease in reserves for benefits not insured	549,723.37
22 Net increase or decrease after reserves (Line 20 plus or minus Line 21)	\$ 359,089.49

UNASSIGNED FUNDS ACCOUNT

23 Unassigned Funds at beginning of year	\$3,853,956.84
24 Net increase or decrease from Item 22 above	359,089.49
Other charges or credits to Unassigned Funds (itemize):	
25	—
26	—
27	—
28 Unassigned Funds at end of year	\$4,213,046.33

EXPERIENCE UNDER INSURANCE CONTRACTS

(Based on Information Obtained From Insurance Companies)
(No Insurance Carried)

BENEFITS DIRECTLY PROVIDED TO MEMBERS—CURRENT YEAR

Type of Benefit	Benefit Payments
1 Death	\$ 417,727.79
2 Cash Disability	206,315.00
3 Hospital	401,503.29
4 Surgical	63,250.00
5 Medical	11,880.50
6 Unemployment	333,763.96
7 Vacation	—
8 Maternity	69,200.00
9 Medical Examination Program	25,307.82
10 Blood Transfusions	2,418.00
11 Therapeutic Equipment	564.59
12 Pension or Retirement	—
12a Seamen's Training Schools	25,456.45
12b Motion Pictures at Marine Hospitals	3,063.60
12c Cost of Fixed Assets Acquired for the Purpose of Providing Specific Benefits Under the Plan	2,377.43
12d Scholarship Program	22,681.81
12e Medical & Safety Program	217,188.41
12f Optical Program	13,855.00
TOTAL	\$1,816,553.65

State of Louisiana }
Parish of Orleans }

Charles H. Logan, and Lindsey J. Williams
Trustees of the Fund, being duly sworn, each for himself deposes and says

that this Annual Report is true to the best of his information, knowledge and belief.

Subscribed and sworn to before me

this 13th day of May, 1959.

Note: If the Trustees are composed of both employer and employee (or labor organization) representatives, the above affidavit must be signed by one from each group.

'Comfy?'



Grain Loads Keep Mobile Shipping Up

MOBILE—Continued shipments of surplus grain and flour to India and Egypt kept shipping on the busy side for this port during the past period.

All in all, five Libertys took bag flour and one took grain here during the last two weeks alone. Rumors are strong that at least two more ships under the SIU banner will be diverted to this port to join in the trade.

A lot of comment was heard about the huge Norwegian supercarrier Hardian which was in here loading up with grain. The ship has a 60,000-ton capacity and almost emptied the port of all surplus grain. It took two weeks to load the vessel, acting agent Harold Fischer said, as the local elevators are not able to hold the amount of grain the ship can handle.

Shipping for the last couple of weeks was on the good side with all men on the beach who were interested in landing berths able to do so. The outlook for the coming period is about the same.

Calling into the area during the past period were the Alcoa Ranger, Alcoa Cavalier, Alcoa Clipper (Alcoa); Monarch Of the Seas, Iberville, Claborne, Morning Light (Waterman); Royal Oak, Cantigny (Cities Service); Ocean Joyce (Ocean Clippers); Pandora (Epiphany); Suzanne, Frances Bull and the Del Sol, Del Valle (Mississippi).

Originally the idea of an independent Government regulatory agency was to give the agency authority and power to regulate a given industry or group of industries. But what happens when the agency becomes a transmission belt for the industry it is supposed to be regulating? Then the governing factor in the agency's decisions becomes the wishes of the industry involved.

That, in substance, is what the SIU of NA charges has happened to the Interstate Commerce Commission. Theoretically, the ICC is supposed to be an impartial, judicial body, passing judgment on the actions of steamship lines, railroads and trucking concerns. In practice, the SIU holds, the ICC has become puppet of the railroad industry, staffed by railroad men on a kind of leave-of-absence.

This situation is what Washington characterizes as a "conflict of interest." There has been much talk and considerable finger-pointing at situations within the trade union movement where it is alleged that union officials have relationships with management which compromises the union official in the performance of his job as a representative of the employees. In the ICC case, the relationship between a regulatory agency—the ICC, and the business it regulates—the railroads, is clear cut for all to see. The steamship industry and the seamen who man the ships are the ones who suffer.

On numerous occasions, steamship companies have brought the railroads to the "judge's bench," as it were, and accused them of violating the law by carrying cargo at a loss to drive competitors out of business. But somehow the ICC finds a reason to let the railroad off scot-free, even it means refusing to hear the evidence.

This is what the SIU of NA is talking about when it says "conflict of interest."

‡ ‡ ‡

Heat On Oil Industry

Giant American oil companies which have been immune to their responsibilities to the US and their employees for so many years, are finding the going a little rougher now.

For years it has been an axiom in Washington that the oil company's favored treatment on taxes was an untouchable political issue. Now rumblings are heard from several quarters that in light of the budget deficit and heavy Government needs for defense and other essential purposes, the oil depletion allowance can no longer be justified, any more than the insurance industry's tax exemptions could be justified.

The oil companies are a long way from being down on the mat, but their position is no longer impregnable, thanks in large part to the fight being waged by American maritime unions.

Bridges Sets Up Red Labor Group

TOKYO—Unable to obtain a sounding board in any bona fide world labor organization, Harry Bridges has created an outfit of his own with himself as spokesman. The new pro-Communist grouping was fashioned from the rag-tag elements at the "First All-Pacific and Asian Dockworkers Trade Union Conference" here last month, as a pro-Communist rival to the International Transportworkers Federation.

The first conference attracted a sprinkling of delegates from Communist-line longshore unions in a handful of countries and was sparkplugged by Bridges' own International Longshoremen's & Warehousemen's Union based in the US. Dockers groups from Japan, Okinawa, Cambodia, Australia and Canada were represented, in addition to Bridges' union and a Russian delegation.

Key decision made at the three-day confab, from the world labor standpoint, was the agreement to set up a permanent organization and a second annual conference to be held in one of the Asian countries by July 1, 1960. Tokyo was designated as the center of operations and the president of the All Japan Dockworkers Union was named secretary of the coordinating committee. He had also acted as chairman of the first conference.

The decision to establish a permanent outfit based in Japan reflected the emphasis in the Soviet blueprint for Asia on Japan, the strongest and most heavily industrialized non-Communist nation in the Far East and therefore the biggest prize for Red Chinese and Soviet expansion in the area. In addition, the Japan Trade Union Congress and the All-Japan Seamen's Union had pointedly boycotted the gathering as an outright Communist apparatus.

The conference was further embarrassed by what was reported as "visa trouble" for the delegation of a Communist-splinter group from Indonesia. The Indonesian group arrived after the three-day conference was over and then was denounced back home in a statement issued in Djakarta by the Technical and Harbor Workers Union.

The statement, distributed to maritime unions throughout the world, said the conference in no way committed Indonesian maritime workers. It pointed out that "there are . . . seven strong maritime unions" in Indonesia and that the Communist-dominated splinter group "represents only a minor

part of the Indonesian maritime unions . . ."

One further aspect of the Bridges' offensive to follow the Soviet expansionist blueprint is the decision by the recent ILWU convention in Seattle to put to referendum a plan to finance "overseas delegations of rank and file members of ILWU . . . for the purpose of visiting similar workers of other lands and observing their conditions and learning their problems and their thinking."

Seafarer Is Victim Of Rotted Line

Seafarer Dick Sohl, AB, reported he was the victim of a soogee mixture which rotted away a 2 1/4-inch manila line as reported in the May, 1959, issue of the "Proceedings of the Merchant Marine Council," a US Coast Guard publication.



Sohl

As it was summarized in the last issue of the SEAFARERS LOG, the Coast Guard publication said the accident resulted

from wetting of the line by a phosphoric acid-based detergent on a previous soogee job.

The account of the accident, as given by Sohl, jibes with the report which appeared in the Coast Guard publication. The accident, Sohl said, took place aboard the Steel Flyer (Isthmian) in Baltimore harbor June 30, 1958, and until he read the article in the LOG he had no idea as to why the line parted the way it did.

Hospitalized With Fractures

Sohl suffered two fractured vertebrae and nerve injuries which paralyzed him more than a month following the accident. He was rushed to the Baltimore Public Health Service Hospital where he spent three months. All told, he was in a cast for four months, then in a body brace for several months more. He just received his fit for duty last week, and although still weak, is going to try to make a trip.

He said that he had been issued the line by the bosun out of the forepeak locker and, to all appearances, the line was nearly brand new. After rigging the chair and hauling it up to the top of the stack, he climbed the ladder inside the stack and got into the chair.

He soogeed the top of the stack, and then lowered the chair a couple of feet. It was then, he said, that the line parted about two feet over his head dropping him 25 feet to the deck at the base of the stack.

The Coast Guard account noted that the line had a listed breaking strength of 2,515 pounds. It was then that investigation and chemical analysis revealed that the line had gotten wet at one point from a soogee mixture used on a previous job, and that the mixture had a phosphate base which rotted away the line from the inside with no damage visible on the exterior of the line.

'Bergs Force Ship Detours

The unusual appearance of icebergs in southern waters of the North Atlantic has caused a hasty rerouting of ships to more southerly sealanes. Not since over 10 years ago have icebergs penetrated as far south as they have in the past few weeks.

Prevailing northwesterly winds, pushing Arctic icebergs with greater force than usual, were explained as the cause of the southerly penetration. One of the bergs was reported to be 250 feet high and 700 feet long.

Transatlantic shipping has been using the emergency Track A, which has not been used since 1946. Track B, the normal route for this time of year, is 60 miles to the north, and dangerously infested with ice. One vessel, in fact, had to veer 20 miles south of Track A to avoid low-lying glacier ice which was threatening the area.

Tax Crews? Do It Right!

I have been following the stories in the SEAFARERS LOG concerning attempts to tax the wages of US seamen, not only here, but abroad, Seafarer Ronald Carraway, an AB on the Mount Rainier, writes.

"The SEAFARERS LOG recently ran an article informing us of a 40 percent personal income tax that India would like to impose on US seamen while in Indian waters.



Carraway

"As if to follow suit," he said, "the State of Massachusetts would like to enforce a like tax on ships in her waters. If Massachusetts gets such a bill passed, then it is most likely that other seaboard states would look for additional revenue through similar taxes."

Of course, he remarked, all of these taxes are in addition to the Federal income tax, F.O.A.B., state income tax, property tax, luxury tax, entertainment tax, sales tax and the like.

Despite all these taxes, through the efforts of a good solid Union, Seafarers still manage to have a few dollars left after a long trip at sea, Carraway noted.

"Therefore I'm taking it upon myself to suggest a tax to take care of the few remaining dollars in the pay envelope.

"Since this new tax Massachusetts suggests applies to a minority of the states—states with a waterfront with access to the open sea—what of the majority of the states with no port facilities? Are we to allow such an injustice to the inland states just because of their geographical locations?

"Not on your life," this solicitous civic-minded Seafarer exclaimed.

"So in order to be just to all states, I have taken it upon myself to suggest a way the inland states can also collect revenue from Seafarers.

Hopping A Freight By Sea



"The last time I rode from coast to coast trying to find a ship, I was lucky if I could rake up five cents to buy a couple of candles to keep warm in a boxcar," Seafarer Fred "Blackie" Oliver said. However that was during the depression. Now Blackie shows the modern way of riding the rails—while the car is being transported on the Seatrain Georgia. Below, Blackie and Wesley Cunningham, cardeckmen on the Georgia, pose on deck.



"This new tax would take care of two problems left open. One—it would correct this grave injustice towards our inland states, and two—it would take care of the few remaining dollars a Seafarer has left in his pay envelope."

states have no waterways so we will make this new "No Port Tax" collectible when we are not in the waters that they don't have.

Thumbs Down On Homesteading

To the Editor: I would like to answer Brother Jose M. Melendez whose letter appeared in the April 24 issue of the SEAFARERS LOG. Brother Melendez is in favor of homesteading on a ship. He also mentions what a good Union man he is. I feel that real unionism like Christianity, comes from within, and is portrayed by the way we

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.

treat and act toward our shipmates.

He seems to imply that one or two trippers are "foul-balls" and "performers." I sailed on SUP ships where they have a seven-month sailing limit policy and I have found the "performers" and "foul-balls" in the minority.

He states that he has been homesteading for the last 20 years. I, for that matter, make a couple of trips and then watch the Giants cop the Series (I hope), read good books and relax in the city by the Golden Gate.

I don't want to be the richest guy in the Marine Hospital.

I still reiterate my statement that if a guy can't make it in a year on a ship, the Golden Gate Bridge is still standing, and there are other brothers in the hall who need a job. The other brother might be you.

Anthony V. Smolenski

Sea Story? Try A Barge's Tale

To the Editor: We have heard of many things that happen aboard a ship. This being a barge, the seagoing barge De Bardeleben Marine 2, of Blue Stack Towing Co., out of Tampa, Fla. We thought you might like to hear from us.

To begin with, we have a big crew of nine men. We have three ABs, three firemen, coal burning, that is, one engine maintenance and one cook and a captain.



As you can see we have a lot of work up on deck when we raise hatches or dock in stream. In addition to this, the boiler sometimes gets into the mood to leak and put out the fires.

The big mystery aboard this barge is the water in the crew mess and the cooks and ABs' room.

While the water was six inches deep here, on the other side of the ship we did not even have wash water, so we had to get water from the galley. Our cook is quite ingenious. He punched a hole in the deck near his room and let the water there run back to the engine room as they are always short of water in the boilers and may be able to use it.

The ship right now is in Mississippi, and it is about eight miles to the first "headache" joint. I hope to get this letter off at the nearest town (11

miles) before something else happens aboard here.

While we do not have all the excitement and what not that they have aboard a big ship, we do have our share of experiences. The bright side is that the food is good and the captain is a swell guy to work for.

E. Cartwright

Informs LOG Of Death Of Son

To the Editor: This is to inform you that my son, David, died here in Tallard, Ala., last January, and you can take us off your mailing list. He had been sick for almost two years, but he read the LOG often during his illness.

As a member of the Order of Railway Conductors for 48 years, I realize that the union is our only hope in this country. I wish your union the best of success in striving for the betterment of the workers.

J. G. Kelly

Sends Thanks For Solace In Loss

To the Editor: Let me take this time to thank you for your prompt and kind consideration in this hour of bereavement and loss.

While nothing can compensate for the life of my departed son, Shirley Charles Butler, the brotherliness makes such difficulties smoother in human affairs.

Thank you and I pray we shall all be spared from such trying ordeals.

Mrs. M. B. Butler

(Ed. note: Brother Butler died in the recent Val Chem-Santa Rosa collision.)

LOG Tops Her Reading List

To the Editor: Mere words cannot express how much Jose and I enjoy our copies of the SEAFARERS LOG. Although Jose picks them up at the Houston hall, we would appreciate it if you would put us on the mailing list and send it directly to our home, as I miss it when he cannot pick them up.

The LOG is a wonderful newspaper and your staff deserves the highest praise. The paper is on my must list, my number one reader. When I get it, it is not put down until I read even the fine print.

One of my favorite columns is the "Letters to the Editor" section. I will look forward to receiving it here at home.

Lorenza Madurel

Thanks For SIU Welfare Benefit

To the Editor: I just want to add my thanks to the hundreds, who, like me, have been the recipients of hospital benefits from the SIU Welfare Department.

It has been a godsend in more ways than one. I have been in the Baltimore PHS hospital for over two months, after having undergone major surgery, and am slated for an additional two more in the near future. I should also add a word of praise for our hospital delegate, Eli Hanover, whose cheerful personality helps brighten the day.

We here in the hospital keep track of the affairs of the Union and of shipping through the LOG, and appreciate it very much.

Thanks and best regards to all of my Union brothers.

Abner Raiford

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SEAFARERS IN DRYDOCK



While the warm weather usually means wearing lighter clothes, Seafarers should be careful to wear the proper protective gear while working aboard ship. It's nice to get a sun tan, but safer to wear a shirt while chipping paint or performing other deck jobs.



Ashcom



Rossi

A combination of ailments laid up three Seafarers in the Baltimore PHS hospital during the last two weeks. George Davis, former OS on the Evelyn was reported in good condition improving from a stomach condition, while Emanuel Jones, ex-cook on the Venore, is recuperating from a skin condition. Also suffering with stomach disorder in the Baltimore hospital is Charles Ashcom, an oiler who last sailed on the Steel Worker. Medical reports indicate that Ashcom will be back on his feet in the near future.

Frank Rossi is reported making good progress in recovering from a heart condition which struck him while he was at sea on the Seatrain New York. A Coast Guard helicopter took Brother Rossi from his vessel and brought him to the hospital in St. Petersburg, Fla., and from there he was transferred to Staten Island, PHS.

A spinal ailment caused Gustaf Johnson, ex-FWT on the Seatrain New Jersey, to go to the Staten Island hospital for treatment. Also out on the island is Paul Jakubcsak with diabetes, Jakubcsak last sailed on the Seagarden.

Down in Norfolk, a shipboard incident in which he hurt his back laid up Seafarer Isaac Hancock in the Norfolk PHS for treatment. Recovering nicely in Norfolk from a hemorrhoid operation is Prue Vaughan, former third cook on the SS Pandora.

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

- USPHS HOSPITAL BALTIMORE, MD.
 - Francisco Argental H. W. Minkler
 - George Davis Domingo Orbigoso
 - Clarence Gardner Abner Raiford
 - James Girolami George Richardson
 - Gorman T. Glaze Jose Soares
 - Edward Gordon Julius Scott
 - Jaime M. Hilda Harold Spicer
 - Emanuel D. Jones John Wagner
 - John Lee Marshall George Warrington
- USPHS HOSPITAL BOSTON, MASS.
 - Augustus R. Hickey
- USPHS HOSPITAL GALVESTON, TEX.
 - Charles B. Harvey John Spearman
 - Robert D. Jones
- USPHS HOSPITAL NORFOLK, VA.
 - Francis Boner James P. Fitzgerald
 - Anthony Carames Miguel Tirado
- VA HOSPITAL HOUSTON, TEXAS
 - Harry McClernon
- VA HOSPITAL DENVER, COLO.
 - Clifford C. Womack
- USPHS HOSPITAL SAN FRANCISCO, CALIF.
 - John S. Asavicious Victor Egel
 - Joseph H. Berger Johan T. Kismul
 - Wm. H. Chadburn Ben Pritiken
 - Michael J. Coffey Wm. H. Pussinsky
 - Leo Cronsohn Arthur J. Scheving
 - Noel J. Dawson
- USPHS HOSPITAL SEATTLE, WASHINGTON
 - Omar O. Ames M. L. Hendrickson
- USPHS HOSPITAL FT. WORTH, TEXAS
 - Law. Anderson Woodrow Meyers
 - Benj. F. Deibler Max Olson
 - James Lauer John C. Palmer
- VA HOSPITAL RUTLAND HEIGHTS, MASS.
 - Charles Bartlett

- SAILORS SNUG HARBOR STATEN ISLAND, NY
 - Victor B. Cooper Thomas Isaaksen
- VA HOSPITAL BOSTON, MASS.
 - Thomas W. Killion
- USPHS HOSPITAL NEW ORLEANS, LA.
 - Jose Alonzo Jr. Martin A. Machel
 - Robert G. Barrett William Marjenhoff
 - Nathan Benenate Elzar A. Martell
 - Claude Blanks John Mashburn
 - Oscar L. Briscoe William E. Nelson
 - James Campfield Hans Nettelblatt
 - James W. Cobb Kenyon P. Parks
 - Fess T. Crawford Eddie Patterson
 - Eugene Crowell Louis W. Peed
 - Francis F. Gomez Edward L. Poe
 - Mohamed Halem Winford Powell
 - Eugene C. Hoffman Ralph H. Smith
 - Sidney Irby Richard Stewart
 - Frank James Charles Summerell
 - Edward Knapp Melvin Thomas
 - Leo Lang Alberto Trevino
 - Domingo C. Lopez Howard Waters
 - James L. McCarthy Charles B. Young
 - David E. McCollum
- VA HOSPITAL TUCSON, ARIZ.
 - Frank J. Mackey
- VA HOSPITAL KECOUGHTAN, VA.
 - Joseph Gill
- TRIBORO HOSPITAL JAMAICA, LL NY
 - James Russell
- USPHS HOSPITAL STATEN ISLAND, NY
 - Raphael Bertran Bernard Murphy
 - Frank Blandino R. S. Nandkeshwar
 - Clarence O. Daire William Rackley
 - John A. Hoffman Jose Reyes
 - Paul Jakubcsak Jose Rodriguez
 - Gustaf W. Johnson O. W. Rosenberg
 - Stanley F. Koernig Frank A. Rossi
 - George L. Lecher Fernando Tiaga
 - Ken. R. McAvoy Stefan Trzcinski
 - Harold J. Moore Headley P. White
 - James T. Moore Bozo G. Zelencic
- USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY
 - Joseph J. Bass Thomas R. Leahy
 - Matthew Bruno Kenneth Lewis
 - Gregorio Caraballo Leo Mannaugh
 - Leo V. Carreon Primitivo Muse
 - James F. Clarke Jeremiah O'Byrne
 - Joseph D. Cox George G. Phifer
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These Pirates Are No Myths

The merchant seaman, unlike most American citizens abroad, encounters petty swindlers, con artists, plain thieves and pickpockets entirely too frequently, notes Seafarer John McElroy, third cook on the SS Natalie.

And why not, he reasons, since attempts to "take" a seaman occur around the clock from the very time the ship ties up until she sails. It takes a pretty alert seaman to end a trip without having been gypped somewhere along the line at least once, especially if he stops at Naples.

For instance the con artist comes aboard as soon as the ship docks, usually in the guise of a "barber" who sets up shop on deck or in the passageway, cutting hair for twice what a good haircut would cost ashore.

Close behind him is the "jolly old fat woman" with the soul of a banditto, who, in a hybrid mixture of Spanish and confusing English, solicits laundry from room to room. "It does not take her long and soon she has a load of soiled clothing . . . leaving behind only a vague motion as to her prices, and no name or address at all," he said.

Mama's Dirty Laundry

When she returns a day or so later (that is if she returns at all), the seaman finds out the hard way what he must pay for washing that looks as though it had no washing powder benefit at all, even if "Mama" had mooched a half a case of the stuff to wash it with, along with countless packs of cigarettes, bar soap, foodstuffs and assorted other gear not nailed down.

Eager to get ashore and enjoy himself, the seaman is left wide open for the most lucrative of swindles—money changing. Usually he does not have far to go to get his American dollars changed into local currency, McElroy noted, for there's bound to be a drove of changers aboard just to assist him with that problem.

These changers guarantee you top bank rates. If our guy says he will go to the bank instead, he is gently reminded that the bank is closed, and chances are it is too. So he accepts their "top" rates and later learns how many francs, pesetas or lira he was clipped for.

Shopping for souvenirs is a dangerous task for the merchant seaman. The peddlers, to "save him a trip" of course, usually arrive aboard the ship and remain until all of the collectable funds are exhausted. However most travel-wise seamen know that they can get better grade material and workmanship in the shops ashore.

Two other leading occupations, among many in foreign ports, especially in Naples and some Spanish ports, is that of "taxi" driver and "guide."

When you take a taxi, nine out of ten times he "neglects" to bother with the meter and charges

what the traffic will bear. The younger seaman sometimes has to learn the hard way that the helpful "guides" of the dock and streets are up to nothing more than enriching themselves at his expense.

These guides are as easy to get rid of, McElroy said, as a chigger.

Chiselers' Code

Before people get the wrong idea and come to the conclusion that our merchant sailor is naive or stupid, it should be pointed out that he knows he is being taken. He has to recognize the chiselling customs of certain areas as their way of life. Actually they can be compared to some of our own doctors and lawyers who set their fees by a person's ability to pay.

Also it must be remembered that the seaman in a foreign port is in a hurry with little or not time for shopping around, and he must grab what he wants wherever he finds it, he said.

However all is not lost every-time a seaman hits a port with only a day or so shoretime. The best haven away from the city's sharpshooters is usually the USS club, and the one in Naples, McElroy said, hits you like a breath of fresh air on a smoggy day. Located in a part of an old castle on the waterfront, it is within easy walking distance from most docks.

In this restful and well-appointed

club can be found a choice of the better souvenirs, picture cards, stamps to mail them with, a real barber who knows his business, two bars and a very fine restaurant.

By day a large juke box furnishes a wide variety of music and the evening hours are filled with melodies of an excellent orchestra that features a lovely and talented songstress named Susie. In addition, he said, the girls who drop into the club for dancing, usually are the cute chicks you wanted to meet in the first place.

So, heed this warning, McElroy concludes, the next time you are in Naples set a straight course for the USS club.

Throw In For A Meeting Job

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

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

All's Well On The Hitch



Seafarer Al Arnold, all "decked out" in his Bermudas, has afternoon sunbathing interrupted by the appearance of a half-a-dozen members of the Sampan Hitch's crew who want to "get into the act."

"This is just a few lines to let the men in the States know we are still here and going strong," writes Seafarer Al Arnold, ship's delegate on the Sampan Hitch, one of Suwannee Steamship Company's missile-tracking vessels in the South Atlantic.

According to Arnold, who is the bosun on the Hitch, they have a top rate ship, with a crew equal to the title. No one in his right mind would quit, he said, for they have just about everything. According to the anglers in the crew, the fishing can't be beat, the weather could not be better, and the food, well, that is just like the missiles they are chasing, out of this world.

Just how well these ships are doing, Arnold noted, is seen in the fact that they have a very small turnover in crews.

As to all of these beefs about overtime—not true on the Hitch, he said. Here the men are averaging around 80 hours a month, and are still turning some down.

In his case, he figured, as a bosun he makes just as much there as on a C-3, but with one major difference—on this ship he has everything.

Tell it to the Log!



Straightening Out A Knot



It takes a lot of elbow grease to get a vessel in order, and when the crew of the missile ship *Sword Knot*, had to do it, it was no exception. Above, left, P. Bartoliotta, AB, looks up from his job chipping paint, while right, J. Kropp adds the final touches with the brush. Enjoying a break from the routine, messman Dick Egber, left, takes his coffee on deck in the warm South Atlantic sun. Pix submitted by "unofficial" photographer for the SIU missilemen—Seafarer C. R. Coumas.

Ship's Coffee Bad? — Try It "Hobo" Style

Don't like the coffee being made up by the night watch? Well, don't blame him, Seafarer William Calefato says, for your problem probably is the old-fashioned percolator being used aboard most vessels.

The use of the percolator, while called old-fashioned, is not as old as people think, having been introduced around 1920. It was the answer to the enamel pot, which was used to brew what Seafarer Thurston Lewis called "cowboy or hobo coffee" in his article entitled "The Watchstander's Coffee Lament," in the April 24 issue of the LOG.

Actually, the best method for making a good cup of coffee, Calefato said, is the drip method. It is not as troublesome as it sounds, and certainly does not take any longer than it does to get coffee out of the percolator.

"A drip pot," the seafaring coffee gourmet explained, "in case some fellows never saw one, comes in three parts: the pot, a strainer which fits on the rim of the pot, and another container, a cylindrical part with perforated bottom forming a sieve that fits on the strainer."

To make coffee by the drip method, the strainer is filled with coffee (it makes little difference if it is ground for drip or regular, but the drip is better), and the sieve is put into place. The next step is to boil water and pour it into the sieve.

The actual dripping and distribu-

"Sea Spray"

— by Seafarer "Red" Fink



"How's it going Ed, I ain't seen you since that trip to Japan when went to Cherry Hill and . . ."

tion of the water through the little holes of the sieve, and through the grounds in the strainer, takes less time than it does to percolate a pot of coffee and makes a much more enjoyable cup of coffee.

The advantages of this method to watch are that the one whose turn it is to make the coffee only has to prepare the pot and water for the next watch. In addition to this, the parts are easily cleaned by rinsing as compared with the tube and parts of the percolator which should be carefully washed each time.

A drip pot is not as costly as the electric percolator and a crew

can pick one up at most department stores.

One thing that can never happen with this type of coffee pot is that the coffee can never be overdone. Many times some crewmember forgets to remove the plug from the percolator and the coffee becomes so overdone it becomes unfit for the toughest of chief engineers.

"Like some difficulties, they only appear difficult because too many persons say they are so," Calefato said. "With a time-tested thing like a drip-pot, there's no reason why a good cup of coffee can't be had aboard ship."

WACOSTA (Waterman), May 3—Chairman, R. Hodges; Secretary, J. Pursell. No beefs. Repairs taken care of. Delegate resigned. Motion made and carried to write HQ re longshoremen lounging in messroom and quarters of crew while ship is in port of NY. Suggest keeping quarters aft orderly and sanitary. Turn in soiled linen on changing day. Discussion on cold water and heating system aft. Springs on bunk to be repaired.

STEEL FABRICATOR (Isthmian), May 3. No beefs. Everything running smoothly. Ship's fund \$42. Few hours OT disputed. M/S/C to elect Bos'n as ship's treasurer. Check screens and all repairs. Suggest getting canvas for bunk springs.

BEATRICE (Bull), May 10—Chairman, N. Richie; Secretary, S. Dunphy. Ship's fund \$1.43. Food not prepared to crew's satisfaction.

STEEL SEAFARER (Isthmian), March 22—Chairman, F. Litch; Secy., L. Joseph. No beefs; everything running smoothly. Foc'sle locks to be changed; one key fits all locks. Refrain from making noise during meal hour. Request not placing glasses in sink.

ALCOA CAVALIER (Alcoa), May 17—Chairman, J. Lynch; Secy., B. Lasser. No beefs. New delegate elected.

PACIFICUS (Orion), April 19—Chairman, D. Ruddy; Secy., C. Quinn. Ship's Fund \$25.50. New delegate and treasurer elected. Request washing machine and cots be taken care of.

ALCOA PIONEER (Alcoa), April 26—Chairman, G. Troclair; Secy., E. Canonizado. No beefs. Ship's fund \$55.50. New delegate elected.

FLORIDA STATE (Ponce), March 19—Chairman, O. Lee; Secy., G. Turner. No beefs. Ship's fund \$10.77. Some OT disputed. Discussion on OS working over side on stages, also on getting silex coffee makers. Donation requested for old seamoman, now blind.

LONGVIEW VICTORY (Victory), May 13—Chairman, T. Jackson; Secy., A. O'Krogly. Turn in repair list. Discussion on preserves to be taken up. Washing machine needs repairs. Ship to be fumigated.

BRADFORD ISLAND (Cities Service), May 17—Chairman, E. King; Secy., N. Kirk. One hour disputed. New delegate elected. Flowers and donations sent for member's deceased wife.

LA SALLE (Waterman), May 17—Chairman, R. Ransome; Secy., A. Tramer. One man who missed ship in San Francisco hospitalized. Two days' lodging disputed. Received let-

ter from Union re clarification of penalty cargo. Ship's fund \$30.00. Donation of \$15.00 to Polish Heart Orphanage in Pusan, Korea. No beefs. Some OT disputed. Motion to have 30-minute call-out for deck dept. at company's expense. Motion to have ID cards issued to wives and dependents of members. Discussion on eligibility and requirements for loans when men are on beach. Remove clothes from line when dry. Vote of thanks to baker and chief mate for help and cooperation.

STEEL KING (Isthmian), May 17—Chairman, C. Mazur; Secy., F. Shala. Ship's fund \$108.27. One man replaced in Honolulu. Some OT disputed. Suggest longshoremen be kept out of mess and recreation rooms while in port. Keep recreation room

Digest Of SIU Ship Meetings

clean. Request ship be fumigated for roaches.

March 8—Chairman, F. Shala; Secy., C. Mazur. Improvement on food. New delegate elected. Ship's fund \$158.27. No beefs. Question re gasoline being penalty cargo. Seaman's club recommended and vote of thanks given to crew for cooperation. Proper attire requested when entering pantry or messroom

SEAGARDEN (Peninsular), May 7—Chairman, None; Secy., C. Copper. Shortage of hot water in evening to be corrected. 53 hours disputed. Request sougeeing and painting of ship.

CHIWAHA (Cities Service), May 10—Chairman, E. Asche; Secy., E. Wright. Some disputed overtime. Washing machine ordered by crew taken by officers. No beefs. Request new washing machine and refrigerator. Question on slop sink taken out of wash room.

SEA STAR (Triton), May 17—Chairman, M. Bugawan; Secy., J. Keauney. No beefs. Vote of thanks to steward dept. New mattresses for ship's hospital. Repair lockers in 3rd cook's room. Furnish respirators with filters for deck gang cleaning holds after discharge of dusty cargo.

JOHN B. KULUKUNDIS (Ocean Carriers), April 26—Chairman, A. Lorenz; Secy., R. Corcoran. No beefs; everything running smoothly. Money drawn in India discussed. Vote of thanks to steward dept. for fine quality of food.

HURRICANE (Waterman), May 10—Chairman, G. Masterson; Secy., W. Bednar. Ship's fund \$13.24. No beefs. Request more night lunch and ladders for upper bunks. Check slop chest. Need seat cushions for lounge crew mess.

ORION STAR (Orion), April 26—Chairman, C. Smith; Secy., K. Anderson. Three men missed ship. Ship's fund \$17.54. Some OT disputed. No beefs. Discussion on shore leave in Bahrain.

FAIRPORT (Waterman), May 18—Chairman, J. Castronover; Secy., J. Coyle. Repairs taken care of. Steward dept. quarters sougeed and painted. Two men missed ship in Sasebo. Few hours disputed. No beefs; everything running smoothly. Vote of thanks to steward dept. for jobs well done.

OCEAN DEBORAH (Maritime Overseas), May 17—Chairman, L. Wymbs; Secy., C. Nickerson. Men pledge to work together in keeping ship clean. Wear proper attire in messroom, don't use galley as passageway.

ALCOA ROAMER (Alcoa), May 17—Chairman, J. Tilley; Secy., J. Burke. Ship's fund \$77.00. Request messhall and pantry be kept clean. See about getting new linen. Vote of thanks good food.

COUNCIL GROVE (Cities Service), May 13—Chairman, R. Evans; Secy., R. Myers. No beefs. No delegate elected. Request new coffee pot.

SEATRAN NEW JERSEY (Seatrains), May 23—Chairman, M. Gottschalk; Secy., V. Ratcliff. Ship's fund \$73.46. Six chairs purchased for deck at \$23.94. No beefs.

NATALIE (Maritime Overseas), May 24—Chairman, G. Baka; Secy., J. McElroy. Request motors for exhaust fans. Repairs to be taken care of. Complaint on brand of coffee served. Shortage of soap powder. Ordered new bread box per request. Deck and engine departments to clean laundry room. Steward department to take care of library.

ALCOA CLIPPER (Alcoa), May 3—A. Bourgot; Secy., P. Blalack. No beefs. 2 hours disputed.

ROBIN HOOD (Robin Lines), March 10—Chairman, L. Mevalli; Secy., A. Page. Vote of thanks to purser for care of sick members. Rooms to be painted. Ship's fund \$37.36. No beefs. Everything running smoothly. New delegate elected. Vote of thanks to steward dept.

May 17—Chairman, A. Harrington;

Secy., E. Carter. Request deck dept. foc'sles be painted. Two men missed ship, one man hospitalized in Capetown. Ship's fund \$34.78. No beefs. Some disputed OT. Vote of thanks to ch. cook and crew mess for job well done. Discussion on delayed sailing in Port Elizabeth.

BALTORE (Marven), May 20—Chairman, C. Locke; Secy., R. Obidos. New delegate elected.

SEATRAN SAVANNAH (Seatrains), May 24—Chairman, none; Secretary, W. McBride. Two hours delayed sailing from Edgewater disputed. New delegate elected. Turn in soiled linen. Cots available.

CS MIAMI (Cities Service), May 22—Chairman, W. Padgett; Secretary, K. Kirwin. Motion made to open side ports at sea.

YORKMAR (Calmar), May 10—Chairman, K. Hagimisis; Secretary, W. Hendershot. Request new washing machine. Suggest shot cards be picked up. Ship's fund \$15. Vote of thanks to captain for contribution. Cots to be taken up before arrival in ports. Insufficient quantity of stewards' stores—to be taken up in NY or port of payoff.

COE VICTORY (Vic. Carr.), May 17—Chairman, G. Ulrich; Secretary, A. Espenada. One man hospitalized—may join ship next trip. Ship's fund \$12.04. Discussion on buying more food.

WILD RANGER (Waterman), April 26—Chairman, J. Longfellow; Secretary, N. Lambert. Repairs completed with exception of painting laundry which will be done during trip. Ship's fund \$10. Few hours OT disputed. New delegate elected. Keys needed for foc'sles. Locker repairs in wiper's room. Question re port time for steward department in Mobile.

DEL VIENTO (Mississippi), May 24—Chairman, J. McLaren; Secretary, E. King. Three men logged, but lifted for good conduct. One hr. OT disputed. No beefs. Suggest welfare plan be changed from weekly to daily payments. Request new washing machine.

ALCOA CLIPPER (Alcoa), May 24—Chairman, C. Shirah; Secretary P. Blalack. No beefs. 100% donation for member in bereavement. Various discussions held.

SANTA VENETIA (Elam), May 3—Chairman, R. Maldonado; Secretary R. McLeod. Ship's fund \$23.05. New delegate elected.

SEATRAN LOUISIANA (Seatrains), May 24—Chairman, F. Russo; Secretary, N. Remley. Donated \$192 to widow of member. Foc'sles & heads to be painted. Ship's fund \$24.11. Several hrs. OT disputed. No beefs. To see patrolman re air conditioning for messroom.

ALCOA RANGER (Alcoa), May 24—Chairman, J. Dunlap; Secretary, W. Barnes. To see patrolman re fixing springs on bunks. Suggest galley door be left open. Vote of thanks to Steward dept. for job well done.

JEFFERSON CITY VICTORY (Vic. Carr.), May 10—Chairman, A. Reasok; Secretary, J. Ryan. Suggest launch schedule at Inchon be improved. New delegate and ch. cook elected. Discussion on boat schedule. Vote of thanks to retiring delegate for job well done.

ROBIN KIRK (Robin), May 9—Chairman, None; Secretary, T. DeLoach. New delegate elected. Ship's fund \$4.25. No beefs. Motion made and accepted not to use washing machine after 10 PM and before 7 AM. Request variety in menus. Suggest washing machine not be left running after using—fuse to be taken out of machine while in port. Refrain from slamming doors at night so men can sleep.

KENMAR (Calmar), May 24—Chairman, J. Brown; Secretary, A. Land. No beefs. Few hrs. OT disputed. Laundry to be kept clean. Repair list turned in.

CITIES SERVICE NORFOLK (Cities Service), May 24—Chairman, C. Mallett; Secretary, R. Ruttkay. No beefs. 19 hrs. OT disputed. List to be made up by delegate for cleaning rec. room.

STEEL DESIGNER (Isthmian), May 20—Chairman, J. Boldizar; Secretary, W. Seaman. Discussion on draws. Repair list to be made up. Few hrs. OT disputed. Two men logged. No beefs. Baking not up to par. Request better care of washing machine. Suggest cold supper once a week.

HASTINGS (Waterman), May 24—Chairman, J. Gardner, Jr.; Secretary, J. Wells. Everything running smoothly. Discussion on safety program. Few hrs. disputed OT. No beefs. Vote of thanks to delegate for good job. Request messroom and pantry be kept clean at night. Refrain from slamming door at night when asleep. Vote of thanks to steward dept. for good food. Delegate has beneficiary cards, if anyone interested.

DEL VALLE (Mississippi), May 24—Chairman, L. Bellinger; Secretary, J. Baxter. Everything running smoothly. Ship's fund \$111—\$25 given to injured man who left ship in Buenos Aires. Three men ill. No beefs. Suggest fumigation for roaches. Request washing machine be used for shorter periods.

TEXAS RANGER (Tanker Trader Corp.), May 6—Chairman, E. Bryant; Secretary, W. Thompson. Two men hospitalized in Bombay. Question on shore leave. New secretary-reporter elected. Some OT disputed. Turn in repair lists. Caution requested on smoking.

PERSONALS AND NOTICES

Pat Fox
Your discharge for the last voyage of the Pacificus has been mailed to your sister in Michigan.

Dick Martinez
Emiglio Reyes has left your last discharge with Buck Stevens in New Orleans.

Arthur Queary
Very urgent that you call home at once.

The following are requested to contact Jack Lynch at room 201, SUP Headquarters, 450 Harrison St., San Francisco, for income tax refund checks:

Richard King, Finn Ostergaard, Arthur Craig, John Doyle, John Ropati, Richard Schultz, Karl Eriksson, George Lichtenberger, Steve Krkovich, Luther Smith and Francis White.

Maurice "Duke" Duet
Anyone having information about the whereabouts of the above please contact James Gamble, 221 W. Hamilton, Alpena, Michigan.

Fulton Mears
Important that you get in touch with the Motorramp Garage, 114 W. Main St., Norfolk, Va.

Ralph Wright
You are urged to get in touch with Danny Gemeiner aboard the Santa Venetia as to your correct mailing address or leave it in the mail room in New York headquarters.

E. P. Moran
Anyone having information as to the whereabouts of the personal papers and discharges of the above please contact him at 835 Bayview St., Wilmington, Calif.

Ex-Orion Comet
Anybody on board the ship in November, 1957, please contact Allen Bullard at 1008 South Pacific Ave., San Pedro, Calif., if you were a witness to the incident that occurred at the time.

A. Borjer
Your radio and personal gear was left in the car of M. A. Stabile, 412-7 Ave., B'klyn 15, NY.

Morris Geardian
You are urged to contact your family as soon as possible. They have moved to 7417 Westminster Ave., Westminster, Calif.

Wally A. Thomas
It is important that you contact your wife. It concerns sickness in the family.

Paoli Pringi
Contact E. C. Hood at the Union hall, 675 4th Avenue, Brooklyn 32, NY, instead of the home address he previously gave you.

Simon Bunda
Your relatives and friends have been trying to locate you in recent months without success. Please contact Jose Besana at 362 Halt Ave., El Centro, Calif.

Soviet Ship At NY; 1st Since 1949

The first Russian ship to call at the Port of New York in the past ten years has unloaded her cargo and is now en route to Vera Cruz, Mexico. The 5,900-ton freighter Ivan Moskvina docked in New York with some 10,000 items to be shown at a Soviet exhibition scheduled to open in New York shortly.

Oddly enough, the skipper of the ship also captained the vessel which 20 years ago brought exhibits for the Russian pavilion at the New York world's fair.

The docking of the ship was delayed for four hours while Coast Guard and Customs men searched the vessel thoroughly and checked her throughout with Geiger counters. This is standard procedure on all ships which touch at Iron Curtain ports.

The Soviet ship was originally scheduled to go into Sarnia, Ontario, which is at the southern end of Lake Huron, about 50 miles from Detroit, but a last-minute change of routing diverted it to Vera Cruz instead.

Boston Boasts Top Shipping

BOSTON—This port shipped 26 men during the past period, Acting Agent Gene Dakin said. This has been the best shipping to hit this port in the past three months, and was very welcome. The greatest contributor to the shipping boost was the SS Waldo which took on 16 replacements when she paid off.

Negotiations are still going on as to the possibility of an option for a new hull here but no final decision has been made.

John Kavanagh, one of the Seafarers injured aboard the SS Valchem when she collided with the Santa Rosa, is still on the beach here receiving out-patient treatment at the Brighton Marine Hospital. He hopes to get his fit-for-duty soon and ship out again.

Calling during the past two weeks were the Waldo (Compass); Steel Executive (Isthmian); Bradford Island, Winter Hill (Cities Service); Robin Hood (Robin) and the Longview Victory (Victory Carriers).

Seattle Has A Breather

SEATTLE — Although it has been fairly quiet on the shipping front during the last couple of weeks, Ted Babkowski, port agent, reported the coming period should be "red hot" with two or three ships scheduled to pay off here so far.

The Fairport (Waterman) was the only vessel paying off here during the past period while the Marymar, Portmar (Calmar); De Soto (Waterman) and the Valiant Hope (Hope) were in transit.

Union Has Cable Address

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

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

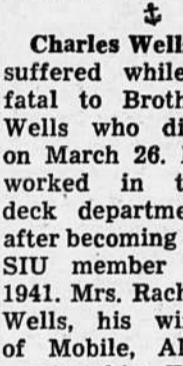
FINAL DISPATCH

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

Ernest Trotman, 78: Brother Trotman died of natural causes in Harlem Hospital in New York on May 19. He had been on the disability-pension list. A member of the Union since 1938, he sailed in the steward department. Surviving him is his wife, Mrs. Frances Trotman, of New York City. Burial was in Evergreen Cemetery, Brooklyn.



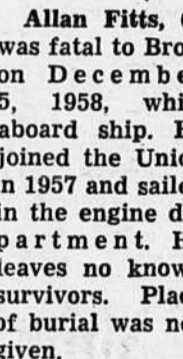
Charles Wells, 35: A hemorrhage suffered while aboard ship was fatal to Brother Wells who died on March 26. He worked in the deck department after becoming an SIU member in 1941. Mrs. Rachel Wells, his wife, of Mobile, Ala., survives him. The place of burial is unknown.



Thomas Byus, 49: While aboard ship, Brother Byus suffered a cerebral hemorrhage and died on March 16. A member of the Union since 1946, he sailed in the steward department. He is survived by his sister, Mrs. Josie Johnson, of Baltimore, Md. Place of burial was not indicated.



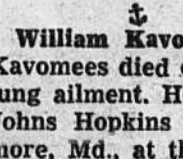
Allan Fitts, 65: A lung disease was fatal to Brother Fitts who died on December 5, 1958, while aboard ship. He joined the Union in 1957 and sailed in the engine department. He leaves no known survivors. Place of burial was not given.



Howard Pearson, 36: A lung ailment was responsible for Brother Pearson's death last December 13 at the Crosby Memorial Hospital in Picayune, Miss. Pearson joined the SIU in 1955 in the engine department. He is survived by his father, Joe Pearson. Burial was in Pearson Cemetery, Carriere, Miss.



Clarence Graham, 68: A Union member since 1946, Brother Graham died of a paralysis in Tower Hill, Charlotte, Canada, on March 28. He had sailed in the steward department. His wife, Mrs. Viola Graham, survives him. Brother Graham was cremated in Moore's Mills, Canada.

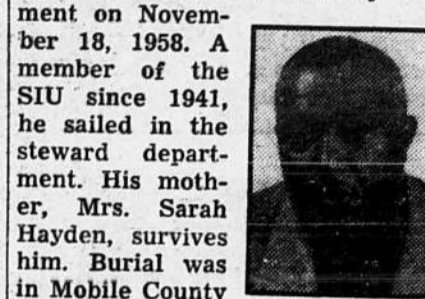


William Kavomees, 59: Brother Kavomees died on January 27 of a lung ailment. He was a patient in Johns Hopkins Hospital in Baltimore, Md., at the time. He leaves



no survivors. Burial was in Moreland Memorial Park in Baltimore.

Louie Williams, 54: Brother Williams died of a circulatory ailment on November 18, 1958. A member of the SIU since 1941, he sailed in the steward department. His mother, Mrs. Sarah Hayden, survives him. Burial was in Mobile County Cemetery.



Export May Build Atom Superliner

The first definite indications of plans to build a commercial atom-powered merchant ship have been given by American Export Lines. The company revealed that it is considering an atom-powered superliner in the \$100 million class for use on its New York-Mediterranean passenger service.

Previously two other companies, the SIU-contracted Cities Service Oil Company and Standard Oil of New Jersey, had both indicated that they were studying the feasibility of an atom-powered super-tanker. No further plans on the subject have been announced by either firm.

Export, which is drafting plans for a third liner to go along with its present two, said that the design for the new ship allowed it to be converted easily to nuclear power. The ship would carry 1,600 passengers and be in the 50,000-gross ton size range. It would have a cruising speed of 23 knots.

The estimated cost of the ship with conventional steam turbines would be \$95 million, but costs with a nuclear plant would run higher.

Financing of such a ship is a dubious proposition at the moment since the plans of American President Lines and US Lines for new superliners have been blocked, in part by failure of the Administration to request construction subsidy funds for the two ships.

Wilmington Pick-Up Due

WILMINGTON—While it has been a slow period on the shipping front, Reed Humphries, port agent, noted, the coming period should show some signs of improvement.

In addition to the usual number of in-transit vessels calling in for replacements, the Orion Clipper will pay off here after a year's trip, and most likely will be taking on an entire new crew.

There were no vessels signing on or paying off here during the past period, Humphries said. In-transits were the Maiden Creek (Waterman); Atlantis (Petrol shipping) and the Texmar (Calmar).

WHEN CHANGING ADDRESS ON LOG MAILING LIST PLEASE INCLUDE

POSTAL ZONE NUMBER TO SPEED DELIVERY



Decisions Taken By Convention

(Continued from page 2)
The McCarran Act came in for strong criticism. The delegates called on Congress to

"clarify and simplify the regulations" so that alien seamen should no longer be subjected to constant harassment.

Resolutions And Officers Committee

Alaska and Hawaii

The admission of Alaska and Hawaii as the 49th and 50th states was hailed by the convention and the president instructed to inform the governors of the two newest states of the delegates' sentiments.

Lumber, Textile Strikes

Delegates expressed serious concern over the use of "Government guns as a strikebreaking device" in Canada and the US. They referred to the action of Newfoundland premier Joseph Smallwood in outlawing the International Woodworkers of America and setting up a Government-sponsored strike-breaking organization as "a direct threat to the democratic rights of all citizens of Canada."

The second instance was the use of National Guard troops to interfere in the strike of the Textile Workers Union in Henderson, North Carolina. It was noted that the Interna-

tional's president had called for removal of these troops and this position was given full support.

Safety Of Life At Sea

With a convention on Safety of Life at Sea coming up in May, 1960, the delegates called for full union representation on the US Government delegation.

Alaska Longshoremen

The use of members of the Armed Forces to unload cargo in various Alaskan ports was criticized, with the convention calling for this work to be performed by civilian longshoremen.

Retirement Age

In light of the rapid progress of automation techniques in the United States, the convention went on record as favoring a lower retirement age under Social Security as a means of dealing with the lessened need for a large labor force.

Plan 3-Year Extension Of Farm Surplus Cargoes

WASHINGTON—What was started as a temporary one-year project back in 1954 to provide \$700 million in surplus farm products to foreign nations, may mushroom into an extensive three-year program with a \$4.5 billion authorization if the Administration's program is passed by Congress this year.

If passed, the program would be a much-needed shot in the arm to US-flag shipping since under the terms of the "50-50" law, at least 50 percent of these cargoes

must be carried in American bottoms.

The farm surplus cargoes have been the mainstay of the US Liberty fleet, and of the T-2 tanker fleet as well. With larger tankers monopolizing oil cargoes, many T-2s are now engaged in the carriage of surplus grain. In addition, the large number of transfer-backs of Liberties and Victories from the Liberian flag has been prompted by the owners' desire to get a piece of the farm surplus business.

A three-year extension of the program would undoubtedly mean thousands of shiploads of cargo and considerable employment for large numbers of American seamen.

The bill, commonly known as Public Law 480, involves the sale of US farm surplus products to needy foreign countries in exchange for their own currencies. Started back in 1954, the program was to last for a year and had a \$700 million limit on the amount of stored surpluses that could be sold. However the following year the sales authorization was doubled to \$1.5 billion, and upped again in 1956 to \$3 billion and two years.

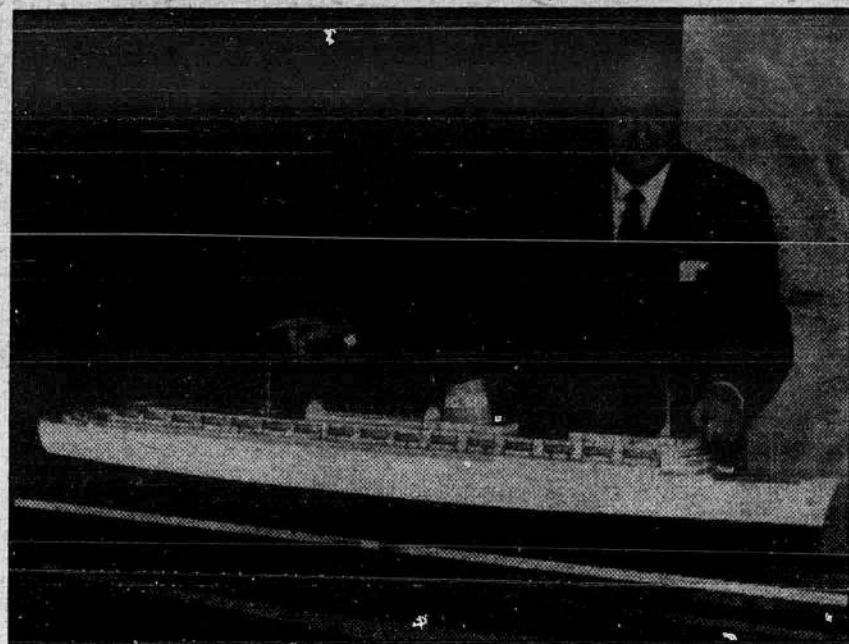
The second time extension in the program was granted in 1958, when instead of its year-by-year existence, the program was authorized to sell the surplus products for 18

months, with a \$2.25 billion authority.

However, the present bill, which was recommended by special advisors to the President, calls for a longer extension of the program, from three to five years, in order to allow many of the foreign nations depending on the program to form clear plans on how long they will be able to use their own currencies to purchase American surplus products.

In addition, one of President Eisenhower's special advisors on food, has warned that the US would be hampered with surpluses for many years to come.

Superliner Sponsor



New York hotelman H. B. Cantor poses with model of 6,000-passenger cafeteria-style superliner he proposes to build for transatlantic tourist travel. Construction would require Government subsidy, and has been proposed in several bills before Congress.

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:

June 10

June 24

July 8

Houston Medical Clinic Opens

HOUSTON—The SIU medical clinic, which opened in this port recently, has completed processing its first group of Seafarers. From all reports, it is running smoothly and the men are pleased with their examinations. While the clinic is taking only a few men at a time for the present, once all

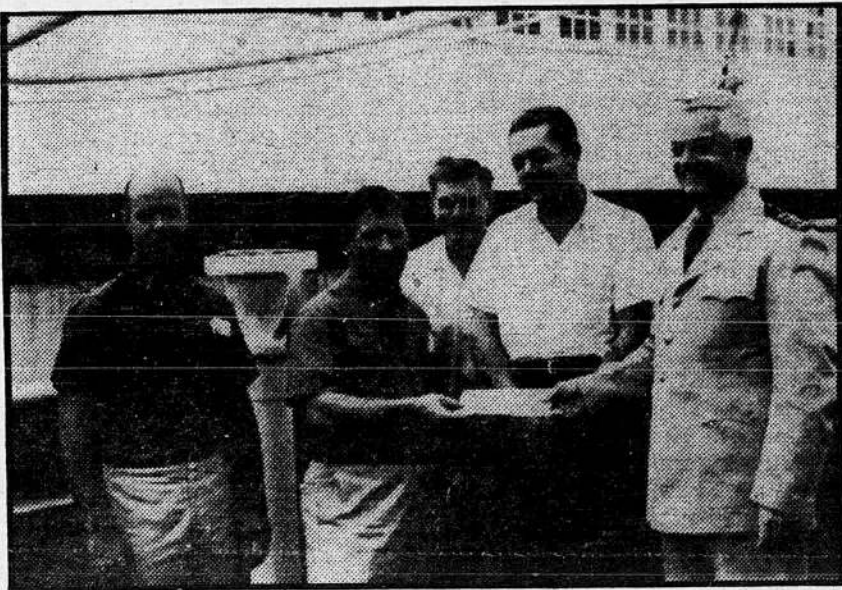
of the knots are ironed out it will be operating at full capacity. Shipping for the port continued to improve over the past period, more than doubling the prior period's figures. Most of this is accounted for by the fact that there was a large number of vessels calling into the area for servicing, and this of course meant a number of replacement calls.

The job outlook for the coming period is pretty unpredictable. While there are three Bloomfield ships scheduled to hit this port

soon, it is not known whether they will pay off here or in New Orleans.

This port was visited by the Natalie (Intercontinental); Ocean Joyce (Ocean Clippers); Maxton (Trans. Ocean.); Steel King, Steel Recorder, Steel Fabricator, Steel Maker (Isthmian); Bents Fort Council Grove, Fort Hoskins, Royal Oak, Bradford Island (Cities Service); Pacific Carrier (World Carriers); Eagle Voyager (Sea Trans.); Petro Chem (Valentine); Morning Light, Iberville, Arizpa (Waterman); Seatrain New Jersey,

Seatrain Savannah, Seatrain Texas (Seatrain); Pan Oceanic Transporter (Penn Navigation); Bienville (Pan-Atlantic); Alcoa Planter (Alcoa); Coalinga Hills (Marine Tankers) and the Wang Knight (Marine Bulk).



Safety pays off again for the crew of the SIU-manned Steel King as the crew receives a company safety award for the second time. Seafarer Horace Mobley, deck department safety representative (2nd from left), accepts \$250 check on behalf of shipmates from ship's master, Capt. J. T. Williams. Looking on (l to r) are Seafarers Charles Johnson, Chester B. Jensen and James M. Campbell. Photo by 2nd mate Frank Walker.

Steel King Wins Award

With a record of just one accident in the last six months of 1958, the crew of the Steel King has won the fleet safety award for the second time. As a result, officers and unlicensed crew have divvied up a \$500

cash award from the company. For some time now, the company has been giving these awards to the crews with the best record, to be spent in any shape or form that the crew desires.

Crewmembers received the award on May 5 from Captain J. T. Williams.

Several other SIU companies follow the practice of presenting awards or citations to crewmembers compiling the best safety

record, but Isthmian's cash award is unique in the SIU-contracted fleet.

Tell it to the LOG



SIU Scholarship Winner Considers Legal Career

With a wife and two children to support while working his way through the University of Connecticut, Robert G. Hauser, son of Seafarer Edgar (Jerry) Hauser, expects to

find the going a lot easier now with the help of his \$6,000 four-year SIU scholarship. Hauser, one of five winners of the 1959 SIU Scholarship Awards, is currently attending the School of Business Administration and is considering going on to law school.

The elder Hauser sails as electrician and is currently chief electrician aboard the Steel Seafarer on the Persian Gulf run. He has been shipping with the SIU for the past seven years on the Far East run, and before that served hitch in the Navy in both World Wars I and II, and worked in a San Francisco shipyard.

A native of Hartford, Connecticut, Hauser confesses that "while in High School I did not have the sense to stop rebuilding cars long enough to take advantage of the education being offered to me. Consequently, I almost did not get through." However, he graduated in 1951 and immediately joined the Coast Guard.



Hauser

Subsequently, he was sent to San Diego where he attended flight engineer school. On his tour of duty he served on planes which often took sick or injured men off ships at sea, both off California and in the Philippines. While in this service he received two letters of commendation.

After leaving the Coast Guard in 1954, he returned home to Connecticut and got a job as a toolmaker. He married in 1956, and now has two children, a boy of two and a baby boy, two months old.

Hauser started at the University of Connecticut in September, 1955, but had to leave after one term because of financial difficulties. He re-entered school in the fall of 1956 and has been attending since then, despite the handicap of having a family to support.

"I wish to express my thanks," he said, "for awarding me an Andrew Furuseth Scholarship. This, of course, will be of tremendous assistance to me in completing my education. It is very doubtful whether I would have been able to get the education I desire without your help. I know that my father . . . is proud and grateful."

N' Orleans Boom Town; Outlook Fine

NEW ORLEANS—It has been a very good period on the shipping front in the port as a total of 214 men were shipped to permanent berths.

The outlook for the coming two weeks is just as good as there are eight ships scheduled to pay off here during that period.

Besides the two vessels taking on full crews, there were eight ships paying off, five signing on and 24 vessels in-transit.

The Del Alba (Mississippi) and the Coalinga Hills (Marine Tankers) were the two ships signing on full crews while the Alcoa Planter (Alcoa); Del Norte, Del Sol, Del Viento (Mississippi); Steel Maker (Isthmian); Frances (Bull); Coalinga Hills (Marine Tankers) and the Ocean Dinny (Ocean Clippers) paid off. Signing on were the Alcoa Planter (Alcoa); Del Norte, Del Mundo (Mississippi); Steel Fabricator and the Steel Maker (Isthmian).

The in-transit ships were the Alcoa Ranger, Alcoa Corsair, Alcoa Roamer, Alcoa Cavalier (Alcoa); Seatrain Georgia, Seatrain Louisiana (Seatrain); Del Mundo, Del Norte (Mississippi); Steel Maker (Isthmian); Suzanne, Edith (Bull); Morning Light, Yaka, Monarch of the Seas, Iberville, Young America, Claiborne (Waterman); Raphael Semmes, Gateway City (Pan-Atlantic); Ocean Joyce (Ocean Clippers); Natalie (Intercontinental); Gulfwater (Metro) and the Ocean Joyce (Ocean Clippers).