

SIU WINS VOTE IN 5 RR TUG FLEETS

Penn, B&O Boost Wide Margin

Story On Page 3



Going Up. The framework of the hall for SIU men in New Orleans is coming along well as this photo shows. The motif of the completed building will be in accord with the traditional architecture of the French quarter. Bricks from old site are being used on project. (Other photo on Page 2.)



Shutdown. Corridor of Manhattan Beach PHS Hospital is deserted as hospital prepares for closing. Patients were transferred to either Veterans Hospital, West Haven, Conn., or the Staten Island PHS Hospital, after closing came. Decline in TB case load was partially responsible for the shutdown. (Story on Page 16.)

ITF Tightens Rule On Runaways; Hits UAR On Blacklists

Story On Page 2

**Annual Report of the
SEAFARERS WELFARE PLAN**
----- filed with
**The N. Y. State
Insurance Department**

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Chilean Aid. SIU hall in Mobile was center for local clothing drive to aid Chilean earthquake victims. Checking donations (l to r) Seafarer Marion Green, Mrs. W. E. Anthony, wife of Waterman executive; SIU Patrolman Bob Jordan and Albert Metzger, Red Cross. (Story on Page 5.)

NLRB RULING DUE ON RUNAWAY SHIP ISSUES

WASHINGTON—The National Labor Relations Board is now considering whether or not to uphold its 1958 finding that US maritime unions are entitled to organize crews of American-based runaway ships in accordance with the National Labor Relations Act. At a hearing held in Washington on May 31, the SIU and the National Maritime Union both appeared in defense of the legal right of US unions to represent these crews.

The immediate issue involved SIU election petitions, as well as unfair practice charges concerning the P&O Steamship company, operators of the Liberian-flag cruise ship SS Florida; the Eastern Shipping Company, operators of the cruise ship Yarmouth, which is under the Panamanian flag, and the West India Fruit and Steamship Company, operators of the SS Sea Level, formerly the Seatrain New Orleans.

All three ships operate exclusively in American foreign commerce, and all of them had been SIU-manned before they ran away to evade US taxes and wage scales.

In presenting arguments against the NLRB having jurisdiction over these ships, the runaway ship operators leaned heavily on State

Department and Defense statements as to the acceptability of runaway-flag shipping. In effect then, they were asking the Labor Board to shape laws of the United States which govern labor relations decisions in accordance with the wishes of State and Defense Department officials.

No 'Genuine Link'

They took this position notwithstanding the United States signature to the Geneva Convention on the High Seas in 1958, which provided for a "genuine link" between the ship and the flag it flies. There is no such link in these cases, as the vessels never go to the country of registry, nor does anybody in control of the vessels.

In rebutting the runaways' arguments, SIU General Counsel Seymour W. Miller, and Dale Stout, representing the NLRB's general counsel, both pointed to the essentially-American nature of the ship operations, as well as clear-cut 100

percent American ownership in two of the three cases, P&O and West Indies Fruit and Steamship.

Miller pointed out that the ship lines operate out of US ports and do the main portion of their business in the US. If, under law, the Board has jurisdiction over these companies, then it is compelled to assume its jurisdiction and cannot disregard the law to suit the wishes of officials of other Government agencies.

Going into the specifics of the vessel's operations, he pointed out that P&O, operator of the Florida, was a wholly-American corporation which set up a series of three other corporations so as to create a "phony transfer" to the Liberian flag. In the Sea Level case, the vessel is owned and operated by a US corporation right out of an American port. In all cases, all that happened was the signing of a few papers and the change in the flag. Otherwise there is no

essential difference in the nature of the operation of the affected vessels.

In the case of the Yarmouth, Miller cited the fact that its home port is Miami, that 95 percent of gross passenger revenue is from passenger service, and 85 percent of cargo revenue is from cargo picked up in the US.

He drew a distinction between these cases and the case of the SS Riviera in which the Supreme Court had ruled the National Labor Relations Act was not applicable. In the Riviera case, he noted, the Court had stressed the wholly-foreign nature of the Riviera—that it was a foreign-owned tramp vessel making a single casual call at a US port. The three cases before the Board all involve ships wholly-occupied in US commerce.

Backed Argument

The SIU attorney's argument was supported in all its aspects by the NLRB General Counsel's office. The NLRB attorney declared that the employees of the ships involved spend all their time directly engaged in the foreign commerce of the US and that the Labor-

Management Act covers them.

These vessels, he noted, come in like foreign citizens into the US and the foreign citizen coming into the US is subject to US law. He too drew a distinction between the Riviera case, where the ship was temporarily in US waters, and these cases, in which there exist American employers as well as employees engaged in the interstate or foreign commerce of the US.

'In Direct Competition'

Back in 1958 the NLRB had ruled that it would take jurisdiction over the SS Florida on the ground that "... 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 ..."

The current hearings represent an effort by the ship operators to overturn the 1958 decision.

ITF Tightens Up Policy On Runaway Jurisdiction; Backs SIU Blacklist Fight

Action strengthening its policy on organizing runaway flags was taken by the Seafarers Section of the International Transport Workers Federation at its conference in London, May 30 to June 2. In addition to closing off escape hatches for runaway operators, the conference also went on record as fully-supporting the SIU position on the blacklisting of ships of various nations by the Arab League.

18 Nations

The conference, which was attended by delegates from 18 maritime nations, including the SIU and the National Maritime Union, took up the problem of runaway shipowners who have been seeking to escape their obligations by obtaining crews from legitimate maritime nations. It reaffirmed its previous policy to the effect that jurisdiction over runaways lies with the unions in the countries in which actual ownership and/or control of the ships is vested. Then, it strengthened this policy by unanimous vote, declaring that: "No union affiliated with the ITF shall supply crews, make agreements or otherwise have dealings with shipowners who have been pronounced unfair and classified as runaways by the ITF."

Under this resolution, it would not be possible for runaway operators to play the unions of one country against those of another, or to use legitimate European registries as a means of escaping organizing by the appropriate unions involved.

In the resolution on the blacklist, the conference went on record calling on the Egyptian government to permit free passage through the Suez Canal as well as urging a halt in the practice of blacklisting ships of other nations which happen to trade with Israel. (See text of resolution adjoining).

In other actions the conference did the following:

Other Actions

- Revised the International Seafarers Charter, for submission to the ITF biennial Congress in July.
- Approved the Special Seafarers Section report covering developments since the previous Seafarers Conference, plus a list of ships under ITF agreements.
- Urged all governments to pro-

vide for seafarers' representation on national delegations to safety conferences and other proceedings under the UN's Inter-Governmental Maritime Consultative Organization.

NMU President Joseph Curran and SIU President Paul Hall led

the American union delegation, which included Robert Nesbitt, vice-president and William Perry, assistant to the president, NMU; Herb Brand, editor SEAFARERS LOG, SIU; and William Steinberg and Harvey Strichartz, American Radio Association.

Resolution On Blacklist

Delegates to the Seafarers Section of the ITF adopted a resolution strongly supporting the SIU's position on the issue of blacklisting and also freedom of passage through the Suez Canal. The resolution arose out of the SIU's recent action in picketing the Egyptian-flag vessel, SS Cleopatra, in New York. The picket line was in protest against the practice of blacklisting American ships because they had once called at an Israeli port. As a result of the blacklist practice by the Arab League, many American-flag ships have been deprived of opportunities to participate in Middle East trade.

ITF Resolution on Freedom of Navigation

This Conference of the Seafarers' Section of the ITF, meeting in London from 30 May to June 2, 1968:

Notes with grave concern that the Egyptian government continues to violate the Convention providing for freedom of navigation through the Suez Canal;

Observes that the freedom of navigation is one of the fundamental requirements of world trade and world peace;

Observes further that the detention and blacklisting of ships of other nations by the Egyptian Government threatens the livelihood of seafarers and other workers and is thus calculated to provoke industrial and retaliatory incidents and generally to result in an aggravation of relationships;

Stresses that the workers of all nations are united by the same fundamental interests and should refuse to be misled and set against one another on false issues;

Rejects as totally inadequate attempts to justify interference with neutral shipping on the grounds of a state of war between Egypt and Israel;

Holds with the utmost conviction that disputes between States can only be sharpened by unilateral governmental action and that they should therefore be referred to the conciliatory procedures of the United Nations;

Therefore once more addresses an urgent appeal to the Egyptian Government to honour its international undertakings by renouncing action against ships in the Suez Canal and placing reliance in the procedures of the United Nations;

Calls upon seafarers' organizations throughout the world, including those of Arab countries, to support this appeal by addressing themselves to the Egyptian Government in similar terms and by urging their own governments also to make representations to the same end.

New Orleans Hall Progressing



Sidewalk "supers" watch construction workers install concrete beams for new hall for Seafarers in New Orleans. From left: Seafarers Briant, Esteve, Schultz and Huseby.

Kerr To Serve As Interim SIU Secretary-Treasurer

With the approval of SIU membership meetings in all ports, SIU President Paul Hall has filled the position of secretary-treasurer as provided for in the revised SIU constitution. Under an interim

appointment, Al Kerr will serve as secretary-treasurer of the SIU Atlantic Gulf, Lakes and Inland Waters District, to serve until the forthcoming Union elections this fall.

The new SIU constitution formally instituted the executive board procedure in the Union which had been functioning for several months past, and specified the new titles for SIU officers as follows: President, Paul Hall; Executive Vice-President, Cal Tanner; Vice-President in Charge of Contracts and Contract Enforcement, Claude Simmons; Vice-President in Charge of Atlantic Coast, Earl Sheppard; Vice-President in Charge of Gulf Coast, Lindsey Wil-



Kerr

Quitting Ship? Notify Union

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

RR Tug Deckhands Go SIU



Lakes Seafarers in Detroit proudly point to poster announcing recent election results in Lakes where Pioneer, Buckeye and Steinbrenner fleets went SIU.

Start Pact Talks With 3 Lakes Co's

The Great Lakes District SIU is now negotiating with three Lakes shipping companies after sweeping elections among unlicensed crewmembers by a better than 3 to 1 margin. The victories climaxed a year-long organizing drive by the SIU among crews of 28 ships owned by the Pioneer, Buckeye and Steinbrenner companies.

The vote tallies were: Pioneer (16 ships)—For the SIU: 213, No Union: 94; Buckeye (6 ships)—For the SIU: 77, No Union: 18; Steinbrenner (6 ships)—For the SIU: 130, No Union: 7, Lake Sailors Union (Ind.): 5.

Under discussion are proposals

covering job security, welfare benefits and an interim contract.

At the same time, the SIU is continuing its organizing campaign among crewmembers of two other Great Lakes fleets, Pickands-Mather which owns 31 ships but is now operating 25, and the 19 ship Boland-Cornelius fleet, where a so-called "independent" union now holds the contract.

SIU Gets 220 Votes

The decision to continue the campaign in Pickands-Mather was based on the large number of votes—220—which the Union received in a recent collective bargaining election. There were 320 votes in the "no-union" column, and 31 challenges. The SIU has also asked the National Labor Relations Board to investigate certain aspects of the election, particularly the fact that large numbers of officers, who had bumped unlicensed positions during the drive and campaigned actively on behalf of the company.

The Great Lakes District detailed a number of instances of open intimidation of crewmembers by officers and other supervisors.

In continuing this campaign, the Great Lakes District is challenging the company to make good on promises to its crews that it would give them the best conditions on the Lakes if they voted against the Union. It informed the crews that it would ride herd on the company to see if these promises are carried out.

Sought Blanket Pact

The ILA has for some time been attempting to work out a blanket contract covering all Lakes ports where longshoremen are employed. The ILA's aim was to bring the hourly pay of Lakes longshoremen closer to those paid their East Coast counterparts, which is \$2.87 an hour at present.

Because of the varying pay scales in Great Lakes ports, the total package increases derived from the new pact amount to 40 cents an hour in Cleveland, 42 cents in Chicago, 44 cents in Buffalo and 69 cents in Duluth, according to the ILA. A separate contract previously signed between management and the ILA local in Toledo has just been approved by the ILA.

Union Wins By Heavy Margin In 5 Fleets; Other Votes Set

Several hundred unlicensed deckhands employed by major railroads and rail terminals in New York harbor have voted overwhelmingly for SIU representation in recently-conducted National Mediation Board elections. As a result of these votes the SIU Railroad

Marine Division will now also represent the deckhands employed by the Pennsylvania Railroad, Baltimore and Ohio Railroad and three major harbor terminals—Bush Terminal, Brooklyn Eastern District and New York Docks.

The key vote took place among unlicensed deckhands of the Pennsylvania Railroad, the largest unit on the railroads. In system-wide voting which took place in Philadelphia and Norfolk as well as New York, the SIU received 174 votes to 95 votes for the International Brotherhood of Teamsters. The Teamsters had intervened in the election, hoping to make inroads in the maritime field.

Now in progress are votes among 250 unlicensed deckhands employed by the New York Central and the New Haven railroads. Railroad Marine Division organizers are confident of sweeping election victories on these two lines.

Aside from the Pennsylvania Railroad vote, the SIU won on Baltimore and Ohio tugs by 70 out of 77 votes cast, and scored unanimous victories at New York Docks, 12 to 0; Bush Terminal 15 to 0; and Brooklyn Eastern District Terminal, 24 to 0.

All told, including the New York Central and New Haven men, there are approximately 850 unlicensed deckhands that would be under the jurisdiction of the Railroad Marine

Division, if the SIU should win the other elections. In addition, the group will also include railroad deckhands employed by the Chesapeake and Ohio railroad in Norfolk. These men had previously voted for SIU representation. The SIU also represents the tugmen of the Western Maryland Railroad in Baltimore.

As a result of the SIU's successes in the railroad tug votes, the Union is now participating in the Greater New York Harbor

Council, a grouping of AFL-CIO unions which is conducting negotiations with the railroads on terms of a new contract covering all ratings on the tugs, captains, deckhands, engineers, oilers and cooks.

In recent years, the SIU has made considerable headway in the tugboat field on the Atlantic and Gulf Coast, organizing tug companies in Philadelphia, Baltimore, Norfolk, Mobile, Tampa, New Orleans and Houston in the Harbor and Inland Waterways Division.

Volpian Named To Head New Welfare Plan Dep't

SIU membership meetings in all ports have approved a leave of absence for Joe Volpian, assistant secretary-treasurer, so that he can set up a new Department of Social Security under the Seafarers Welfare Plan.

The department will assist Seafarers in dealing with such matters as Social Security old age benefits, state and Federal disability benefits, the various state unemployment insurance administrations and related subjects.

Trustees of the Seafarers Welfare Plan named Volpian to head the new department because of his considerable experience in this area. In the past, he had served as the head of the Union's special services department, which had dealt with many of the same prob-

lems as those the new department will handle.

He has also served the Union in various official capacities since 1943 and as an elected patrolman, headquarters representative and assistant secretary-treasurer continuously since 1944. He first began shipping in 1922, sailing in the engine department.

Volpian is now in process of surveying the regulations of the numerous Federal and state agencies involved. In that connection, he has been working closely with Nelson Cruikshank, AFL-CIO Director of Social Security, who, incidentally, is a former member of the SIU.

With Government welfare benefits constantly expanding, the new department would keep Seafarers and their families abreast of their rights and benefits, and assist them with individual problems in these areas.



Volpian

PHS Cites Marven, Calmar, Bloomfield

Two SIU-contracted shipping companies have won Public Health Service sanitation awards, the PHS announced last week. The awards went to the Marven Steamship Company and Calmar Steamship Company, and citations were presented to the companies on June 10.

Meanwhile, it was announced that an other SIU-manned ship, the Lucile Bloomfield (Bloomfield) had achieved a perfect score in its inspection.

The Lucile Bloomfield's achievement is all the more remarkable in that it was the fourth year in a row that the ship had scored 100 percent on the inspections. Perfect ratings are a rarity.

As a result, officers of the company have written a letter of congratulations to the skipper Captain Rose, "and his fine crew without whose conscientious efforts this accomplishment would not have been possible."

"... this high sanitary condition was due to a ship's crew that believed in the sanitation program in its entirety and took pride in making their vessel a model of cleanliness and cooperation for others to follow."

The Marven line earned its award for the fourth year running and Calmar for the third year in a row, with all of the 17 ships involved scoring 95 percent or bet-

ter in the inspections. Some 166 separate items covering food handling, water supply, waste disposal and other matters are checked



Robert J. Jurgen (left) of Calmar and Marven Steamship companies and Public Health Service official hold sanitation awards won by SIU-manned vessels of both lines

SEAFARERS LOG

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SEAFARERS ROTARY SHIPPING BOARD

May 25 Through June 7

Ship Activity

Shipping edged upward slightly during the period just ended when compared to conditions during the previous two weeks. A comparison shows that 180 additional Seafarers received employment last period in contrast to the figures recorded during the prior span. The best shipping was out of New Orleans, where a total of 249 men received work aboard various SIU-contracted vessels.

Totals for all ports showed that 1,221 jobs in all classes were secured last period in contrast to 1,182 for the previous period.

"A" and "B" registrations at the end of the last period stood at 1,296. There were 1,182 for both classes during the preceeding two weeks.

Eight ports reflected advances over the previous two weeks in the number of men shipped. These were Boston, New York, Philadelphia,

Baltimore, Norfolk, Jacksonville, New Orleans and San Francisco. Houston dimly recorded the lowest decline in jobs shipped compared with the earlier two-week period. Other ports showing a decline in shipping totals were Mobile, Wilmington and Seattle.

Shipping in all classes broke down this way: 447 in deck, 430, engine and 344, steward.

Ports with 100 or less "A" and "B" men registered on the beach at the end of the period were: Boston, Philadelphia, Norfolk, Jacksonville, Miami and Wilmington. Ports with 50 or less "A" men registered on the beach were Jacksonville, Miami and Wilmington.

Forecasts by reporting port dispatchers for the coming period looked this way: Boston, same . . . Baltimore, continued slow . . . Norfolk, better . . . Wilmington, slow . . . Jacksonville, good.

	Pay Sign In			
	Offs	Ons	Trans.	TOTAL
Boston	2	—	3	5
New York	22	3	19	44
Philadelphia . . .	1	1	8	10
Baltimore	8	3	4	15
Norfolk	1	1	9	11
Jacksonville . . .	1	2	5	8
Miami	1	1	—	2
Mobile	6	1	6	13
New Orleans . . .	5	8	18	31
Houston	5	8	18	31
Wilmington	—	—	8	8
San Francisco . .	2	2	6	10
Seattle	1	—	5	6
Totals	55	30	109	194

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				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	2	1	4	1	1	—	2	1	1	—	2	2	—	1	3	—	1	1	—	2	3	1	6	8	12	3	23	—	2	3	5
New York	17	30	7	54	—	5	17	22	23	29	11	63	4	1	3	8	—	2	5	7	63	8	7	78	88	136	41	265	3	29	58	90
Philadelphia . . .	5	4	4	13	—	4	—	4	2	4	4	10	—	3	4	7	—	—	—	—	10	7	—	17	11	12	6	29	—	2	1	3
Baltimore	17	58	15	90	2	14	26	42	10	31	4	45	3	6	14	23	—	2	—	2	45	23	2	70	35	86	21	142	2	19	4	25
Norfolk	5	2	—	7	2	1	2	5	5	11	7	23	2	8	3	13	3	—	—	3	23	13	3	39	13	7	2	22	4	7	7	18
Jacksonville . . .	4	6	—	10	1	—	1	2	—	6	1	7	—	1	3	4	—	—	—	—	7	4	—	11	11	12	—	23	2	3	6	11
Miami	—	1	—	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	—	—	—	—	1	—	1
Mobile	7	15	—	22	—	—	4	4	8	11	1	20	—	—	4	4	—	1	—	1	20	4	1	25	38	44	8	90	1	2	11	14
New Orleans . . .	12	32	8	52	2	7	11	20	14	26	6	46	3	5	8	14	—	8	10	18	46	14	18	78	57	69	29	155	4	13	21	28
Houston	18	28	6	52	—	8	6	14	9	13	5	27	—	1	4	5	5	1	4	10	27	5	10	42	26	40	7	73	3	7	7	17
Wilmington	6	10	—	16	—	2	2	4	2	5	—	7	2	3	1	6	—	1	2	3	7	6	3	16	12	14	—	26	—	3	2	5
San Francisco . . .	2	12	2	16	—	2	2	4	4	8	3	15	2	2	4	8	—	2	2	4	15	8	4	27	15	19	5	39	—	—	2	2
Seattle	10	10	2	22	—	1	3	4	4	11	2	17	1	2	5	8	—	10	3	13	17	8	13	38	17	15	1	33	1	4	3	8
TOTALS	104	210	45	359	8	46	74	128	82	156	44	282	19	32	52	103	8	27	27	62	282	103	62	447	331	470	123	924	20	92	125	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				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	—	4	1	5	—	1	—	1	—	3	1	4	—	—	—	—	—	1	1	1	4	—	1	5	1	8	2	11	1	4	2	7
New York	9	38	4	51	2	11	7	20	7	29	4	40	1	8	9	18	—	4	8	13	40	18	13	71	51	144	26	221	4	32	33	69
Philadelphia . . .	—	9	2	11	—	—	2	2	—	8	2	10	—	—	5	7	—	—	—	—	10	7	—	17	—	9	4	13	—	—	1	1
Baltimore	9	54	8	71	1	21	15	37	3	34	5	42	—	9	6	15	—	3	4	7	42	15	7	64	9	72	15	96	1	22	26	49
Norfolk	—	4	—	4	—	4	2	6	1	17	5	23	2	3	4	9	—	1	2	3	23	9	3	35	1	18	—	19	—	8	4	12
Jacksonville . . .	2	1	—	3	—	—	—	—	1	3	—	4	—	2	—	2	—	2	—	2	4	2	2	8	3	6	1	10	1	3	4	8
Miami	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	—	—	—	—	—	1	1
Mobile	4	17	1	22	—	3	2	5	2	12	3	17	—	3	6	9	—	1	1	2	17	9	2	28	9	47	3	59	—	11	6	17
New Orleans . . .	11	34	8	53	1	7	8	16	5	31	6	42	—	10	8	18	3	12	12	27	42	18	27	87	30	59	6	95	1	15	12	28
Houston	8	32	2	42	1	18	7	26	5	22	5	32	—	6	5	11	—	9	5	14	32	11	14	57	19	42	9	70	1	11	12	24
Wilmington	3	6	—	9	—	—	3	3	1	—	—	1	—	3	1	4	1	1	2	4	1	4	4	9	4	8	—	12	1	4	3	8
San Francisco . . .	2	14	2	18	—	5	2	7	1	10	1	12	—	3	2	5	1	2	2	5	12	5	5	22	4	27	2	33	—	2	2	4
Seattle	3	4	3	10	—	4	1	5	4	6	4	14	—	5	2	7	1	5	—	6	14	7	6	27	4	23	2	29	1	6	2	9
TOTALS	51	217	31	299	5	74	49	128	30	175	36	241	3	54	48	105	6	40	38	84	241	105	84	430	135	466	70	671	11	118	108	237

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				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	1	3	1	—	1	2	1	—	—	1	—	—	—	—	2	1	—	3	7	3	7	17	1	2	1	4
New York.....	15	10	24	49	2	—	11	13	10	4	26	40	—	—	7	7	—	—	4	4	40	7	4	51	95	42	108	245	5	3	76	84
Philadelphia.....	—	1	2	3	—	—	7	7	2	1	5	8	—	—	6	6	—	—	—	—	8	6	—	14	14	7	8	29	—	—	5	5
Baltimore.....	23	9	31	63	4	3	19	26	12	6	21	39	1	—	4	5	1	1	5	7	39	5	7	51	50	19	39	108	4	4	23	31
Norfolk.....	2	1	1	4	1	—	3	4	7	2	3	12	3	—	9	12	—	—	4	4	12	12	4	28	11	3	4	18	2	4	5	11
Jacksonville.....	2	—	1	3	1	—	1	2	2	—	—	2	1	—	2	3	2	—	3	5	2	3	5	10	4	1	4	9	3	—	1	4
Miami.....	—	—	2	2	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	—	1	—	—	1	1	—	3	4	—	—	—	—
Mobile.....	10	4	15	29	—	—	9	9	5	1	12	18	—	—	4	4	—	—	—	—	18	4	—	22	30	11	38	79	—	—	24	24
New Orleans.....	16	10	31	57	1	—	15	16	15	2	39	56	—	—	16	16	—	—	12	12	56	16	12	84	49	19	75	143	1	3	46	50
Houston.....	11	5	17	33	1	2	14	17	7	5	12	24	—	—	6	6	—	—	7	7	24	6	7	37	27	10	16	53	1	1	12	14
Wilmington.....	—	1	3	4	2	—	1	3	—	—	2	2	—	—	2	2	—	—	—	—	2	2	—	4	4	4	1	9	—	—	3	3
San Francisco.....	4	1	4	9	—	—	4	4	3	2	3	8	—	—	2	2	—	—	4	4	8	2	4	14	7	4	20	31	—	—	5	5
Seattle.....	6	—	6	12	1	—	3	4	7	1	5	13	1	—	3	4	—	—	8	8	13	4	8	25	13	5	6	24	1	1	6	8
TOTALS	92	44	139	274	14	6	88	108	71	24	130	225	7	—	61	68	3	1	47	51	225	68	51	344	312	128	329	769	18	18	207	243

Too Much Radar Perils Ship Safety

A British and an American maritime publication have both carried articles this month criticizing the practice of relying excessively on radar and sticking to ship schedules despite hazardous navigation conditions.

The British article, entitled "Thoughts on Radar, Radiotelephone and Reduced Speed," appearing in the "Nautical Magazine" said in part:

Safety Not Speed

"It is easy to tell: 'Reduce Speed,' but how can a master of a passenger liner do it when he must keep his timetable . . . ?

"... there are more cases (for schedule-going vessels) when he will try to keep full speed even in fog, relying upon his radar, but strictly against the Rules of the Road . . .

"When owners praise a master who always arrives . . . without delay, they do not have any responsibility for the safety of the ship . . .

"... every ship arriving at her destination in due time, even in dense fog, should be accused of breaking the Rules of the Road . . ."

Masters Cautioned

Similarly, an article in the Coast Guard publication, "Proceedings of the Merchant Marine Council" declares:

"Some ship masters, unfortunately, have thought that the possession of radar made it possible for them to make fast passages in limited visibility. The result has often been a serious collision . . .

"The Officer of the deck is responsible for knowing all that occurs on the sea, in the air, and under the sea about him. He himself must know these things. He must look and see and hear. To place full reliance upon radar assistance as a substitute for these natural senses is to court disaster."



Now accepted by Coast Guard for use on American-flag ships, self-inflating life raft is shown during demonstration. Here it is being righted after landing upside down. Rafts can supplement lifeboats on ocean-going ships.

CG Okays Self-Inflating Life Rafts For US Ships

US merchant ships are now authorized to use inflatable life rafts as auxiliary life-saving equipment. The Coast Guard has given its approval to one model of English design, based on its ability to offer a floating platform in rapid-fire order to victims of ship disasters.

It also offers protection from the elements and makes spotting easier for rescue ships and planes.

Before handing down their decision to approve the use of the inert gas-inflated craft, the American maritime industry as well as the Coast Guard had coordinated extensive tests of the British product for the past eight years.

Records of 51 sea casualties in which inflatable rafts had saved 335 lives were submitted by the US distributors of the life rafts. In most instances, they involved use of the rafts by small craft, usually fishing boats.

Packed In Containers

The life rafts approved by the Coast Guard are packed in fiber-glass containers and are mounted on the decks. The container gives them protection from the elements that life boats normally do not have. Each container is equipped with a hydro-static release that prevents the ship from going down with the rafts aboard. Once the container is 20 feet under water, it automatically bobs to the surface and inflates itself in 10 seconds.

The inflatable raft is most desirable because of its ease of launching. List or trim will not hinder the launching, there are no problems with inoperative davits, such as occurs with lifeboats and it offers protection from the elements for its passengers. Other highly regarded features are the ease in which leaks can be patched and the number of items that come prepacked in the container.

Has Drawbacks

The biggest disadvantage, of course, is that unlike a lifeboat, the life raft cannot be boarded "dry," from the ship, but must be thrown in the water and then boarded by swimming survivors.

That is why even the most ingenious life raft design cannot replace lifeboats, serving as auxiliary lifesaving equipment.

Because of the low pressure with which the raft is inflated, a

leak can be patched with the patching equipment it carries before the raft loses too much air. The rafts also contain paddles, baling cans, fishing gear, emergency rations and other survival necessities.

Under the approval granted by the Coast Guard, the inflatable raft can now be used to replace all lifeboats on vessels under 100 gross tons. On vessels ranging from 500 to 1,600 gross tons they can replace all but one lifeboat on cargo vessels, and on passenger ships all but two lifeboats. On vessels over 3,000 gross tons, which would include all vessels manned by the SIU, the new raft can replace any other life rafts, life floats or buoyant apparatus or can be carried as supplementary in addition to the lifeboats. Countless lives, no doubt, will be saved by this innovation which is highly flexible and easy to handle in emergencies.

Inflatable life rafts come in sizes that will accommodate from six to 26 people.

Seafarers Assist 'Quake Victims

Seafarers and the Union have been highly praised for their actions in behalf of the people made homeless by the recent tidal wave and earthquake disasters in Chile.

The SS Santore was in the port of Guayacan shortly after the Chilean disasters and Seafarers and other crewmembers aboard donated a large quantity of clothing for the relief of destitute people there.

For this they were lauded in local Chilean papers, and by R. J. Jurgen, the President of the Ore Navigation Corp., which owns the Santore.

He wrote the crew: "It was with a great deal of pride that I heard of your efforts to assist the earthquake-stricken people of southern Chile when you were at Guayacan on May 23-26, 1960. Your action reflects great credit upon yourselves as human beings and as Americans. It also reflects great credit upon your ship and your employer, Ore Navigation Corporation. I want to express to each of you my own and the company's sincere thanks."

Mobile Plays Big Role

Also, in the port of Mobile, SIU members and officials gave their full support to the American Red Cross and other agencies earlier this month when a drive was started to obtain winter clothing of the Chilean earthquakes.

The SIU help was credited by Red Cross Chapter President Albert Metzger as one of the main factors in obtaining the Mobile quota of clothing within three days' time.

Members of the Union donated clothing and assisted in sorting and checking bundles as they were turned into the agencies. The main meeting hall of the SIU building was turned over to the Red Cross for use as a central collection agency.

Red Cross officials said they were having trouble finding a large enough location to handle the job when they received the offer from the SIU. "Everything worked out fine," he said, "and we can never thank the SIU officials and membership enough for their help in this drive."

Under the Mobile program, a public appeal for clothing for the quake survivors was issued through the newspapers, radio and television, with all city fire stations serving as collection points. West Brothers Motor Express, Inc. donated trucks and drivers to collect the donations from the stations and deliver them to the SIU hall.

There the clothing was sorted in sizes, types and condition. It

was then bundled and the US Air Force provided planes to carry the clothing to Chile and distribution to the earthquake survivors. Millions were reported without adequate clothing in the area, where the winter season starts in June.

SIU Defeats IBT, 41-1 In San Juan

SAN JUAN—The SIU's Puerto Rican Division dealt a severe rebuff to the International Brotherhood of Teamsters as workers employed by Maritime Trucking cast a near-unanimous vote for SIU representation. The final count in the National Labor Relations Board balloting was SIU, 41—Teamsters, 1.

This was the second SIU election victory in the Puerto Rico trucking field in recent months. In March, workers employed by Valencia-Baxt Express Company, the largest single trucking firm in the Puerto Rico maritime field, voted 106 for the SIU to 64 for the Teamsters in an NLRB election.

The SIU Puerto Rican Division has been representing workers in the shoreside marine and allied industries on the island for many years, in addition to which the Union maintains a hall for Seafarers in San Juan.

Most of the ships in the Puerto Rico trade are operated by SIU-contracted companies, such as Bull, Alcoa, Waterman and Sealand.

'Frisco Good Despite Rise In Register

SAN FRANCISCO — Shipping has continued very good in this port during the two-week period just passed, reports Port Agent Walter Sibley. A total of 53 men were shipped in all departments with a total of 69 men registered. San Francisco boosters claim the sudden influx is from the Los Angeles area, whose natives are seeking to escape the heat and the miserable performance of the Los Angeles Dodgers.

A total of ten vessels were serviced by the port representatives, two ships paid off, two signed on and six reached here in-transit. Robin Trent (Moore-Mac) and Ocean Eva (Maritime Overseas) paid off while Fairport and City of Alma (Waterman) signed on.

Ships serviced here in-transit included the Kenmar, Massmar and Yorkmar (Calmar), Steel Executive (Isthmian) and Atlas (Tankers and Tramps).

The USPHS hospital servicing this port has reported the need to repay 31 pints of blood given to Seafarers here. In response to an appeal Seafarers donated 24 of the necessary units in the first six days.

Shipping for the next period looks as though it will be on the slow bell.

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FILMED ON THE JOB
ABOARD AN SIU-MANNED SHIP

Liberia, Panama Win UN Posts

THE HAGUE—After a year of pressing, Panama and Liberia, the two leading runaway flags, have "crashed the party" at the United Nations. The runaway flags have received a favorable advisory ruling from the World Court which will enable them to join the UN's Intergovernmental Maritime Consultative Organization.

The runaway countries, supported uniquely by the United States, had been pushing for recognition in the UN maritime body since last year, when their first bid for seats on the safety committee was turned down.

Major European maritime countries had opposed the contention of Panama and Liberia that the IMCO was "improperly constituted." The World Court was asked to review the case by the UN.

It decided that the exclusion of Panama and Liberia from the UN shipping agency was improper because Article 28-A of the IMCO's charter states that the committee must consist of fourteen members,

eight of which should be the "largest ship-owning nations."

Because hundreds of ships have been registered under the flags of Liberia and Panama they technically do satisfy the rules and in theory, are major maritime powers.

As a result of the court ruling, which was 9 to 5, France and West Germany will probably be dropped from the safety group to make room for the new members.

Among the countries opposing the runaway nations bid to join the committee were Norway, the Netherlands, Italy and Britain—who argued that the IMCO was properly set up. It was these nations, led by Britain, who successfully blocked the Liberian and Panamanian entrance last year.

These countries had stressed the fact that the pertinent clause referred to "largest shipowning nations" and that in reality, both Panama and Liberia could not qualify since the tonnage registered under their flags was not owned by the citizens of these countries.

However this interpretation was overruled by the World Court, which indicated that on the basis of gross registered tonnage the runaway countries should be admitted.

Maritime unions regard it as rather ironic that the runaway nations, who are notorious for the lack of attention which they give to safety conditions on ships, should be admitted to the safety committee of IMCO.

At the moment, the safety committee consists of these "first eight" powers: the United States, Britain, Norway, Japan, Italy, the Netherlands, France and West Germany.

The six other member nations of the committee are: Argentina, Canada, Greece, Pakistan, the USSR, and the United Arab Republic.

Shipping Spurt Assists Norfolk

NORFOLK—A total of 11 ships were serviced by the union in this port during the period ending June 6, reports Paul Gonsorchik, port agent for Norfolk. The Galloway (New England) was the sole payoff while the Thetis (Rye Marine) was the only sign on.

In transit were the Wild Ranger, LaSalle, Warrior and Andrew Jackson (Waterman); Galloway (New England), Longview Victory (Victory Carrier), Bradford Island (Cities Service), Thetis (Rye Marine) and Steel Chemist (Isthmian).

Over-all, shipping was on the upswing due to several ships returning from lay-up. With more crew-ups to come, the future looks a little brighter.

First Daytime Meeting In Headquarters



Seafarers crowd New York hall at the first afternoon meeting held under the new Constitution. Under the new set-up, meetings are held once a month on afternoons in seven SIU ports.

Entering Hospital? Check On Doc's Fees BEFORE

Members of SIU families who have to undergo surgery are advised to find out in advance what the doctor's fee will be. Because of the lack of any standardization of such charges, operation and after-care fees should be settled upon before the patient enters the hospital.

Dr. Joseph Logue, director of the medical department, Seafarers Welfare Plan, cited a number of cases in the record in which Seafarers who had failed to settle these matters beforehand had run into heavy fees for surgical and medical care. Dr. Logue pointed out that by and large, surgical fees should have a reasonable relationship to the schedule of surgical benefits provided by the Welfare Plan.

Consequently, Dr. Logue advises Seafarers whose family members have to undergo surgery or hospital treatment to find out in the first instance what benefits the Welfare Plan provides. They can do this by contacting the nearest SIU port offices or the Seafarers Welfare Plan, 11 Broadway, New York City. Then, with that information, the Seafarer is in a

position to settle upon a fee with the doctor which will not be an undue burden on him. The Welfare Plan recently increased its surgical benefits in line with the average charges for such services.

Another comment on the subject was made by a syndicated columnist, Dr. Peter J. Steincrohn. Writing in the "Bergen Evening Record" he noted:

"I believe every patient (whether medical or surgical) should talk expense with his doctor before treatment is undertaken. The doctor welcomes this . . .

"It is isn't an emergency, if you have time to talk to him before operation, all you have to do is ask him: 'What is your fee for the operation and after care, and about how much will my hospital expenses be?'

"He should be willing to answer

—and be glad to do so. If not, there are other surgeons of equal skill who will be willing to cooperate.

"When you know what you are getting into expense-wise, you will not suddenly be faced with a bill which, in itself, may bring on post-operative shock unnecessarily. . ."

Prices for surgical procedures vary widely from doctor to doctor and from city to city, and depend on a wide variety of factors, of which the skill and reputation of the surgeon are only one element. As is well known, the charges a surgeon might make for the same operation can vary from patient to patient as well. Such variations are often justified on the ground that the surgeon offers his services for moderate charges or no charges at all to patients who are unable to pay.

Step to One Side . . .

Standing right in front of a grinding wheel is like standing the line of fire—it's an invitation to be wounded. Grinding wheels sometimes have the nasty habit of breaking up and spewing bits and pieces in the direction of the spin. That happens when a wheel is defective, something that can't always be seen in advance. That's why it's advisable to stand to one side, and keep out of the line of fire.



An SIU Ship Is A Safe Ship

YOUR DOLLAR'S WORTH

Seafarers' Guide to Better Buying

By SIDNEY MARGOLIUS

Summer Brings High Food Costs

Moderate-income families are in for a summer of high food prices. Costs have been moving up all spring and will rise further before supplies increase again this autumn.

This situation requires careful planning and shopping to defend not only your pocketbook but your family's actual nutrition. Surveys show that nutrition is affected noticeably by purchasing power.

Of course, there are pockets of poor nutrition among well-to-do families, too. For example, teenagers at every income level, and especially the girls often suffer from poor nutrition.

But money is the main factor. Low and moderate-income families are especially likely to suffer from insufficient calcium and vitamin C, a Government survey found. That means they don't get enough milk and fruit juices and fresh fruits. In the South, where incomes are generally lower than elsewhere, families especially tend to have inadequate diets, US Department of Agriculture researchers report.

So if you haven't much money, you need all the more know-how. Particularly, says home economist Faith Clark, moderate-income families may need to spend less for some popular foods so that they may use that money for foods needed for better diets.

Here is a check-list of cost-cutter that can help you buy the most nutrition for your food dollars this summer:



1—Plan your menus around advertised specials; avoid impulse buying.

2—Serve fewer and larger courses to enable bulk buying and avoid leftovers.

3—Cook vegetables in as little water as possible, but save any excess liquid—and that from canned vegetables—for making soups. Much of the nutrition is in the liquid. Cook potatoes in the skin instead of pared, to preserve food value and avoid waste.

4—Buy the cheapest brand of vegetable shortening instead of the more-expensive advertised brands. (They are all much the same.)

5—Buy standard whole-wheat, rye and white breads instead of rolls or special breads.

6—Serve homemade desserts instead of commercial baked goods.

7—Buy standard grades (B and C) instead of fancy Grade A. (They are the same nutritionally.)

8—Buy supermarkets' own brands of canned or packaged foods instead of the nationally-advertised brands, which generally cost more.

9—Serve home-cooked cereals instead of ready-to-eat packaged types. (The home-cooked are often more nourishing, too.)

10—Buy foods loose when available, such as cottage cheese, sauerkraut, produce. You save packaging cost.

11—Buy large sizes of canned and packaged foods instead of small.

12—Buy plain instead of homogenized milk if the price is lower. Use non-fat milk to supplement your purchase of fresh milk. A survey in Rhode Island found most buyers of dry milk did not reduce purchases of fresh milk. They used the extra milk to increase their total consumption—highly desirable in view of the survey findings. Mix extra milk powder into fresh milk for children, and into recipes for desserts, baked goods, omelets, casseroles and cooked dishes.

13—Buy cheese off the loaf instead of in packages or jars.

14—Buy brown or mixed-color eggs if cheaper in your locality instead of white eggs. (They are the same quality inside.) Use large eggs during spring and early summer; switch to mediums and pullets in late summer. Mediums are a better buy than large when they are more than one-eighth cheaper.

15—Buy medium-size oranges and other fruits instead of the large, specially-selected, more expensive ones.

16—Buy those fruits and vegetables in season locally; avoid costs of long hauling of out-of-season produce.

17—Serve fish, poultry, cheese, eggs or baked-bean main dishes occasionally, especially in summer when meat is most expensive. Turkeys particularly are in heavy supply and will be reasonable this summer.

18—Avoid heavy use of bacon, especially this summer when all pork products will be expensive.

19—In beef, look for the more economical cuts—chuck and round. These can be just as tender and flavorful when broiled or roasted as the costlier rib and loin cuts. Usually families use chuck and even round for moist-heat cooking (pot roasting, stewing, etc.) But recent panel taste-tests rated these economical cuts just as tender when broiled. Best chuck or round for broiling or roasting has the least amount of white connective tissue streaked through the lean but some fat marbling for tenderness.

20—Avoid paying extra for semi-cooked or ready-prepared foods. But buy canned juices or frozen concentrates instead of fresh, and canned tomatoes and peas except when fresh are in season locally.

21—Serve these cheaper, but nutritional vegetables more often: carrots, collards, and green cabbage, kale, turnips (and sometimes spinach).

You can get an excellent free food-buying guide, with basic facts on nutrition and many money-saving recipes. Just write to Office of Information, US Agriculture Department, Washington 25, DC, for a copy of "Family Fare".

IMWU Awaits Appeals Court Finding On Ingres Dispute

NEW YORK—Attorneys for the International Maritime Workers Union yesterday presented their arguments in the Appellate Division of New York State Supreme Court against an injunction barring the IMWU from picketing the Liberian-flag Ingres liners Nassau and Victoria. If the Court rules

against the IMWU, attorneys announced they will appeal to the US Supreme Court.

The IMWU lawyers, in presenting the Union's case, still held firm in their original contention that the National Labor Relations Board should have the jurisdiction

in this matter because the original picketing was the result of an effort to organize the crews for the purpose of obtaining a contract guaranteeing them better wages and working conditions. The New York Supreme Court earlier ruled that because the ships were under a foreign flag, the Union therefore had no right to attempt to organize the crews.

The attorneys also stressed the fact that, although the vessels were registered under the flag of a foreign nation, the Ingres Line conducted all its business from offices in the New York area, and that New York was the home port of both the Nassau and the Victoria. In that respect, they said, the line was like any other alien citizen conducting business in the US, and consequently is subject to US law.

Counsel for the IMWU also made

reference to a recent US Supreme Court decision in favor of the Marine Cooks and Stewards which was at first enjoined from picketing the Liberian-registered SS Nikolos, in 1957. The High Court overruled the decision of a lower court, pointing out that the activities of the runaway ships directly affected the membership of the US unions.

The Ingres Line's injunction against the IMWU to prevent the picketing of the Nassau and Victoria was originally issued by State Supreme Court Justice Greenberg. At time the IMWU attorneys contended that the case fell under the jurisdiction of the National Labor Relations Board because a legitimate labor dispute was involved.

The decision of the Appellate Court and the details of yesterday's proceedings are expected to be announced shortly.

Another 24 Ships Slated For Scrap

Some of the most famous names in American history, which were given to Liberty ships, will be going to the scrap heap as the Maritime Administration has invited bids for the purchase, by US citizens, of 24 low-priority Liberty ships for scrapping. Among the ships destined for the acetylene torch are the Pocahontas, Ralph Waldo Emerson and the Christy Matthewson.

No bids of less than \$90,000 per vessel will be considered. Ordinarily such vessels are sold for \$70,000 but these ships can be scrapped in friendly foreign countries and a higher price is asked for them.

The ships offered for sale are the George H. Williams, Ralph Waldo Emerson, Samdon and John Bidwell located in the James River, Virginia, Reserve Fleet; the Walg-still Avery, Benjamin Carpenter, Marlon McKinley Bovard, George W. Woodward, William Terry Howell, Charles C. Jones, William M. Meredith, Matthew B. Brady, Pocahontas and John Jay located in the Wilmington, North Carolina, Reserve Fleet; the Samsurf, Samfinn, located in the Mobile, Alabama, Reserve Fleet; the Samrona and the Salmon P. Chase located in the Beaumont, Texas, Reserve Fleet; the George B. Selden and the Francis Parkman located in the Suisun Bay, California, Reserve Fleet; the Henry S. Foote and the Luis Arguello located in the Astoria, Oregon, Reserve Fleet; the Christy Matthewson and the Edward Canby located in the Olympia, Washington, Reserve Fleet.

Prove Eligibility For Hospital \$

Seafarers being admitted to a Public Health hospital are urged to carry with them their Union book plus proof of eligibility for SIU benefits; namely, a record that they have at least 90 days seetime during the previous year and at least one day during the previous six months. Failure to have the proper credentials will cause a delay in payments to the Seafarer.

If the Seafarer is admitted to a hospital which is not a PHS institution, he should contact the Union immediately. The Union will arrange with the USPHS for a transfer to a Public Health hospital in his vicinity. The PHS will not pick up the hospital tab for private hospital care, unless it is notified in advance.

SIU Sponsors 'Derby' Entrant



Donald Borey, 13, reads a familiar paper at hall in New Orleans. He's being sponsored by SIU in local Soap Box Derby next month. His dad works for local shipping agency.

LABOR ROUND-UP

Missouri lawyers, apparently desiring a monopoly in certain fields, have filed illegal practice charges against Edward M. Tod, director of community services for the St. Louis AFL-CIO. Tod was specifically cited for advising union members of their rights in cases involving unemployment and workmen's compensation cases. If he is convicted of the charges, it will mean, in effect, that the area Bar Association, which is spearheading the attack, will have created a "closed shop" for its members in that state and can force workers to hire its legal talent even in minor cases.

A few days after he was chosen as one of the AFL-CIO merit scholarship winners, Gene S. Cain, 17, of Panama City, Fla., died in an automobile crash near his hometown. His mother, Mrs. Eloise Cain is a member of Post Office Clerks Local 1414. Cain had planned to attend Florida State University as a political science student.

In a dedication service at Washington Cathedral in the nation's capital, three labor leaders, each of a different faith, were memo-

rialized in stained glass windows presented to the cathedral. The three were Samuel Gompers, first president of the former American Federation of Labor; William Green, his successor and Phillip Murray, head of the former CIO until his death in 1952. AFL-CIO President George Meany presented the Gompers and Green windows while Electrical Workers chief James Carey presented the Murray window.

A "pattern-making" and "precedent-setting" three-year agreement was signed by the Communications Workers of America and Northwestern Bell Telephone Co., Omaha, Neb., minutes before the old contract had expired. CWA president Joseph A. Beirne predicted that the agreement, which brought forth a package estimated at over 10 cents an hour for the first year, would quickly become the 1980 pattern for the entire Bell system. Significant in the agreement was a "catastrophic illness and disability" protection, the first ever to be negotiated for telephone workers, affording them and their families up to \$15,000 worth of coverage in health benefits.

Congress Advances Aid To Unsubsidized Fleets

WASHINGTON—A bill permitting non-subsidized steamship companies, including Alcoa and Bull Line, to trade-in present war-built ships for more modern vessels was passed by the House last week. Two other bills easing the financial requirement on the hard-pressed American merchant fleet, have also made headway in Congress.

The House Committee on Merchant Marine and Fisheries offered to the floor of the House the Senate bill authorizing the exchange of World War II vessels. Trade-in

procedures will allow the SIU-contracted Alcoa Steamship Company to trade-in its fleet of C-1 vessels for more up to date C-2s, C-3. At the same time the SIU-contracted Bull Line will be able to swap some of its ships for C-4s.

Life Span Upped

In other separate actions both houses completed voting on the measure to extend the life of subsidized merchant vessels from 20 to 25 years. The bill amends the Merchant Marine Act of 1936 that set the previous ceiling of 20 years. The Senate also added a technical amendment that spells out the intent of the bill. Post World War II vessels, those delivered after January 1, 1946 will be the only ships affected by the increased life-span. A similar bill has been passed by the House.

Extension of the useful life span of subsidized vessels is designed to meet the rising costs of building new ships and will allow the operators another five years in which to raise sufficient funds for the construction of replacement ships required by the Merchant Marine Act, 1936.

The only drawback to the new measure is that the added five years of life for the vessels will weaken their competitive ability, as foreign ship operators would be able to put newer, more-modern vessels into service.

Mortgages Eased

The third measure passed by the Senate and sent to the House, although heavily opposed by the major oil companies, will authorize the Maritime Administration to advance payment dates on new tankers built with US mortgage guarantees. Authorization to ease the mortgage claims on the ships will prevent some of these companies from defaulting.

The oil companies had sought to stop the Senate passage in an attempt to put independent tanker operators out of business and monopolize the oil-carrying trades. Many of the new supertankers have been having difficulty getting cargo because of a slump in the oil charter rates.

Senate OK's 55% Ceiling On Subsidy

WASHINGTON — Reacting to cost increases in American shipyards, the Senate has voted 60-26 in favor of a bill raising the ceiling on ship construction subsidies to 55 percent of the total cost. The old ceiling, 50 percent, had become inadequate to match the cost differential between US and foreign yards, principally Japan and Germany.

The House had already approved the 55 percent ceiling. It must now reconcile differences between the House and Senate version before final passage.

While in the Senate, the bill was amended by Sen. John Williams (Rep-Del.) to bar steamship companies from offering free or reduced transportation to Government employees and officials. Senator Williams has offered this amendment on numerous shipping bills only to have the House strike it from the final version.

Major opposition to the bill was spearheaded by Sen. Frank J. Lausche (Dem.-Ohio) who was defeated when he proposed what would have been a 52½ percent ceiling.

The subsidized ship operators have been seeking increases in construction subsidies because, even with the US Government picking up 50 percent of the tab, the foreign ship operator has been able to get a comparable ship built at less cost than the American.

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.)

Section 44. MEAL HOURS AND RELIEVING FOR MEALS . . .

(d) When crew is called to work overtime before breakfast and work continues after 7:30 AM, a full hour shall be allowed for breakfast, and if breakfast is not served by 8 AM, overtime shall continue straight through until breakfast is served.

(e) If one unbroken hour is not given, the men involved shall receive one hour's overtime in lieu thereof.

On one SIU-contracted ship recently, two daymen and the bosun were turned to at 6 AM. The men then knocked off for breakfast at 7:30 AM and then turned to again at 8 AM which is the regular hour for daymen to start working.

A claim was filed for one hour's overtime on the ground that a full hour was not given for breakfast. The claim was disallowed under paragraph (d) above, because the mate had knocked them off work before 7:30 AM. Had the men worked past 7:30, then they would either have had to get a full hour for breakfast, or they would have been entitled to a hour's overtime. The same would have applied if, for example, the 12 to 4 watch had worked the same way.

If, however, they were not given a full hour for either lunch or dinner, then they would have been entitled to the OT.

Greece Invites Runaways To Escape IMWU Pacts

Greek nationals who set up business under the runaway flags are being welcomed back to Greek registry. Special concessions are being made to Greek shipowners allowing them to bypass currency regulations which apply to all other Greek nationals, in order to make it easy for them to fly the Greek flag.

The latest action by the Greek government reflects the concern of Greek nationals over the successful inroads made by the International Maritime Workers Union on runaway-flag ships. The IMWU's tie-up of Inces Line cruise ships is seen as a factor in the sudden loosening of Greek regulations for benefit of runaway-flag shipowners. For some time now, the Greek government has been encouraging

runaway ships to register under the Greek flag, and already, some two million tons of shipping owned by Greek nationals or ship operators of Greek descent have been transferred to that nation's flag.

Many of the vessels involved were originally built for long-term charter to US oil and bulk oil shippers, and operate under the control of large American oil, steel and aluminum concerns. Others are vessels that were originally-manned by US seamen but were subsequently transferred to runaway flags, and then to Greek registry.

The new regulations set up for benefit of the runaway operators will allow these operators to convert currencies freely. Such free conversion of currencies is not permitted other Greek nationals, and makes doing business on an international level difficult and cumbersome.

Type Minutes When Possible

In order to assure accurate digests of shipboard meetings in the LOG, it is desirable that the reports of shipboard meetings be typed if at all possible.

Poland Gets More Farm Surplus Aid

Despite the increase in tensions between the United States and the Communist bloc, American aid to Poland is continuing in even larger quantities. The United States and Poland are expected to come to terms soon on a huge new \$100 million sale of surplus commodities, including wheat, cotton, fats and oils.

This is good news to the US shipping industry, since by law at least 50 percent of all foreign aid must be transported on American-flag bottoms.

Since the first agreement on aid in 1957, the US has given Poland almost \$300 million worth of assistance in sales-and-credit arrangements.

Some \$235 million worth of this aid was used in the purchase of products, and credits amounted to another \$61 million. A prolonged drought in Poland has created an almost critical situation and the surplus food products should be of great relief to the Polish population.

Currently the US and Poland are negotiating claims for American property by Poland after World War II. Poland, sources say, has set aside a confiscated \$40 million to pay for these claims.

As soon as the negotiations on the property settlements are finished, agreement on the farm surplus sale is expected to be reached.

The US uses some of the money it receives from Poland, for these surplus goods, to finance its diplomatic mission, educational exchanges and to purchase Polish goods needed by other countries under the American foreign aid program.



LUCILE BLOOMFIELD (Bloomfield), May 22—Chairman, Harry Huston; Secretary, Lee de Parlier. All beefs squared away at payoff. Ship's delegate resigns with vote of thanks, \$20 in ship's fund; will make up arrival pool for Southampton. Recommend that heavier duty wringer be installed to replace present one. Arrival pool to pay \$50 to winner instead of previous system of \$30 to winner and \$10 to each number above and below winning number. Ship scored 100 percent on USPHS Sanitation inspection in New Orleans fourth year in a row. Safety plaque for "Safest Ship in Bloomfield" for least lost time on Bloomfield ships.

STEEL SCIENTIST (Isthmian), May 29—Chairman, R. Heins; Secretary, F. S. Omega. Discussion on repairs, extermination of roaches on all fox-holes, painting, need for chemical for cleaning toilet bowls, new agitator for the washing machine. \$18 in ship's fund. Crew asked to return books and reading matter to library. At night, don't leave glassware in sink. Chief cooks will be glad to hear any food beefs.

OREMAR (Marven), May 29—Chairman, W. H. Jones; Secretary, L. Warner. Toaster in night pantry and washing machine wringer need fixing. One man missed ship in Baltimore. No beefs reported. Keep night pantry clean. Put more bread aboard for round trip. Bring all coffee mugs back to pantry after using.

HURRICANE (Waterman), May 15—Chairman, A. E. Howser; Secretary, John F. Gersey. Delegate reports everything going smoothly. No beefs reported. Late sailing at Toledo. Special meeting with the captain over crew's quarters and certain places

not being clean. Laundry cleaning was divided among all departments.

HURRICANE (Waterman), May 29—Chairman, L. Harcastle; Secretary, J. Gersey. Beef to be taken up with patrolman. Ice cream served should be in other flavors besides chocolate. Suggestion that catwalks be built over the deck cargo.

WILD RANGER (Waterman), May 29—Chairman, John Kelly; Secretary, A. O. Aaron. Payoff Norfolk. Destination Far East. Men reminded to renew health cards. Everything running smoothly.

DIGEST of SIU SHIP MEETINGS

STEEL SEAFARER (Isthmian), May 29—Chairman, Grady Faircloth; Secretary, Dick Grant. Ship's delegate reports everything running smoothly. Vote of thanks to steward department for good food and service entire voyage.

STEEL APPRENTICE (Isthmian), Chairman, Paul Whitlow; Secretary, J. R. Olive. Ship's delegate reports all repairs taken care of. Crew complimented for their solid backing of electrician beefs and also on the repairs. So far, things are running smoothly. M/S that negotiating com-

mittee see about discontinuing issuance of traveler's checks. Suggested that ship's delegate see captain about getting Fall Mails in Yokohama.

OCEAN ULLA (Maritime Overseas), June 2—Chairman, R. Berryman; Secretary, S. Sosa. Ship's delegate reports \$10.25 in fund. Letter to headquarters to determine who lays up ship; also if we are entitled to bonded cigarettes on intercoastal run. No beefs reported.

DEL CAMPO (Mississippi), May 22—Chairman, J. Chastain; Secretary, L. Munna. Ship's delegate reports everything okay. Captain said we didn't have time to replace dish cabinet in crew pantry in New Orleans. \$26.09 in fund. Crew asked to return coffee cups to pantry.

ROBIN KIRK (Robin), May 29—Chairman, Carl E. Margrove; Secretary, Louis E. Meyers. Ship's delegate reports messman hospitalized in Canal Zone; Bosun hospitalized in Aruba. Some counted OT. Vote of thanks to steward department for improvement in menus and food preparation. Discussion re washing machine.

ORION STAR (Orion), May 29—Chairman, Roy Pierce; Secretary, John Eubanks. Three men paid off by mutual consent. Washing machine needs repairing. \$26 and 6 pesos in ship's fund. Suggestion that no clothes or water be left in washing machine.

ROBIN LOCKSLEY (Robin), May 21—Chairman, John Rainosa; Secretary, Gene Flowers. Motion made that all call-backs over the weekends or holidays for any reasons whatsoever should be four-hour minimum. No levels on bread—some loaves appear

moldy. Pork sausages of poor quality. Shop chest prices seem higher than shore-side—particularly soda pop. In Savannah, bottled pop sold at \$2 a case—aboard ship canned soda sold for \$2.75 a case.

FLOMAR (Calmar), May 29—Chairman, C. Hensley; Secretary, J. Ponis. No beefs reported. All repairs taken care of. Crew's quarters painted out. Few hours disputed OT. Discussion on poor grade of food. Return all linen to steward. No fresh fruit for last nine days of voyage. Donations for treasury called for. Also discussion on missing cups.

ALCOA PLANTER (Alcoa), April 27—Chairman, R. D. Schwarz; Secretary, H. P. Ducloux. Ship's delegate reports things running smoothly. Received telegram from Lindsey Williams requesting crew to stay put to pay off in Galveston as we have no representation in Tampa. Sent wreath to chief cook's mother-in-law's funeral. \$14.90 balance in ship's fund. Vote of thanks to steward department for good food.

SUZANNE (Bull), May 22—Chairman, D. C. Haskell; Secretary, J. M. Morton. Ship's delegate reports no LOGs received during voyage. Crew men involved in two fights in same night. Had good cooperation from 1st assistant and chief mate so far. Few hours disputed OT. Recommend that crew mess and crew pantry switch jobs for remainder of trip.

FELTONE (Ore), May 21—Chairman, T. W. Drabinski; Secretary, E. A. Boyd. Ship's delegate reports wiper fired under protest. Spigots in laundry room to be turned off tightly. See patrolman about having rust removed from tanks while in drydock.

Wiper and engine delegate to see patrolman about firing of wiper and uneven distribution of overtime between wipers.

STEEL FABRICATOR (Isthmian), May 28—Chairman, G. Finkler; Secretary, L. Paradeau. Delegate reports one man missed ship in Yokohama. Saw the old man about logs and warnings but he said he was turning all over to CG. \$36 in fund. Turn in keys if paying off.

COE VICTORY (Victory Carriers), May 1—Chairman, Scotty Eden; Secretary, H. Krohn. No beefs reported by delegates. One man missed ship at Ceuta. Keep all foreigners out of passageways and fo'c'sles. Don't buy liquor in Suez Canal as it may be poisoned. Arab workers would not take or deliver mail to ship. Crew laughed at their capers.

OREMAR (Marven), May 29—Chairman, M. H. Jones; Secretary, L. Warner. One man missed ship in Baltimore. Toaster in night pantry and washing machine wringer will be fixed. Suggestion that more bread be put aboard for round trip; also that coffee mugs be returned to pantry.

DOROTHY (Bull), May 21—Chairman, William Robinson; Secretary, J. Harman. Ship's delegate reports all laundry sent from Turkey, bad job. Captain agreed to send all to Antwerp. Avoid heavy drinking. Few hours disputed OT. Discussion re cooperation in galley force. Check incoming stores. Have not received any LOGs since leaving Baltimore.

ELIZABETH (Bull), June 4—Chairman, Brother Veilinga; Secretary, R. Hernandez. No beefs reported. Engine department deck and shower need painting.



BETTER STEAKS

FOR SEAFARERS

SIU FOOD PLAN UPGRADES FEEDING

WITH 25 SIU-contracted operators having agreed to buy better-quality steaks, the A&G Food Plan's upgrading of steak meats is being extended to more SIU ships. Other companies are expected to follow the upgrading pattern shortly.

The upgrading is a product of the Food Plan's program of improving food preparation, service and storing, while at the same time eliminating unnecessary waste. Field representatives of the Plan, operating in various SIU ports, assist shipboard steward departments in improving standards.

The policy of buying steak graded "good" by the Department of Agriculture, as opposed to the "commercial" grade formerly stored, results in a marked improvement in shipboard feeding.

Companies now storing "good" steaks are: Albatross, Alcoa, Bloomfield, Bull Line, Calmar, Consolidated Mariners, Construction Aggregates, DeBardleben, Isthmian, Fenway, Lion, Marine Carriers, Marine Tankers, Mississippi, Ocean Petroleum, Overseas Oil, Ponce, Robin Line, Seatrain, Sea-Land, Trans-Ocean, Valentine, Victory Carriers and Waterman.



Under upgrading, steaks graded "good" by Agriculture Dep't, replace "commercial" grade.



Cook D. DeLacruz slices steak off a "good" grade strip while L. Enríquez looks on.



Under watchful eye of chief steward L. Enríquez, Steel Architect, box of strip loins is weighed to check against amount listed in box checklist. Isthmian port steward J. Lambert does the honors.



Agriculture Dep't inspector W. O'Carroll cuts bologna loaf as part of spot check made at suppliers. Watching (l-r) are A&G Food Plan field reps Bob Principe, New York; Phil Reyes, Mobile; Ed Smith, Baltimore.



Examining meat are Food Plan reps (l to r) Ed Smith, Baltimore; Pete Loleas, Cliff Wilson, Bob Principe, NY; Ted Volter, Isthmian commissary head; Phil Reyes, Mobile; Tom Beatty, New Orleans.

ANNUAL REPORT

For the fiscal year ended December 31, 1959

(Name of Welfare Fund) SEAFARERS WELFARE FUND
(Address of Fund) 11 Broadway, New York 4, N. Y.to the
SUPERINTENDENT OF INSURANCE
of the
STATE OF NEW YORK

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

EXHIBIT B-1

SUMMARY STATEMENT OF ASSETS AND LIABILITIES¹

As of December 31, 1959

(Name of plan) Seafarers Welfare Plan

(Address of plan—principal office) 11 Broadway, New York 4, N. Y.

ASSETS²

	Column (1)	Column (2)	Column ³ (3)
1. Cash		\$1,527,803.15	
2. Bonds and debentures			
(a) Government obligations	\$1,289,669.40		
(b) Nongovernment bonds	2,512,087.35		
(c) Total bonds and debentures	\$3,801,756.75		Not
3. Stocks			Applicable
(a) Preferred	—0—		
(b) Common	\$1,404,030.64		
4. Common trusts	—0—		
5. Real estate loans and mortgages	—0—		
6. Operated real estate	—0—		
7. Other investment assets	—0—	5,205,787.39	
8. Accrued income paid on investments		17.08	
9. Prepaid expenses		—0—	
10. Other assets			
(a) See Attachment	198,973.45		
(b)	—0—		
(c)	—0—	198,973.45	
11. Total assets		\$6,932,381.07	
LIABILITIES AND FUNDS			
12. Insurance and annuity premiums payable	—0—		
13. Reserve for unpaid claims (not covered by insurance)	—0—		
14. Accounts payable. See Attachment	59,031.93		
15. Accrued payrolls, taxes and other expenses	—0—		
16. Total liabilities		\$ 59,031.93	
17. Funds and reserves			
(a) Reserve for future benefits and expenses	\$3,010,030.00		
(b) Reserve for contingencies	461,155.74		
(c) Fund Balance	\$3,402,163.40		
(d) Total funds and reserves		6,873,349.14	
18. Total liabilities and funds		\$6,932,381.07	

¹ Indicate accounting basis by check: Cash ☒ Accrual ☐ Plans on a cash basis should attach a statement of significant unrecorded assets and liabilities. See Attachment.
² The assets listed in this statement must be valued in column (1) on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U.S. Treasury Department (Act, sec. 7 (e) and (f) (1) (B)). State basis of determining the amount at which securities are carried and shown in column (1): Bonds at Amortized Cost, U. S. Treasury Bills & Stocks at Cost.
³ If A (2) in Item 13, PART III is checked "Yes," show in this column the cost or present value, whichever is lower, of investments summarized in lines 2c, 3a, and 3b, if such value differs from that reported in column (1).

EXHIBIT B-2

SUMMARY STATEMENT OF RECEIPTS AND DISBURSEMENTS

For year ending December 31, 1959

(Name of plan) Seafarers Welfare Plan

(Address of plan's principal office) 11 Broadway, New York 4, N. Y.

RECEIPTS

1. Contributions		
(a) Employer	\$3,018,774.05	
(b) Employees	—0—	
(c) Other (Specify)	—0—	
2. Interest, dividends, and other investment net income	205,912.88	
3. Gain (or loss) from disposal of assets, net	(385.90)	
4. Dividends and experience rating refunds from insurance companies	—0—	
5. Other receipts		
(a) Equipment & Rentals	\$ 10,074.91	
(b) Interest on Delinquent Accounts	134.21	
(c)		10,209.12
6. Total lines 1 to 5, inclusive		\$3,234,510.15
DISBURSEMENTS		
7. Insurance and annuity premiums paid to insurance companies for participants benefits	—0—	
8. Benefits provided other than through insurance carriers or other service organizations. See Attachment		\$2,269,986.34
9. Administrative expenses		
(a) Salaries (Schedule 1)	\$ 135,962.42	
(b) Fees and commissions	41,994.57	
(c) Interest	—0—	
(d) Taxes	5,120.33	
(e) Rent	9,434.76	
(f) Other administrative expenses	96,234.24	288,746.63
10. Other disbursements		
(a) See Attachment	56,649.85	
(b)	—0—	56,649.85
11. Total lines 7 to 10, inclusive		\$2,615,382.51
12. Excess (deficiency) of receipts over disbursements (line 6, less line 11)		619,127.64

RECONCILIATION OF FUND BALANCES

13. Fund balance at beginning of year		\$3,540,152.42
14. Excess (deficiency) of receipts over disbursements (line 12)		619,127.64
15. Other increases or decreases in funds		
(a) Net increase or decrease by adjustment in asset values of investments. Amortization on Bonds	(1,073.09)	
(b) Increase in Reserve for Benefits for Eligibles on Special Disability	(702,800.00)	
(c) Increase in Reserve for Contingencies	(53,243.57)	(757,116.66)
16. Fund balance end of year		\$3,402,163.40

SEAFARER'S WELFARE PLAN

ATTACHMENT TO ANNUAL REPORT—FORM D-2
FOR THE YEAR ENDING DECEMBER 31, 1959

EXHIBIT B-1—Statement of Significant Unrecorded Assets and Liabilities

ASSETS		
Contributions Receivable		\$753,998.75
Interest Receivable on Bonds		28,350.49
Total Unrecorded Assets		\$782,349.24
LIABILITIES		
Incurred Benefits Payable		\$ 78,330.01
Administrative Expenses—Payable		29,954.68
Total Unrecorded Liabilities		\$108,284.67

SEAFARER'S WELFARE PLAN

ATTACHMENT TO ANNUAL REPORT—FORM D-2
FOR THE YEAR ENDING DECEMBER 31, 1959

EXHIBIT B-1

ITEM 10—OTHER ASSETS

Loans to Eligibles		\$ 44,259.78
Investment in Stock of Wholly Owned Corporations (at cost)		10,000.00
Travel Advance		400.00
Advances to wholly owned corporations		12,000.00
Miscellaneous Receivables		238.28
Insurance Claims Receivable		5,650.39
Security Deposits		125.00
Capital Donated to wholly owned corporations	\$1,778,445.14	
Less: Reserve for Donated Capital	1,652,145.14	126,300.00
Fixed Assets		
Life Boat Program Equipment	1,932.64	
Training Ship	129,921.90	
Training School Facilities—Mobile, Ala.	30,455.19	
Training School Facilities—New York, N. Y.	7,606.38	
Recreational Facilities—New Orleans, La.	31,318.11	
Medical and Safety Program Facilities, B'klyn., N. Y. ..	89,642.19	
Furniture and Fixtures—New York, N. Y.	132,579.48	
Reconversion Costs—Philadelphia Bldg.	231,773.30	
Reconversion Costs—New Orleans Bldg.	21,728.56	
Puerto Rico Restaurant Facilities	7,534.07	
Cemetery Properties	2,330.00	
	\$ 686,821.82	
Less: Reserve for Fixed Assets	686,821.82	—0—
Total Other Assets		\$198,973.45

ITEM 14—ACCOUNTS PAYABLE

Payroll Taxes Withheld	\$ 3,534.59
Overpayments of Loans by Eligibles	455.51
Accounts Payable	13,716.26
Miscellaneous	238.31
Contributions held in Escrow	41,087.28
	\$ 59,031.93

SEAFARER'S WELFARE PLAN

ATTACHMENT TO ANNUAL REPORT—FORM D-2
FOR THE YEAR ENDING DECEMBER 31, 1959

EXHIBIT B-2—Line 8

Benefits provided other than through insurance carrier or other service organizations.

Cost of Benefits Provided	\$2,000,883.68
Cost of Fixed Assets Acquired for the Purpose of Providing Specific Benefits Under Its Plan	269,102.66
	\$2,269,986.34

EXHIBIT B-2—Line 10

Other Disbursements

Trustees Meetings	\$ 12,436.56
Travel Expenses	6,115.10
Furniture, Fixtures and Equipment	23,806.04
Maintenance of Real Estate	1,886.97
Write off of Loans Due to Death of Eligibles	1,787.80
Cost of moving Training Ship to Puerto Rico	10,617.38
	\$ 56,649.85

Page 4

ANNUAL REPORT OF THE

SEAFARERS WELFARE FUND

STATE OF New York
COUNTY OF New York
May Harrison and De. Kerr

Trustees of the Fund and
being duly sworn, each for himself deposes and says that this Annual Report is true to the best of his information, knowledge and belief.

Employer trustee:

May Harrison

Subscribed and sworn to before me this

26 day of May.1960

Employee trustee:

De. Kerr

LUCIEN RENAULT
Notary Public State of New York
No. 41-8845000
Qualified in Queens County
Term Expires March 30, 1962

... And Then, The Imperialist Monster From The West ...



Shipping Lags In Baltimore

BALTIMORE—Port Agent Rex Dickey reports that the port here has been slow and forecasts a continued slack during the next shipping period. During the period just passed, eight ships were paid off, three were signed on and four ships were serviced here in-transit.

A total of 185 men shipped in all classes while 420 men were registered, providing a sizable backlog on the beach. The largest number of men to ship was in the deck department where 70 men gained berths on vessels leaving this port. Oremar (Marven), Jean and Edith (Bull), Montego Sea (Lion), Feltore (Marven), Bethcoaster (Ore Navigation), Longview Victory (Victory Carrier), and the Village (Consolidated Mariners) were paid off. Signons included the Oremar (Calmar), Feltore (Marven) and Longview Victory (Victory Carriers).

Reaching here in transit were Marore (Marven), Steel Recorder and Steel Chemist (Isthmian) and Calmar (Calmar).

PHOTOS
STORIES
POETRY
ETC.



The sharp contrast between Moscow propaganda and reality shows up again in the recent news that the United States and Poland are currently negotiating a \$100 million aid agreement whereby the US would supply the Poles with badly-needed farm products to compensate for severe food shortages in that country.

These negotiations have been going on against the background of a Moscow campaign designed to blacken the United States as being in the grip of warmongers, militarists, peace-wreckers, etc.

To the residents of Poland, a Communist-run country and a neighbor of the Soviet Union's, it may seem odd that the country they are supposed to hate is feeding them and the country they are supposed to love—the Soviet Union—sends nothing but propaganda.

If the Soviet Union is really catching up with the United States in both agricultural and industrial production—at least that's the constant boast of the Communist press, the radio and of Premier Khrushchev himself—then it would appear to be a simple thing for the Soviet Union to send enough supplies of grain, cotton and other essentials across the border into Poland, to make US aid unnecessary.

The fact that Poland has to turn to the United States for these supplies, as it has done in past years and is doing now, reveals either of the following two situations.

A) The Russians can't help because there is not enough to go around at home, or B) despite the much-vaunted talk of "comradeship" between Communist nations, the Soviets don't care whether or not the Poles have enough to eat.

One dividend arising from American aid to Communist countries is the visible evidence brought by Seafarers and other US maritime workers of the conditions under which Americans live and work. Every SIU-manned ship which pulls into a Polish or Yugoslav port, and every Seafarer who goes ashore in these ports makes it that much more difficult for the Soviet propaganda machine to spread distortions. These dividends arise directly from the fact that half of these aid shipments go on American-flag vessels under the '50-'50 law. Otherwise the Poles would probably never come in contact with US ships and seamen.

Judging from the reception SIU men have received in the past in Poland, this new line will be as unproductive as the old. On the contrary, these visits by American ships have contributed to the eagerness of Poles to maintain contact with the outside, as expressed, for example, in requests for copies of the SEAFARERS LOG.

In any event, as long as the United States continues to supply countries in the Communist orbit, as well as many nations outside that orbit, with the basic necessities of life, the Soviet Union is going to have a hard time convincing the world that the United States is decadent and evil.

Seafarer Planning Pharmacy Career

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

The selection of Seafarer George F. Johnson, as a winner of one of the SIU scholarship awards has opened the door to a career in pharmacy for the 34-year-old Seafarer. Johnson made the grade with just a year to spare, since the cut-off age for eligibility is 35.

One Of Five

One of the five winners of the 1960 award, (the other four awards went to children of Seafarers) Johnson was aboard the Del Norte (Mississippi) in Buenos Aires when the good news came. He has been sailing as second baker and as storekeeper aboard the Mississippi cruise ship. All told, Johnson's been with the SIU for 13 years, in the steward department. When not sailing, he makes Marion, Indiana, his home. Before joining the SIU, Johnson sailed with the Sailors Union of the Pacific for two years.



Johnson

Pharmacy Choice

His choice of pharmacy as a profession reflects the fact that Johnson has two brothers already studying in the medical field. He plans to study at Loyola University, Chicago, where he has already been accepted for the fall term.

Johnson gives much of the credit for his entry in the 1960 award competition to a coincidence. The Del Norte had a voyage cancelled in December, just at the time that the College Entrance Examinations were being

given. During the lay-up, Johnson took the exam and applied for the scholarship.

Hard Work Ahead

Looking at his forthcoming school career realistically, Johnson acknowledges that the first years are going to be the most difficult as he has been out of school for some time. After all the congratulations he received from his shipmates, he intends to go all-out to make a success of his schooling.

Normally, SIU scholarship winners do well in college, so Johnson shouldn't have too much worry about, if he can just get used to a shoreside existence.

MEBA Winner In Two Lakes Fleet Ballots

Local 101 of the Marine Engineers Beneficial Association, that union's Great Lakes District, last week won representation elections involving 25 Great Lakes ships. Engineers in the 16-ship Wilson Marine Transit Fleet voted 45 to 19 for MEBA and the men in the nine-vessel Lake Fleet Division of the Republic Steel Corporation voted 24 to 16 in favor of Local 101. The referendum, conducted by mail, lasted 30 days.

An MEBA spokesman attributed the victory to job security provisions, summer leaves and a ten percent wage increase negotiated earlier this season with the major Great Lakes ore fleets.

The election results represent the latest in several victories won by the MEBA in the past year. Earlier, Local 101 won bargaining rights in the Wyandotte, Gartland, and Boland & Cornelius fleets which operate 30 ships. Local 101 also obtained the right to a representation election in the Nicholson Transit Company fleet after a four-day strike in April. The election will be conducted by a Michigan state court next month.

APL Plans Box-Ships

SAN FRANCISCO — Another major ship operator, this one American President Lines, is going to enter the containership field. Its new Searacer ships, built along the lines of the Mariners, will have one hold designed to accommodate 17-foot containers.

The SIU Pacific District-contracted company has been carrying containers on an experimental basis in intercoastal service as well as to the Far East.

Other companies now operating containerships in whole or in part are Sea-Land, Grace Line, Bull and Matson.

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.

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.

SEAFARERS IN DRYDOCK



There are only two Seafarers in the USPHS hospital in Brighton, Mass. reports Gene Dakin from the Boston hall. One is Seafarer Raymond M. Davis, who sailed last as an oiler on the Del Aires. He was involved in an automobile accident in which he broke his left knee, and will be a long time recuperating from the mishap.

The other man hospitalized is Charles A. McCarthy, who sails as second cook and baker. His last vessel was the Royal Oak. He has



Roy



Power



Davis



McCarthy

been troubled with asthma and has been under-going treatment intermittently for some time.

Three Seafarers currently in the Staten Island USPHS hospital are B. J. Power, J. O. Roy and A. W. Wilfert.

Power, who sails in the engine department, is in for a check-up and is in pretty good shape. His last ship was the Jean Lafitte.

Roy is laid up with a back and head injury as a result of a fall. He is progressing nicely. His last ship was the C'oeur D'Alene Victory, on which he sailed as a deck maintenance man.

Wilfert, who was last on the Antinous, is in for treatment of a diabetic condition. He is in fair shape.

Seafarers are urged to write or visit their buddies in the hospitals. A note or a visit from a shipmate is always appreciated.

**USPHS HOSPITAL
STATEN ISLAND, NY**
Oscar J. Adams
Daniel M. Alvino
Adelbert T. Arnold
Henning Bjork
Rufol DeFreites
Wm. F. Doran
Antonio Ferreira
George Flanery
John Hawkins
Thomas Lauer
Thomas R. Lehay
Joannis Loukas
John S. Lukas
Nicole Nomicos
Odd E. Olsen
Bart J. Power
Joseph O. Roy
Patrick Ryan
Claude A. Virgin
Richard L. Welch
Arthur A. Wilfert
P. J. Wilkinson

**USPHS HOSPITAL
SEATTLE, WASHINGTON**
T. Abella
Peter F. DiCapua
Ben Buck
William J. Jones
Allen G. Burke
Dennis Cahoon
E. T. Congleton
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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.

New Voucher
System Urged

To the Editor:

We the crew of the Steel Maker wish to make the following suggestion—That in the future, all payroll vouchers be made up covering the period from January 1 to December 31 of each year for income tax purposes.

We suggest this instead of the



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

present system now being used covering each specific trip.

For instance, a man ships on November 2 and pays off on January 2. That gives him two months' pay in two days of the fiscal year. Therefore we would like to have headquarters take up this matter with the various companies and see what can be done about it.

Also, we would like to request the membership to write in giving their opinions and comments to help press this matter.

Crew of Steel Maker

More Praise
For Pardo

To the Editor:

Congratulations to Seafarer, Brother William Calefeto for his recent, excellent letter of May 20th, 1960 in the SEAFARERS LOG entitled "He's Big Help to Seattle Men."

I would like to add that Mr. Neil V. Pardo, known to every seafaring man as a Nell; is not only big help to Seattle men but to every seafaring man, of every Union of every nationality; residents and non residents alike. Moreover, he is big help to their families, also.

If you have a problem, a difficulty of any kind, no matter what it is, tell Neil, and if nobody else can help you, he will.

Kasimirs Abarons

Thanks Union
For Blood Aid

To the Editor:

It is a pleasure for me to write this thank-you note for the blood the Seafarers gave me while I was in St. Joseph hospital.

I shall always be proud of the Seafarers Union and honored that a member of our family is one of them.

Thank you again.

Mrs. Oscar Boles

Advice On
Seeing Tripoli

To the Editor:

On a recent voyage the Alcoa Planter stayed over in Tripoli for 32 hours. Of course, many of us had been in this port before but on each visit we learn a bit more.

This "research" has become most interesting—we've discovered that the Libyans are getting much shrewder, so watch your step when you're in Tripoli.

Here's some practical advice:
1. Be sure to ask the price

first when you take a taxi or buggy ride.

2. If you like to visit the Casino, it's located downtown.

3. The Macombo Cabaret, the only place with "life" in town, is open from 9 PM to 5 AM. You can have a reasonable evening drinking beer or mixed drinks for yourself, but if you buy one for one of the girls, it costs \$6.25 so the best thing is to say "NO."

Everything's fine on the Alcoa Planter and we wish all friends a good summer.

Paul Morris
Zee Young Ching

~ ~ ~

Shocked Over
Friend's Death

To the Editor:

Was shocked to hear of the passing of the late Brother Peter E. Walsh.

To a good fellow and shipmate, his many friends hope him smooth sailing on the big voyage to eternity.

K. M. Bymaster

~ ~ ~

New Wheelchair
Best Gift Ever

To the Editor:

Just a few lines to let you all know I'm doing nicely now and if I live to be an old man I can never thank all of you and the Welfare Plan and the Board of Trustees enough for my power wheel chair.

The sheer enjoyment I have derived from it has made my life worth living again. Thanks over and over for the most wonderful gift I've been given in my life.

May God bless all of you and may you all continue at even greater strides forward. Good luck and best wishes to all.

Hugh D. Fouche

(Ed. note: Seafarer Fouche was given a power wheelchair by the Welfare Plan after he lost the use of his legs.)

~ ~ ~

Easter Eggs
On Neva West

To the Editor:

The 1960 formal entertainment season really started with an unobserved "gala" event aboard the SS Neva West in mid-ocean, though it was outshone commercially by such events as egg rolling on the White House lawn and the formal and annual Easter Parade on Fifth Avenue.

The Easter Festival for us was given its worthiness by the efforts of OS Pettus and myself, in our attempt to make "Grandma Hancock" unaware of all festival preparations.

Clarence (Grandma) Hancock, AB on board the SS Neva, was honored with an Easter Egg hunt Saturday evening in the focal of his hosts OS Pettus and myself, who had it redecorated for the gala event.

Grandma's ensemble for the occasion was Mexican serge and blue cambray, gaily topped by jaunty red French beret.

The Easter egg hunt was enthusiastically participated in by all guests present with Grandma finding the majority of the eggs (naturally).

As an added attraction, the eggs were cunningly-filled with "spirits" to add zest to the hunt—Tally Ho. Immediately following the "hunt" cocktails and snacks were served to a multitude of friends.

R. O'Dowd,
Ship's delegate

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

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Sam--A Tired Man Off The Job

Hard-Working Wiper Really Relaxes When Day Is Done



A weary wiper, Sam poses for shipboard photograph.

(This article was submitted to the LOG by Vic Miorana, ship's reporter on the SS Morning Light).

This is a true story and the whole crew of the Morning Light will verify its entire truth. We have a brother aboard who ships out as a wiper. His name is Sam. Sam ships out of Norfolk and this is his story as submitted for the LOG.

"I took my girl out to dinner one evening and while we were waiting for our steaks I asked my girl to butter my bread because I was tired.

Loves Labor's Lost

"She looked at me and said 'Sam, are you that tired?' and I replied:

"Honey, I am so tired that after we eat and I take you home, I want you to untie my shoelaces so when I have to, I can slip out of my shoes without bending.

"When we got home and I stood outside of my girl's house,

I had both hands in my pockets because it was cold out so I told my girl to hug and kiss me good-night because I was too tired and cold to take my hands out of my pockets."

Now, these were Sam's true words and he told me this story with all sincerity. Sam never writes his girl because he is always tired and he gets someone else to write for him. Aboard ship he is a good, conscientious worker.

The Good Life

He gets up every morning at 6 AM and retires around 8 PM. He always orders a "full house" because, as Sam says: "I hate to talk too much, so I just tell the messman full house."

Sam never makes a draw because its too much effort to walk topside and never goes ashore

because that requires extra effort to climb up the gangway; so Sam just stays aboard.

Whoever reads this article will probably doubt that a person could be that tired. But enclosed is a picture of Sam, and as Sam says: "Hurry up and snap me before I get tired and change my mind."

I asked Sam if he was going to make another trip and he said "no!"

"I need about a three months rest after each trip," he said, "because I'm tired."

Too Tired To Shake

Well brothers, this is Sam and if you know of anyone who gets more tired than he, let me know so I can have him meet Sam. I'll bet anyone a new hat that Sam will be too tired to shake hands with him.

LOG-A-RHYTHM:

The Viking

By Roy Fleischer

A youth is at the wheel of my ship
As I sail before I die.
He's fair as gods from mountain snow
With eyes of blue and hair of gold.

I know the gods were aware
my ship
Needed this youth for my last trip
And let him leave the long ago
A Viking ship of blue and gold.

And as he sails, I hear his song
Long after I am dead and gone—
A cargo of gold for the Norse hold
And the blue of the sea for his
Viking soul.

LOG-A-RHYTHM:

Around The World On A Steel Ship

Anonymous

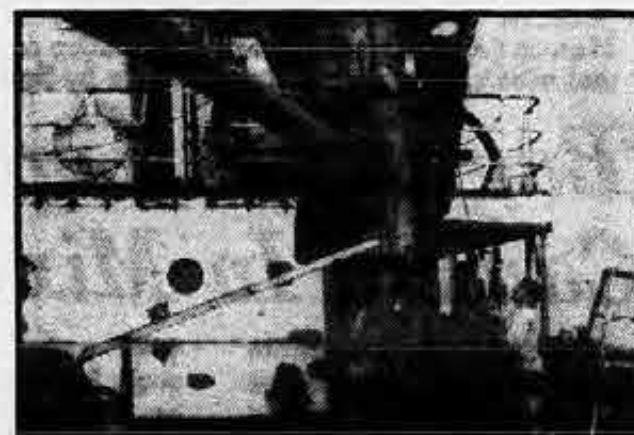
There ought to be a law against a crew that's so unique
So many odd eccentrics, let us take a little peek.
They did a lot bragging of their knowledge of the east
And the veteran salts among them all turned out to know the least.
How come so many on one ship, to fill important places
This trip, the owner may replace a few of their red faces.
The captain is a kindly man and very understanding
Whose rules are broken brazenly, his fairness not withstanding;
The mate's a smirking swain who makes like Casanova
Naive enough to really think his love life's under cover.
The fat third mate does naught but squawk, with grub he is no slouch
Of all the oddballs on this ship, he is the biggest grouch;
The fourth is always very bored, he acts so proud and haughty
He has a girl in every port, his love life's very naughty.
Old sparky is a quiet man who lives inside his bubble;
His conversations with himself won't get him into trouble.
Chief engineer, so round and tubby, almost never gripes
As long as he's allowed to show the people all his stripes.
And as each week does roll around, quite regular, on Mondays
He spends his time throughout the day, washing sweetie's undies.
First engineer with toothpick legs, would like to think he's cunning
Competes with lover, cross the hall, he's second in the running
The engineer with second's rank is filled with healthy humor
Could have his pick of any gal, and that's no idle rumor—
Third engineer's a quiet lad who never starts a rumble
To anyone outside his group he never gives a tumble,
The junior third is seldom seen around the ship at all
But when he starts to spin some yarns, he really tells them all—
Day junior is a handy boy, hard work he seems to favor
His sweat's as honest as his toil, but has a beery flavor.
To wind this up t'would not be fair, to overlook the steward
When he goes by, the crewman try, to turn their heads to leeward—
With busy clippers and a comb, he is his own beautician—
The weird results take bravery to put on exhibition.
We must admit, this effort made, to rank among the bards
To be a poet laureate is just not in the cards.

Photos From The Fleet

Seafarers At Work And Play

Three Seafarers work the booms
aboard the SS Aloundria
on a return voyage to America
from the Far East.

Photo by Roy Theiss.



Two sharks less in the world—Seafarers (left to right) Kenneth Lee, (deck), A. John Saint (engine) and Edward Funneis (deck) exhibit a couple of sand sharks they caught while sailing on the Coastal Crusader. When not occupied catching sharks or other fish, the boys occupy themselves hunting nose cones. The missile ships are under contract to the US Air Force and are charged with tracking missiles that the US sends up from time to time; as well as recovering nose cones.





Seafarers "hosing around" on the SS Jean Lafitte are: with hose, Herman (wiper) and Al Sizmer (AB). Looking on are Fred (oiler) and Wong Fong (deck engineer). Photo by Sam Joseph.

'Bug' Loses Light, Camera In Mix-Up

For a while the Jean Lafitte could boast of having one of the most devoted "camera bugs" in the entire SIU fleet in San Joseph. Through the years he has been snapping items of interest and sending in pictures to the LOG.

Recently Sam was taken ill and hospitalized in Yokohama. He was later discharged and flew back to San Francisco, but in the confusion some of his gear and especially his

pride and joy, a Kalimar single lens reflex camera with an electronic flash, became misplaced, and now Sam is in that sad predicament of being a camera bug without a camera.

Anyone who knows about this gear and camera is asked to contact Sam at the San Francisco hall. Also, Sam has a lot of pictures of the "boys" which are available for "the asking." Shown above is one of Sam's efforts.

SHIPBOARD SKETCHES

by Ben Graham



"This 'Or Else' was hiding in the meat box..."

SEATRAN TEXAS (Seatrains Lines), May 12—Chairman, R. Godfrey; Secretary, P. Patrick. Repairs on chairs in crew messroom not done as yet. All rooms painted out. Still waiting for new refrigerator in crew messroom. Company and patrolman were notified last payoff. Treasurer reports \$62.87 on hand—paid back to members \$72—in the red \$9.13. Few hours disputed OT. Screen doors should not be kicked when opening.

LA SALLE (Waterman), No date—Chairman, Leroy Clark; Secretary, John W. Picou. Man that was taken to hospital in LaPallice was returned to ship to return to states. \$2.35 in ship's fund. M/S to hold meeting before signing on to decide whether new crew wants articles back dated or a coastwise payoff. Motion made to refund the ship delegate's \$1.20 he spent during voyage for postage. Motion to have all beefs aired at meeting and not at payoff. Delegate to see patrolman about who is supposed to make repairs on metal lockers. Also to see chief engineer about rusty water and having tanks cleaned. Painting not done. Keep quiet while crewmembers are sleeping.

LOS MAR (Calmar), March 20—Chairman, W. Bilger; Secretary, W. Trembo. No action on ship's repair list. Some disputed OT. Request patrolman give specific answers to beefs and that company give statement of OT hours worked and paid for at payoff. Insufficient stores. Poor quality of meals—overstocking on some vegetables and fruits on the east coast.

COTTONWOOD CREEK (Bulk Transport), April 13—Chairman, A. Hannaford; Secretary, S. Molden. P. Mistretta elected ship's delegate. Each department to make repair list and turn it in. Get doors fixed on crew's room. See about cold drinking water. Too much salt in wash water. More lights in all parts of ship. Paint all inside of ship. Finish putting up the fans.

SEATRAN GEORGIA (Seatrains Lines), May 21—Chairman, J. Henry; Secretary, F. Rowell. One man missed ship in NY; his book and seaman's papers to be given to patrolman. Repair list taken up last trip to be given to patrolman. Television repaired, leaving ship's fund in the red for \$21.18 to be collected before ship docks in Texas City. Room allowance for three men on watch while ship's hull was sandblasted to be taken up with patrolman. Let's have less noise in passageways. Men advised to settle beefs with their delegates rather than go to hall between meetings and give one-sided reports. Men using washing machine make sure gear is not left in machine for prolonged time. Question steward dept. feeding in port from 4:30 to 5:30 and still collect one hour port time. Vote of thanks to ship's delegate for a good job done.

CHICKASAW (Waterman), May 8—Chairman, J. McLaren; Secretary, Bill May. Ship's delegate talked to chief engineer about scuttlebutts. No report on where ship will pay off. \$13.25 in ship's fund. One man missed ship in Naples—rejoined in Venice. Some disputed OT.

EAGLE VOYAGER (Sea Transport), May 8—Chairman, Malcolm Cross; Secretary, Stanley U. Johnson. Reading of letter and radiogram to HQ concerning beef on chief pumpman. All brothers asked to refrain from writing so much unnecessary stuff on the ship's bulletin board. Sent excerpts from letter master had stating that no subsistence and room allowance was to be paid to members of the crew flying out to join the vessel in Rota, Spain. \$32.35 in ship's fund. \$4.25 expended for radiogram. Letter requesting clarification of certain sections of deck dept. agreement to be sent to HQ.

SS ALCOA PARTNER (Alcoa), April 30—Chairman, H. C. Hutcheson; Secretary, Arthur Thompson. Ship's delegate reports one man skipped payoff and owing money to crewmembers. Explained that Union cannot be responsible for debts incurred on vessel. Crewmembers suggested a shrimp feast which will cost \$2 per man. Also suggested that pantry and messroom be locked and give gangway man key to save night lunches for crew. Vote of thanks to steward dept.

LUCILE BLOOMFIELD (Bloomfield), May 8—Chairman, Keith Winsley; Secretary, Lee de Parlier. Not many beefs—those taken care of as they came up. Some beefs in deck dept. to be taken up with patrolman. \$10 in ship's fund. One AB injured while undocking in New Orleans on sailing; put ashore and ship sailed short-handed. M/S/C that men elected as chairman and recording secretary outbound retain these positions at future meetings in order to save time. Much discussion about wringer which doesn't work properly. Steward suggests crew use recreation room for coffee time when coming in with greasy or paint-splattered clothing. Also to turn in surplus linen. Vote of thanks to baker, Dave Dutton, for job well done.

PETROCHEM (Valentine Chemical Carriers), May 19—Chairman, Floyd Pence; Secretary, S. Rivers. Everything running smoothly. No beefs reported. \$11.80 in ship's fund. Motion made to get patrolman down on the ship in Beaumont by a radiogram to Houston hall.

WARRIOR (Waterman), May 22—Chairman, A. R. Slaybaugh; Secretary, M. E. Elliott. Ship's delegate reports one man had to get off at sailing time because of serious illness in his family so ship sailed short-handed.

One man missed ship in Wilmington. Did not hold safety meeting. Will see patrolman about beefs at payoff. American Merchant Marine Library Assoc. requests donation to keep supplying ship's libraries. MSC to make donation. Repair list to be sent in from Canal. Need more pressure on heads aft. Everyone must be sober at payoff. Vote of thanks to steward dept.

STEEL ARTISAN (Isthmian), April 23—Chairman, Joe Bracht; Secretary, Robert Harmon. No beefs reported. \$5 paid for library; \$19.26 in treasury. Need screen door for pantry; keys for door to fo'c'sle; lockers need repairing.

SEATRAN LOUISIANA (Seatrains), May 29—Chairman, Richard Gelling; Secretary, L. Corne. One man missed ship at Texas City, Texas. \$53.54 in ship's fund. No beefs. Some disputed OT. M/S that any cars containing creosoted log, hides, or any odorous material shall be placed in such a manner that odors will not enter crew's living quarters; if not so placed they shall be classified as penalty cargo and that the provision shall be entered into the contract. Decks to be washed on account of leaking cars loaded with hides. Deck chairs to be bought with money from ship's fund. New shelves to be built in crew's mess.

DIGEST of SIU SHIP MEETINGS

SEATRAN NEW YORK (Seatrains), May 24—Chairman, V. Szymanski; Secretary, Peter Van Wygerden. No beefs. Crew asked to pay extra attention to new safety program which is now directed by Joe Algina. Also asked to have all books collected before arrival to insure quick payoff. \$5.65 in ship's fund. Crew asked to cooperate turning in all dirty linen at time of linen change. Scrub brush on deck to be kept in bucket.

NEVA WEST (Bloomfield), April 24—Chairman, R. O'Dowd; Secretary, W. R. Oas. One man hospitalized Bremen; HQs. notified. Everything running smoothly. Some disputed OT. Suggested that crew donate one dollar each to ship's fund. To see patrolman about Sea Chest and pay vouchers.

BULK LEADER (American Bulk Carriers), May 15—Chairman, R. A. Swagney; Secretary, J. R. Utz. Ship's delegate explained that there is no delayed sailing involved when shifting ship. Men should not wear open-toed shoes while working. Turn in repair list. Suggested that crew raise a ship's fund. No beefs. Some disputed OT. Members are advised not to attempt to take money ashore in Haifa unless they have the currency declared. Local cash can be exchanged for dollars provided you have your receipt. Members asked to be more careful with percolator cords because there can be no replacements. Donations to ship's fund are voluntary.

GALLOWAY (Overseas Navigation), May 22—Chairman, Robert Nielsen; Secretary, W. H. Todd. Discussion on draws for Norfolk, Va. Everything running smoothly. No beefs or disputed OT reported. Captain gives a vote of thanks to crew, especially steward dept., for job well done. M/S/C to knock off steward dept. from cooking and serving when signing on and taking on ship's stores on the same day for a long voyage. Delegates should pick up books and permits. Let delegates discuss business with patrolman. Suggested that someone check the sloop chest when brought aboard and see that all items are available. Do not fill coffee cups too full for bridge use. Delegates should turn in repair lists.

VILLAGE (Consolidated Mariners), May 22—Chairman, H. R. Zurn; Secretary, G. Tenley. One man missed ship in Bremen. One man hospitalized in Bremen. No beefs or disputed OT reported. Discussion on the many repairs to be made before sign on next trip. Steward shall supervise the handling of food more closely.

ROSE KNOT (Suwannee), May 22—Chairman, T. Kline; Secretary, W. Bowles. Ship's delegate reports some disputed OT in dock dept. One man left ship in Recife by mutual consent. \$11.18 in ship's fund. M/S that no letters are to be sent to hall without approval of membership.

PANDORA (Epiphany Tankers), May 1—Chairman, Sam Mills; Secretary, Henry Martin. Reports new washing machine set up. Majority of repairs completed. Discussion on fans and who is to repair them; also on importance of cooperation among crew.

PANDORA (Epiphany Tankers), April 15—Chairman, Sam Mills; Secretary, Henry Martin. Discussion on starting ship's fund. Repairs proceeding well. Crew agreed to donate a sum of \$5.50 to ship's fund. Cups to be returned to pantry. Repairs to decks in cabins necessary. Recommended that passageways below be sougeed. Crew asked to be quiet in the morning.

REBECCA (Maritime Overseas), May 17—Chairman, J. Hand; Secretary, W. Trolle. One man missed ship in San Francisco. \$7 in ship's fund. Crew mess needs new toaster.

GATEWAY CITY (Sea-Land), May 8—Chairman, John Little, Jr.; Secretary, John W. Broad. One man missed ship in Port Newark. No beefs reported. Vote of thanks to steward dept.

STEEL MAKER (Isthmian), April 25—Chairman, Davis; Secretary, G. Fowler. Most repairs taken care of. \$50 in ship's fund. Steward delegate reports crew mess having trouble with a few men who don't seem to like him and requests that they keep off his back. Discussion re feeding watchmen and others in foreign ports.

ROBIN TRENT (Moore McCormack), Chairman, G. Dakis; Secretary, Harry Thrash. Delegate reports repair list turned in; few hours disputed OT. \$25. from ship's fund given to member going to hospital. Crewmembers asked to strip down bunks after payoff; also to return cups to pantry; cut down on loud noise at night. Vote of thanks to steward dept.

DEL SUD (Mississippi), May 22—Chairman, W. Perkins; Secretary, G. McFall. Good trip—all going smooth. \$281. in ship's fund; \$47. in movie fund. No beefs reported. M/S/C to have \$20. available for transportation and miscellaneous expenses for ship's delegate. Movie director contacted Community Film Co. in Houston who claims we can get films cheaper if we can get the Del Norte and Del Mar to buy from them also. Voluntary donations to send the butcher home from St. Thomas.

CS NORFOLK (Cities Service), May 31—Ship's delegate Ted Jones reports everything running OK. Good crew. One man missed ship in Lake Charles. Expected payoff about June 4 in Portland, Me. Request for library.

COTTONWOOD CREEK (Bulk Transport), May 21—Chairman, A. Hannaford; Secretary, S. A. Molden. One man missed ship in Kiel Canal. All repair lists made out. Some disputed OT. \$16. in ship's fund. Only received LOG once on this trip; then there were only two. Very seldom have cold drinking water; suggest we get water coolers.

ALCOA PENNANT (Alcoa), May 1—Chairman, Otis Bailey; Secretary, John Gates. Delegate reports delayed sailing trip No. 167 paid for. Trip No. 168 was declared no good OT. Galley to be painted only by spray gun next trip. Washing machine to be kept cleaner.

STEEL DESIGNER (Isthmian), May 8—Chairman, Jack Farrand; Secretary, A. Violante. No beefs reported. Discussion re foreign currency. \$13.75 in ship's fund; asking for small donations at payoff. Need new mattresses; also extra agitator for washing machine. Vote of thanks to steward dept.

AMES VICTORY (Victory Carriers), May 15—Chairman, C. Brown; Secretary, G. Lane. No beefs reported. Vote of thanks to steward dept.

STEEL ARTISAN (Isthmian), May 14—Chairman, Robert Rivera; Secretary, Robert Harmon. No beefs reported. \$19.26 in ship's fund. Bonus wants brothers to wear proper clothing when in the messhall or pantry.

INES (Bull), May 22—Chairman, Felix Aponte; Secretary, Roger L. Hall. Ship's delegate reports one brother has broken finger due to accident. Master will take him to doctor in Valencia and see about sending him home. Master will take back any paper pesos that men have left before leaving Spain. Ship's delegate resigns; cook elected new ship's delegate.

ATLAS (Cargo & Tankship Mgt)—Chairman, A. Boukgo; Secretary, G. Stroecker. Shot cards from men joining ship in New York to be turned in to captain. No cokes will be in machine going through Canal. Foam rubber for TV donated by captain. Sign continuous articles for inter-coastal and/or coastwise. M/S/C that each department take ship's delegate job for two trips. All repair lists turned in last trip.

STEEL EXECUTIVE (Isthmian), May 22—Chairman, Vincent Genco; Secretary, Alexander D. Brodie. Ship's delegate reports discussion with chief mate re having rooms painted; also about draws in foreign ports. No beefs reported. Crew wants statement of wages before payoff. Chief electrician asked crew to take care of the timer on washing machine. Men asked not to make much noise in passageway. Discussion on new film for ship's movie apparatus. All agreed to donate equal sum together with officers to procure new film for this voyage.

COASTAL CRUSADER (Suwannee), May 28—Chairman, Edward Furness; Secretary, Henry Gaines. Ship's delegate requests that all beefs be taken up with department delegate. Treasurer reports \$22; also stamps for convenience of crewmembers. Letter from Claude Simmons, dated May 5, re shore leave in Ascension Island, read. Discussion re poor medical care in Recife. One injured crewmember was taken to three hospitals before he received medical attention. Each department to follow schedule for sanitary in laundry room. Steward department to maintain messroom; i.e., keep fans clean, sinks clean. Pantrymen and messmen to be well-groomed.

FINAL DISPATCH

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

Joaquin Cortez, 36: Brother Cortez died March 24, 1960 of natural causes while at his home in Brooklyn, New York. He had sailed in the SIU deck department since February, 1947. He is survived by his widow, Mrs. Brigida Cortez, also of Brooklyn. Burial was in the Mount Olive Cemetery, Long Island, New York.

Fess T. Crawford, 44: Brother Crawford died of a heart ailment while a patient at St. Tammy Parish Hospital, Louisiana, April 13, 1960. He had sailed in the SIU engine department since March, 1951. He is survived by his widow, Mrs. Bernice Crawford, of La Combe, Louisiana. Place of burial was not listed.

George E. Bennett, 44: Brother Bennett was fatally injured in an automobile accident, February 7, 1960, in Cleveland, Ohio. He had sailed in the SIU engine department since November, 1959. Louis Paisley has been appointed as the administrator of the deceased's estate. Burial arrangements were not reported.

Joseph B. Murphy, 76: Brother Murphy died of a heart disease while a patient at the USPHS Hospital, Boston, Massachusetts, March 6, 1960. He had sailed in the SIU engine department since December, 1938. He is survived by his widow, Mrs. Amelia Murphy, of Malden, Mass. Burial was in the Holy Cross Cemetery, Malden, Mass.

William Grimes, 60: Brother Grimes died of internal hemorrhaging while a patient at the John Hopkins Hospital, Baltimore, April 21, 1960. He had sailed in the SIU steward department since March, 1951. He is survived by his brother, Edward Grimes, of Benson, North Carolina. Burial arrangements were not listed.

Jack B. May, 40: Brother May died at his home in Brooklyn, New York, May 2, 1960. He had sailed in the SIU engine department since January, 1951. He is survived by his mother, Mrs. Leslie May, of Hayesville, North Carolina. Burial was in the Hayesville Cemetery, NC.

John G. Naugle, 62: Brother Naugle died of a respiratory ailment while a patient at the USPHS

Hospital, New Orleans, La., April 16, 1960. He had sailed in the SIU deck department since November, 1938. His only listed survivor was a friend, Anthony S. Carollo, of New Orleans. Burial was in the Metairie Cemetery, New Orleans.

Adrian Guns, 67: Brother Guns died of a nervous disorder at his home in Kingston, Pennsylvania, January 13, 1960. He had sailed in the SIU steward department since July, 1951. He is survived by his widow, Mrs. Adrian Guns, also of Kingston. Place of burial for the late brother Guns was not indicated.

Bloomfield Lists Pay Due

The following is a list of Seafarers who have unclaimed wages due them from the Bloomfield Steamship Company. Seafarers whose names are on the list should write the company, enclosing their "Z" number and Social Security number. Write to Bloomfield Steamship Company, PO Box 1450, Houston 1, Texas.

A
Aldred Aava
James Ackerman
John E. Adams
Gilbert Alcala
Edward Allen
Raymond R. Allen
Edmund B. Andrade

B
Henry F. Bacon
Rodger N. Baker
James H. Bales
Irving W. Bassett
Charles V. Bedell
Ole Bekkel
Marvin P. Bennett
Thomas L. Blackledge
Richard Blake
Claude J. Blanchard
Vernon Bolton
Felix Botello
Percy J. Boyer
William L. Brabham
Mervin O. Brightwell
George L. Brownell
James Bruso
John F. Buckley
John W. Butler

C
Franklin N. Cain
William E. Calefato
Ralph A. Caniff
Arturo Castro
Richard J. Cavanaugh
Pierre L. Charette
James E. Christian
Baldo Coccia
R. C. Coffey, Jr.
Claude R. Cole
Sam Cole
Adle Coleman
J. R. Collier
Walter M. Cousins
Calvin A. Crabtree
Robert G. Croft
Floyd Cummings

D
Albert B. Dahlstrom
Thomas Daley
James L. Danzey
Joseph N. Darce
Edwin Davis
Horace A. Denton
Robert E. Dickens
Curtis Ducote
William A. DuRapau

E
Norman D. Earley
Getty B. Ellzey
Elbert S. Elmer
Karl A. Eriksson

F
Hector M. Felix
Angelo P. Ferrie
Biaggio Famiglio
Verner M. Frederiksen

G
Bonner J. Gadberry
Antonio Garza
Elpidio Garza
Peter Gavillo
George Georgewich
David C. Gilmore
James C. Glisson
James Gorman
Walter L. Griffin
Jesse V. Grimes
Jack Groen
Jacinto Guebara
Jean G. Gullledge
Bobby R. W. Guthrie

H
Archie Hall
Hale R. Hampton, Jr.
Gunder H. Hansen
Stacy P. Hart
Lloyd E. Hartline
Arnold E. Hawthorne
William G. Heater
Clarence E. Hemby
Robert W. Henderson
Julius C. Hoey, Jr.
W. E. Hoffenbecker
J. B. Holsegnbeck, Jr.
Reuben Hubbard
Elmer E. Hunt

J
Roy E. James
Henry A. Janicke
William R. Jefferson
Billie Jenkins
Walter A. Johnson
Woodrow Johnson

K
Walter J. Karczewski
William B. Kavitt
Frankie B. Kittchner
Paul B. Klausen
William M. Knapp
Stanley F. Koénig

L
Horace C. LaFrage
Elmer Lamb
Edward J. Lane
Edwin F. Laurent
Pierre C. A. LeBlanc
Timmerman J. Lee
Adam Lemoine, Jr.
Gustav A. Lueth
Leon H. Lybert
Billy C. Lynn

M
Robert McLean
Wilton M. McNeil
Milton P. Maillho
Michael Marasovich
Ralph Mason
James M. Masters
R. L. Meadows, Jr.
Lawrence M. Mills
R. F. Milton
Walter J. Mitchell
Edward E. Mixon
Lester J. Moore
John D. Morgan
Phillip Montalbano
Jose M. Montalvo
William G. Moore
William W. Moore
Robert L. Morgan
James E. Morris
Ernest Mosley
John C. Munden
William G. Murray
Miguel Murrillo

N
Richard G. Newell
James H. Newlin, Jr.
Andrew O. Nickel
Hamilton Nicol
Karl G. Nikander
Huebert J. Nixon
Floyd C. Nolan

O
Rex J. O'Conner
S. Oparenovich, Jr.
Arthur C. Ortiz
Karl G. H. Ostling
William A. Oswinkle

P
David L. Palla
Gudjon Palsson
Nick P. Papacoulis
Stavros Papoutsis
Golden E. Parker

CG Won't Okay Torn Sea Papers

Not too long ago, a Seafarer preparing to ship on a job was turned back by the shipping commissioner because his seamen's papers were worn and mutilated. The action was taken under a Coast Guard directive to the effect that no mutilated papers will be acceptable.

Noting that many papers are damaged due to age, normal use or faulty lamination processing, the CG said they could be replaced free of charge with minimum delay or inconvenience. Upon presentation of the necessary photographs, a replacement document can be obtained on an exchange basis at any CG Marine Inspection Office.

In handing down the new directive, the Coast Guard also cited a "disturbing" number of cases where papers have been tampered with for fraudulent purposes. It said it believed that "continued use of even slightly mutilated documents invites such fraudulent uses when they are lost or otherwise fall into the hands of unscrupulous persons."

Holders of damaged papers are reminded once again to apply for replacements as soon as possible.

Seafarer's Son Is 8



Two small guests of Fernando Montalvo help him celebrate his eighth birthday at his Brooklyn home. His dad, William, sails on SIU ships.

PERSONALS and NOTICES

Joe Campo
Contact R. Mitchell, 6412 Park Avenue, West New York NJ. He has a letter for you.

John Murray
Important you contact your son, c/o Gerner, same address as before.

Walter Hantusch
Contact Terence Kenny, at NY hall.

Joseph H. Roberts
Contact Tomiko Tada, 2-5 Shio-iri-cho, Yokusuka, Japan.

Noel Leo Ledaux
Anyone knowing the where-

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:

Robert Charles Boguski, born April 10, 1960, to Seafarer and Mrs. Charles Boguski, Havertown, Pa.

Emily Marie Gonzales, born March 13, 1960, to Seafarer and Mrs. Ramiro Gonzales, Houston, Tex.

Maria Ines Guzman, born December 30, 1959, to Seafarer and Mrs. Pedro Guzman, Brooklyn, NY.

Kathleen Mary Holbrook, born April 26, 1960, to Seafarer and Mrs. William Holbrook, No. Linthicum, Md.

Jeffrey Hollis Johnson, born February 28, 1960, to Seafarer and Mrs. Hubert H. Johnson, Mobile, Ala.

Miriam Kaneko, born May 6, 1960, to Seafarer and Mrs. Kenji Kaneko, Seattle, Wash.

Joseph Richard Negron, born May 10, 1960, to Seafarer and Mrs. Cruz Negron, Bronx, NY.

Nancy Ann Tate, born May 3, 1960, to Seafarer and Mrs. Jasper J. Tate, Lake Charles, La.

Billy Glenn Watford, born May 17, 1960, to Seafarer and Mrs. Roy A. Watford, Semmes, Ala.

abouts of the above named, please contact his mother: Mrs. Eugene Ledoux, 93 Melville St., Fall River, Mass.

Thomas Francis Vaughan
Call your wife at Davenport 4-7812.

Arnold F. Rehm
Contact your mother immediately, Mrs. John Rehm, 4907 Chestnut St., New Orleans, La.

Income Tax Refunds
Tax refunds are being held for the following men at the office of Jack W. Lynch, Room 201, 450 Harrison St., San Francisco 5, Cal.:

Ernest C. Anderson
Margarito Borge
Roy C. Bru
Dao King Chae
A. L. Craig Jr.
Michael J. Doherty
Fortunato Drilon
R. W. Ferrandiz
Olav Gustavsen
Ng Ruy Keen
Fong Y. King
Steve Krkovich
Harry Lowther

Dependents' Benefits
The following people need to complete their applications for dependents' benefits and are urged to contact the SIU Welfare Plan and attend to this matter.

J. Clevenger
R. Edmonds
G. Gonzalez
C. Jacks
H. Jaynes
A. Kamedra
V. Makko
E. Pantoja

I. Ranew
C. Roberson
C. Rose
R. Smith
J. Tulp Jr.
G. Turner
B. Williams



SEAFARERS PORTO'CALL

IN NEW YORK 675-4746
IN BALTIMORE 1216 E. BALTIMORE

Public Health TB Hospital Closes; Transfer Patients

Manhattan Beach Public Health hospital—the last of the PHS institutions specializing exclusively in the care of TB patients—closed its doors officially last Friday. The last 44 patients had previously been transferred either to the Veterans Hospital, West Haven, Conn., or to the Staten Island PHS hospital. There were just two SIU men, John Driscoll and Henry Smith, in the last group, both of them going to the VA facility.

The shutdown of Manhattan Beach was signaled last January when the Public Health Service announced the closing. Since then, the patient load has been gradually reduced, with many of the men going to New Orleans PHS, which has facilities for TB patients.

At the time the closing was announced, it was suspected that the patients might be contracted out to private institutions, or to New York City hospitals. In both instances, the patients were concerned that treatment and care might not be up to high PHS standards.

The SIU subsequently notified the surgeon general that it was opposed to any contracting-out plans, and called on the PHS to provide treatment either in other PHS hospitals or comparable facilities.

Driscoll, who has served as SIU hospital delegate at Manhattan Beach for many years, made a special

trip to the VA facility and brought back a favorable report as to conditions there.

In shutting down Manhattan Beach, the PHS cited the marked decline in the number of patients who needed the hospital's services. At the maximum, it handled 339 patients back in 1955. When the January decision was announced, the hospital population was down to 150. The decline has been attributed largely to improved methods of treating tuberculosis and the declining incidence of the disease.

Another factor in the decision was the operating cost of Manhattan Beach. The hospital formerly shared heating and maintenance costs with other Government agencies using adjoining property. However, all this property is now idle and has been placed on the surplus list for disposal to private buyers.

Manhattan Beach also was at a disadvantage because it lacked an operating room and surgical staff. Modern practice is to treat tuberculosis in general hospitals which have surgical facilities.

Of the 44 patients transferred in the last group, 14 went to Staten Island, while the remaining 30 went to the Veterans Administration hospital in West Haven. The 14 patients who went to Stapleton consists of men needing surgery or suspected TB patients. They will subsequently have the option of going to West Haven or staying in New York for treatment at St. Anthony's Hospital, a private facility in the city.

Patients discharged from West Haven or St. Anthony's will automatically report to Staten Island for follow-up care. This procedure will enable the Medical Department of the Seafarers Welfare Plan to keep a close check on their progress, in conjunction with PHS.



Among the last of the patients at the Manhattan Beach hospital, this group posed a few days before the PHS facility was closed. They are (rear, l. to r.) L. Fenerty, NMU; John Driscoll, SIU; Henry Smith, SIU; Patrick Hodgson, NMU; Al Blundon, MEBA; (front, l. to r.) Pedro Conde and Ed Smoleroff, NMU.

House Body Asks Drive On Shipboard 'Screenoes'

WASHINGTON—Legislation to put teeth into the screening of American seamen for Communist affiliations is the subject of recent hearings in Washington before the House Committee on Un-American Activities. The committee has been taking testimony from witnesses who reported that a number of previously-screened seamen were now sailing on US ships. Their employment in maritime is a result of court decisions to the effect that screened seamen must be confronted with their accusers and have the right of cross-examination.

Thus far the Coast Guard, and the Federal Bureau of Investigation, have refused to permit the "screenoes" to confront their accusers. As a result, the screened seamen have received their Coast Guard papers back and are free to ship on US-flag vessels. In this instance, apparently, a decision was made that it was more important to conceal the identity of informants than to prevent Communists and pro-Communists from sailing as crewmembers on US ships.

It has been charged by one FBI witness that a group of five or six Communists aboard an unnamed passenger ship regularly hold cell meetings and act as couriers for the Party.

Assistant Commandant of the Coast Guard, Vice-Admiral James Hirschfield, further testified that "merchant seamen may be used easily as links in a worldwide Communist communication system and a worldwide espionage network."

The court decisions under which the screening program was rendered ineffective, date back to October 1955, when a three-man Federal Court of Appeals ruled the screening program unconstitutional because of the denial of rights to confront informants and conduct cross-examination.

Up until that decision, the Coast Guard had processed some 500,000 seamen's documents and screened out 1,800 men. Since then, the courts have ordered documents restored to 327 men, of whom 60 men are actually shipping.

A related issue to the screening program, is the total lack of screening procedures on American-owned runaway-flag ships as well as other

runaways participating actively in US foreign commerce.

These vessels, owned to a large extent by US steel, aluminum and oil companies, are natural channels for Communist courier activity and natural targets of Communist efforts to tie up US shipping in the event of an international crisis. Crews of these vessels are normally all foreign nationals, many of them from countries in which Communist-controlled trade unions have considerable influence and control large segments of the maritime and related industries.

As a general rule, the SIU has held that seamen involved in Coast Guard disciplinary hearings affecting their seamen's documents should have the right to confront and cross-examine hostile witnesses, as well as the other protections normally afforded in a court of law.

British Ask Aid To New Super Liner

America isn't the only country which subsidizes passenger-ship operations.

A British maritime committee has suggested that the Government loan the Cunard Steamship Co. \$50 million at a favorable rate of interest for a successor to the Queen Mary. The move would enable Britain to have another "prestige" ship for its trans-Atlantic trade.

Cunard would sink \$33 million in the deal for the proposed 75,000-ton \$84 million vessel.

Conservatives in Parliament have kicked up a storm about the subsidy but the government has just about promised support for the projected vessel as a matter of maintaining national prestige. A decision is expected in the near future.

on
the
ball

NEWS HEADLINES IN REVIEW



PRESIDENT EISENHOWER ON WAY TO TOKYO DESPITE VIOLENT ANTI-AMERICAN DEMONSTRATIONS THERE DURING PAST FEW WEEKS. LEFT-WINGERS STIRRING UP STORM AGAINST JAPAN-U.S. SECURITY AGREEMENT.



KHRUSHCHEV TO VISIT CASTRO SOON... CUBA MAY RECOGNIZE RED CHINA TOO.



ORGANIZATION OF AMERICAN STATES INDICTS TRUJILLO AND DOMINICAN REPUBLIC FOR "FLAGRANT AND WIDE-SPREAD VIOLATIONS OF HUMAN RIGHTS"



ARGENTINA ASKS ISRAEL FOR RETURN OF EICHMANN, URGES HE BE TRIED BY U.N. OR GERMANS... ISRAEL SAYS NO.



PRINCE PHILIP OPENS BRITISH FAIR IN NEW YORK... DOWNS A "PINT" TO CELEBRATE FAIR AND HIS THIRTY NINTH BIRTHDAY.



ROCKEFELLER BLASTS NIXON FOR NOT STATING HIS PLATFORM BEFORE REPUBLICAN CONVENTION... ASKS FOR HIS VIEWS ON MAJOR ISSUES.

MEBA Votes To Overhaul Port Set-Up

DENVER, Colo. — Action to strengthen the district structure of the Marine Engineers Beneficial Association and to provide equal service for all members in all ports was taken at the union's 83rd national convention here.

Delegates voted overwhelmingly to overhaul the union's structure so as to provide that all engineers from a common geographic area would be members of a single district with equal rights and privileges.

If approved by the membership in the areas involved, the plan would set up separate districts for the Atlantic Coast, (Boston to Miami), Gulf Coast, Pacific Coast and Rivers. The Great Lakes already has a district-wide structure.

Each of the districts would elect its own officers by secret ballot.

The convention directed a sub-committee of the National Executive Committee to work out the transition from a local union to a district structure and to prepare a referendum ballot on the issue.

Delegates also voted to set up a national administrative committee consisting of the president, secretary-treasurer and two executive vice-presidents, and gave the secretary-treasurer responsibility for collective bargaining agreement matters. National headquarters of the union will be moved from Washington, D. C., to New York City.

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	July 5
Philadelphia	July 5
Baltimore	July 6
Detroit	July 8
Houston	July 11
New Orleans	July 12
Mobile	July 13