

# NLRB Takes Up Runaway Issue

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## SEAFARERS LOG

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OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

# VICTORY ON LAKES

## 28 Ships Vote SIU 410-124



**For SIU Men.** The bright and comfortable facilities of the new hall for Seafarers in Philadelphia are being readied for occupancy in that port. Shown here is view of hiring hall and lounge area. (Other photo on page 2.)

The SIU Great Lakes District has won representation rights for crewmembers of three non-union steamship companies in National Labor Relations Board elections. Results of the voting released by the Board on Friday, May 27, and Tuesday, May 31, show the SIU victorious by an over-all margin of better than three to one. Companies involved were Pioneer Steamship Company, with 16 ships; Buckeye Steamship Company, six ships, and Steinbrenner Steamship with another six ships. Since 1957, the SIU has won elections on a total of 55 vessels on the Lakes, involving close to 1,400 seamen.

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## Increases Men Win Pay, OT Gains

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**Quality Beef.** Ships of the SIU-contracted Calmar Line have joined the ranks of other companies which have agreed to purchase higher-quality steak meats. Above (l to r) Food Plan representative Bob Principe and Calmar port steward Mike Dobrinski check batch of strip loins at Losmar pier.



**Safety Award.** Looking over award for 1,541 accident-free days aboard Alcoa Roamer are (L-R): David K. Nunn, steward, Milt Robinson, bosun, CG Capt. John F. Kettlers, Capt. George Taylor, skipper, Paul Calebaugh, AB and V. D. Becker, steward dept. Safety Council presented citation.



## Three Cases At Issue:

# NLRB Hears SIU Bid For Runaways

WASHINGTON—The National Labor Relations Board has held a key hearing on the rights of US maritime unions to organize the crews of runaway-flag ships. A session held before the Board in Washington on May 31 dealt with SIU organizing activity among the crews of three runaway-flag shipping companies — P&O, West India Fruit and Steamship and Eastern Shipping.

The hearings were called on long-pending SIU election petitions and unfair labor charges, some of which have been hanging fire over a year. It is believed in maritime circles that the action setting the hearing dates at the time of the International Maritime Workers Union beef against Ince Line reflects Washington pressure for a blanket policy on runaway organizing. The American Committee for the Flags of Necessity, a runaway operators' front, has been pressuring the State Depart-

ment and other agencies to block runaway organizing.

The three cases involved deal with the crews of the Liberian-flag cruise ship SS Florida, the Panamanian-flag SS Yarmouth and the Sea Level, the former SIU-manned Seatrain New Orleans, now under Liberian registry.

The Florida, operated by P&O, was the target of an SIU organizing campaign back in 1958. At that time, the NLRB issued a precedent-setting decision recognizing the right of US unions to organize runaway shipping. The NLRB so ruled because, as it stated, "... the employer's operations have a direct and substantial effect upon

the foreign commerce of the United States and upon American workmen ... the present complement of the Florida ... is in direct competition with American seamen for employment opportunities ... the organization of the vessels' crews ... is, therefore a matter of concern to American seamen ...

As a result, the NLRB ordered an election on the Florida which the SIU won by 87 to 21 in July 1958. However, the company since has refused to bargain with the SIU and is under unfair labor charges for this refusal as well as the firing of pro-union crewmembers. Several of the charges have been upheld by an NLRB trial examiner.

The other two vessels involved, the Yarmouth and Sea Level, are both the subjects of NLRB election petitions. The Panamanian-flag Yarmouth fired its 136-man West Indian crew in September, 1958, when they sought union representation and hired a new crew.

The Yarmouth, like the Florida, operates in the West Indian cruise trade out of Miami with, as the NLRB notes, "most of its passengers picked up and returned to a US port." The agency which operates the Yarmouth, Eastern Shipping, is a Florida corporation owned by the wife of the shipowner. She is an American citizen, although he is a British citizen. "Eastern is the exclusive agent for McCormick (the shipping company) in the US," the Board notes, "and has no other business."

The Sea Level runs between Louisiana and Havana, Cuba, with a crew of Cuban nationals. The owners are a Virginia corporation with US citizens as officers, directors and stockholders. In December, 1958, the Union obtained pledge cards for a majority of the crew and petitioned for an election. As a result, 26 crewmembers were fired. The SIU then picketed the ship and filed charges of discrimination with the New Orleans regional office of the Board. Evidence was submitted that crewmembers were told they were being fired for having asked the SIU to represent them. They were told they could get their jobs back if they would revoke their SIU pledge cards and testify against the SIU before the NLRB. When the ship arrived in New Orleans in January, crewmembers were transported from the vessel to the NLRB office by armed Pinkerton detectives.

## Sunny Day Spot For Seafarers



'Outdoor patio area of new hall for Seafarers in Philadelphia should be popular spot in pleasant weather. Hall is in last stages of completion. (See other photo, page 1.)

## Seven More Seafarers Get Disability Pensions

Trustees of the Seafarers Welfare Plan have approved seven more Seafarer applicants for the SIU disability pension. The action by the trustees assures the Seafarers the \$35 weekly disability-pension benefit because they are no longer able to sail.

The latest additions to the special disability list include Aloysius A. Kessen, Carl G. Pederson, Manuel R. Perez, Wong Yau, John Ossmow, Antonio Ferreira and Clarence Lott.

Kessen is 57 years old and was disabled by hypertension and arteriosclerotic heart disease. He sailed in the steward department.

Pederson is 66 years old and sailed in the deck department. He joined the SIU in 1938 and sailed until recently when he was disabled by heart trouble.

Perez sailed in the deck department until his recent retirement. He also was disabled by heart trouble.

Yau, who joined the Union in 1950, sailed in the steward department until heart disease sidelined him.

Ossmow is 58 years old and is unfit for duty because of a nerve ailment.

Ferreira sailed in the deck department until he was disabled by heart disease. He is 67 years old.

Lott, who is 69, sailed as chief

Cook and steward. He had to stop sailing because he is suffering from arthritis.

The SIU disability benefit is payable to Seafarers of any age who are no longer able to sail because of physical infirmities. Twelve years' seafaring with SIU-contracted companies is the basic requirement for an applicant.

In addition to the SIU benefit, which comes to \$150 a month, the Social Security system provides benefits for disabled workers over 50, plus the benefits paid to retired workers over 65. Such benefits are in addition to the payments made by the SIU Welfare Plan.



Kessen



Ferreira



Pederson



Wong



Perez



Ossmow

## 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.

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## Senate Bill Would Bar RR Selective Rate Cuts

WASHINGTON—A favorite weapon of the railroads in their war against domestic shipping, the selective rate cut, would be outlawed under terms of a bill which would subject such practices to the anti-trust laws.

The bill, introduced by Sen. Ralph Yarborough (Dem., Texas) a member of the Senate Interstate and Foreign Commerce Committee, would prevent railroads from cutting their rates in only one geographical area to kill off shipping competition. It would force them to apply these rate reductions to the whole system.

It would thus serve as an anti-trust regulator, adopting the concept that prices may not be reduced selectively, lower than necessary to meet competition.

### Blast Rate Cuts

Maritime transportation interests have blasted the ICC for allowing the railroads to reduce rates between specific points on certain commodities upon which water carriers depend for revenue. The railroads would not be so prone to cut rates if they had to do so across the board.

The railroads have argued that they are of primary importance in National defense and that the Government is indirectly subsidizing the railroad's competitors. The railroads have been juggling their rates since the passage of the In-

terstate Commerce Act of 1958 which bars the holding up of rates on one mode of transportation to protect the traffic of another competitive mode.

With the passing of this act, railroads started engaging in all kinds of price war and manipulations, putting intense pressure on trucking and water carrier competitions.

### Additional Support

The Inland Waterways Common Carrier Association, a non-rail carrier group, has supported the Yarborough bill, contending that it will correct an "unjust" situation.

Railroad interests have not commented on the bill yet, but strongly oppose any step to limit their rate reduction freedom and are expected to fight the bill vehemently.

Up till now, maritime, truck and organized labor groups have testified, uniformly blasting the ICC and railroads for discriminatory practices, actions in restraint of trade, and similar activities. During the remainder of the time set aside by the Senate for hearings the railroads will attempt to answer the criticisms heaped against them.

## States Marine Gets Right To Operate Runaway Ships

WASHINGTON—Runaway-flag ship operations got another boost from the Government this week. The Federal Maritime Board granted States Marine Lines' bid for permission to continue to operate a fleet of 21 runaway and foreign-flag bulk carriers while the company's American-flag ships receive subsidies.

The action involved granting States Marine a waiver of the 1936 Merchant Marine Act which requires that subsidized shipping companies cannot have any connection with foreign operations.

States Marine's bid for a waiver had been strenuously opposed by several other subsidized shipping

companies and by maritime unions. It is feared that as a result of the latest decision, more American steamship companies will seek to operate runaway shipping, with consequent growth of such shipping at the expense of American-flag operations.

The 21 bulk ore and oil carriers operated by States Marine transport iron ore, bauxite and other materials on account for leading American industrial giants.



# SIU Wins 28 Lakes Ships

## New Meeting Procedure

One of the major changes in the SIU constitution is the new schedule of membership meetings. They will now be held monthly in the deep sea ports of New York, Philadelphia, Baltimore, Houston, New Orleans and Mobile. The port of Detroit has been added to the monthly schedule.

All meetings will be held at 2:30 PM, local time, for each of the seven ports concerned.

The meeting schedule calls for New York meetings on the first Monday of each month, following the first Sunday; Philadelphia, the first Tuesday; Baltimore, the first Wednesday, and Detroit, the first Friday.

Houston, New Orleans and Mobile will meet in the week following the above meetings, Houston on Monday, New Orleans on Tuesday and Mobile on Wednesday.

Since the first Sunday in June is June 5, the port of New York will meet June 6; Philadelphia, June 7; Baltimore, June 8; Detroit, June 10. Houston will meet Monday, June 13; New Orleans, June 14 and Mobile, June 15.

Special meetings at a port may be called at the direction of the port agent or area vice-president, between the hours of 9 AM and 5 PM. A two-hour posted notice of such special meetings is required.

## Safety Meetings Pay Off, Company's Report Shows

The productive results that are obtained by shipboard safety meetings are highlighted in the latest issue of the Isthmian Lines "Safety Bulletin." An item in the bulletin reports on a considerable number of changes made on the company's ships deriving from safety suggestions offered by the crews.

The company reports it has installed such items on its ships as safety treads, new types of boiler scaffolding, alarm systems for chill boxes, heavy-duty stepladders, face masks for firemen, safety belts with leg straps and other personal protective gear.

Additional items include more handrails where needed, safety guards for master switches, use of safety painting, nylon safety nets for gangways, plastic bags for garbage disposal and hard hats for deck and engine room men.

All of these items, and others, have resulted from proposals made

at shipboard safety meetings and forwarded to company headquarters. Additional suggestions of this nature are under study, the company reports.

Shipboard safety committee meetings on Isthmian ships as well as on ships of other SIU-contracted companies, are an essential part of the industry-wide safety program on SIU ships. While many companies have long had the practice of safety meetings, the unlicensed crewmembers had, in many instances, not participated in such meetings in the past before the industry-wide program was set up. Now, safety meetings on SIU ships include representatives of all three unlicensed departments.

## Crews Of Three Fleets Give Union Big Election Margins

DETROIT—Crews of three non-union Lakes steamship companies have voted overwhelmingly for SIU Great Lakes District representation, giving the Union its biggest victory in the three-year old organizing campaign. As a result of the NLRB polling, the Union now represents crewmembers of an additional 28 Lakes ships operated by the Pioneer Steamship Company, Buckeye Steamship Company and Steinbrenner (Kinsman Transit Inc.).

The smashing victory won by the Union is reflected by the top-heavy vote majorities. They were 213 to 94 in Pioneer, 77 to 18 in Buckeye and 120 to 12 in Steinbrenner; the opposition votes there being split, seven for no union and five for the Lakes Sailors Union an "independent" outfit. Pioneer operates 16 ships, and Buckeye and Steinbrenner six each in the Lakes bulk trade. The total vote then, was 410 for the SIU, 124 against, a margin of better than three to one.

### Reject Anti-Union Pitch

The sweeping triumph in an organizing area in which various unions have been frustrated time and time again is taken as proof positive that Lakes seamen are rejecting the anti-union tactics of the operators in favor of union representation.

Al Tanner, director of organization for the SIU, summed it up declaring, "The election results confirm our strong feeling that Great Lakes seamen are determined to have bona fide marine union representation within the AFL-CIO."

In previous years, Lakes ship-owners have been successful in using a variety of "scare" devices to block unions, as well as "independent" associations of the kind utilized in Esso and other deep-sea tanker fleets.

A particularly-satisfying aspect of the victory was the drubbing given to the "independent" Lakes

Sailors Union, which has been a long-term obstacle to organizing efforts by recognized marine unions.

A major item in the success of the SIU's campaign is the job security program put into effect by the SIU Great Lakes District among its contracted companies. The provision for orderly job security, no bumping by officers and supervisors, and industry-wide

seniority has great appeal among Lakes seamen who are laid off with each winter's freeze-up. Prior to the establishment of this program the seamen had no contract guarantee that they would be re-hired at the following spring fit-out.

SIU Great Lakes officials expect to open negotiations immediately on union contracts with the three companies involved.

## Lakes Drive Tally: 55 Ships Organized

Although the Great Lakes were once considered to be a graveyard for maritime union organizing, the SIU Great Lakes District has demonstrated—during the past three years—that an intensive organizing

campaign, plus a program of genuine benefits for unlicensed seamen, can produce important union organizing victories, even in this stronghold of the Lakes Carriers Association and a flock of so-called "independent unions."

Attempts to organize the unorganized unlicensed seamen on the Lakes had been going on of course, since the Great Lakes District was established and had met with some success. But it was not until 1957 that the SIU—in preparation for the opening of the St. Lawrence Seaway in the spring of 1959—really mapped out an intensive and comprehensive organizing campaign.

Since that time, the SIU's efforts have resulted in a string of organizing victories which have brought some 55 ships and 1,400 unlicensed jobs under the SIU banner.

Shortly after mapping its organizing plans in 1957, the SIU launched its first major campaign in the nine-ship Tomlinson Fleet Corporation. In October of that year, an NLRB election got under way, and on February 7, 1958, the labor board in Cleveland announced that the SIU had defeated Local 5,000 of the Steelworkers by a margin of nearly 3-1. The company later balked at contract negotiations; but, after a five-week strike during which the SIU effectively kept ships bottled up in Buffalo and Duluth, Tomlinson was signed to an agreement described by the Great Lakes District as "the best contract ever negotiated on the Great Lakes."

In November and December of 1958, the SIU followed up its Tomlinson triumph with an NLRB election victory in the six-ship Gartland Steamship Company fleet.

Early in the '59 season the SIU kicked off an organizing campaign in the 12-ship Reiss Steamship Company fleet. The steel strike which immobilized a large segment of Lakes shipping during most of the '59 season, slowed SIU organizing efforts in this as well as in other Lakes fleets. Nevertheless, the SIU capped the season by gaining 168 votes, to 109 for "no union."

In February of this year Reiss was signed to the SIU Job Security Program and Great Lakes Welfare Plan.

The latest SIU victories are those in the 16-ship Pioneer Steamship fleet, the six-ship Buckeye Steamship fleet, and the six-ship Steinbrenner fleet.

## Old Libertys Sale-Tagged At \$65,000

WASHINGTON—The Maritime Administration has dropped the minimum price it will accept on bids for purchase by US citizens on low-priority Liberty ships from a previous price of \$70,000 to a new low of \$65,000 per vessel.

The news came in an announcement by the Maritime Administration inviting bids of 24 Liberty ships for scrapping. The bids will be opened at 2:30 PM (EDT) on June 15, 1960.

Apparently, the decline in the asking price for the ships reflects a decline in the scrap market because of slower activity in the nation's steel mills.

The ships offered for sale are the Alexander Lillington, Alfred Moore, Arthur Riggs, Benjamin Goodhue, Charles D. Walcott, Charles Piez, Frederick Von Steuben, George Durant, James Hoban, John J. Abel, Philander C. Knox, Raymond B. Stevens, Thomas Kearns, W. C. Latta and the Zachary Taylor located in the Wilmington, North Carolina Reserve Fleet; the Fort St. Francois, Fort Drew and the Samtucky located in the Mobile, Alabama, Reserve Fleet; the Fort Souris and the Samhorn in the Beaumont, Texas, Reserve Fleet; the Joseph Holt, James D. Doty and the John Drake Sloat in the Suisun Bay, California, Reserve Fleet and the Theodore Sedgwick and the William E. Borah in the Astoria, Oregon, Reserve Fleet.

## Labor Secretary Guest Of SIUNA



Secretary of Labor James Mitchell and Mrs. Mitchell are served by unidentified Seafarer at SIUNA exhibit at Union Label show recently held in Washington, DC, national armory. Various SIUNA seamen, fishermen and cannery affiliates had exhibits at the show.





# SEAFARERS ROTARY SHIPPING BOARD

May 11 Through May 24

A slight rise in shipping was recorded this period with the totals over the thousand mark again. The District shipped 1,041 men this period compared to 998 last period, for a rise of 43 jobs. This brings shipping back to where it was a month ago. The figures quoted covered all classes.

In spite of the rise in shipping, ship activity fell a bit as 212 payoffs, sign ons and in-transits were tallied this period for a drop of 14 from last period's figures.

There were 65 payoffs, 23 sign ons and 124 intransit calls for the total of 212 ships serviced. Last period there were 51 payoffs, 34 sign-ons and 133 in-transits, a total of 226.

The number of registered "A" and "B" men on the beach at the end of the period was 3,002, a jump of 151 over last period's figures. Ports with 100 or less "A" and "B" men registered on the beach at the end of the period were: Boston, Jacksonville, Miami, and Wilmington. The same ports had 50 or less "A" men registered.

This period one port didn't have a payoff (Miami) and four ports didn't have any sign ons (Boston, Norfolk, Miami and Seattle).

The breakdown by department shows that 839 men shipped in the deck department, 352 in the black gang and 300 in the steward department. Last period 434 men shipped in deck, 354 in engine and 342 in steward.

The registration breakdown for this period is as follows: Deck-456, engine-367, and steward-350. These figures cover "A" and "B."

New Orleans led all the ports with 202 men shipped for a gain of 25 over its previous figures. Mobile boomed with 102 men shipped, a rise of 65 over its last total and New York, was not far behind, its jobs rising 57 to a total of 196 men shipped. Last period it shipped 139 men.

Philadelphia was hit hard, slumping from 84 to this period's dismal 13 jobs. Seattle dropped from 122 to 96 and Baltimore fell from 111 to 96.

## Ship Activity

	Pay	Sign	In	
	Offs	Ons	Trans.	TOTAL
Boston .....	2	—	3	5
New York ....	20	2	20	42
Philadelphia ...	2	1	8	11
Baltimore ....	12	8	9	29
Norfolk .....	3	—	4	7
Jacksonville ...	1	1	10	12
Miami .....	—	—	4	4
Mobile .....	3	2	10	15
New Orleans ..	7	3	18	28
Houston .....	6	4	18	28
Wilmington ...	2	1	7	10
San Francisco ...	2	1	9	12
Seattle .....	5	—	4	9
Totals .....	65	23	124	212

## DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	3	6	—	9	—	—	2	2	2	—	—	2	2	—	—	2	—	—	—	—	2	2	—	4	7	12	3	22	—	1	2	3
New York	24	34	9	62	—	6	9	15	17	30	12	59	—	4	4	8	—	1	4	5	59	8	5	72	92	145	44	281	4	31	36	71
Philadelphia	4	7	6	17	—	1	4	5	—	—	—	—	—	1	1	2	—	—	—	—	2	—	—	2	11	15	10	36	—	1	4	5
Baltimore	8	24	2	34	1	6	12	19	5	12	3	20	2	3	8	13	—	—	—	—	20	73	—	33	31	64	10	105	1	13	27	41
Norfolk	4	10	2	16	—	5	2	7	—	3	1	4	—	—	—	—	—	1	1	1	4	—	1	5	14	12	6	32	2	7	10	19
Jacksonville	4	2	—	6	—	2	1	3	2	2	—	4	—	—	—	—	—	1	1	1	4	—	1	5	11	14	1	26	2	4	9	15
Miami	—	2	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1	—	3	—	3	—	—	1	1
Mobile	12	12	2	26	—	1	6	7	12	13	6	31	—	—	4	4	—	—	—	—	0	31	4	35	39	43	8	90	1	2	12	15
New Orleans	14	23	8	45	2	5	5	12	19	24	11	54	—	5	12	17	—	5	5	10	54	17	10	81	61	77	21	159	4	11	15	30
Houston	15	36	13	64	2	7	8	17	14	26	8	48	3	10	10	23	—	1	—	1	48	23	1	72	30	44	6	80	2	9	7	18
Wilmington	7	9	1	17	—	3	—	3	4	6	—	10	3	1	3	7	1	1	—	2	10	7	2	19	8	10	—	18	—	3	1	4
San Francisco	10	10	1	21	—	4	3	7	7	13	—	20	2	3	4	9	—	—	—	20	9	—	—	29	19	14	3	36	1	2	3	6
Seattle	14	17	3	34	—	4	6	10	9	—	5	14	—	—	2	2	2	6	7	15	14	2	15	31	16	14	—	30	1	6	2	9
TOTALS	119	192	47	358	5	44	58	107	91	129	46	266	10	27	50	87	3	14	19	36	266	87	36	389	339	467	112	918	18	90	129	237

## ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	3	1	5	1	1	2	4	1	—	1	2	—	—	1	1	—	—	—	—	2	1	—	3	—	6	5	11	2	3	3	8
New York	9	34	7	50	2	8	12	22	4	26	6	36	1	10	8	19	—	4	4	8	36	19	8	63	51	137	30	218	5	32	37	74
Philadelphia	1	7	2	10	—	—	4	4	—	4	—	4	—	1	1	2	—	—	—	—	4	2	—	6	1	16	3	20	—	—	4	4
Baltimore	5	19	4	28	1	12	6	19	1	21	1	23	—	1	1	2	—	1	3	4	23	7	4	34	8	52	14	74	1	21	15	37
Norfolk	—	10	3	13	—	6	2	8	—	—	—	—	—	—	1	1	1	—	—	—	1	—	1	2	2	31	2	35	—	10	5	15
Jacksonville	1	2	—	3	—	2	1	3	1	4	—	5	1	—	—	1	—	—	—	5	1	—	6	2	8	1	11	1	5	5	11	
Miami	—	—	—	—	—	1	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	—	3	—	—	—	1	1
Mobile	4	14	2	20	0	6	2	8	3	20	3	26	—	1	7	8	—	—	—	—	26	8	—	34	12	45	5	62	—	10	8	18
New Orleans	9	22	5	36	0	7	2	9	7	24	7	38	1	5	7	13	—	6	4	10	38	13	10	61	25	58	8	91	1	13	13	27
Houston	11	26	5	42	2	8	8	18	8	22	3	33	1	5	11	17	1	7	6	14	33	17	14	64	18	29	4	51	1	7	9	17
Wilmington	4	3	—	7	1	6	2	9	3	5	1	9	1	4	2	7	—	2	2	4	9	7	4	20	3	3	—	6	1	4	3	8
San Francisco	5	11	—	16	—	1	1	2	5	8	—	13	—	1	3	4	—	—	1	1	13	4	1	18	3	25	—	28	—	—	1	1
Seattle	2	19	1	22	—	5	3	8	3	19	1	23	1	2	6	9	1	5	3	9	23	9	9	41	2	21	1	24	1	8	4	13
TOTALS	52	170	30	252	7	62	46	115	36	153	23	212	6	32	51	89	3	25	23	51	212	89	51	352	127	434	73	634	13	113	108	234

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	3	2	1	6	1	1	—	2	—	1	—	1	—	—	1	1	—	—	—	—	1	1	—	2	5	1	7	13	1	1	—	2
New York	15	3	19	37	—	4	20	24	18	6	24	48	—	—	12	12	1	—	1	2	48	12	1	61	94	40	104	238	3	4	78	85
Philadelphia	7	2	9	18	—	—	—	—	—	1	3	4	—	—	1	1	—	—	—	—	4	1	—	5	19	7	12	38	—	—	7	7
Baltimore	9	5	18	32	3	2	12	17	9	4	6	19	1	—	2	3	1	1	5	7	19	3	7	29	38	16	37	91	4	4	17	25
Norfolk	9	1	—	10	2	2	82	6	—	—	1	1	—	—	—	—	—	—	—	—	1	—	—	1	18	5	6	29	3	5	4	12
Jacksonville	2	—	7	9	1	—	—	1	2	1	2	5	—	—	—	—	—	—	—	—	5	—	—	5	5	2	3	10	2	1	1	4
Miami	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	2	3	—	—	—	—
Mobile	2	3	8	13	—	—	2	2	8	3	12	23	—	—	9	9	—	—	1	1	23	9	1	33	27	10	34	71	—	—	20	20
New Orleans	15	5	33	53	1	3	15	19	7	3	33	43	1	1	10	12	—	—	5	5	43	12	5	60	49	17	85	151	1	2	41	44
Houston	25	2	9	36	1	4	13	18	13	3	15	31	—	—	13	13	—	1	6	7	31	13	7	51	29	9	13	51	2	1	10	13
Wilmington	2	4	2	8	—	—	2	2	1	2	5	8	2	1	2	5	—	—	1	1	8	5	1	14	4	3	—	7	—	—	3	3
San Francisco	4	—	8	12	—	—	3	3	5	1	4	10	—	—	5	4	—	—	—	—	10	5	—	15	8	5	18	31	—	—	2	2
Seattle	12	6	6	24	—	1	3	4	5	4	3	12	—	1	3	4	1	1	8	8	12	4	8	24	11	5	6	22	1	2	4	7
TOTALS	105	33	114	252	9	17	72	98	68	29	108	205	4	3	58	65	3	3	25	31	205	65	30	300	308	120	327	755	17	20	187	222



## INQUIRING SEAFARER

QUESTION: Have you ever considered going after a license?

**Augustin Andreu, OS:** Yes, I've thought about it from time to time, but after observing a number of mates in action aboard ship, I don't see where they have more responsibility than, say, a watchstander. They're "on call" more than unlicensed personnel and usually they put in more hours a day, too. The biggest duty they have, in my mind, is looking after the cargoes.



**Raul Iglesias, 2d cook:** I took the Coast Guard exam for FWT, with the hopes that sooner or later I could get an engineer's license. Passed everything okay—except for the eye test because of color-blindness. I sailed five years in the engine department then transferred to the steward department where I am presently employed. So it looks like I will be staying in the unlicensed category for as long as I sail.



**Joseph DeChalus, messman:** Although the idea has passed through my mind from time to time, I don't believe I would consider a licensed job. For one thing, I am completely satisfied with my duties in the steward department. The same goes for the income derived from it. Maybe the mates and other officers make more money, but then they pay more taxes, too. I'll stick where I am.



**Leo Loney, messman:** Frankly I haven't given it too much thought. I've been sailing under the SIU banner for about five years and feel that I can't take time out to get the extra schooling I would need to qualify for a license. Another thing is the cost, too. I have a family to support and will probably remain unlicensed because it affords me a fair income with which I take care of my obligations.



**Earl Cain, cook-baker:** In 17 years of sailing in this union, I can say I've considered a licensed spot. I came to the conclusion many times, however, that it's best for me to remain where I am. The things I don't like about a license are the contract rules you fall under, the types of responsibility involved and of the troubles you encounter. As an unlicensed man, I have less headaches.



**Fred Parker, oiler:** Third assistant is the next step for me. I hope to take the Coast Guard tests for the exam in about two more years. Why? Because of money. Because of longevity on the same job. I have a wife and two children to think about. The more I make the better it is for them. Though my wife has made no specific comments about it, I am sure she won't complain about more money in the "household kitty."



## IMWU Appealing Picket Ban; Nassau Crew Wins Pay Gains

The International Maritime Workers Union is preparing to appeal to the Appellate Division of the New York State Supreme Court against an injunction issued on behalf of the runaway-flag Incres Line. The injunction was issued by State Supreme Court Justice Greenberg on the petition of the company. It ordered the IMWU not to picket the ships or organize the crews.

Nevertheless, crewmembers of the SS Nassau at first refused to take their ship out on Friday, May 27. They set up their own picket lines following the issuance of the injunction, and demanded improvements on their wages and shipboard conditions and a union contract.

As a result of the crewmembers' determined stand the crew notified IMWU that the Incres Line was compelled to agree to the following improvements to get the ship out:

- A 20 percent increase for all hands retroactive to January 1, 1960.
- Overtime pay increases, up to triple for the steward department, from 25 to 75 cents an hour, plus OT increases for deck and engine men.
- Eight hour day in deck and engine departments.
- Extra pay for baggage handling.
- \$10 per month bonus for deck and engine men to compensate for lack of tips.
- Reduction of breakage charges from \$1.10 to 50 cents per passenger. (This had been paid for by the steward department).
- Refund of 25 percent of deductions for Italian government insurance system (similar to US Social Security).

Crewmembers subsequently sent a wire to the IMWU, signed by the ten shipboard delegates expressing their "heartfelt thanks and gratitude" to the IMWU and all those who had assisted them in their beef.

Initially, in negotiating with the operator, the IMWU had sought a 20 percent increase, OT increases and an eight hour day as part of an interim contract package.

Another vessel owned by the company, the Victoria, sailed after

being tied-up for 11 days. Passengers boarded the ship at anchorage from the sight-seeing boat Manhattan II. The firm which operates the Manhattan II, the Panorama Sightseeing Yacht Cruise, Inc., was notified subsequently by the New York Park Department that a contract allowing it to use a gangway at the Battery was cancelled for violation of its agreement to operate on sight-seeing runs exclusively.

IMWU's attorneys emphasized that, as a labor dispute, the case properly belongs under the jurisdiction of the National Labor Relations Board. They pointed out that the company, Incres Line, operated out of New York City with offices, passenger reservations, storing and other aspects of the operation conducted in New York. Further, they added, the vessels' home port is New York and they operate regularly in American foreign commerce.

As such then, the IMWU position is that there is little differ-

ence between the Incres Line operation and any other business that might be conducted shoreside in the States by aliens. It would be equally subject to American labor law.

The Incres Line ships are registered under the Liberian flag and have a crew hired overseas in Italy for ten month sign-ons.

Crewmembers were protesting \$60 a month wage scales, long hours and inferior working conditions. The operators had held negotiation meetings with the IMWU before the tie-up began but had refused to recognize the union or grant interim wage and overtime improvements as demanded.

As a result, the IMWU then struck the Nassau, and the Victoria was tied up when she came in, leading to the court action.

The IMWU was set up by the SIU and the National Maritime Union for the purpose of organizing crewmembers on the many runaway-flag ships which service US ports.

## US Lowers Price Tag In Move To Sell Leilani

WASHINGTON—The SS Leilani is again up for bids by prospective US buyers. This time, she's advertised for much lower than the previously advertised "special" tag placed on her by the Maritime Administration for specific use in the domestic trade.

The MA, in calling for purchase bids on the 18,000-ton vessel, announced that it will accept a rock-bottom price of \$3,577,254 if the Leilani is to be used for domestic voyages. This is \$822,746 less than the previous asking price of \$4,400,000. As for the tab on the vessel if it's to be used for off-shore operation, that's pegged at \$3,200,000—unchanged from the former asking price.

Only those US citizens who operate US-flag ships are eligible to bid on the passenger-cargo vessel. Bids will be opened in Washington on June 30, the Government agency reported.

Chances are good that the vessel may be purchased by the SIU-Pacific District-contracted Ameri-

can President Lines. APL will probably use the Leilani in the Hawaii trade.

The Leilani was built as a troop ship in 1944 and converted to a passenger liner in 1949 by the Government. She was chartered at that time to American Export Lines for its European runs. Three years later, however, she wound up in the reserve fleet. Then in 1956, the Government sold her to Hawaiian-Texton which converted her to a passenger liner for Hawaii service. Hawaiian-Texton defaulted on her Government mortgages and the Maritime Administration then took the vessel back.

## New Oil Barge Made Of Nylon

A novel British innovation for transporting oil in nylon "balloons" has been demonstrated in New York harbor. The nylon barge, called a Dracone, can be filled up with any liquid and hauled through the water via tug.

In the demonstration, a Dracone was loaded with 11,000 gallons of heating oil in Bayonne and towed 11 miles to Brooklyn. It was then unloaded, inflated with carbon dioxide and hauled away "light."

British concerns have been using Dracones for 18 months carrying petroleum products to the Isle of Wight in the English Channel.

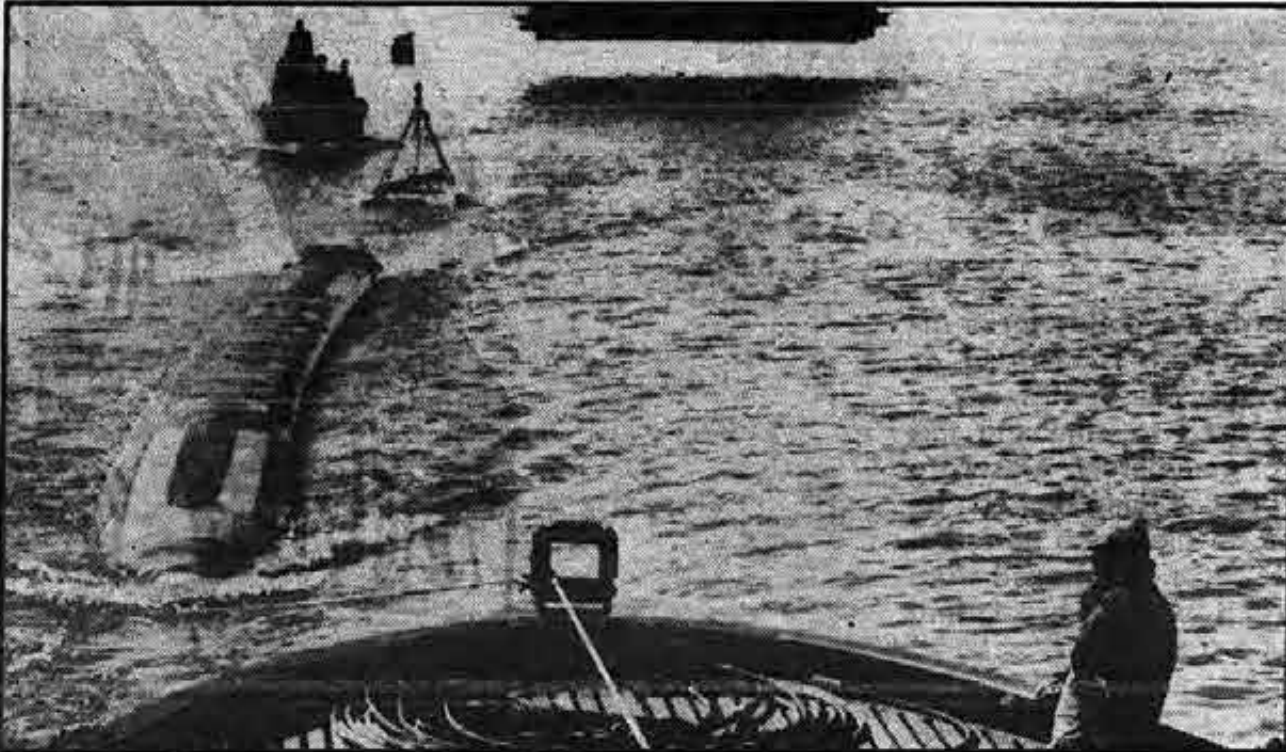
The orange-and-black striped Dracone was put through a number of tests, involving rugged turns, but it handled easily. The Dracones, which are rather expensive, (a 35-ton Dracone cost as much as \$15,000) were not developed to compete with oil barges, but to be utilized in special problem cases, such as areas where petroleum has just been coming into use and had been carried in by drums. They are also well suited for moving small quantities of fuel in shallow and difficult waters, and have potential in connection with offshore oil drillings rigs.

Coast Guard officials who reviewed the demonstration noted that in a busy harbor the Dracone, when loaded, might be difficult to see and that there was also a risk of water pollution in Dracone cargoes.

It seems that Dracones have a

few problems to surmount before they become commonplace, but someday, Seafarers might see big,

fat, brightly colored sausage-like objects floating in harbor on the end of a towline.

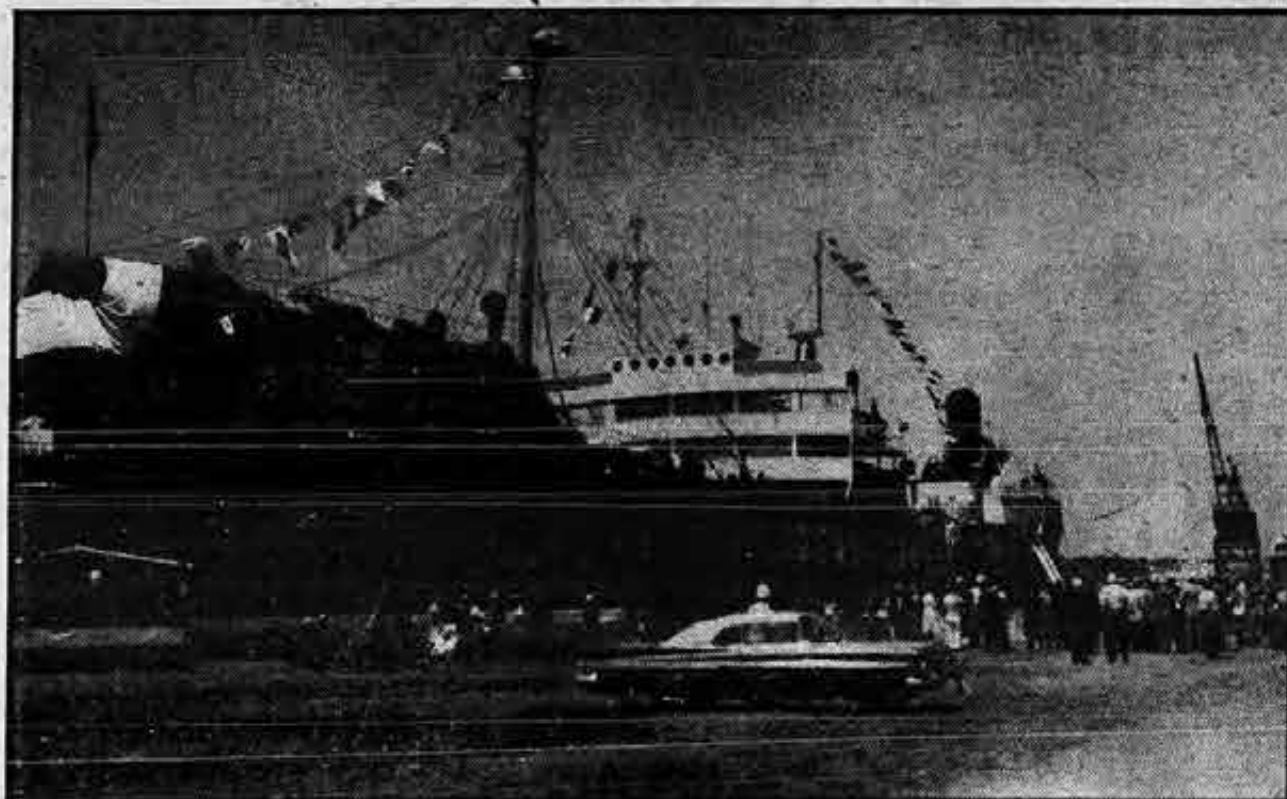


Towboat hauls nylon "balloon" barge in demonstration of ability of device to handle quantities of petroleum products on short hauls. Device is in use in Great Britain but has yet to be approved by US Coast Guard for American operations.





## Mobile Gets Cement-Hauling Tanker



Dressed up for ceremonies, converted T-3 tanker Keva Ideal is shown in Mobile shipyard. Vessel will now operate as cement carrier for Ideal Cement, which has a number of plants in the Gulf area and on the West Coast.

MOBILE—Seafarers in this port have crewed-up a novel special-purpose ship here, the Keva Ideal, a T-3 tanker which has been converted into a self-unloading cement carrier. The one other specialized ship of this nature under SIU deep-sea contract is the Florida

## Hub Improves

BOSTON—Shipping over the past period swung over to the brighter side. One more ship and eight more men were serviced and shipped respectively over the previous period.

Four men shipped in the deck department as did three in the engine department and two in the steward department.

Two ships, Royal Oak (Cities Service) and Bents Fort (Cities Service) paid off at the New England port. Cantigny (Cities Service), Jefferson City (Victory) and Steel Rover (Isthmian) were serviced in-transit.

Boston, which depends heavily on the oil tanker trade, has been affected by the slump in oil shipments, as well as the usual spring lull in the tanker business.

State, owned by Ponce Cement. The Florida State is also a converted ship, formerly one of the standard Libertys.

Formerly operated in oil trades, the Keva Ideal was purchased by the Ideal Cement Company and converted into a self-unloader capable of hauling more than 80,000 barrels of bulk cement. It is also equipped to carry and discharge 13,000 tons of limestone or gypsum in lieu of cement. Both materials are used in the cement manufacturing process.

### Four Cement Pumps

For loading and unloading purposes the ship was equipped with four cement pumps, as well as two 48-inch apron feeders for discharging limestone and gypsum onto a sequence of conveyor belts. Other equipment is designed to keep holds and scraper tunnels free of dust.

A novel feature of the vessel is the inclusion of television sets for

officers and crew as standard equipment. While a number of ships on coastwise and nearby foreign runs have such sets, all of them have been purchased by crewmembers themselves.

### Many Gulf Plants

The Keva Ideal was converted at the Alabama Dry Dock in Mobile. Ideal has a cement plant in that city, as well as plants in Baton Rouge, Houston and 14 other locations. It is expected that the ship will run mostly in Gulf service, with occasional voyages to the West Coast. Ideal also operates a number of barges and tugs in its cement-carrying operations.

While there are relatively few cement carriers in deep sea operation, they are common on the Lakes and the SIU Great Lakes District has a number of such vessels under contract carrying cement, limestone, crushed rock and other building materials.

## SIU BLOOD BANK HONOR ROLL



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

Bull, Bartley  
Wendell, Richard J.  
Praytor, James  
Linden, Clarence C.  
Johnson, Walter A.  
Castaldo, Vincent J.  
Connors, Robert J.  
Wilson, Stanley R.  
Lescovich, Walter  
Libby, Herbert  
Tselentis, Argyrangelos N.  
Benitez, Perfecto  
Effner, John E.  
Sanders, Stanley J.  
Pickur, Andrew  
Claudio, Otilio J.  
DeFilippo, Frank  
Hansen, Fred M., Jr.  
Whitley, Ralph T.

Nelson, Edgar  
Stanton, Joseph  
Arthurs, Peter  
Ramirez, Luis A.  
Faulkner, Keith S.  
Langstrand, Eugene L.  
Morgan, Robert J.  
Steighner, Willis V.  
Stodolski, Joseph  
Schoenfeld, Philip  
Gonzalez, Gregorio  
Jones, Morgan L.  
Nieves, Juan  
Fitzpatrick, Mark J.  
Foy, Paul R.  
Feinstein, David  
Stovall, Walter H.  
Peters, Nicholas R.  
Bonfont, Felix

## Runaways Scuttling US Law Standards

A publication recently issued by the Duke University School of Law contains some pungent observations on the runaway ship issue in a study of transportation in the United States.

Discussing the runaway problem, Eli Oliver, head of the Washington office of the Labor Bureau of the Middle West declared: "It is difficult to understand how United States Government officials can condone, as some of them seem to do, the evasion and undermining of our legal standards by 'runaway' American shipowners."

He indicated that the only solution to the problem of runaway

shipping is by joint action of longshoremen, ship-repair workers, seamen and petroleum workers. "Unions of these workers, coordinated through the ITF, can, without doubt, put enough pressure upon the ship operators to force them to reestablish union conditions, even though under 'convenience' flags. The waterfronts of the world may see some vigorous action before the situation is stabilized."

## Watch Out for Glassware . . .

One of the hazards the galley force always has to contend with is chipped or broken glassware, the cause of many a sliced finger. It's hard to eliminate this kind of an accident completely, glassware being what it is. But one thing that can be done is to examine all glassware periodically for chips and cracks. Damaged ware can then be discarded before it breaks into pieces and slices up a victim's fingers.



An SIU Ship Is A Safe Ship



## YOUR DOLLAR'S WORTH

Seafarers' Guide to Better Buying

By SIDNEY MARGOLIUS

### The Cost Of Retirement

Conferences on retirement problems recently held in various states have brought out significant financial facts that even workers who have some years to go ought to know about. As US Sen. Eugene McCarthy of Minnesota remarked at a Cleveland conference, despite the increase in life expectancy the death rate is still 100 percent. So's the retirement rate.

This department has estimated a minimum budget for a retired couple based on data from the Community Council of Greater New York, the Bureau of Labor Statistics and other agencies.

Here is approximately what this budget would run in a typical US city at today's prices:

	Monthly
Food .....	\$ 62.00
Housing, utilities .....	77.00
Medical care .....	18.00
Clothing .....	13.00
Other goods, services .....	40.00
<b>Total .....</b>	<b>\$210.00</b>

This budget is really the minimum. It allows only a dollar a day per person for food, and just a two or three-room rented apartment. It would provide a retirement of shabby respectability. You could pay your basic bills. But you couldn't own a car on it, nor have much recreation, nor any margin to cope with an expensive medical disaster.

Actually, most of the already-retired workers this reporter met at the conferences estimated that you really need about \$250 a month for modestly-comfortable retirement. Florida state authorities, who have had a lot of experience with retirement expenses, also warn retirees they should have about \$250 a month for modest security.

Looking at this estimate of modest living costs for a retired couple in a large city, you can see your potential problems are:

1—Insufficient income to cover even a very modest budget. Even maximum Social Security currently payable to a retired couple, of \$180 a month, falls noticeably short of the minimum budget.

2—Housing takes an unusual slice of the retired couple's budget—37 percent compared to the more usual 33 percent. Housing is the largest expense. The housing allotment in this budget includes furnishings, cleaning supplies and utilities.

3—Medical care also looms notoriously large in a retired worker's budget. It's given 9 percent of the income compared to the 5½ percent younger families typically spend.

4—Present Social Security rules are hard on widows especially. A widow gets only three-fourths the amount payable to her husband, or to put it another way, half what they got together. But her living costs are more than 50 percent. Typical living costs of a single person are about 70 percent of those of a couple. Thus, the most a widow can get from Social Security at this time is \$90 a month. But the costs of this minimum budget for a single person would be close to \$150 today.

#### Medical Insurance Most Obvious Need

You don't have to be an economics expert to look at these estimated living costs and see what's most urgently needed to assure retirees at least shabby respectability.

1—Most obvious need is to provide hospital and surgical insurance through the Social Security system. At the various retirement conferences the big plea was for the Forand bill. In fact, at the Lake-

wood, NJ, retirement conference, the delegates ignored the hotel's evening entertainment until the master of ceremonies hit on the idea of introducing the entertainers as supporting the Forand bill.

2—Another critical need is moderate-cost housing. If a couple can arrange mortgage payments during their working years so their house is paid up on retirement, they will have taken a big step toward solving this costliest problem.

But many working families can't manage this. Other potential solutions are cooperative housing or Government-sponsored developments that will provide three-room apartments for \$60-\$75 a month including utilities.

Many already retired or about to, are reluctant to join housing co-ops when they have a chance. Often they say they don't want to

wait "two or three years." This is a mistake. In two or three years many still will be living in the same small costly flats.

A faster solution is now available. A new law permits renovation of existing small apartment buildings with FHA mortgage assistance. First organization to use the new law is Chicago University, reports Cooperative News Service. The university bought a 40-year-old six apartment building for rehabilitation, and has turned it into a co-op.

3—Another urgent need is for financial, medical and nutritional counseling of older people. They are the targets of a number of health rackets, real-estate promoters, nutritional fads and insurance promotions.

Widows especially seem to get snared, reports the Cleveland Better Business Bureau. Recently a number of widows there were hit by high-pressure home-repair promoters. They charged one widow \$800 for fixing the gutters of her house. Another signed a contract to pay \$1,300 for a repair that the bureau estimates was worth \$10. Another paid \$1,700 for a shoddy remodeling job. In all, the BBB reports, the promoters took a total of \$71,000 from widows in that city in one campaign.

Significantly, these women didn't wait to get advice. The BBB had the records of these promoters and could have warned them.



## House Gets Ship Trade-In Bill; Would Aid Unsubsidized Lines

A bill permitting non-subsidized steamship companies, including Alcoa and Bull Line, to improve their fleets by permitting them to trade-in present ships for more modern vessels has cleared its first hurdle and has now been thrown into the hopper of the US House of Representatives by the Committee on Merchant Marine and Fisheries.

It would authorize the exchange of certain war-built vessels for more modern and efficient ones, with the aim of upgrading the American-flag non-subsidized fleet.

#### Hardest Hit

The unsubsidized operators represent the hardest-hit segment of the American-flag merchant marine. They have argued they must have efficient vessels if they are to continue operations. Since construction costs are so high, these operators hope to be allowed to make use of existing vessels which would be suitable to their needs.

Both the Departments of Com-

merce and Defense have given their approval to the bill, with certain suggested modifications, and the General Accounting Office has also supported the proposal.

The bill also has the support of the American Merchant Marine Institute, representing Atlantic & Gulf Coast shipowners, but has been opposed by the Pacific American Steamship Association.

If the bill is passed, the SIU-contracted Alcoa Steamship Company plans to trade in its C-1 fleet

for more up-to-date C-2s, C-3s and other vessels and Bull Line would like to swap some of its ships for C-4s.

Supporters of the bill say that it would offer many positive contributions to the American economy. In addition to boosting the lot of the unsubsidized operators, it would bring some sizable cash payments into the Treasury and be serving the national interest by strengthening our defense capabilities.

### Ship Replicas His Hobby



Seafarer Frank Mayo, who went on special disability pension back in November, 1958, uses most of his spare moments re-creating models of ships he once sailed.

## Can't Quit Subsidy Run On Seaway

WASHINGTON — The Federal Maritime Board staff has recommended denial of Grace Lines' request to abandon its subsidized Great Lakes-Caribbean service on the grounds that it would tend to "lower the dignity of a subsidy contract" to a "profit seeking device" to be abandoned when the profits temporarily vanish.

The Board had previously agreed to let Grace Line suspend the service pending the outcome of its application for permanent discontinuation of the Lakes-Caribbean service.

Grace originally asked the Board to let it stop the service permanently because it lost \$1,657,000 during last year's operations.

Among the reasons given by Grace Line for discontinuing operations were costly delays in the Seaway as well as frequent damage to its vessels. Trade between the US and Cuba has also been affected by the political picture in that country, cutting back on cargo opportunities.

### Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every two weeks to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, three copies of the LOG, the headquarters' report and minutes forms are then airmailed to the company agent in the next port of call.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer so requests it by notifying the LOG office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the LOG and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.

## Great Lakes Port Hosts A 'Big One'—Ocean Evelyn

TOLEDO, Ohio—The SS Ocean Evelyn, usually a deep-sea wanderer, caused a mild sensation when it showed up at this Great Lakes port on May 10. The Evelyn, which is a C-4, is the largest ocean-going ship ever to dock in Toledo, which is still getting used to the idea of being a "deep-sea" outlet in the second year of the St. Lawrence Seaway's operation. The SIU-contracted Maritime Overseas Corp. is the owner of the Evelyn, which was chartered to States Marine for this voyage.

The Evelyn's arrival in Toledo symbolized some of the problems which deepwater ships have on the Seaway and the Lakes because of the restricted draft of the channel and the various harbors. Normally capable of handling 11,000 tons of cargo, the Ocean Evelyn came into Toledo Overseas Terminal to pick up 2,000 tons of Army trucks and other assorted military equipment for transit to La Pallice, France, and Rotterdam. At that, this cargo total was the largest general cargo shipment to leave a Great Lakes port on a deep-sea ship.

For that reason, American ship operators have had tough going on the Lakes, the Evelyn had some difficult moments getting through the locks, particularly in the Welland Canal. A stiff 25-mile-an-hour wind made handling touchy.

Deep-sea ships, with their relatively-high profiles, find the wind

a hazard in navigating the Seaway. Measuring 522 feet in length and 73 feet in the beam, the Ocean Evelyn exceeded the previous deep-sea ship size by 46 feet. That was a British-flag vessel, the Wavecrest, which was in Toledo last year.

Some of the specialized bulk-carriers on the Lakes run longer than that, but they are designed specifically for Lakes travel, with low profiles, relatively - shallow draft and box-like shape, enabling them to navigate the locks and shallow-depth harbors with full loads.

WHEN CHANGING ADDRESS ON LOG MAILING LIST PLEASE INCLUDE ——— POSTAL ZONE ——— NUMBER ——— TO SPEED DELIVERY





# MTD Fights Rail's Bid For Barge Line Control

ST. LOUIS, Mo.—Submitting a statement on behalf of the Maritime Trades Department and its member maritime unions, including the SIU, Captain John Bishop, secretary-treasurer of the Masters, Mates & Pilots denounced a proposal to permit two railroads to purchase a Mississippi River barge line.

Bishop's testimony was presented at Interstate Commerce Commission hearings in this city called on the proposal of the Illinois Central and Southern Pacific Railroads to purchase the John I. Hay Company.

The hearings are considered an important test in the railroad's drive to destroy competing water transportation either through below-cost selective rate cuts or by buying up the opposition. The rail-

roads have been warring both on deep-sea and inland water transport companies in the domestic trades.

In his testimony, Bishop pointed out that unless water transportation can continue to exist in competition with railroads, a monopoly would be established in which the public would suffer through payment of higher prices.

Cargo rates would inevitably increase and price rises would follow. "Competition by the waterways," he said, "enhances not only cheaper rates but also better service and thus it benefits the public interest."

## 80,000 Jobs At Stake

Should the Hay purchase go through, Bishop warned, it would signal the end of the barge industry on the inland waterways and the jobs of 80,000 maritime employees in that industry.

The object of purchasing the barge line, Bishop said, is to use it as a weapon to destroy competitive barge companies by establishing joint rail-barge rates at levels below the ability of the competition to survive.

## Previous Sales Hit

Bishop cited the railroad's abandonment of a series of deep-sea and inland waterways operations which they had owned in past years as forecasting the fate of other barge lines which might come under railroad control. He also reviewed the experience of the coastwise and intercoastal steamship industry which has suffered severe losses as a result of cutthroat railroad tactics.

Testimony against the purchase has also been recorded by the Inland Waterways Common Carriers Association, the American Waterways Operators and other waterways groups.

## Among Our Affiliates

SUP Canadian District officials hope to place around 40 men aboard the newly launched 42,000-ton tanker Emerillon whose home port will be Montreal. The vessel's owners have announced the ship will be leased to Shell Oil of Canada on a 20-year charter. The Emerillon was built under the Canada Vessel Construction Act which specifies that, among other things, newly built ships must register in that country or in Great Britain. The ship boasts modern, well-ventilated and heated quarters for both crew and officers.

One of the newest members of the Sailors Union of the Pacific to be added to the Pensioner's list is Frank P. Morgan, a member of the SUP since 1947. Brother Morgan entered the merchant service after serving for a number of years in the Navy. He was aboard the Lykes freighter Nemasha which was in the first all-daylight convoy to Murmansk. His ship was one of 37 which got through.

Three dredge boats in St. John, New Brunswick, have been brought under contract by the SIU Canadian District. One of the dredges had previously been under the Dutch flag. The boats are owned by a new company which will be working on the deepening and widening of channels in St. John harbor.

The Marine Cooks and Stewards Union, San Francisco, has received a merit award from the United Bay Area Crusade for its "outstanding support" last year of Community Health and Welfare Services. The award was forwarded to MCS Secretary-Treasurer Ed Turner through Edwin B. Love, liaison representative of the San Francisco Labor Council.

Preparations are underway at Marine Cooks and Stewards headquarters and branches for a special referendum vote on the one-year shipping rule. The balloting, which was okayed unanimously by the membership, will take place during the months of June and July. Counting will be completed by the following month and the results discussions scheduled for September will be incorporated in the shipping rules at the next wage review. The one-year rule is expected to be passed by a great majority.



Motor launch operated by SIU Great Lakes District pulls away from ship as SIU representative clambers up ladder. Launch is used to service union-contracted ships and as an assist in organizing.

## Lakes SIU Boasts Ship Taxi

DETROIT—A new and speedy service for Great Lakes District Seafarers is being operated by the Union for ships passing through Algonac. A 26-foot launch is being operated by the District to transport SIU representatives to the ships. Algonac is midway between Port Huron, at the entrance to Lake Huron, and Detroit.

Before the launch was obtained, Great Lakes representatives were obliged to wait as long as six hours for freighters to transit the St. Clair River in points between Port Huron, Mich. and Detroit.

## The Second Season

The service was undertaken last summer and was welcomed by SIU crews. It permits Union representatives to board the vessels at Algonac and ride the ships for three hours during which there is ample time to settle shipboard beefs. In addition, the launch enables the Lakes District to service more ships.

The SIU "taxi" is also equipped

with a loudspeaker system which is handy during organizing drives and other beefs.

The launch is a Chris Craft equipped with two 100-hp engines, enabling it to keep pace with the fastest Lakes freighters. It has

ship-to-ship and ship-to-shore radio.

With the launch available, the Great Lakes District plans on hitting every contracted ship at least once a month during the shipping season.

## Tanker Recession Grows; 402 Vessels Now Idle

Even the Liberian-flag specialists—Aristotle Onassis and Esso—are suffering from the impact of the world-wide tanker slump, a ship consultant service reports. The Charles R. Weber Company noted that Onassis

has ten vessels in lay-up while Esso has 21 ships idle out of a total of 402 tankers laid up all over the world. The 402 tankers add up to more than six million deadweight tons.

This indicates an increase of some 600,000 deadweight tons and 39 vessels since the last report, issued as of January 15. At that time, there were 363 tankers in lay-up totaling 5,800,000 deadweight tons.

US-flag tankers represent about 10 percent of the total laid-up fleet, 40 tankers and a total of 650,000 tons.

## British Petro At Top

Leading the list of companies with tankers idle is British Petroleum, with 28 vessels tied up, followed by Esso with 21 ships, most of them runaway-flag vessels. British Petroleum, incidentally, boasts a far larger tanker fleet than any American carrier. The champion in this respect is Royal Dutch-Shell which has over 500 tankers.

Onassis' ten ships in lay-up represent under 20 percent of his personal shipping fleet. With some 40 ships still running, he's not yet a candidate for the poorhouse.

The tanker problem is complicated by the large numbers of aging vessels still available for active service. Forty of the laid up ships are at least 25 years old, and a great many of them are World War II T-2s.

## Construction Continues

At the same time that tanker lay-ups are reaching new highs, new tankers keep coming out of the yards. Three supers were re-

cently launched in West German shipyards, 36,000-ton job for Esso and two smaller ones.

Many of the new tankers particularly American-flag ships, have been forced to carry grain and other substitute cargoes in order to avoid going into lay-up.

It is generally agreed that even if the oil cargo picture were to change radically, there are enough supertankers available to carry all the oil that might be needed, leaving the T-2s on the expendable list.

## Skipper's Letters Do Not Count

It has been called to the attention of headquarters that some skippers have been claiming that they have "clarifications" on various sections of the standard agreement in the form of a letter from the Union or some other communication.

The only official clarifications are those which have been approved by the joint Union-employer clarifications committee and have been printed up as such as clarifications to the contract. All other so-called "clarifications" have no contract status whatsoever.

As previously reported, the clarifications committee is currently in the process of rewriting and condensing the existing clarifications, but until official notice is received from the Union all ships are to proceed on the basis of the existing documents.

## Scholarship Student Picks Engineering

(Ed. note: This is the first of a series of articles on the winners of the five \$6,000 college scholarships awarded each year by the Seafarers Welfare Plan.)

Winning an SIU scholarship has made an education in engineering possible for Stanford Smith. The elder Smith, a long-time member of the SIU, joined up just one month after the SIU was founded, in December of 1938, and carries a "Gulf" book.

Stanford Junior, an "A" student at East Jefferson High, Metairie, La. is the second oldest in a family of five children. His sister Patricia is also graduating from high school and plans to attend college, studying home economics.

He hopes to become an engineer, though he hasn't decided exactly what branch of engineering to specialize in when he starts school next fall at Louisiana State University.

## 'Outstanding Student'

Stanford was highly recommended by the principal of his high school, Mr. S. J. Barbre, who said that he was "one of the outstanding

students in both scholastic and extra-curricular activities." While in high school he was a member of the Industrial Arts Club, the Beta Club, the Newman Club and Junior Achievement.

## Norfolk Has 3 Payoffs

NORFOLK — Norfolk shipping was on the slow bell over the last period according to port agent Paul Gonsorchik. During the period the port had three payoffs, no sign on and four vessels touching here in-transit.

Andrew Jackson (Waterman), CS Miami (Cities Service) and Thetis (Rye Marine) were the ships that paid off. Mankato Victory (Victory), Wacosta (Waterman), Alcoa Penant (Alcoa) and Orion Clipper (Orion) reached port in-transit.

There were no beefs reported. Shipping for the future is rated as not so good.



Smith





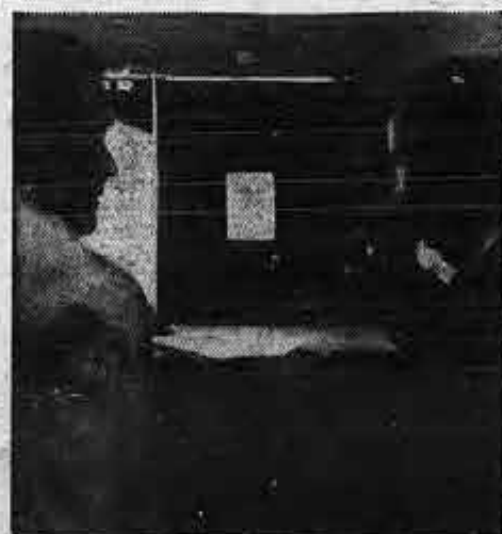
Seafarer Carl Johnson, wiper, submits to a chest X-ray. This was his annual check up. Attendant Benjamin Iannotti gives an assist.



The SIU member has blood sample taken by technician John Gearrity at clinic. Johnson took center's 10,000th exam.



Dr. Joseph Logue congratulates Seafarer Johnson for passing health exam with flying colors, as Mrs. Johnson looks on. Examination consists of head-to-toe physical, plus X-ray, blood tests and urinalysis.



Checking an X-ray taken at center in New York is Dr. Logue (at right) and staff members of the SIU diagnostic clinic.



Three Seafarers in Baltimore are shown entering SIU clinic there. Facilities are maintained in five ports.



Seafarers' dependents have afternoon a week set aside for their check-ups. PHS or private doctors give treatment.

# SIU New York Health Center Gives 10,000th Check-Up

Early last week, the SIU health center in New York gave its 10,000th physical examination, marking another milestone in the program of the Medical Department of the Seafarers Welfare Plan. Like all the examinations that preceded it, this exam consisted of a complete physical check-up, including blood test, chest x-ray, electrocardiograph and other medical procedures. In less than an hour, Seafarer Carl Johnson had been checked out as physically-fit and could go back to work with the assurance that he was in tip-top condition.

Operating under the direction of Dr. Joseph Logue, medical director of the Plan, the health center in New York, plus similar facilities in the ports of Baltimore, Mobile, New Orleans and Houston, regularly check on the health of Seafarers as well as members of their families. The New York clinic, the first to open, has been operating for three years now.

The SIU centers have a specialized function, to detect and prevent illness. No treatment is given at the center, which refers Seafarers to Public Health Service hospitals and members of their families to family physicians when treatment is indicated. Instead, the center concentrates on examination procedures, and in the process, turns up numerous

chronic conditions or illnesses in the early stages, before they become serious enough to disable a Seafarer and prevent him from working.

Since examinations are given at least once a year, and more often if the Seafarer's condition warrants, the centers are able to detect such ailments as tuberculosis, diabetes, high blood pressure, various heart and circulatory ailments, deteriorating eyesight or hearing and similar conditions before they reach the disabling stage. In a great many instances, early detection of ailments of this type, when followed up by proper treatment, enable the Seafarer to lead a normal life and keep on working. Particular success in this area has been achieved with tuberculosis, once an especially-serious problem for seafaring men.

Where a Seafarer is found to have a chronic condition which could, if left unchecked, impair his ability to continue working; he is referred for treatment to the Public Health hospital system, and a check is kept on his progress by examining him at three or six-month intervals.

Not the least of the advantages offered by the centers is the speed of service. By scheduling all phases of the examination at one time, the center is able to complete the exam and have the results available within an hour or so. Normally such procedures would take a day or more if a patient went to his own physician or a hospital for such an examination.

The specialized services for members of Seafarers' families include those of a gynecologist and a pediatrician, both of whom are available during the once-a-week period set aside for family examinations. These benefits are free of charge to SIU families.

A separate service provided by the New York center is in collecting contributions to the SIU's Blood Bank which assures seamen and their families everywhere of blood transfusions when needed.



# Tanker Group In Final Plea For '50-50' On Oil Cargo

WASHINGTON—The Office of Civil Defense Mobilization has received the final arguments from two tanker groups seeking a Government-imposed 50 percent ruling on all oil imports. Under the 50-50 proposal, half of this country's oil imports would be brought in by US-flag ships. The adoption of this plan is being fought by the major oil companies and consequently it is faced with tough going.

The two groups seeking the ruling are the Joint (Labor-Man-

agement) Committee for American-flag Tankers, and the Committee of American Flag Tanker Owners, Inc., which is made up of the operators of fourteen large tankers built after the Suez crisis.

The Joint Committees, of which the SIU and NMU are members, asked for a public hearing or a fact-finding committee, but this request was turned down by OCDM director Leo Hoegh. The group made reference to the recent Paris summit conference break-up and its adding to tension and suggested it would be foolhardy "not to do everything necessary at this vital element of our war potential."

They also pointed out that every major country, including Great Britain, France, Japan, Norway and Italy in one form or another require a large percentage of their oil imports to be carried on tankers of that nation.

The spokesman for the Joint Committee noted that the critical issue is whether or not all US oil imports are to be carried on foreign flag tankers and questioned whether the concept of "effective control" of such ships is consistent with national security requirements.

Major oil companies are opposing the 50-50 plan because they wish to carry their oil on tax-free, low-wage runaway tankers at the expense of the American-flag tanker fleet and American seamen.

These companies, led by Esso, are reported to want activities of US-flag tankers frozen at the

"level of the requirements of the coastwise tankers trade..." But this is misleading since the domestic trade for tankers is diminishing because of construction of new pipelines and the growth of inland waterway transportation. Between the pipelines and the runaway competition, the American-flag tanker industry has been severely hit. Several new supertankers have not been able to find any cargoes after leaving the yards, and others have been forced to accept substitute cargoes such as grain. Both the National Defender and Transoceanic, for example, are carrying grain, as are many other older American tankers.

At the same time that American-flag tanker groups are fighting for a fair share of the oil imports, pressure is mounting to cut down on oil imports.

Domestic oil producers have complained that their output has been forced down drastically and unless something is done the oil industry will be seriously crippled. Various fuel, rail and labor organizations have met with Dept. of the Interior Secretary Fred A. Seaton to discuss the condition of the American oil industry, and other oil groups have met with Administration officials.

A cut in the oil import quotas would be of some relief to the American-flag tanker industry since it would mean that domestic oil, which would replace imported oil, would have to be carried in American-flag bottoms.

## No OT For This Job



Seafarer Red Campbell on the Beatrice (Bull Line) takes on a formidable task as he tries to decipher James Joyce's "Ulysses." Maybe it should be classified as penalty cargo.

## Many Urge Oil Dumping Restrictions

WASHINGTON—State Department officials and members of private organizations have urged the Senate Foreign Relations Committee to prohibit US-flag ships from dumping oil wastes in certain areas and make it mandatory for them to carry oil record books.

Oil wastes dumped too close inshore pollute beaches and harbors and destroy considerable wildlife, including fish, shellfish and birds, which normally inhabit shallow waters off the coastlines.

The group suggested that Congress introduce legislation aimed at curbing the oil waste dumping by implementing US adherence to the 1954 International Convention For The Prevention of Pollution of the Sea by Oil.

A State Department official told the legislators that such a measure would not change in any way the present laws dealing with the pollution of territorial waters. It's aim should, however, prohibit American-registered vessels from discharging oil or oil wastes in any of the zones specified in the convention and its annexes.

## Mates Vote On Full-Time Presidency

GALVESTON — Constitutional safeguards and changes required by the 1959 Landrum-Griffin Act were the major orders of business at the Master Mates & Pilots biennial convention here as 44 MMP delegates voted to expand the voice of local unions in the international operation.

Representing 11,000 MMP members in 47 locals throughout the United States, Canada, Panama and Puerto Rico, the delegates voted to make the office of president full-time, with full pay. They also nominated candidates for top officers.

The delegates abolished the posts of district vice-presidents, previously filled by convention action, and created instead a board of directors. Under the new arrangement, the executive office of each local will automatically become a member of the board.

In addition to the voting of expanded voice and the abolition of certain posts, the delegates nominated P. F. O'Callahan of Baltimore, Arthur L. Holdeman of New York, Price L. Mitchell of Mobile, Roy D. Lurvey of Boston and Floyd D. Gaskins of Norfolk, all as presidential nominees.

Nominated for secretary-treasurer, the only other full-time post, were the incumbent Capt. John M. Bishop, and Carl B. Mortensen of New York.

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## Congress Urges Aid Cuts In Ship Blacklist Cases

WASHINGTON—The House Banking and Currency Committee has reiterated Congressional opposition to discrimination against shipping in the Middle East. In a vote on the newly-formed International

Development Association, the committee called for granting the President authority to withhold aid from any nation which discriminates against shipping of another nation.

### Aimed at Arab Boycott

The clause is similar to one already inserted by the House and Senate in the foreign aid bill. In placing it in the foreign aid legislation, the Senators supporting the move made it clear that it was aimed primarily at the Arab League boycott of Israeli shipping in the Suez Canal. However, they noted, it could apply equally to the Arab League practice of blacklisting American-flag shipping because such shipping had previously traded with Israel.

The SIU had picketed the Egyptian-flag Cleopatra in New York in protest against these same blacklist practices.

### Administration Opposed

As in the foreign aid bill, the clause is running into stiff opposition from the Eisenhower Administration, which is not expected to make use of the authority granted by Congress.

The International Development Association has been set up by the United States and other Western nations to raise \$1 billion for the purpose of assisting under-developed nations of the world.

Rep. Abe Multer (Dem.-NY) led the fight for the anti-discrimination clause in the House Banking Committee where it was adopted by a top-heavy majority.

## Senate Body Votes Boost In Subsidy

WASHINGTON—A bill to increase the construction subsidy differential to 55 percent from a present 50 percent has been favorably reported to the Senate by committee action.

The bill, if passed by the Senate and signed into law by the White House would assist American shipbuilders by enabling them to compete with foreign shipyards on a more equal basis. The Department of Commerce, however, has gone on record as being against such a measure on the ground that prices of materials and labor in American yards are expected to drop over the coming years. It is natural to assume that this is the view of the administration, too.

The bill would amend the Merchant Marine Act of 1936 and apply to shipbuilding contracts signed during the two year period following the date the law is enacted. It would also cover keels laid after June 30, 1959.

At present, Japan and Germany can build large cargo vessels for about 46 percent of what it costs their US counterparts. A similar vessel costing the US \$13,000,000 could be built by either Japan or Germany for \$6,000,000. The difference is mainly due to the cheapness of labor costs and it's here that foreign shipbuilders derive their greatest profits.

## 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.



## 'A Penny Saved ...'



## British Sea Union Seeks More Money

British seamen want more money. At a recent general meeting of the British National Union of Seamen, Thomas Yates, the general secretary of the organization, backed a resolution calling for an increase in wages at the earliest possible time.

Previously the English seamen had drafted a proposal calling for a "reduction in the hours of labor." Actually, a reduction in hours would be the same as a rise in wages, if the wages were maintained at their present standard, since the hourly rate of compensation would be upped. A substantial reduction in hours would be the equivalent to a 7 percent raise, Yates said.

He pointed out, in support of the hours reduction, that the number of ratings in the English maritime industry had decreased by some 10,000 men since the Korean conflict and that since 1952 the engine room ratings had decreased from about 21,000 to 16,000.

The average British sailor in the merchant marine makes around \$90 per month.

## Don't Send Your Baggage COD

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

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

US maritime unions, and the traveling public generally, can be expected to look with jaundiced eye on the deliberations of the current international conference of the Safety of Life At Sea, if the opening decisions of the meeting are any index. The refusal of the conference to endorse a compulsory system of ocean tracking for transatlantic passenger vessels shows that the shipowners of most of the leading European maritime nations are determined not to spend a nickel more on behalf of the safety of crews and passengers.

The irony of it all is that this conference was called largely because of the collision between the Andrea Doria and the Stockholm. A major contributing factor was that the Stockholm was a dozen miles or more off the recommended track.

## International Regulations Weak

The fact remains that even when these international conferences agree on a proposal, ship operators of many nations simply ignore them, because the countries involved don't put any enforcement teeth into the regulations. There is many a passenger ship afloat under foreign-flag today which still doesn't conform to the 1921 convention rules—rules which have long since become outdated.

Nor does the weakness of international regulation stop there. Ships under the runaway flags are free to ignore international safety conventions since Panama and Liberia have no means of enforcing such regulations, should they have the desire to do so.

It should be noted too, that the conference refused to permit a representative of the International Transport-workers Federation to participate in its deliberations. European ship operators obviously haven't accepted the idea that maritime labor has a stake in shipboard safety and has a right to a voice in any discussions of safety procedure. It wasn't too long ago that American operators took the same position, but under the impetus of the joint SIU-industry safety program they are fast changing their view.

## European Attitude Bad

The attitude of the safety at sea conference, with the United States still vainly trying to get Europeans to live up to American standards of ship compartmentation and ship construction, is unhappy contrast with the outlook of the airline industry, its chief competitor for passenger trade. That industry makes a selling point of safety.

In the meanwhile, American citizens who travel by sea would be well-advised to consider the following facts. A) Foreign-flag ship standards of construction and operation are, safety-wise, below those of American-flag ships. B) Foreign-flag maritime nations are in no hurry to bring their standards up to scratch.

## 20,000 Jam Labor Rally In Drive For Forand Bill

An overflow crowd of more than 20,000 elderly persons gathered at New York's Madison Square Garden to hear AFL-CIO president George Meany speak on the labor-supported Forand Bill now before Congress. The gigantic rally was held on the 25th anniversary of the present Social Security Act, urging the broadening of that Act to make additional provisions for retired workers' health care.

## Health Insurance Drive

The rally culminated a drive on the part of Americans over 65 to gain health insurance. The issue itself has brought tremendous pressure from voters throughout the United States and from the nation's trade unions, causing the Administration to do an about-face. The Administration now plans to pressure for some kind of Federally-supported measure for voluntary health insurance. President Eisenhower earlier this year had stalemated such a proposal.

Eisenhower has still indicated an inflexible stand toward the idea of using the Social Security System as being "compulsory affairs" and that he is against "compulsory affairs."

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

## Most In Favor

Many publications have come out in favor of the principle of the Forand Bill, stating that private, voluntary plans "can never meet the whole need" (Life magazine) and "the voluntary approach simply will not do the job" (Business Week magazine).

A Department of Health, Education and Welfare survey has clearly indicated that three-quar-

ters of older citizens cannot afford to pay for the care they would need if they were seriously ill. The survey also testifies to the fact that medical costs have skyrocketed 45 percent in the past ten years while the over-all cost of living has jumped about 20 percent.

## Docs Erred; \$265,000 To Seaman

A seaman was awarded \$265,000 by a Federal Court jury after a ruled verdict was issued that he became partially-paralyzed as a result of errors made during an operation at a Government hospital.

The seaman, William Sutherland, 58 years old, of Denver, Colorado, was awarded \$15,000 from the Moore-McCormack Lines, Inc., and \$125,000 each from a neurosurgeon, in private practice and a second surgeon employed at the USPHS Hospital in Stapleton, S.I.

## Gov't Liable

Judge Gus Solomon ruled that the Government was liable for Dr. Urban's burden of the judgment. Sutherland had suffered severe injuries June 26, while aboard Moore-Mac vessel en route to Trinidad from Rio de Janeiro.

It was charged that an artery leading to the seaman's brain was erroneously tied off during the operation resulting in injury to the brain and paralysis.

Sutherland, now a patient in Beekman-Downtown hospital, has been confined to a wheel-chair since the operation.

## KNOWING YOUR SIU CONTRACT



(This column is intended to acquaint Seafarers with important provisions of the SIU contract and will deal with disposition of various contract disputes and interpretations of the agreement. If Seafarers have any questions about any section of the agreement which they would like to have clarified, send them in to the editor of the SEAFARERS LOG.)

Article 11, Section 12, Carpenter's Duties. (a) Routine duties of the carpenter shall include the following:

1. Painting, chipping and cleaning the windlass.
2. Sounding bilges, fresh water and ballast tanks daily.
3. Shoring-up cargo.
4. Standing by the windlass when necessary.
5. Maintenance work such as repairing locks, installing porthole gaskets, fixing and fastening steel lockers, etc.
6. Such other work as is customary for carpenter to perform.

(g) When the carpenter is required to remove old paint or varnish preparatory to repainting, and repaint the same, he shall be paid overtime for such work performed.

Recently a ship's carpenter put in for overtime for a number of tasks performed on a ship, including making a desk for the radio operator's shack, a chart desk for the wheelhouse, and for supervising the deck gang while they were replacing hatchboards and sweat-battens.

This overtime was disputed on the ground that these were routine duties for the carpenter. It was pointed out that under the terms of Article II, Section 12, the carpenter is expected to perform a variety of duties under the direction of the chief mate, and that while he is attached to the deck department, he is regarded as a general handyman on a wide variety of repair and construction.

It was agreed then, that in this instance, the overtime was not payable. However, under section (g) above, the carpenter is entitled to overtime should he be called upon to remove old paint and do any painting.



# SEAFARERS IN DRYDOCK



Among the Seafarers currently hospitalized in the Staten Island US Public Health Service Hospital are D. J. Kekis, J. S. Lukas, John Muehleek, F. F. Neves, P. J. Ryan and L. J. Sheehan.

Kekis, who last sailed as a messman on the Sandcaptain developed nerve trouble in his right arm and is undergoing treatment to re-activate the muscles and nerves afflicted.

Muehleek suffered back strain when handling a sack of flour on the Elizabeth. He sails as night cook and baker.

Neves suffered a fractured skull in an accident aboard the Catherine



Muehleek



Kekis



Lukas



Neves

while he was working as an AB. He is making fair progress.

Ryan last sailed as chief electrician on the Alcoa Pointer. He started hemorrhaging internally but this has been checked and he expects to be released soon.

Sheehan, who sails in the steward department, is being treated for varicose veins and an ulcer condition. He is reportedly making fair progress. His last ship was the Seatrain Savannah.

Seafarers on the beach or off their ships on shore leave should take the time to visit the brothers laid up in the hospitals. A visit from shipmates, now that the good weather is here, is always appreciated.

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## Seafarer Sells Furniture Now

To the Editor:

This is to inform you that I've become a landlubber now and have been in business now for the past two months. Buck Stevens in New Orleans suggested that I get in touch with you so that I can let all my shipmates know about it.

The name of my place of business is "Sauls Westside Furniture & Appliances" and I am located at 5016 Fourth Street, Marrero, La.—Tel: FI 1-5352.

Glad to see any of my buddies to talk about the good old days and give them a bargain on furniture.

E. Sauls

## Seafarer Sells Mutual Funds

To the Editor:

This is to advise you and my Union friends that recently I became a registered representative of the Investors Planning Corp. of America. It took two weeks of schooling and a fairly stiff examination before I got my license but it was worth it. Last December I shipped on the Steel Architect and while aboard several crewmembers started Mutual Fund investing through me.

I sincerely believe that this is the finest way to put your dollars to work. In case anyone is interested and would like more information about IPC Mutual funds, their cost, risks, and advantages, I'm at the office Monday and Friday, 60 East 42nd Street, New York 17, New York. Tel: MUrray Hill 2-8000.

Fred Manard

## Has Views On Homesteaders

To the Editor:

I would like, at this time, to answer a letter written by George Harding on the one-year ruling.

Sorry to say I haven't been to sea recently, but before than I sailed for ten years and in that time I shipped with a lot of homesteaders, finding them mostly on Seatrain, Waterman and Isthmian ships.

I myself was never a homesteader as I didn't need a steady job or never enjoyed the run so much that I wanted to stay on more than two trips.

Getting back to the homesteaders, I think they are a good bunch of Union men and carry the same book and privileges as the rest of us, with the prerogative to stay on a ship as long as they like.

They also were often useful, since they knew the good and bad parts of a ship and its run, and I never found one who was conceited or thought he owned the ship. I do admit they usually knew more about the ships than we newcomers did, and often were very useful.

I can honestly say as a Union man that I never, in all my years of sailing in the SIU saw any man get certain privileges or time off on any ship that would be a violation of the contract.

Anyone who has been going to sea for thirty years, and whose longest trip was two months, it seems either can't get along with the crew or doesn't like to ship out.

As for his suggestion on vacations—well that's somewhat of a joke as I will explain. Currently I'm in the trucking racket and get three weeks with

pay for my vacation. But I can't take the vacation as the pay goes for the house and bills, so all I do is sit at home and rest for those three weeks and by the time I get back to work, I'm so tired of resting I can't do a day's work for at least a month, until I get back into the swing of things.

If anyone wants to sail only two months on a ship, let him do it, but to jump on a fellow who is only trying to make a

## Letters To The Editor

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

good living for his family and some day get off the ship and have a good long vacation for himself and his family, leave him alone. He has his rights—that's what a union means.

If any seaman wants something to gripe about he should get a job ashore and have everyone, even your friends, try to put the screws to you. I always say my best days of working were those at sea and if I ever get the opportunity to do so again, I will.

Cornelius "Conn" Sprano

## Likes SIU LOG And Seafarers

To the Editor:

I operate a dock crane at the Olin Mathieson Chemical Corp. fertilizer plant located at Pasadena, Texas, and often am busy unloading phosphate rock from ships that your union has organized.

I belong to the Oil Chemical and Atomic Workers International Union, Local 4-367, Olin Mathieson Fertilizer Group. I have been on our union workman's committee twice and also have been chairman and vice-president twice. The local is located in Pasadena, Texas.

There are several ships that come into our docks to be unloaded and I, of course, get acquainted with many of the seamen and have made many friends among them. I always read the SEAFARERS LOG every time a ship pulls in but with the coming and going of ships I miss many issues. I would like to be put on the mailing list so I won't be missing any of the issues.

I enjoy the LOG a great deal especially the way it prints the bare facts, regardless of where, who, what and why. I particularly enjoyed several articles in the April 22 issue this year.

Also, I'd like to tell you what a great bunch of guys there are shipping on the Mae and Debardeleben Marine I.

Fred B. Yohe

## Lauds SIU On Freedom Of Seas

To the Editor:

As a former veteran and also a member of the SIU let me applaud your stand against the Arab boycott system. Those finks in the State Department have lost all sense of decency and self respect in order to avoid taking any stand.

Keep it up.

Sol Baskin

## Beef Reporting Is Delegate's Job

To the Editor:

I have heard that people who write to the LOG are either crackpots or any one of a dozen other things but to me this goes in one ear and out the other.

This letter is one of appreciation to two patrolmen, Eddie Mooney and E. B. McAuley. I had the pleasure of having them pay off the Seafair in New York on Friday, May 13, and they did a fine job.

When this ship paid off I called all of the men who had beefs but only two of the men showed up!

The bosun told the patrolman that he didn't like me because I said something. Well wherever you are, remember this. I told the patrolman about beefs because I had a job to do, not because of a personal beef.

In closing let me thank the New York hall again for its backing.

Dave Barry  
Ship's delegate

## Welfare Help Aids Family

To the Editor:

I wish to thank you as well as the members of the Seafarers Welfare Plan for their continued support extended to my growing family.

My husband was out of a job when my son was born and had it not been for the Welfare Plan it would be very hard for us.

Thanks again and I hope some day my son will be of service to the SIU.

Mrs. F. I. Ayson

## Gulfwater Crew Thanks Buddies

To the Editor:

On behalf of the crew of the SS Gulfwater will you please publish this letter of appreciation to the crew of the SS Penn Trader.

When we arrived in Calcutta, India, we were unable to get a draw until the company agent (Metro Petroleum Shipping, New York) could get an okay from the main office in New York.

Our captain gave a small draw out of his own personal checking account until the desired information could be obtained. The next day everything was straightened out and we got our draws.

But the sideline was that the crew of the SS Penn Trader was going to aid us in any way they could. They were going to make a draw and turn it over to our ship's delegate to be divided between us, so that we could at least have a few cold ones in this hot place.

This action turned out to be unnecessary, but it was a good feeling to have—knowing that your brother members were standing by to aid in the event of any hardships that may come up. With this kind of unity and understanding, it is easy to figure out why the SIU is becoming larger and stronger.

Among the crew of the Penn Trader were: bosun, Ray Queen; ship's delegate Del Barnhill and deck delegate Steve Emerson, all of whom are well known throughout SIU ports.

Steve Fulford

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

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## FROM THE SHIPS AT SEA

### Surveyor's Electricians



Seafarers (L to R) Edwin Zalewski and Clyde Culpepper are contented electricians on the SS Steel Surveyor. Photo taken in Kobe, Japan.

### Send Word To Headquarters

Ship's delegate John Kearney on the Oremar (Marven) earns a mention for promptly notifying headquarters via radiogram when one of the wipers was hospitalized in Venezuela. Such notifications make it possible for the Union to take prompt action on such matters as repatriation and allotments.

### Order Crewmen Via Radio

From the Coeur D'Alene Victory comes an unusual item, noted by J. Indorf, meeting secretary, about ordering replacements for men paying off. Departments have been informed to notify the skipper promptly so that replacements can be ordered by radio.

It wasn't clear whether the company expects the replacements to be waiting at the dock when the ship pulls in, but at any rate, under this system the ship should never sail short-handed.

### Don't Wait To Blow Top

From the Marore comes a note, recorded by meeting secretary Charles Bedell, on the ever-present subject of disputed OT. Seafarers on this ship got some advice which applies equally to any SIU-contracted vessel, namely, take beefs to the department delegates when they come up, rather than wait for the shipboard meeting to blow their tops on a dispute.

~ ~ ~

### Remove Those Nuts and Bolts

The Northwestern Victory has a different problem, meeting secretary R. V. Haylock reports. The ship's washing machine has been fed an indigestible diet of screws, nuts and bolts, these items being left in the pockets of the men's dungarees. As a result, neither the bolts or the dungarees are coming out clean—or in one piece for that matter.

### LOG-A-RHYTHM:

### FORGET

By G. ANDERSON

Forget the slander you have heard  
Forget that nasty, unkind word  
Forget the beefs and their cause  
Forget the whole affair, because  
Forgetting is the only way.

Forget the trials that you have had  
Forget the fog if it is bad  
Forget the knocker, he's a freak  
Forget him seven days a week.

Forget the gray lines in your hair  
Forget you're not a millionaire  
Forget the coffee if it's cold  
Forget to knock, forget to scold

Forget to even get the blues  
But don't forget  
To pay your dues!!

### SHIPBOARD SKETCHES

by Ben Graham



I must be cracking up. I keep hearing bells...



## Life's Great On Transeastern

Crew Relishes Port Time  
On Dry-Cargo Supertanker

(The following article was submitted to the LOG by B. Hager, deck delegate on the SS Transeastern.)

Just a few words from the boys on the Transeastern. We've been laying here in Montevideo, Uruguay for 20 days now, discharging grain. Everyone aboard is having "a ball."

The National Defender, another SIU ship, arrived a week after we did and they expect to be here for a couple of months—lots of "competition" now.

Not much overtime on this ship, but we've sure had some tremendous draws. If there's only a little overtime on the return trip there won't be much of a payoff, and everyone is thinking of making another trip now, because of all this.

The Transeastern is expecting to have another good trip after loading in Houston and New Orleans. Everyone is satisfied with this port here—Montevideo—which is one of the best in South America. I imagine there will be a number of us returning. Regards to all the brothers from the Transeastern.



Top, deck maintenance men O'Connor, O'Brien and Red Hunt, hook up Butterworth hoses used for refueling a Liberator-flag vessel that ran short of fuel.

~ ~ ~

Members of the galley staff of the Transeastern, responsible for those great meals, pose in the modern galley. They are (l to r) 3rd cook L. A. Ziemba; night cook and baker S. Trzcinski; chief cook, F. Fernandez; and chief steward Beale.

~ ~ ~

Top, (left) crew of the Transeastern takes part in one of the regularly scheduled SIU shipboard meetings. Chairman (with papers) is Bill O'Connor.

~ ~ ~

Relaxing in Transeastern swimming pool are Johnson, AB; Al, wiper; and Vince, an oiler... all the comforts of a cruise ship.

~ ~ ~

Bottom, working on grain-sucker maskings before discharging some grain are (l to r) pumpman Thriman; 1st asst. engineer Choi, and pumpmen Dickerson and Smith.





## Bonnie Lassie



Bonnie Lou Butler, 2½ years old, smiles on her first visit to SIU headquarters. Her father, John Butler, sails in steward dept.

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THETIS (Rye Marine), April 1—Chairman, R. LaBombardi; Secretary, F. T. DiCarlo. Ship sailed short two men from NY. W. Gregory was elected ship's treasurer. Department delegates to ask the men in their departments to donate to the ship's fund. Vote of thanks to the steward department. All men leaving ship please turn keys to department heads. The ship's delegate has the iron. See him if you need it.

ORION COMET—(Orion), March 4—Chairman, J. McGill; Secretary, R. Byrd. Skipper says some replacements ordered in Guam. Wage statements were given out. Letter received from the ship's delegate on Orion Mar. Two men missed ship in Naha. Discussion on safety meeting to be held. Headquarters was asked for air conditioning on Persian Gulf runs. Informed that cost of system would be about \$500. We are trying to get ship of roaches.

ALCOA PARTNER (Alcoa), April 13—Chairman, J. Baxter; Secretary, A. Thompson. Carrying out suggestions at last meeting of last trip about going to HQ for copies of new agreement... none available now. Received no mail from HQ since Casablanca, about six weeks ago. One man injured, saw doctor. Motion to have all members off watch and not attending meeting have name and book number recorded in minutes and referred to patrolman.

COASTAL CRUSADER (Suwannee), Chairman, Luther Roberts; Secretary, Adrian Saint. Steward asked to clean up the iceboxes and clean passageway. This was taken care of. Emmitt O'Connell Jr. elected ship's delegate. 12-4 watch requests that something be done about two broken lockers in their room.

ATLAS (Cargo & Tankship), April 16—Chairman, A. E. Gougeon; Secretary, S. M. Simos. \$17 in ship's fund. Have a TV set. One man got off in Panama, another in ship's hospital. Vote of thanks to crew before for contributing in the purchase of the TV set, also to the captain and steward for taking care of coke machine. Chief cook gave vote of thanks for sending of flowers by crew and officers upon the funeral of cook's sister.

ALCOA RANGER (Alcoa), April 2—Chairman, L. J. Pater; Secretary, Thomas Sanchez. Patrolman came aboard in San Juan. No beefs reported. \$19.08 in ship's fund. Men quitting ship to give department head 24 hours notice. C. E. Roney elected new ship's delegate.

VENORE (Marven), May 1—Chairman, H. Garie; Secretary, H. Starry. New washing machine next trip. More ice cream to be put aboard. Sailing board to be posted in Guayanac. No beefs or disputed overtime reported.

ALCOA RANGER (Alcoa), May 1—Chairman, J. S. Rueda; Secretary, L. J. Pater. Ship's delegate reports everything running smoothly. Some OT disputed; also longshore holiday watch. M/S to have two-hour minimum for any call out at night. See port steward for automatic coffee pot.

STEEL EXECUTIVE (Isthmian), April 10—Chairman, Robert N. Air; Secretary, Alexander D. Brodie. Ship's delegate reported on cost of movie projector and renting films. Workaway on board. Some disputed OT. Repair list turned in. Discussion re getting movie films and speaker. Need spare keys for showers, toilets and laundry in port. New drainboard in laundry required.

FELTONE (Marven), May 5—Chairman, E. A. Boyd; Secretary, E. Swatki. Engine delegate reports this is third trip without machinist aboard. None available.

EAGLE TRAVELER (United Maritime), May 7—Chairman, H. Westphall; Secretary, B. J. Anderson. No beefs reported. All brothers asked to try to get along with each other as it is going to be a long trip. Air-conditioner not to be used until weather gets hot. Take care of new coats and keep ship clean. Steward says call him anytime if night lunch or coffee needed. John Dunne elected new ship's delegate.

STEEL SURVEYOR (Isthmian), May 1—Chairman, C. Howell; Secretary, L. Elford. Delegate reports good trip. Minor dispute over hospital money while in Europe. Treasurer reports \$42.79 on hand. Few hours disputed OT. M/S to look into possibility of having draws in foreign countries changed from travelers' checks to American currency. Discussion re

new food plan. Suggestion made to move steam table from pantry to galley to improve service. Suggestion made that cooks wear hats as sanitary measure. Washing machine wringer to be repaired when ship returns to US.

DEL NORTE (Mississippi), May 5—Chairman, E. Stough; Secretary, J. Whited. No beefs reported. No alcohol or cigarettes to come aboard at St. Thomas. Captain says sanitary work on whole ship to be done better. Balance in ship's fund \$45.40. Balance in movie fund \$35. Brother W. Hardman elected new ship's delegate. Jean Latapie elected movie director with vote of thanks for accepting films last trip in absence of movie director. Discussion of cap-

Digest  
Of SIU Ship  
Meetings

tain's order for no more R.O.B. cigarettes in New Orleans.

DE BARDELEBEN MARINE NO. 1 (De Bardeleben Marine), May 5—Delegate reports ship will pay off tomorrow night on arrival in Houston. Captain to wire in for replacements. Deck delegate reports a great deal of disputed overtime; few other minor beefs. M/S that no one pays off until patrolman comes down to ship and okay's payoff; also that a cable be sent to the Houston hall giving the time of arrival. New water fountain received in Tampa not large enough to cool amounts of water needed by crew. Ship's delegate to see patrolman about trying to get the old cooling system put back in order.

SEAMAR (Calmar), May 8—Chairman, J. Marshall; Secretary, G. Hayes. No beefs reported by ship's delegate. All repairs taken care of in shipyard. Everything running smoothly.

OREMAR (Ore Navigation), May 7—Chairman, Harry D. Fitzgerald; Secretary, L. Warner. Delegate reports two men missed ship in Baltimore last trip. Ship sailed without chief cook and one OS. No major beefs. Some disputed OT. Discussion on why shore-side bread is held back. More bread to be put out for night lunch. To confer with patrolman on improper storing of ship and insufficient stores. Vote of thanks to chief engineer.

RAPHAEL SEMMES (Sea-Land), May 10—Chairman, J. Dawson; Secretary, B. Varn. No beefs reported. One wiper missed ship in Port Newark. Repair list turned in. \$27.20 in ship's fund. Discussion re use of washing machine. Suggest watch standers use machine during day and give day workers a chance after five o'clock. Return cups and glasses to pantry when finished using instead of leaving them scattered around on deck.

MONTEGO SEA (Standard Marine), May 1—Chairman, G. D. McNeal; Secretary, J. F. Austin. Delegate reports everything fine. Discussion re who is in charge of fire and boat drills. One man left ship in Bombay due to illness. Captain has promised that each man can get \$100 draw on arrival in US until payoff. Some overtime to be clarified. Discussion re who is in charge of medicine chest. Captain has promised to get soft drink machine which will be paid for out of the profits; then profits are to be put in ship's fund. Vote of thanks to steward dept. for good food.

LONGVIEW VICTORY (Victory Carriers), May 16—Chairman, John T. Hicks; Secretary, John Brennan. One man left ship in Honolulu with broken leg sustained when he fell in Tripler Hospital. No beefs reported.

ROBIN HOOD (Robin), May 8, 1960—Chairman, Ray Sadowski; Secretary, Crowder Story. Delegate reports insufficient stores on last trip. New steward vouchers for stores this trip as being sufficient for 85 days—if requisition is cut during this voyage will wire New York hall immediately. Deck delegate reports beef re deck dept. having to wash wheelhouse windows seven days a week. Crew has

been asked not to bring shore-side people aboard, while in foreign ports. There have been several cases of pilferage in past trips on the African coast. Crew also asked not to leave coffee cups on deck. M/S/C to keep ship clean.

COEUR D'ALENE VICTORY (Victory Carriers), May 15—Chairman, J. M. Parnell; Secretary, J. Indorf. Ship's delegate reports one man missed ship in New York. New, larger lockers to be ordered. Report replacements so new men can be ordered by radio. Vote of thanks to steward dept.

ORION CLIPPER (Orion), May 16—Chairman, M. Hitchcock; Secretary, J. Garello. Everything running smoothly. Repair lists to be turned in as ship is due for shipyard. No beefs reported. Have HQ check on status of FWT who shipped on here March 1, left ship without paying Union dues. Discussion on keeping messhall and pantry clean. Minutes of all previous meetings are to be kept so new crew can be informed of all happenings on ship.

DEL SUD (Mississippi), May 9, 1960—Chairman, Woodrow Perkins; Secretary, George McFall. Good trip. No beefs reported. Ship's fund, \$281; movie fund, \$274. Some disputed OT in engine dept. M/S/C to contact company to try and payoff and sign on the same day. Two men hurt. Rescued crippled yacht at sea. Ship's doctor will have talk on first aid; crew asked to attend.

JEFFERSON CITY VICTORY (Victory Carriers), May 14—Chairman, A. Reasko; Secretary, J. C. Oliver. Few minor beefs reported. \$13.08 in ship's fund. Sanitary supplies for the black gang. Check with chief engineer. Steward has ordered linen three times and has not received any satisfaction. Also a shortage of fruits. Check on washing machine. Call a special meeting at payoff.

BENTS FORT (Cities Service), May 16—Chairman, J. Sweeney; Secretary, Joe M. Atchison. Delayed sailing disrupted. To be taken up with patrolman at payoff.

NORTHWESTERN VICTORY (Victory Carriers), April 2—Chairman, John Risbeck; Secretary, R. V. Haylock. No beefs reported. Take garbage aft. Crew requested to take screws out of pockets before washing clothes. Have messman be more conscientious and try to remember orders.

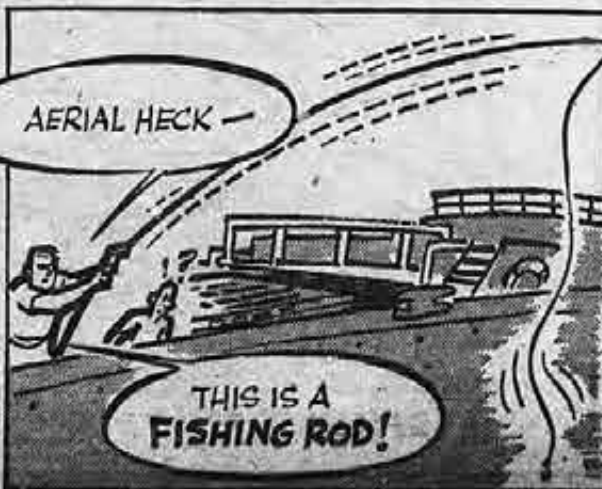
STEEL ARCHITECT (Isthmian), May 8—Chairman, Bernard Landos; Secretary, Luis A. Ramirez. No beefs reported. Ship's delegate suggests locks be kept on three doors—keep door to gangway open only. Keep coolies out. Fresh potatoes asked for breakfast by bosun. Hot rolls requested. Bread is a lot better. Chairs haven't been repaired in messhall. Washing machine dirty most of the time.

MASSMAR (Calmar), April 11—Chairman, A. R. Haskins; Secretary, C. Gibbs. No beefs reported. Cook & baker elected to serve as ship's delegate. New fans were put in crew's messroom and recreation room. Everything running smoothly.

THE CABINS (Texas City Refining), May 13—Chairman, H. G. Sanford; Secretary, Robert Cooper. Delegate reports everything going along on a smooth keel. Expect the patrolman in Texas City this trip so anyone owing dues can pay up. \$33.47 in ship's fund. Suggested that steward take up with port steward matter of getting rid of roaches. Also suggestion that more night lunch be put out. Crew reminded to turn off washing machine when not in use. Matter of dirty water for washing to be taken up with chief engineer and if nothing is done to take it up with patrolman.

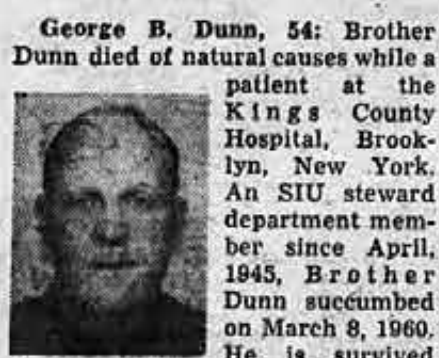
STEEL ROVER (Isthmian), May 15—Chairman, J. F. Goude; Secretary, N. W. DuBois. Most of the needed repairs taken care of. \$63.40 in ship's fund. Crew would like wider messroom tables. American money preferred instead of traveler's checks. New rollers and timer needed for washing machine; also new water cooler for messroom. Vote of thanks to steward dept.

ALCOA PURITAN (Alcoa), May 3—Chairman, T. Wright; Secretary, A. Ferraro. Bill Padgett elected ship's delegate. New mattresses ordered by steward. Don't take clothes that don't belong to you from the sidley. Keep pantry clean. Repair list given to delegate.



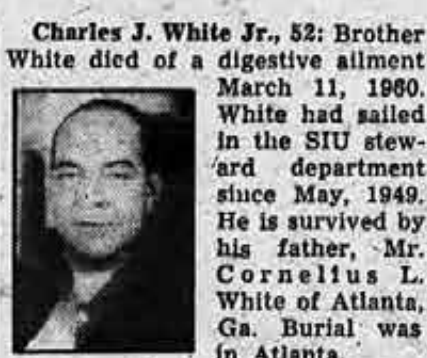


# FINAL DISPATCH



**George B. Dunn, 54:** Brother Dunn died of natural causes while a patient at the Kings County Hospital, Brooklyn, New York. An SIU steward department member since April, 1945, Brother Dunn succumbed on March 8, 1960. He is survived

by his mother, Mrs. Katherine B. Dunn, of West Roxbury, Mass. Burial was in the Mount Calvary Cemetery, Boston, Mass.



**Charles J. White Jr., 52:** Brother White died of a digestive ailment March 11, 1960. White had sailed in the SIU steward department since May, 1949. He is survived by his father, Mr. Cornelius L. White of Atlanta, Ga. Burial was in Atlanta.

**Antonio Fernandez, 46:** Brother Fernandez succumbed of natural causes on February 13 at the Unity Hospital, Brooklyn, NY. He is survived by his wife, Gregoria Fernandez of Brooklyn. Fernandez had sailed with the SIU since August, 1944, in the engine department. Burial was at the Evergreen Cemetery, Brooklyn.

**Marcelino Soto, 53:** Brother Soto, an SIU engine department member since August, 1955, succumbed of a lung and brain infection in Havana, Cuba on October 24, 1959. The only known survivor of Brother Soto on the death certificate is Aida Daran of Philadelphia, Pa. Burial was in Havana.

**Joseph Ortner, 62:** Brother Ortner, an SIU engine department member since July 1948, succumbed February 1 from a cardiac ailment at his home in New Orleans. He leaves no known relatives. Burial was in the Masonic Cemetery, New Orleans, La.



EVERY  
SUNDAY | DIRECT VOICE  
| BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN  
AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

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

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

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

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

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

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

**WCO-16908.8 KCs**  
East Coast South America  
**WCO-22407 KCs**  
West Coast South America

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

**WMM 25-15607 KCs**  
Australia

**WMM 81-11037.5**  
Northwest Pacific

MARITIME TRADES DEPARTMENT

## Digging In At Headquarters Cafeteria



Seafarer M. H. Trulock, who sails in the black gang, brought the family down to the Union hall for a snack and a photograph. Children are Debbie, 3, (at right) and Roberta, 2, with wife, Evelyn, at left.

## SIU BABY ARRIVALS



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

**John C. Luther Coker**, born March 30, 1960, to Seafarer and Mrs. Dargan O. Coker, Seattle, Wash.

**Mark Alexander Nunn**, born March 17, 1960, to Seafarer and Mrs. David K. Nunn, Mobile, Ala.

**Daniel J. Pierce**, born April 22, 1960, to Seafarer and Mrs. John J. Pierce, Drexel Hill, Pa.

**Marcus Gayle Sikes**, born April 12, 1960, to Seafarer and Mrs. Horace S. Sikes, Wilmer, Ala.

**Kevin Dfew Tatum**, born March 8, 1960, to Seafarer and Mrs. William A. Tatum, Maplewood, La.

**Carl William Welch**, born January 26, 1960, to Seafarer and Mrs. Elvert M. Welch, Covington, La.

**Joseph Aubrey Wescott**, born April 19, 1960, to Seafarer and Mrs. Joseph A. Wescott, Lynn, Mass.

**Pamela Michele Lambert**, born May 3, 1960, to Seafarer and Mrs. Robert K. Lambert, Prichard, Ala.

**Kathleen Rose Lupo**, born May 4, 1960, to Seafarer and Mrs. James Lupo, Jr., St. George, SI.

**Ruth Darlene Robinson**, born April 18, 1960, to Seafarer and Mrs. William K. Robinson, Mobile, Ala.

**Dianne Mandick**, born May 3, 1960, to Seafarer and Mrs. Arthur J. Mandick, Brooklyn, NY.

**Narcissus Chen**, born May 9, 1960, to Seafarer and Mrs. Kao Ming Chen, New York, NY.

**Gibson H. Coker**, born May 9, 1960, to Seafarer and Mrs. Gibson Coker, Mobile, Ala.

**Danita Carol Forbes**, born April 14, 1960, to Seafarer and Mrs. John Forbes, Mobile, Ala.

**Michael Gates**, born December 30, 1959, to Seafarer and Mrs. John L. Gates, New Orleans, La.

**Michael James Davis**, born April 27, 1960, to Seafarer and Mrs. James B. Davis, Jacksonville, Fla.

**Christine Fontenot**, born April 20, 1960, to Seafarer and Mrs.

Clarence Fontenot, Lake Charles, La.

**Alan A. De Marco**, born April 29, 1960, to Seafarer and Mrs. Adolph De Marco, New York City.

**Ronald Joe Coats**, born May 5, 1960, to Seafarer and Mrs. Lavern Coats, Jackson, Miss.

## Personals And Notices

**Butch McVey**  
Contact Minio or Perry Klauber at 4th ave and 17th street.

**Joseph W. Smith**  
Contact Maria Selma Dos Santos, Rua Ambrosio Machado 113, Campo Grande, Recife, Pernambuco, Brazil.

**Francis C. Dowd**  
**Ignatius J. Torre**  
Contact Miller & Seeger at 400 Madison Avenue, New York 17, NY.

**James E. George**  
Contact your son at Evens Mills, NY, Box 153 or call MAYfair 9-4618.

**Members of Steel King**  
Please notify Neil V. Pardo as the whereabouts of gear of Ed Cronin . . . Send notification to 2420 First Ave., Seattle 1, Washington.

**Sung Ming Hsu**  
Contact Red McCorkle, 13222 Faraday, Houston 47, Texas.

**R. L. Seward**  
Contact E. C. Alger, Box 44, Morrisville, Pa.

**James E. Gregory**  
**Hubert R. May**  
**Fortunato Valaya**  
**Marion Lubiejewski**  
**Michale Brady**

Advise lawyers where you would like checks from Pacific Tide and Pacific Explorer sent.

**John Francis**  
Get in touch with Pat O'Malley, 1232 Baronne Street, New Orleans, about your gear.

## Balt. Views Better Days

BALTIMORE—The Port of Baltimore has been in a doldrum for the past two weeks as far as shipping is concerned. A total of 98 men shipped in all classes, with 201 men registered. However, the next two weeks should bring better results with eight ships due for a payoff, and a possibility of two additional payoffs.

Twelve ships paid off here over the period. Mae, Edith, Jean and Emilia (twice) (Bull); Venore, Bethtex and Bethcoaster (Ore Navigation), Mankato Victory (Victory), Marore (Marven), Losmar (Calmar) and Penn Shipper (Penn Trans.).

Eight ships signed on. They were Venore, Bethtex and Bethcoaster (Ore Navigation); Westport (Maritime Overseas), Marore (Marven), Losmar (Calmar), John C. (Atlantic Carriers) and Seafair (Colonial). In-transit were Alcoa Puritan, Alcoa Pennant and Alcoa Patriot (Alcoa); Yorkmar and Losmar (Calmar); Bethcoaster (Ore Navigation), Oremar (Marven), Steel Rover (Isthmian) and CS Norfolk (Cities Service).



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MATES AT THE SUEW

**Pat O'Call**

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AND NY HALLS, SWAP

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THE FIGHTS ON TV.  
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## Safety Meet Rejects US Proposals, Bars ITF Representation

LONDON—Largely ignoring the implications of the 1956 collision between the Stockholm and the Andrea Doria, the International Conference on Safety of Life at Sea has turned down a resolution calling for transatlantic vessels to travel on assigned sea lanes. The track proposal had been backed by the United States delegation and was supported by US maritime unions. Subsequently, a greatly-weakened, watered-down tracking plan won support, calling for tracking only in limited areas near the coasts.

In addition, the convention refused to admit a sea union representative from the International Transport Workers Federation, barring labor from the conference.

### 12 Miles Off Track

Scandinavian and British opposition blocked passage of a sea-tracking resolution. It was the Swedish flag Stockholm's collision with the Italian lined Andrea Doria in 1956 which was largely responsible for the convening of this year's conference. At the time of the Stockholm-Andrea Doria collision, the Swedish ship was some 12 miles off track.

The transatlantic tracks are recommended courses for eastbound and westbound ships which, in theory, would keep such vessels at considerable distances from each other. However, no ship is presently obligated to follow the designated tracks.

The Andrea Doria-Stockholm collision occurred when the eastbound Stockholm rammed the westbound Doria off Nantucket lightship. The Doria went to the bottom with the loss of 42 lives.

In addition to the tracking problem raised by the Doria collision, the convention is scheduled to take up such matters as ship construction and compartmentation, life-saving equipment and the like. The US delegation would like to get all the maritime nations to agree to the standards of ship construction observed in this country. It's been claimed that if the Andrea Doria was compartmented as completely as an American vessel, she would not have gone to the bottom.

However, at last report it appears there is almost no chance for adoption of such standards.

### Had Previously Met

The US delegation to the convention had previously met with a preparatory committee upon which Morris Weisberger, first vice-president of the SIUNA had served as the labor representative. Weisberger had urged that the US go beyond attempting to bring foreign ships up to US standards, and attempt to improve upon present American safety procedures and practices.

The difficulty of getting ships of all nations to live up to an international safety code is pointed up by the fact that 22 foreign-flag passenger vessels now in service do not meet safety standards set up in 1922. Another 41 ships are shy of the safety standards established in 1948.

## Ask Passage Of Runaway Wage Floor

WASHINGTON—The Maritime Trades Department has urged a House Labor group to amend the Fair Labor Standards Act to provide a \$1.25 an hour for seamen working aboard any American-owned vessel, including the crews of runaway ships.

Hoyt Haddock, speaking for the Seafarers Section, MTD, of the AFL-CIO, made this recommendation while testifying before the Fair Labor Standards Subcommittee of the House Committee on Education and Labor.

Haddock told the group that if the Act were amended to bring the \$1.25 an hour wage scale into effect, it would "help remove the disgraceful conditions" that exist on board non-union craft in the harbors, bays, coastwise trade and inland-waterways. He pointed out that most of the seamen working aboard such vessels earn as little as 50 cents an hour. He noted that non-union shipowners work their crews long hours in order to save money on hiring additional manpower.

The maritime spokesman specifically pointed to figures taken from a 1958 working agreement covering the crew of a runaway vessel. It showed that 50 percent of a seaman's pay was earmarked for a special purpose—a "Disportation Fund"—to pay his expenses back home should he be found guilty of any kind of "misbehavior." Haddock also pointed out that the average AB aboard these ships earns from \$70 to \$90 a month for a 56-hour week.

## SCHEDULE OF SIU MEETINGS

SIU membership meetings are held regularly once a month on days indicated by the SIU Constitution, at 2:30 P.M. in the listed SIU ports below. 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:

New York	June 6
Philadelphia	June 7
Baltimore	June 8
Detroit	June 10
Houston	June 13
New Orleans	June 14
Mobile	June 15



Tidal wave which wrecked waterfront of Hilo, Hawaii, crumpled buildings and tossed automobiles about. Harbor had to be closed to shipping in order to clear up wreckage. Hilo is regular port of call on the sugar run.

## Tidal Wave Wrecks Hawaii, Japan Ports

Tidal waves generated by a series of earthquakes in Chile ripped Long Beach, Cal.; Hilo, Hawaii and even reached as far east as Japan as death and calamity were spread across a number of Pacific ports, in the worst disaster of this nature in a decade. The last important tidal wave took place in Hawaii in 1946 when 100-foot waves killed 159 people in a grim April-Fool's day debacle.

### 31 Dead

A series of five shock waves, ranging from three to eight feet in height, ravaged the port of Hilo, killing 31 people, injuring 57 and

leaving 27 missing, at last report. As a result, the port has been temporarily closed to shipping.

Hilo is a large sugar port frequented by many SIU and SUP vessels, none of which were reported damaged in the disaster. Matson, Isthmian and Waterman regularly call at Hilo.

Gov. William Quinn declared the entire State of Hawaii a disaster area following a survey of the damage.

Hilo was first struck at 12:10 am, Monday, May 23, when a three-foot wave came smashing in on the Bay. The heaviest blow came at 1 am, with an eight foot wave which crashed inland, more than three blocks, smashing stores and homes and sweeping automobiles and debris down the streets, leaving the area virtually destroyed.

Blocks of buildings were swept from their foundations in the Waiakae district as the area was turned into a vast heap of rubble.

### "They Were Warned"

Perhaps the most tragic part of the disaster is that none of the deaths need have occurred. "Nobody really had to die in this one" said a correspondent on the scene, "they were warned in plenty of time. They just didn't respond to the alert."

Most of the deaths were caused by collapsing buildings, with only a few dying from drowning, the major cause for the high toll in the 1946 disaster.

Damage along the California coast was general, but was limited to small boats, fishing vessels and small recreation piers.

Some 181 dead are reported in Japan, where 17,000 homes were wrecked or flooded and 385 persons are known dead in Chile, as figures continue to pour in from places hit by the waves. Two millions Chileans are homeless as a result of a series of earthquakes, volcanic eruptions, tidal waves and avalanches.

The recent disaster brings to 16,000 the number of people killed in quakes since January 1, 1960.

## Red Tankers Snatch Cuba Oil Cargoes

Russian tankers are taking business away from runaway operators in the Cuban oil trade under a recent \$100,000,000 Castro-Khrushchev trade pact signed earlier this year. Up until now, Cuba's oil has been supplied exclusively by runaway tankers, most of which are American-owned.

Already three Red tankships have put into Havana with oil and gasoline cargoes hauled from the Black Sea area. And three foreign-controlled oil refineries in Cuba—Standard Oil of New Jersey, Texaco and the Cuban unit of Royal Dutch Shell—have been notified by Cuba's national bank that each will be expected to process some 2,200,000 barrels of Russian crude oil a year.

Though it's not now known when the next tankers will be arriving in Cuba with more crude cargoes, it's been estimated that it would take at least 15 or 20 of the vessels shuttling steadily between the Black Sea and Cuba in order to supply the Castro government with ample oil to meet that country's needs.

Previously, Esso was the major supplier in the Cuban market.

on  
the  
ball

NEWS HEADLINES IN REVIEW



AMERICA ORBITS TWO-AND-A-HALF TON MIDAS "SPY" SATELLITE, WHEN PERFECTED CAN WARN OF ROCKET LAUNCHINGS. NEXT STEP IS PHOTOGRAPHY ROCKET.



PRESIDENT EISENHOWER SAYS U.S. MUST DEAL WITH RUSSIANS DESPITE SUMMIT COLLAPSE. BIPARTISAN PROBE OF SUMMIT FAILURE PLANNED.



PEIPING SEEN INFLUENCING RUSSIAN POLICY, REVERSING "SOFT" APPROACH FOR TOUGH STALINIST LINE AND CRITICIZING "REVISIONIST DISTORTIONS" OF LENIN'S TEACHINGS.



ROCKEFELLER "AVAILABLE" FOR PRESIDENTIAL DRAFT, BUT WON'T "ENCOURAGE" IT... MEANWHILE NIXON UNOFFICIALLY WRAPS UP REPUBLICAN NOMINATION WITH MORE THAN 666 VOTES PLEDGED.



ISRAELIS CAPTURE NAZI RESPONSIBLE FOR DEATH OF SIX MILLION JEWS AFTER 14-YEAR SEARCH... WILL BE TRIED IN ISRAEL.



ARCHIE MOORE, AT 206 POUNDS, WINS ANOTHER BOUT, STARTS TRAINING FOR 175 LB. WEIGHT LIMIT FOR DEFENSE OF HIS LIGHT-HEAVYWEIGHT TITLE IN JULY.