

# Income Tax Tips For Seafarers

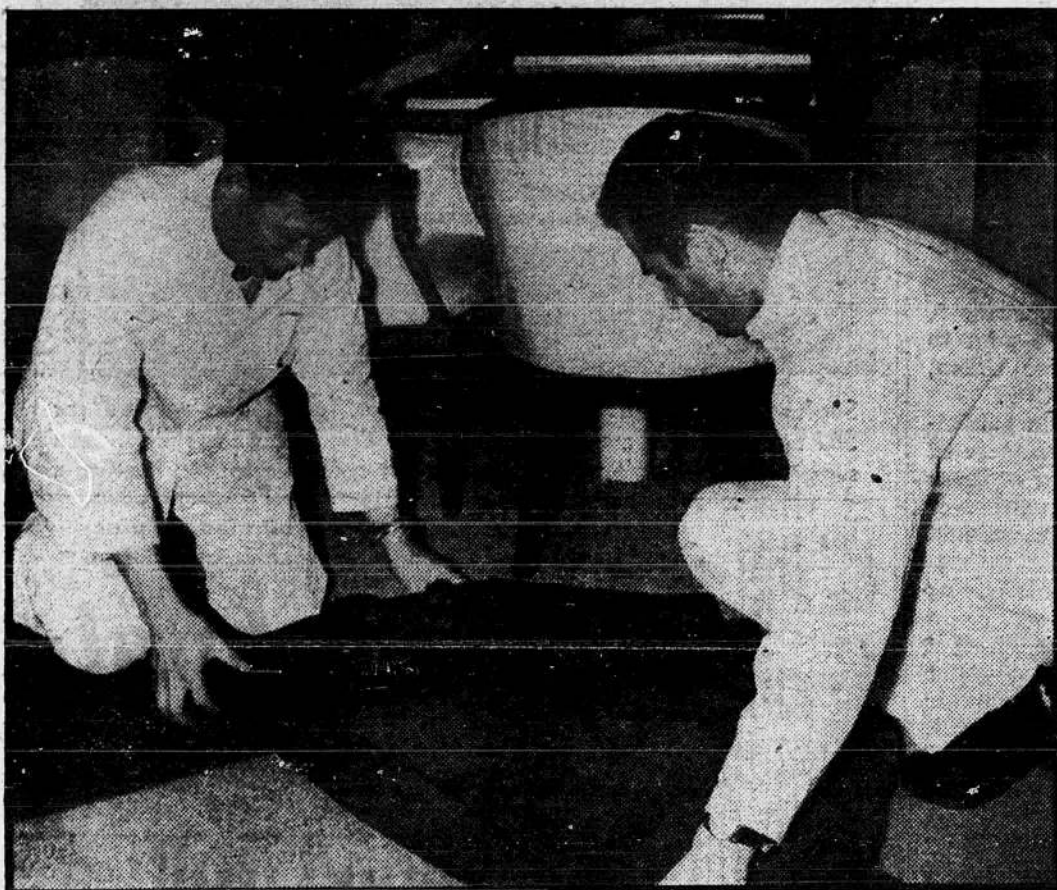
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No. 5

## SEAFARERS LOG

February 27,  
1959

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



**Clean-Up.** Readyng the ship for annual inspection and refurbishing, SIU porters Yee Chuen Lee (left) and R. Cohn lay canvas over carpeting in passenger lounge aboard SIU-contracted American Banner liner Atlantic. Canvas will help avoid damage to carpeting while vessel is in shipyard. Next voyage is slated to begin March 7. (Story on Page 16.)



**Visitor.** Armed with camera and notebook, K. Saito (left), an official of the All-Japan Seamen's Union in Tokyo, gets first-hand information on SIU shipboard conditions from steward William Vidal on the Ines. Saito is in the US studying American working conditions and has been observing SIU operations at headquarters and aboard ship for past two weeks.

### Navy-Run Missile Ships:

## PACIFIC SIU HITS MSTs SHIP PLAN

Story On Page 3

## Courts To Get Runaway Issue

Story On Page 2

## Cite 2 SIU Crews For 'Heroic Acts'

Story On Page 2



### SIU CHRISTMAS IN KOREA

Photos, Story On Page 9



# Runaway Beef Will Go To Trial, Judge Says

A trial is in the offing in Federal District Court in New York on "issues of fact" arising from the joint picketing by American maritime unions in a protest demonstration by the International Transportworkers Federation last December against runaway-flag ship-ping.

Although Federal Judge Frederick Van Pelt Bryan originally dismissed the runaway operators' petition for a temporary injunction against picketing, he ruled this week that the questions raised on both sides required a full hearing in court. In denying the temporary writ, Judge Bryan had ruled that if the operators sought relief, the proper place to seek it was before the National Labor Relations Board.

However, in a calculated effort to bypass the whole question of NLRB jurisdiction in such disputes, the operators are challenging the unions' contention that the beef with the runaway operators is a "labor dispute." The companies claim the issue is a "political" matter arising from a "foreign relations" dispute. They have also challenged the status of the ITF as a labor organization.

The precedent for NLRB jurisdiction in determining bargaining rights for crewmen on runaway ships was established when the SIU won bargaining rights for the crew of the Liberian-flag liner Florida, last May.

Meanwhile, in Washington, representatives of the Niarchos shipping interests moved to counter a demand for a Congressional investigation of Niarchos' far-flung American-flag and runaway-flag operations by Rep. Herbert Zelienko (Dem.-NY). A Niarchos spokesman said the Maritime Administration had agreed to insure the mortgage on a 106,500-ton tanker on which construction was supposed to start a year ago.

An MA official, however, said only that an agreement "in principle" had been reached on the mortgage insurance and that details remained to be worked out.

## Grain Ship Boosts Hub

BOSTON—When it gets cold, the shipping business usually picks up in Boston, and the past two weeks were no exception to the rule. In addition to the usual load of tankers carrying fuel oil to the frozen north, shipping got an unexpected assist when the Valiant Hope (Ocean Carriers) loaded grain at Portland, Maine, for a voyage to Tunisia.

Most grain going overseas has been coming out of the Gulf, and in any case, it is a rare event to find a grain ship operating out of the Boston area, so the Liberty ship's call was something of a windfall for this port.

Acting Agent Gene Dakin reported two ships paying off, one signing on and nine in-transit ships during the two weeks up to February 17. The payoffs were the Bents Fort and Cantigny (Cities Service). The Valiant Hope was the lone sign-on and the nine in-transits were the Bradford Island, Royal Oak, Cities Service Norfolk (Cities Service); Robin Sherwood and Robin Hood (Robin); Steel Scientist (Isthmian); Valchem (Heron), Atlantis (Moran) and the Helen (Olympic Trans.). Of the twelve ships the port handled, eight were tankers.

## A Congressmen States The Heart Of The Issue

(Ed. note: The following is the text of the letter sent by Rep. Abraham J. Multer of Brooklyn to the "American Committee for Flags of Necessity." The committee, which represents American owners of runaway tonnage, had sent out wires to Congress attacking the SIU-NMU stand on the runaway issue.)

"I have read with interest your lengthy telegram of February 8, apparently intended to offset the telegram of February 5 sent to Members of Congress on behalf of the National Maritime Union, AFL-CIO, and the Seafarers International Union, AFL-CIO.

"This problem will not be solved by trying to equate the patriotism of the members of those Unions with that of the members of your group. From my experience, the members and officers of those Unions have laid their lives on the line whenever and wherever that was needed. I am certain that their interest in our national security is at least equal to that of any other group.

"Their desire to maintain and improve their standards of living is an admirable American trait.

"I cannot more vigorously disagree with your conclusion that the practice of permitting American vessels to be registered under foreign flags is 'at no cost to the American taxpayer.' Whenever such practices results in the elimination of the jobs of Americans, or prevents them from getting fair compensation for their work, the American taxpayer is required to carry the increased burden resulting therefrom.

"One test of your good faith in this matter would be your willingness to support the enactment of legislation which would require that those employed on American ships flying foreign flags be paid the same wage scale and be granted the same working conditions as those employed on ships flying the American flag.

"I await your reply with interest."

Sincerely yours,  
Abraham J. Multer

A disclosure by a shipyard official last year that construction of the Niarchos supertanker was being stalled sparked demands for a Congressional probe of the original trade-out transaction.

At the same time, following the joint SIU-NMU call for legislative action to deal with the runaway ship issue, the unions received additional pledges of support and assurance from a large number of Congressmen.

Members of the Senate and House merchant marine committees and other legislators coming from seaboard states have responded to the unions' call for changes in the Merchant Marine Act to protect the US-flag fleet against "administrative abuse" and runaway depredations.

In addition to pledges of support previously reported in the SEAFARERS LOG, such influential legislators as Rep. John McCormack, (Dem.-Mass.) majority leader of the House, and Senator Warren Magnuson (Dem.-Wash.) indicated their sympathy for the unions' position against runaways.

Local representatives from the

New York metropolitan area have gone on record most strongly in favor of the union's proposals. In addition to Rep. Emanuel Celler, (Continued on page 15)

## Call Clinic First, Balt. Urges Men

BALTIMORE — Although last period's predictions about the Irenestar (Triton) and the Texmar (Calmar) coming out of lay-up and taking on crews came true, heavy registration in all departments kept shipping for the port down in proportion to the number of men on the beach, Earl Sheppard, port agent, reports.

Administrators of the SIU medical clinic in this port have asked the Union to remind the membership to make sure they have appointments for themselves and their families before going in for a check-up. The clinic usually schedules enough appointments for each day in advance. Tuesday afternoons have been set aside for children's visits and Thursday evenings for wives and dependent parents.

There were eight ships paying off in this port during the past two weeks. Six signed on and six were in transit. Paying off were the Jean, Mae, Emilia (Bull); Mermaid (Metro); Masmar, Bethcoaster (Calmar); CS Baltimore (Cities Service) and the Santore (Marven). The Feltore, Santore (Marven); Texmar, Masmar, Bethcoaster (Calmar) and the Irenestar (Triton) signed on.

In transit were the Steel Navigator, Steel Rover (Isthmian); Marymar (Marven); Robin Sherwood (Robin) and the Alcoa Penant and the Alcoa Runner (Alcoa).

## On The Deck At Headquarters



Seafarer Al Arnold took the floor under "good and welfare" at SIU headquarters meeting last week to discuss mail facilities. His suggestion on operating mail room was quickly adopted next day.

## Cite SIU Ships For 'Heroic Acts'

NEW YORK—The crews of two SIU-manned vessels, the Alcoa Pioneer and the Steel Age, received Citations of Merit from the American Merchant Marine Institute and the National Safety Council for their part in heroic acts at sea during the past year.

The award given to the Alcoa Pioneer was for its hand in rescuing the five-man crew of the small schooner, Amberjack II, after the vessel was swamped in rough seas in the Straits of Florida last January. The award was for saving the crew during "boisterous weather conditions" which forced the Pioneer to accomplish the rescue through "extensive maneuvers."

The Steel Age received its award for helping put out a fire in the hold of the German freighter Crostafels in the Indian Ocean. The vessel had radioed the Steel Age that a fire broke out in a hold which contained, among other cargo, a shipment of calcium carbide, and that the ship had no CO<sub>2</sub> fire fighting equipment aboard.

Six members of the Steel Age boarded the vessel with CO<sub>2</sub> cylinders, oxygen-breathing apparatus, fresh air breathing apparatus, piping, hose and fittings. The hatch to the burning hold and all ventilators were securely battened down and a hole cut into the deck. The 12 bottles of CO<sub>2</sub> were then emptied into the hatch. This smothered the fire and enabled the Crostafels to continue into Karachi under her own power.

Last year the SIU-manned Claiborne won the group's top annual award for its participation in saving the 43-man crew of a sinking Liberian tanker off the coast of Florida and for its later rescue of a Navy jet pilot who had ditched his plane off Newfoundland after running out of fuel in a storm.

The AMMI makes its awards each year jointly with the National Safety Council. The other 1958 winners were the Independence, Columbia Trader, Esso New Orleans, Greenville Victory and Pendleton.

## AFL-CIO Studies ILA Return Bid

SAN JUAN—A four-man committee appointed by the AFL-CIO executive council will investigate a formal application for readmission to the merged labor movement by the Independent International Longshoremen's Association. The action was approved by the council during its mid-winter meeting here.

The ILA said in its bid for readmission that it had corrected and eliminated the conditions which led to its expulsion from the old AFL in 1953.

President Larry Long of the AFL-CIO International Brotherhood of Longshoremen said his union, which was chartered after the ouster of the ILA, would follow the decision of the investigating committee and the Federation. Long said that if the council approved the ILA bid, it was likely that a merger arrangement could be worked out between the two dock unions.

Other action by the council included the chartering of a special local to organize truck, warehouse and other workers in Puerto Rico, and endorsement of the Kennedy-Ervin labor reform bill in its present form.

The council also drew up plans for a mass legislative conference in Washington this spring to deal with problems of unemployment.

Members of the committee named by the council to deal with the ILA application are: Richard F. Walsh, Theatrical Stage Employees, who will be chairman; Joseph Curran, National Maritime Union; David Dubinsky, Ladies Garment Workers, and Jacob S. Potofsky, Amalgamated Clothing Workers.

## SEAFARERS LOG

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## Tell it to the LOG





## Russia Victim Of 'Lies': Bridges

MOSCOW—Having arrived in the Soviet Union's capital on his world tour to "study the conditions of longshore unions," Harry Bridges, to nobody's surprise, demonstrated his pro-Communist bias as follows:

- American union members should visit Russia because "they would learn that everything the worker in America heard about the USSR is nothing but lies and slanderous propaganda."
- The Russian union system of elections and basic organization is "more democratic than many American trade unions."

Bridges arrived at these sweeping conclusions after one week in the Soviet Union. He was quoted in "Trud," the official organ of the Soviet trade union apparatus, which, of course, is controlled by the Russian Communist Party and mouths the Party line.

Bridges also was quoted as saying that he was inviting a Soviet trade union delegation to attend a longshoremen's gathering to begin April 1 in Seattle.

The same issue of "Trud" in which Bridges' remarks appeared defined one of the main responsibilities of trade unions as "actively mobilizing the masses of the working people for solving the tasks set by the party"—in other words, carrying out the objectives of Communist Party policy.

## Halifax Liens Hit Struck CNS Ships

HALIFAX—Two strikebound ships of the Canadian National Steamship fleet have been seized by creditors for non-payment of bills, the SIU Canadian District reports. The Halifax sheriff's office plastered liens on the Canadian Constructor and the Ciudad de Detroit, formerly the Canadian Cruiser, for failure to pay a ship chandler's bill.

The effect of the liens is to tie up the two vessels via legal proceedings until the matter has been cleared through the Canadian courts. The liens also name a third ship, the Ciudad de la Habana, formerly the Canadian Challenger, which is now laid up in a Baltimore shipyard.

The Canadian District reports that the bills in question cover supplies put aboard by a local ship chandler when the vessels were attempting to get out from behind SIU Canadian District picketlines. Other bills are also reported to be pending, the "Canadian Sailor" said.

Now owned by a Cuban government bank, the eight-ship fleet has been strikebound for 19 months because the former Canadian owners tried to sell the ships, rather than sign a new agreement with the Canadian Seafarers.

In a related development, a spokesman for Troy Browning, Great Lakes ship operator, said that the government of Cuba was no longer interested in direct ownership and operation of a Cuban merchant fleet including the eight ships. Instead, the new Cuban regime has indicated it would like to see private companies running its merchant marine. Browning was supposed to have run the Cuban fleet for the Batista government.

A new agency, the Maritime Development Commission, has been set up in Cuba, to handle Cuban maritime matters, and it is reported to be making arrangements for sale of the government-owned ships to a private operator, possibly.

### Make Checks To 'SIU-A&G'

Seafarers mailing in checks or money orders to the Union to cover dues payments are urged to be sure to make all of them payable to the SIU-A&G District.

Some Seafarers have sent in checks and money orders in the names of individual Headquarters officials. This makes for a problem in bookkeeping which can be avoided if checks are made out to the Union directly.

# Pacific District Hits MSTs Manning Of WC Missile Fleet

SAN FRANCISCO—A Defense Department plan to crowd out private shipping operators from the West Coast missile ship program has drawn the fire of the SIU Pacific District. Protesting the military invasion of this area of the merchant

marine, Morris Weisberger, SIU of NA first vice-president and secretary-treasurer of the Sailors Union of the Pacific, has called for a reversal of the decision to have the Military Sea Transportation Service operate the ships.

Pointing out that for over two years now, ships on the South Atlantic missile range have been operated by private shipping com-

panies and manned by civilian seamen and civilian officers, Weisberger declared:

"There has been no reason whatsoever offered for this change in policy which has been in effect for two years on the East Coast. The plight of the US merchant marine is such that the Government should be making all efforts to encourage private shipping and to withdraw from the shipping industry. Furthermore, it has been the stated policy of the Administration to get Government out of private business. The MSTs decision

in this instance runs directly contrary to that policy."

Weisberger's position has the full endorsement of all three member unions of the Pacific District, with parallel positions taken by Sam Bennett, president of the Marine Firemen's Union, and Ed Turner, secretary-treasurer of the Marine Cooks and Stewards Union.

Letters stating the Pacific District position on the missile ship issue have already been dispatched to key members of the House and Senate, Weisberger said. In addition, the Pacific Maritime Association, representing the West Coast maritime industry, has also protested the MSTs action.

The present plan calls for MSTs to man an estimated eight or more missile ships with non-union seamen, instead of permitting private operators under contract with the SIU Pacific District to handle the assignment.

On the East Coast, the SIU-contracted Suwannee Steamship Company operates a fleet of 12 missile ships to track missiles launched from Cape Canaveral, Florida. Further, indicating the continuation of this policy, the company is adding a 13th ship, the Sampan, to this operation and an NMU-contracted company also has recently placed a special radar-

(Continued on page 15)

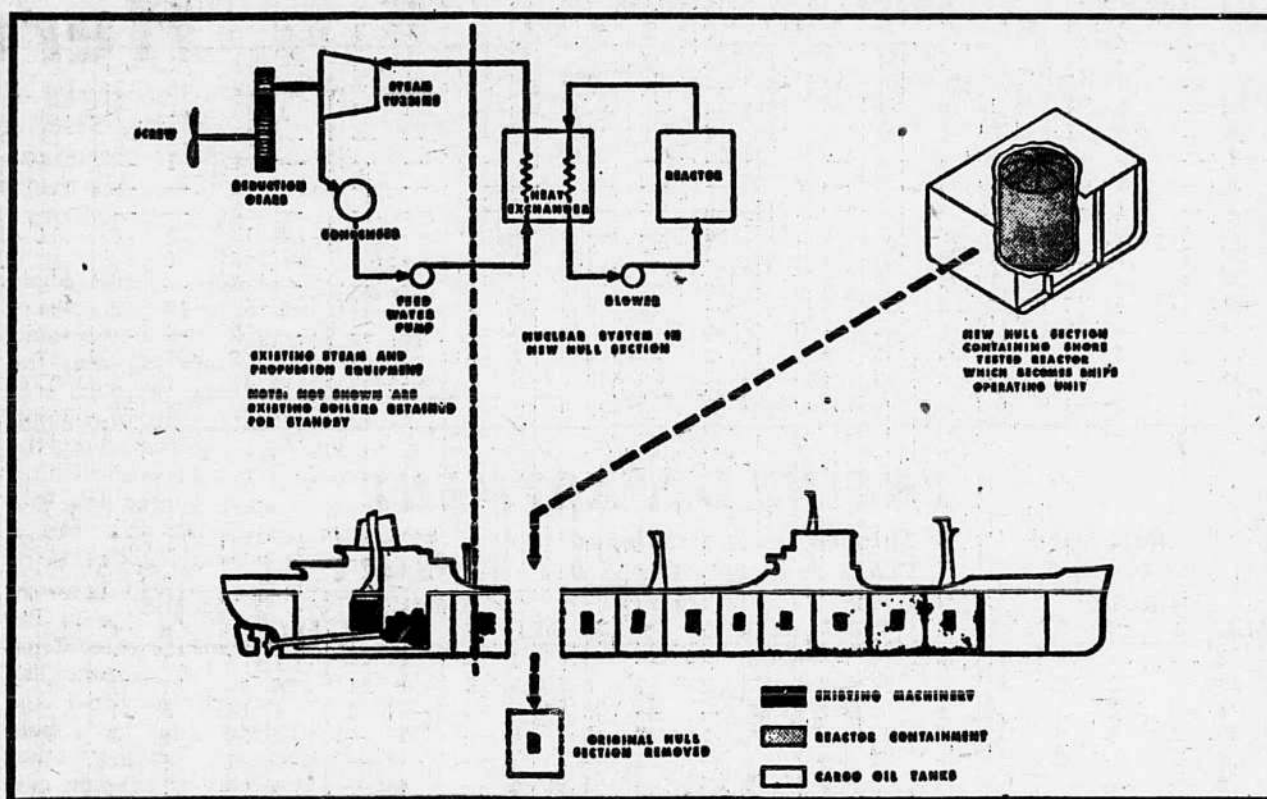


Diagram indicates how nuclear reactor could be installed in conventional tanker by substituting it for one of the cargo tanks of the ship.

## Propose Commercial A-Ship By Modifying Existing Tanker

WASHINGTON — A proposal to install an atom power plant in a conventional tanker has been made by the Isbrandtsen Steamship Company. The proposal, if accepted by the Government, would be the first use of atomic power in a commercial American-flag ship.

Submitted jointly by Isbrandtsen, Maryland Shipbuilding and Sperry Rand, the proposal calls for development and construction of an appropriate nuclear reactor and installation and testing of the reactor in a hull section which would be built especially for the purpose.

The third step would be cutting apart an existing tanker, probably one in the 32,000-ton class, and installing the new hull section and reactor.

The plan would then bypass the construction of a new ship and would also make unnecessary the construction of a separate prototype reactor for testing purposes.

If the plans were to go through, the power plant on the ship would be operated by members of the SIU-affiliated Brotherhood of Marine Engineers.

Following the Isbrandtsen proposal, Esso Shipping Company said it would like to build an atomic-

powered tanker from scratch, sharing the cost of such construction with the Government. The SIU-contracted Cities Service Oil Company announced some time ago that it too was studying the feasibility of using atomic energy to power a tanker but it has made no further announcement on the subject.

Up until now, the position of the American shipping industry has been to "wait and see" what happens to the NS Savannah before making any commitments on atomic power plants. This is also the position of the Administration, although it has been pointed out that new and more-satisfactory reactors have already been developed which for practical purposes have made the NS Savannah reactor obsolete. (See story on page 5.)

Testifying for the proposal before the Joint Congressional Committee on Atomic Energy, the three concerns have asked for Government financing of the reactor

for Isbrandtsen, costing \$15 million.

Actually though, \$5 million of the cost would go into the development of the reactor, with the remainder for construction and testing. In other words, should such a reactor prove workable, duplicates could be made for other ships at a cost of \$10 million or less.

Still, this cost would make the ship plus plant more expensive than constructing a conventional tanker, although the witnesses claimed that such ships could be made competitive within ten years.

If the plan is approved by the Government and funds voted, the reactor would be ready in three years and sea trials could begin about six months later, making the earliest target date late 1962.

The reactor proposed would be a gas-cooled type which uses helium as its cooling medium. The Savannah has a pressurized water reactor, which, as the name implies, uses a water-cooling system.

## Far East Ship Routes Combined

WASHINGTON — The Maritime Administration has decided that for purposes of subsidy, two trans-Pacific trade routes, 29 and 30, can be combined into one trade route. The finding could affect the proposed subsidy operations of four companies now applying for Government assistance on that route.

The combined trade route covers calls between Pacific Coast ports, including the Hawaiian Islands and ports in Japan, Formosa, the Philippines, Korea, Hong Kong, South Vietnam, Cambodia, Laos and Thailand.

At present, the two trade routes are serviced by American Mail Line, American President Lines, Pacific Far East Line and States Steamship Company, all West Coast operators. Isbrandtsen, States Marine Lines, Waterman and Isthmian, all subsidy applicants, also operate on the route.

In combining the two trade routes, the Maritime Administration recommended a modest increase of five to 12 sailings annually over the combined maximum sailings of the two routes.

However, the subsidy applications pending call for many more sailings on the run than provided in the Maritime Administration's findings.

States Marine alone, for example, has application pending for 36 to 60 sailings on trade routes 29 and 30.





# SEAFARERS ROTARY SHIPPING BOARD



February 4 Through February 17, 1959

SIU shipping continued to climb this period, reaching the highest point since mid-December. The dispatch total was 1,083 jobs, which represented a gain for all except class B. Registration fell below shipping to a total of 1,027. The totals for men still registered on the beach at the end of the two-week period hit a 12-month low, especially for class A, reflecting a healthy shipping picture through increased job opportunities for Seafarers.

The heavy job turnover arose out of 57 payoffs, 28 sign-ons and 137 in-transit calls in all ports, or a total of 222 visits. New York had 39, New Orleans 32 and Houston 31. Between them, these three ports accounted for over 100 visits. (See "Ship Activity" summary at right.)

Five ports reported increased shipping activity during the period, two showed no change and the rest declined. The rises in shipping were listed by Boston, New York, Philadelphia, Mobile and New Orleans, and was especially welcome in the two Gulf ports. Mobile has been relatively slow for four months and New Orleans has been off its normal pace for several weeks also. Savannah and Seattle maintained the status quo, but this represented a fairly active period for Seattle anyway.

Baltimore, Norfolk, Tampa, Lake Charles, Houston, Wilmington and San Francisco all fell off. Despite the drop, Baltimore, Houston and Frisco were still kept quite busy. Houston has been shipping more men than Baltimore for several months.

Seniority-wise, the shipping totals show class A men accounting for 68 percent of the jobs dispatched, class B for 21 percent and class C for the remaining 11 percent. These figures show a drop in the class B portion and a corresponding rise in "C" shipping. Class A remained the same. Norfolk, Tampa, Lake Charles and Wilmington shipped no class C men at all.

Figures for the men on the beach by the end of the period show nine ports had 100 or less men on hand in all departments. These ports were Boston, Philadelphia, Norfolk, Savannah, Tampa, Lake Charles, Wilmington, San Francisco and Seattle. Of these, Boston, Savannah, Tampa and San Francisco also had fewer than 50 class A men on tap.

The following is the forecast port by port: Boston: Quiet... New York: Good... Philadelphia: Fair... Baltimore: Good... Norfolk: Slow... Savannah, Tampa: Quiet... Mobile: Good... New Orleans: Good... Lake Charles: Slow... Houston: Good and steady... Wilmington: Fair... San Francisco: Good... Seattle: Good.

## Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston .....	2	1	9	12
New York....	20	5	14	39
Philadelphia..	2	1	11	14
Baltimore ...	8	6	6	20
Norfolk .....	—	—	6	6
Savannah ...	—	1	10	11
Tampa .....	—	—	5	5
Mobile .....	9	2	4	15
New Orleans..	6	3	23	32
Lake Charles..	1	1	11	13
Houston ....	4	3	24	31
Wilmington ..	—	—	7	7
San Francisco.	2	2	3	7
Seattle .....	3	3	4	10
<b>TOTALS ...</b>	<b>57</b>	<b>28</b>	<b>137</b>	<b>222</b>

## DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	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	1	—	4	—	—	3	3	4	4	3	11	—	1	—	1	—	—	—	—	11	1	—	12	4	8	4	16	1	4	1	6
New York.....	30	45	10	85	—	3	11	14	23	40	20	83	—	6	7	13	—	5	8	13	83	13	13	109	91	146	36	273	1	17	21	39
Philadelphia.....	2	8	—	10	—	1	1	2	4	11	4	19	—	—	—	—	—	—	1	1	19	—	1	20	12	15	6	33	—	1	1	2
Baltimore.....	10	18	10	38	—	8	9	17	6	20	6	32	4	1	6	11	—	—	—	—	32	11	—	43	32	80	11	123	1	14	21	36
Norfolk.....	1	3	—	4	—	—	1	1	—	4	—	—	—	—	1	1	—	—	—	—	4	1	—	5	5	8	—	13	—	4	10	14
Savannah.....	2	6	—	8	—	1	1	2	2	2	—	4	—	—	—	—	—	—	—	—	4	—	—	4	3	8	—	11	—	—	2	2
Tampa.....	—	2	—	2	—	1	—	1	2	1	—	3	—	—	—	—	—	—	—	—	3	—	—	3	1	4	1	6	—	1	1	2
Mobile.....	5	1	—	6	4	—	1	5	12	2	1	15	3	—	—	3	6	—	—	6	15	3	6	24	30	34	11	75	1	—	3	4
New Orleans.....	11	22	10	43	1	3	3	7	14	20	10	44	—	1	7	8	—	—	—	—	44	8	—	52	37	76	20	133	2	10	13	25
Lake Charles.....	1	5	5	11	1	—	2	3	2	1	2	5	—	—	—	—	—	—	—	—	5	—	—	5	2	13	4	19	1	2	6	9
Houston.....	10	30	9	49	1	4	7	12	14	25	6	45	—	3	9	12	—	1	1	2	45	12	2	59	26	40	3	69	—	3	8	11
Wilmington.....	1	2	—	3	—	—	—	—	1	—	1	2	—	—	—	—	—	—	—	—	2	—	—	2	11	13	1	25	—	2	2	4
San Francisco.....	4	7	2	13	1	1	1	3	—	7	2	9	3	—	4	7	—	1	—	—	1	9	7	1	17	4	—	1	5	1	1	3
Seattle.....	8	13	1	22	—	6	5	11	4	8	4	16	—	3	3	6	1	—	2	3	16	6	3	25	13	5	—	18	—	5	1	6
<b>TOTALS</b>	<b>88</b>	<b>163</b>	<b>47</b>	<b>298</b>	<b>8</b>	<b>28</b>	<b>45</b>	<b>81</b>	<b>88</b>	<b>145</b>	<b>59</b>	<b>292</b>	<b>10</b>	<b>15</b>	<b>37</b>	<b>62</b>	<b>7</b>	<b>7</b>	<b>12</b>	<b>26</b>	<b>292</b>	<b>62</b>	<b>26</b>	<b>380</b>	<b>271</b>	<b>450</b>	<b>98</b>	<b>819</b>	<b>8</b>	<b>64</b>	<b>91</b>	<b>163</b>

## ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	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	—	3	—	—	2	2	—	4	—	4	—	—	1	1	—	—	—	—	4	1	1	6	—	3	1	4	—	2	4	6
New York.....	10	38	11	59	1	7	12	20	8	38	6	52	2	17	8	27	3	4	11	18	52	27	18	97	40	124	22	186	5	22	18	45
Philadelphia.....	2	3	3	8	—	2	2	4	4	11	1	16	—	—	5	5	—	—	1	1	16	5	1	22	1	19	4	24	—	—	2	2
Baltimore.....	3	30	5	38	2	5	5	12	1	27	6	34	1	2	3	6	—	2	—	2	34	6	2	42	4	64	5	73	2	11	18	31
Norfolk.....	1	5	—	6	2	—	3	5	—	1	—	1	—	—	—	—	—	—	—	—	1	1	—	2	2	17	2	21	—	4	2	6
Savannah.....	1	7	1	9	—	—	—	—	3	1	4	—	—	—	1	1	—	4	—	4	4	1	4	9	1	7	1	9	—	2	1	3
Tampa.....	—	4	—	4	—	1	—	1	—	1	—	1	—	—	—	—	—	—	—	—	1	1	—	2	—	9	—	9	—	2	—	2
Mobile.....	11	2	1	14	8	1	5	14	13	2	1	16	12	4	1	17	2	—	—	2	16	17	2	35	18	30	4	52	—	7	6	13
New Orleans.....	8	21	6	35	—	6	6	12	9	20	9	38	—	—	5	5	—	1	—	1	38	5	1	44	17	80	4	101	—	17	8	25
Lake Charles.....	1	9	1	11	—	4	1	5	—	6	1	7	—	1	3	4	—	—	—	—	7	4	—	11	3	15	2	20	—	4	1	5
Houston.....	5	18	1	24	1	14	1	16	2	28	5	35	1	8	4	13	—	1	2	3	35	13	3	51	10	34	—	44	1	13	4	18
Wilmington.....	—	1	—	1	1	5	3	9	—	3	1	4	—	—	1	1	—	—	—	—	4	1	—	5	1	7	2	10	—	1	7	13
San Francisco.....	1	6	2	9	—	1	2	3	3	5	3	11	1	2	—	3	—	1	—	1	11	3	1	15	2	1	1	4	—	1	2	3
Seattle.....	2	13	1	16	2	4	—	6	2	9	1	12	—	2	—	2	—	2	—	2	12	2	2	16	1	13	1	15	1	4	2	7
<b>TOTALS</b>	<b>45</b>	<b>160</b>	<b>32</b>	<b>237</b>	<b>17</b>	<b>50</b>	<b>42</b>	<b>109</b>	<b>42</b>	<b>158</b>	<b>35</b>	<b>235</b>	<b>17</b>	<b>38</b>	<b>32</b>	<b>87</b>	<b>5</b>	<b>15</b>	<b>15</b>	<b>35</b>	<b>235</b>	<b>87</b>	<b>35</b>	<b>357</b>	<b>100</b>	<b>423</b>	<b>49</b>	<b>572</b>	<b>10</b>	<b>96</b>	<b>73</b>	<b>179</b>

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	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	—	4	5	—	—	—	—	3	—	—	3	—	1	3	4	—	—	2	2	3	4	2	9	4	2	—	6	1	—	1	2
New York . . . . .	18	8	23	49	1	1	12	14	15	14	32	61	1	1	12	14	2	—	18	20	61	14	20	95	93	39	90	222	1	1	25	27
Philadelphia . . . . .	5	5	2	12	—	—	2	2	6	3	2	11	1	—	3	4	—	—	1	1	11	4	1	16	7	6	9	22	—	—	5	5
Baltimore . . . . .	9	5	18	32	1	2	8	11	9	8	14	31	—	2	8	10	—	2	2	31	10	2	43	37	11	24	72	2	—	19	21	
Norfolk . . . . .	5	2	2	9	1	1	1	3	3	1	—	4	—	—	1	1	—	—	—	4	1	—	5	7	3	2	12	2	1	5	8	
Savannah . . . . .	1	1	—	2	—	—	—	—	2	—	—	2	—	—	1	1	—	—	2	2	1	2	5	3	1	1	5	—	—	1	1	
Tampa . . . . .	1	—	—	—	1	1	3	5	1	—	—	1	—	—	1	1	—	—	—	1	1	—	2	3	1	8	12	—	2	2	4	
Mobile . . . . .	8	1	7	16	—	5	4	9	9	6	—	15	4	5	1	10	12	4	2	18	15	10	18	43	24	14	31	69	—	—	17	17
New Orleans . . . . .	15	5	20	40	—	—	9	9	5	2	28	35	—	—	10	10	1	—	1	2	35	10	2	47	52	9	60	121	—	2	33	35
Lake Charles . . . . .	—	—	2	2	—	—	2	2	1	1	3	5	—	—	—	—	—	—	—	5	—	—	5	2	2	2	6	1	—	5	6	
Houston . . . . .	11	7	9	27	—	3	8	11	9	3	13	25	—	1	5	6	—	—	7	7	25	6	7	38	15	9	8	32	1	1	6	8
Wilmington . . . . .	2	1	—	3	1	—	1	2	—	1	1	2	—	—	1	1	—	—	—	2	1	—	3	4	2	—	6	—	—	2	2	
San Francisco . . . . .	4	1	5	10	—	—	1	1	5	2	6	13	—	2	4	6	—	—	1	1	13	6	1	20	3	1	5	9	—	—	1	1
Seattle . . . . .	5	4	7	16	—	1	8	9	2	1	4	7	—	—	7	7	—	—	1	1	7	7	1	15	7	3	6	16	1	1	4	6
TOTALS	85	40	99	224	5	14	59	78	70	42	103	215	6	12	57	75	15	4	37	56	215	75	56	346	261	103	246	610	9	8	126	143



## INQUIRING SEAFARER

**QUESTION:** How long do you think a man should hold down a delegate's job aboard ship?

**A. Romero, cook:** I think a delegate's job should be changed at least every trip. In addition, the job of ship's delegate should be rotated among the three departments. In this manner every member will get a chance to become familiar with the job of

enforcing the Union contract, and the method of settling beefs that may arise between the crew and topside.

**R. S. Nandkeshwar, oiler:** If a good man is elected to the job of ship or department delegate and is doing it in SIU style, I think he should hold on to it for as long as he wants. After all, if the crew feels that he is not doing a good job, they will elect someone else to take his place fast enough. It's not necessary to rotate these jobs if the present delegate knows what he is doing.

**Charles Dawson, AB:** I think we should limit a delegate's job to one trip. Otherwise a delegate may get to the point that he loses interest in the job and takes it for granted. By changing delegates, we will be getting fresh ideas, and also relieving a delegate of dissention that may arise among the crew.

**Sam Kalton, AB:** I feel that as long as a man is capable of handling the job of delegate, ship or department, we should let him continue in that post. If he is doing a good job, no one will want him out. But if he fails, then most likely they will elect another.

A good delegate is necessary for a smooth-running ship, and if you have one, keep him.

**S. Peteksz, AB:** These jobs should rotate every trip, if it is a short trip, and more often if it is a long run. This way everyone will have a chance to handle a delegate's job aboard ship. However, if you should get a good delegate, I would leave him in the job, for it is better for the crew in the long run when he knows how to handle his duties.

**Jose Luis Marrero, 2nd cook:** I think every man should get a break in being a delegate and delegates should change every trip. This way the delegates will not become too familiar with the crew, and can avoid any partiality on his part in settling beefs. Besides it's good training and keeps a man on his toes.

## Hydrofoil Test Ship Contract Awarded

Seamen and passengers alike will truly be "sailing, sailing, over the bounding main" if test studies for an 80-knot-an-hour hydrofoil sea craft can be checked out in actual operation.

The Maritime Administration has just awarded a \$248,528 contract to Grumman Aircraft Engineer Corp. to design a high-speed test vehicle demonstrating the operation of hydrofoil craft under actual sea conditions. Its size will be between 50 and 100

tons, large enough to carry 100 or more riders.

Hydrofoils are submerged, moveable fins attached to a vessel's sides that provide the lift to raise the hull from the water. They enable a vessel to travel faster with its regular propulsion equipment by offering less resistance to the water than the hull itself.

Earlier studies by Grumman showed that hydrofoil operation is "well-suited to a wide range of high seas application." Hydrofoil craft can operate at more than three times the speed of conventional vessels while maintaining the same ratio of payload to gross weight. They should also be able to maintain sustained high speeds in rough seas with prospect for much-improved passenger comfort in ship travel.

Additional studies are still going ahead with a view to designing a 500-ton conventionally-powered craft and another of undetermined size for nuclear propulsion. Hydrofoil craft are said to be ideal for high-speed, short-range operation in relatively rough seas. They are reportedly being used commercially on a limited scale in Russia, Germany and Italy.

### Moving? Notify SIU, Welfare

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving or plan to move are advised to immediately notify SIU headquarters or the Welfare Plan, at 11 Broadway, New York, NY.

## Budget Blocks US Action To Hold Atom Ship Lead

WASHINGTON—Administration officials agree that immediate construction of a prototype atom-powered US tanker would be desirable, but the project will just have to wait its turn until other "priority" programs go through. A \$30 million outlay appears to be the only major stumbling block.

Atomic Energy Commission, Commerce Department and Maritime Administration officials testifying before the House Merchant Marine Committee last week indicated general agreement on the value of the prototype-construction but pleaded the necessity for following Presidential budget directives. Meanwhile, they said, research and development studies would continue.

However, Maritime Administrator Clarence G. Morse went a step further in urging that the Government "get on with the construction of a ship which probes the economics of nuclear propulsion. This is something that continued research and development cannot do."

Morse emphasized that the reactor on the Savannah, while it will answer many questions about nuclear propulsion on ships, "cannot answer the specific economic questions raised by builders and operators of tankers, ore carriers, large passenger ships." Another type of reactor now under development, the boiling water reactor, he said, "appears to be more compact and lighter . . . is suitable to the maneuvering requirements of a merchant ship . . . is almost self-regulating, and therefore, it does not require an elaborate control system."

Earlier in the hearings, the committee was advised that the Administration wasn't seeking authorization now to build a nuclear tanker and would oppose such a bill if it were introduced in Congress. It was made clear that there is no room in the proposed budget for this expenditure and that a balanced budget this year had priority over such "worthwhile" projects.

Rep. Herbert C. Bonner (Dem-NC), committee chairman, commented that the committee has spent a lot of time trying to carry out the intent of the 1936 Merchant Marine Act and that "it is hard to understand the position of the Administration and the President." Rep. Bonner noted that the President had already vetoed a bill

authorizing the building of a nuclear-powered icebreaker. He also pointed to the President's request for authority to distribute nuclear materials for use as fuel on US merchant ships.

This followed an exchange during which AEC Chairman John A. McCone conceded that Japanese and German interests and some American oil companies are giving serious consideration to nuclear-powered merchant ships, but that he knew of no US program where "real money has been appropriated." He further admitted that private industry can not do much on developing nuclear ship propulsion plants until the Government proves their value in commercial operations.

McCone also made it plain that the NS Savannah by itself will not

produce enough data on which to base cost and operation estimates for atom-powered ships in the future, and that the tanker construction would be essential at some future time.

It was not made clear how the authorization for using nuclear materials as fuel on an experimental commercial ship would prod private investors into putting up the necessary funds for building such a vessel, with no assurance of Federal aid.

A West German concern announced the signing of contracts a few weeks ago calling for the construction of a commercially-useful atom tanker by 1964. The Soviet Union will launch an atom-powered icebreaker later this year. The Savannah is not due out until mid-1960.

## NY Jobs On Even Keel; Predict Steady Shipping

NEW YORK—While shipping for this port perked slightly over the past period, it is still far behind the high it hit during the early part of the year, Bill Hall, assistant secretary-treasurer, noted.

The greatest gain was in the deck department which took more than one third of the 301 jobs shipped during the past two weeks. But the significant fact was the jump in shipping among class C men, which rose from 25 in the prior period to 51 this period. By departments, 13 "C" cards shipped in the deck, 18 in the black gang and 20 in the steward department.

Since there was no major change in the registration totals for the port, Hall said, the increased shipping for class C men indicates that a good number of the "A" and "B" men on the beach here are waiting for a special run or particular ship.

As for the next two weeks shipping should remain about the same. Although there are a number of vessels expected in from long trips, they could be diverted to other ports as was the case with

a couple of vessels scheduled here during the past two weeks.

There were 20 vessels paying off in this area during the last two weeks. Five signed on and 14 were in transit. All of these ships came in with very few beefs outstanding. Headquarters would like to extend a vote of thanks to the delegates and crews on these ships for bringing their vessels in clean.

The vessels paying off here during the past period were the Wang Pioneer (Inter-Ocean); CS Miami, Council Grove (Cities Service); Ines, Evelyn, Suzanne, Beatrice (Bull); Azalea City, Bienville, Gateway City (Pan-Atlantic); Alcoa Pilgrim (Alcoa); Marymar (Calmar); Steel Rover, Steel Scientist, Steel Navigator (Isthmian); Robin Sherwood, Robin Goodfellow (Robin); LaSalle (Waterman), and the Jefferson City Victory (Victory Carriers).

Signing on were the Ocean Joyce (Ocean Clippers); LaSalle (Waterman); Wang Pioneer (Inter-Ocean); Ines (Bull); Robin Goodfellow (Mormac) and the Sand Captain (Construction Aggregates).

The in-transit vessels were the Azalea City, Raphael Semmes, Fairland, Beauregard (Pan-Atlantic); Losmar, Flomar (Calmar); Seatrain Louisiana, Seatrain Georgia, Seatrain New Jersey, Seatrain Texas (Seatrain); Andrew Jackson (Waterman) and the Eagle Transporter (Terminal Trans.).

## Vessel Boasts 500 Injury-Free Days

The Alcoa Partner became the second Alcoa ship this year to record 500 consecutive days without a lost-time accident. The passing of the 500-day mark boosts the Partner's chances of tying the all-time record high of 715 days, set by another Alcoa ship, the Roamer earlier this year.

Company officials, to commemorate the Partner's accident-free record, presented the ship's crew with a movie projector while the vessel was at the Brooklyn Army Base yesterday.

As part of its policy to spur interest among the crews in the joint SIU-company sponsored safety program, Alcoa officials have announced that they will present movie projectors and other prizes to vessels having 500 consecutive accident-free days.

Other SIU-contracted companies among them Mississippi and Isthmian grant awards to the crews of vessels having the lowest accident total in their fleets over six-month or one-year periods.

Recording the 500-day record also puts the Alcoa Partner in a class with a number of other SIU vessels who have passed, or come close to achieving the same record. The Robin Tuxford recorded 502 accident-free days before her sale to Isbrandtsen, while the Seatrain Georgia, had recorded over 460 days. A number of other SIU ships have gone a full year without a lost-time mishap.

The Partner's record, coupled with the 715-day record high of the Roamer, should put the company close to the top in the annual National Safety Council contest for the safest fleet in the merchant marine. Alcoa's 16-vessel fleet had recorded only 18 lost-time accidents for the ten-month period from January to October, of last year. Final totals for the entire year have not yet been published.

## Tampa Sees Few Ships

TAMPA—The fishing ought to be good because there is very little in the way of shipping to divert Seafarers who are registered in this port.

Five in-transits summed up the port's activity, and there were very few job calls aboard the ships that did pull into Tampa Bay.

The five ships were the Alcoa Pennant (Alcoa); Warrior and La Salle (Waterman); Gateway City (Pan Atlantic), and Bradford Island (Cities Service).



## SIU Walter-Trainees All Set To Go



Ready to go to work under new waiters' training program established at SIU New York headquarters are trainees (l to r) Joe Cino, Herb Yager, Ken Rose, John Simmons and Don Stewart. Program is designed to qualify men for passenger ship service needs. A portion of the headquarters cafeteria has been converted to table service for the training program.

## New Tax Dodge: Ship Conclaves

Tax-deductible "conventioning" abroad luxury cruise liners is a growing business practice, according to a front-paged item in "The Wall Street Journal."

The story openly touted the practice with the headline:

"More Conventioning Businessmen Go Down To The Sea In Ships"

"Uncle Sam Helps Foot, Bill For West Indies Cruises— But Not For The Wives"

Seagoing conventions have a major advantage over those held shoreside since no one can run off to the golf course while the business sessions are going on. The only sour note reported by some is that the shipboard affairs attract more of the wives than the

land-based gatherings, with the result that the conventioners find the gatherings somewhat sedate.

Costs for the ladies are not tax-deductible, although some far-seeing executives doubtless provide their spouses with shiny new shorthand books for the occasion to justify putting the girls on the expense tab also.

The "Journal" pointedly noted how one group held two business meetings on the cruise—one on each leg of the round trip. "Attendance was carefully checked and recorded so members would have evidence for their tax forms," the story recounted. Another group of bankers went to Nassau in 1949, to Havana in 1953 and will be bound for Bermuda for its conclave this October.

Agencies handling the ship convention business report it booming, with the result that there are far too few ships to accommodate the traffic. One tour concern reported its business of this type tripled since 1955. The growing business has spurred the realization by some of the transatlantic

liner operators that the West Indies cruise and convention tour gimmick can keep their vessels fully occupied right through the winter season when travel to Europe falls off.

Proposals for "floating hotels" or "convention halls" dedicated to this new cruise trade have been advanced before Congressional committees several times since 1955, principally by New York hotelman H. B. Cantor. Measures seeking Federal assistance in building super-ships capable of hauling 6,000 passengers a trip were endorsed by the AFL-CIO Maritime Trades Department at hearings last year.

The ships would offer "pay as you go" service based on a \$50 payment for fare only by each passenger. Each traveler would then have the option of taking his meals cafeteria-style, in one of several dining rooms or even bringing his own. The ship was visualized as a way of tapping the vast potential of middle-income Americans unable to pay their way for luxury travel overseas.

## Mobile Welcomes Visit By Safety Plan Director

MOBILE—The start of Bull Line's coastwise service was delayed a couple of days when the Frances, the first vessel to enter the service, collided with a German freightship in this port's channel during a heavy fog, Cal Tanner, port agent, reports.

Damage to both vessels was not too extensive, Tanner noted, and there were no injuries to crewmembers on either ship. The Frances sailed five days late after undergoing repairs in the shipyard. The fog which caused the collision had been plaguing this port for three days and was just lifting when the Bull Line ship, entering the harbor, ran into the German freighter about half-way down the channel.

There was a lot of favorable comment from the membership here on the recent meeting held by Captain Penney, safety director of the SIU Welfare Plan, with company officials and Seafarers on vessels in the harbor. Captain Penney outlined the Union's safety program and how it would work to the benefit of all hands. Many of the men were of the opinion that the program would help keep shipboard injuries down to a minimum if all cooperated with it.

Negotiations are being held on the various HIWD contracts in and around the harbor. Progress has been made and it is expected that there will be signings in the near future.

Shipping for the port has been

on the fair side although there was only a handful of vessels in port during the period. Among those here for the payoff or in transit were the Alice Brown (Bloomfield); Warrior, Claiborne, Morning Light, Monarch of the Seas (Waterman); Alcoa Clipper, Alcoa Roamer, Alcoa Corsair, Alcoa Ranger (Alcoa); Frances (Bull); Steel Maker, Steel Director (Isthmian) and the Del Sol (Mississippi).

Prospects for the coming two weeks, Tanner said, look pretty good. In addition to a fair-sized number of vessels scheduled to hit the port, the Alice Brown, which has been in the shipyard here for the last three weeks, is expected to take on a full crew.

## Crash Kills Ray Davis

NORWALK, Ohio—Former Seafarer Raymond Davis was killed on February 13, 1959, when his car collided with a trailer truck on Route 20, near here. He was 33 years old.

A full member of the SIU, Davis had been sailing since 1943 in the engine department, but in recent years had been working ashore in Norwalk for the State Highway Department.

Davis was riding in his car with his nine-month-old baby daughter when he collided head on with the trailer. The baby was thrown clear of the car and was apparently unhurt.

He is survived by his wife, Mrs. Mildred Davis and his daughter, Cathy.



Davis.

## Get That SS Number Right

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

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

## Too Big For One? Get Help!

It's unfortunate, from the safety point of view, that too many crewmembers regard it as a sign of weakness to ask for help in hoisting and carrying heavy loads. The result of attempting to do the job singlehanded is all too often a disabling injury.

If the load is too big to handle, there's no point in treating it as a challenge to your manhood. Get a shipmate to give you a hand and protect yourself from possible grief.



An SIU Ship Is A Safe Ship



## YOUR DOLLAR'S WORTH

### Seafarer's Guide To Better Buying

By Sidney Margolius

#### Some Buying Questions Answered

**OIL BURNERS:** "I am considering buying an oil burner. We wanted a low-pressure burner as we have heard they are cheaper to operate. But my husband was told that low-pressure burners are complicated and require a skilled repairman, and that the high-pressure type is just as efficient and economical."

It is true that the low-pressure burners are more economical but also more complicated. Most repairmen don't understand them unless specially-trained. Some won't even work on them.

This department recommends the Shell head with a high-pressure burner. This special combustion system makes a high-pressure burner comparable in economy to a low-pressure. The Shell head costs dealers about \$45-\$50 extra, and most will install it for about \$60 extra. It delays the oil until the fan is operating at full speed, and has built up maximum pressure. Thus the burner starts operating at its peak of combustion efficiency. The head also cuts off the burner at its peak of combustion. This eliminates the smoky starts and stops which both waste oil and cause soot. One of the largest Eastern wholesale equipment suppliers, The Sid Harvey Co., estimates savings of 300-600 gallons a year with this type of head, thus recovering the initial cost in a year's time.

The Shell and similar special heads seem most satisfactory with cast-iron boilers; but also can be used with steel boilers and hot-air furnaces if the combustion chamber is not too limited as in some small suspended furnaces. In these, the Shell head may cause too hot a fire.

**TANK CONDENSATION:** "Can Methanol anti-freeze be used with fuel oil for condensation or does it have to be plain alcohol?"



Experts say any wood alcohol could be used in a fuel tank, but it's neither an efficient nor cheap method of solving the problem of water in a tank. For one thing, alcohol won't prevent corrosion. Water may collect for a number of reasons besides condensation. If you do have water in your tank, it needs to be pumped out. Many 275-gallon indoor tanks also have a bottom drain. If the water can't be pumped or drained off for some reason, you can use calcium-chloride salts to inhibit rust. Most dealers can sell you this material in tablet or powder form to put in the tank. But don't overpay. Some of these preparations carry a printed price of \$3 on the package but cost the dealer only 25 cents.

**HEARING AIDS:** "Is there more to hearing aids than amplification? One company, Beltone, says theirs have directional finders. Is it true that tests made in the usual surroundings are better than those made in the booths of hearing-aid centers? Beltone claims their company has a patent which is far in advance of others. Is this true?"

"Directional finders" is not a specific term and doesn't mean much. Some hearing aids have tone control, and others have devices to make sound loud, medium and soft. All aids first must be tested in a booth, then in natural surroundings. The League for Hard of Hearing, which we consulted, is not allowed to specify which makes may be best. Its experts state that Beltone is a good aid, but do not indicate any evidence that it is "best" as you say Beltone claims.

**LIVING COSTS:** "You mention figures of \$5,000 and \$5,400 in reference to a standard of living. What are the known factors or standards you base it on? Where can I get a copy of these standards to study for our union local? If what you say is true, then many workers at our plant are \$1,000 a year below the standard of living."

These figures were approximations based on studies by the Bureau of Labor Statistics and the Heller Committee of the University of California, of costs of a "modest but adequate" standard of living for a family of four. The Heller Committee standard is a little more adequate. If we may take the liberty of updating the committee's figures and adjusting them for other cities, without the committee's sanction, we estimate that currently this standard of living for a home-owning wage-earner family would range from about \$6,100-\$6,200 in San Francisco to about \$5,400 in Scranton, Pa. In Detroit and Cincinnati which are about average for the country, this cost would be about \$5,900 a year. A renting family's costs would be about \$400 a year less.

The lower-cost BLS standard for a renting family of four, now runs about \$4,700-\$4,800 in New York City which is one of the lowest-cost cities. For the average city this cost would be about \$4,900.

You can get a copy of the Heller Committee's "Quantity and Cost Budgets" for \$1.50 from the ASUC Store, Berkeley, Calif. "Standards and Levels of Living of City-Worker Families" by Faith M. Williams, Reprint No. 2204, can be secured from the US Bureau of Labor Statistics, Washington 25, DC, or from regional BLS offices in Boston, Chicago, New York, Atlanta and San Francisco.

**UNION-MADE CIGARETTES:** "My husband is a union man. I read your paper and was interested in that you mentioned Camels as being non-union made but didn't mention which are union made. How can we purchase the union-made products if we don't know what they are? I asked several union men and they didn't know."

All cigarettes except those manufactured by the R. J. Reynolds Co. are union-made. The non-union Reynolds brands include Camels, Winston, Salem, Cavalier.

## Tips For Seafarers On Filing Federal Income Tax Returns

The following is an up-to-date revision of an article by the SIU's tax expert on questions involving Seafarers' income taxes.

Generally, with very few exceptions, seamen are treated no differently under the income tax laws than any other citizen or resident of the US.

(The non-resident alien seaman must also file a return, but the rules are not the same for him.)

**WHO MUST FILE.** Those under 65 years of age earning over \$600 and those over 65 earning over \$1,200 must file a Federal tax return.

If earnings were less than the minimums stated, and withholding



tax was deducted, a return should be filed in order to receive a refund of the entire tax deducted.

**WHEN TO FILE.** Tax returns must now be filed by April 15, 1959. However, the April 15 deadline is waived in cases where a seaman is at sea. In such instances, the seaman must file his return at the first opportunity, along with an affidavit stating the reason for filing late.

Another tax rule specifically affecting seamen governs situations where a seaman signs on in one year, signs off the next and gets a statement of his wages and the tax withheld (W-2 form) from the shipping company when he signs off. Under such an arrangement, it is possible for a seaman to have no income in one year and the equivalent of two years' income in another.

In order to alleviate this situation, the seaman can report the total of his allotments, slops, draws and other cash items as income and then deduct this amount from the total income reported on the W-2 form he gets in the second year.

He cannot claim any tax withheld in the first year either, but can claim all of it for the second year when he files his return along with the W-2 form.

**HOW TO FILE.** The Seafarer who has deductible expenses (amounting to ten percent or less of income) and an income of under \$10,000, consisting of wages on which tax was withheld and not more than \$200 of other income (for example, untaxed wages, dividends or interest earnings), is advised to use the short form, 1040 A. Those with incomes under \$10,000 but with deductible expenses higher than ten percent of income should use the long form, 1040. Those Seafarers whose incomes are \$10,000 or more must use the long form, 1040.

A husband and wife should file a joint return on either the long or short form to take advantage of the split-income provisions, even if the wife has no income.

**EXEMPTIONS.** Each taxpayer is entitled to a personal exemption of \$600 for himself, \$600 for his wife, an additional \$600 if he is over 65 and another \$600 if he is blind. The exemptions for age and

blindness apply also to a taxpayer's wife, and can also be claimed by both of them.

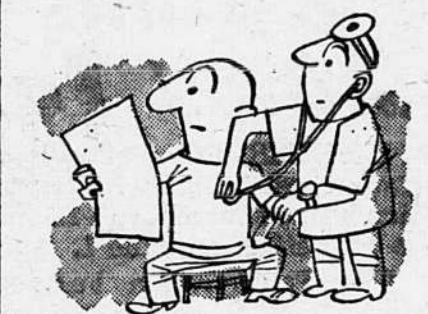
In cases where a man's wife lives in a foreign country, he can still claim the \$600 exemption for her as his wife. If she has income in the foreign country, it cannot be taxed by the US.

In addition, a taxpayer can claim \$600 for each child, parent, grandparent, brother, brother-in-law, sister, sister-in-law, and each uncle, aunt, nephew or niece dependent on him, provided he provides more than one-half of their support during the calendar year. The dependent must have less than \$600 income and live in the US, Canada, Mexico, Panama or the Canal Zone.

A child under 19, or a student over 19 can earn over \$600 and still count as a dependent if the taxpayer provides more than one-half of his support.

The law also enables a seaman who is contributing (with other relatives) more than ten percent of the support of a dependent to claim an exemption for that individual, provided the other contributors file a declaration that they will not claim the dependent for that year.

**DIVIDEND INCOME.** If a seaman has income from stock dividends, he can exclude the first \$50 he receives as dividend income from his gross income. He may be eligible to an additional credit against his total tax liability up to



a maximum of four percent of the balance of the dividends received in 1958.

**CONTRIBUTIONS.** A taxpayer can deduct up to 20 percent of gross income for contributions to charitable institutions, and an additional ten percent in contributions to churches, hospitals and educational institutions.

**INTEREST.** Interest paid to banks and individuals on loans, mortgages, etc., is deductible.

**TAXES.** State and city retail sales taxes, property and school taxes, state stamp taxes on securities, state gas taxes, auto license and drivers' license fees and state income taxes actually paid within the year are deductible.

**MEDICAL AND DENTAL EXPENSES.** All expenses over three percent of adjusted gross income for doctor and dental bills, hospital bills, medical and hospital insurance, nurse care and similar costs can be deducted. Other such costs include such items as eyeglasses, ambulance service, transportation to doctors' offices, rental of wheelchairs and similar equipment, hearing aids, artificial limbs and corrective devices.

However, if the Seafarer is reimbursed by the Seafarers Welfare Plan for any of these costs, such as family hospital and surgical expense, he cannot deduct the whole bill, only that part which is in excess of the benefits paid by the Plan.

All expenses over one percent of adjusted gross income for drugs

and medicine can be deducted. The deductible portion is then combined with other medical and dental expenses which are subject to the three percent rule. However, deductions of all expenses for medical services, drugs and medicines are limited to a maximum of \$2,500 for each exemption claimed up to a total of \$10,000. The three percent rule on medical services does not apply in cases where a taxpayer is over 65, but the one percent rule on medicines and drugs does.

**CHILD CARE.** This allows a deduction of up to \$600 to a widower, divorced or legally separated taxpayer toward the cost of providing care of a child under 12 or a person physically or mentally incapable of support, regardless of age. This expense is deductible only if its purpose is to allow the taxpayer to remain gainfully employed. It cannot be claimed if the payment for child care went to a person who is already claimed as a dependent.

**ALIMONY.** Periodic payments of alimony to a wife in accord with a written agreement between them can be deducted.

**CASUALTY LOSSES.** The reasonable value of all clothing and gear lost at sea due to storm, vessel damage, etc., for which the taxpayer is not otherwise compensated, can be deducted as an expense. The same applies to fire loss or losses in auto accidents which are not compensated by insurance.

**LOSSES DUE TO THEFT.** Personal items the loss of which can be proven are deductible.

**WORK CLOTHES, TOOLS.** The cost and cleaning of uniforms and work clothes which ordinarily cannot be used as dress wear can be deducted. This includes protective work shoes, gloves, caps, foul weather gear, clothing ruined by grease or paint, plus tools bought for use on the job, or books and periodicals used in direct connection with work.

**UNION DUES.** Dues and initiation fees paid to labor organizations and most union assessments can be deducted.

**WELFARE BENEFITS.** Benefits received from the SIU Welfare Plan do not have to be reported as income with one exception. That



is for a Seafarer over 65 who is getting disability benefits. The law considers such payments to men over 65 as pensions and taxes them as income.

**GAMBLING GAINS.** All net gains from gambling (the excess of gains if any, over losses) must be reported as income. However, if more was lost than gained during the year, the losses are not deductible, but simply cancel out the gains.

**TAX CREDIT FOR RETIREMENT INCOME.** A tax credit of up to \$240 is allowed for individuals against retirement income such as rents, dividends and earnings at odd-jobs. However, an adjustment must be made in this credit for Social Security benefits.





## SIU SHIPS AT SEA

Any Seafarer planning to sign on the Hurricane in the near future had better make sure he brings along some clothes that are at least one size larger than those he is wearing now, Edward Dooley, ship's delegate, warns.



Dooley

It is almost guaranteed that he will not be able to wear the same size when he gets off, he said, as the cooking, baking and service aboard the Hurricane is "out of this world." However, possibilities of an open berth soon are dim as this trip has all the earmarks of a very good voyage, Dooley noted. All of the crewmembers are really showing that "good SIU brotherhood spirit" and are keeping beefs low and cooperation high.

Thanks were in order for a number of steward departments in the meeting reports received by headquarters during the past week. Most of them were for the fine holiday meals served Christmas and New Year's days. Among them were thanks to chief steward **Bourgeois**, second steward **Lanier**, chief cook **Huston** and the rest of the department on the Del Mar. The meals were "excellently prepared and profitably served," they said. The crew celebrated the holidays in South America

## Liberia Votes Tax, But Not On Runaways

Liberia may be losing some of its luster as a tax haven according to latest accounts. One sign is the announcement that Firestone Rubber Plantations Company has agreed to pay an additional 10 percent tax to the Liberian Government on income derived from its Liberian operations.

The agreement now raises Firestone's Liberian tax rate to 35 percent of income. In addition hundreds of US citizens working for the company who have never had to pay US or Liberian income taxes will now have to pay tax to Liberia. In agreeing to the tax boost, Firestone said it took into consideration the Liberian Government's development program which it wanted to assist. The company reported a \$14,000,000 profit in 1958 from its Liberian operations alone.

However while shopping around for additional revenue, the Liberian government has not made mention of taxing the income of millions of tons of American-owned merchant vessels registered under her flag. A tax on these runaway ships could provide a profitable means of revenue to the Liberian government, but might also cause the ships involved to hunt for another, handier flag.

with Christmas in Rio and New Years in BA. Other thanks went to the galley gangs on the Bradford Island, Robin Goodfellow, Beauregard, Edith, Valiant Faith, Coe Victory, Armonk, Seatrain Louisiana, Pacificus and the Steel Seafarer. Special mention was given to baker Grady Faircloth for a job well done in the sweets department on the Steel Seafarer.

It may take some doing, but the crew of the Valiant Explorer expects to have the vessel up to SIU standards in short time, according to ship's delegate George O'Rourke. The crew took over the vessel not too long ago after the ship transferred back to the American flag from Liberian registry. The vessel, they found, had been stripped of most fire equipment, bunk lights, tools and utensils.

However, the captain has cooperated with the crew on store requisitions and most of the major items were aboard before the vessel left New York, O'Rourke said.

## Pa. Joins Maritime States' Tax-Boosting

HARRISBURG—Pennsylvania is the latest maritime state to get in line with tax increases. A tax-study commission has recommended \$425 million in new taxes which would go into effect on June 1.

The Pennsylvania taxes would include an increase in the state sales tax from three to 3½ percent; a one-cent increase in cigarette taxes, a 25 percent tax on cigars and tobacco; a tax on soft drinks and taxes on corporate income, personal property and other items.

Pennsylvania's action comes after proposals for income tax increases in New York and California as well as increases in taxes on gasoline, cigarettes and other consumer items. Similarly, Massachusetts has just put its state income tax on a withholding basis and is arguing over a statewide sales tax.

The tax increases are not necessarily confined to maritime states since many others, including Michigan and Colorado, are taking similar steps.

As reported in the last SEAFARERS LOG, the New York State income tax change would include a switch to a withholding basis as well as an actual increase in the tax rates.

For Seafarers working for companies in several different states and having residence in a state other than where they work, the new tax set-up offers more than its share of headaches. Seafarers working part of the year for a New York company will be taxed during that period at a rate which assumes that they will be continuing such earnings in the state for the full year. For most Seafarers this will mean that they will have to file for tax refunds from the state each year.

Another problem that has arisen

## New Orleans Bounces Back

NEW ORLEANS—Now that the Mardi Gras is over, shipping is again the main topic of conversation among the men on the beach in this port. And a good topic it is as the totals showed that shipping ran slightly ahead of registration for the period.

There was a total of 32 vessels calling into the port over the past period. Six of them paid off, three signed on and 23 were in transit. In addition to the men shipped to deep-sea berths, there were 10 relief jobs and 42 HIWD berths called in during the past two weeks.

The next period should remain about the same, as there will be a number of vessels calling in transit, and this will mean calls for replacements. So far there are six vessels scheduled to pay off and sign on here during the next two weeks and 20 or more as in-transits.

Paying off here were the Del Norte, Del Santos, Del Sol, Del Mundo (Mississippi); Steel King (Isthmian) and the Producer (Marine Carriers). Signing on were the Alcoa Partner (Alcoa), Lucile Bloomfield (Bloomfield) and the Steel Maker (Isthmian).

In-transits were the Alcoa Ranger, Alcoa Cavalier, Alcoa Clipper, Alcoa Partner (Alcoa); Seatrain Louisiana, Georgia (Seatrain); Del Norte, (Mississippi); Lucile Bloomfield (Bloomfield); Yaka, Topa Topa, Morning Light (Waterman); Raphael Semmes, Gateway City (Pan-Atlantic); Atlantis (Petrol Shipping), the Edith and the Frances (Bull).

INES (Bull), Jan. 18—Chairman, E. Lesser; Secretary, R. Douglas. No beefs. Television set and converter need repairing. Each dept. delegate to put in repair list.

KENMAR (Calmar), Jan. 13—Chairman, J. Davis; Secretary, P. Carr. No beefs. Getting coffee pots and small pitchers for tables.

ROBIN GOODFELLOW (Robin), Jan. 11—Chairman, M. Nelson; Secretary, B. Stark. Vote of thanks to steward dept. for good holiday menus. Chief electrician hospitalized. Two men missed ship. \$4.49 in ship's fund. Use washing machine carefully. All surplus linen and cots to be turned in. Request less noise in alleyways.

OCEAN EVELYN (Maritime Overseas), Nov. 23—Chairman, None; Sec-

to come aboard. Vote of thanks to steward dept. for fine holiday meals. Each man to donate \$1 for ship's fund. Repair lists given to dept. delegates.

OCEAN EVELYN (Maritime Overseas), Dec. 18—Chairman, Nickolson; Secretary, None. No major beefs. Few disputed hours OT. Request new washing machine or have present one repaired. Suggest timer in washing machine. Dairy box door urgently needs repair. Suggest extra electric sockets installed in messroom. Vote of thanks to steward dept. for good job.

ORION PLANET (Orion), Dec. 28—Chairman, A. Brown; Secretary, T. Parrett. Warning about drinking on watch. One man died; body at Singapore. One man hospitalized at Singapore, one in Sasebo, Japan. Two men missed ship in Yokohama, Japan. One man logged. Few hours OT disputed. New delegate elected. Return coffee cups to pantry after use. Vote of thanks to outgoing delegate for good job.

RAPHAEL SEMMES (Pan-Atlantic), Jan. 25—Chairman, P. Carier; Secretary, B. Varn. No beefs. All repairs taken care of—new list to be turned in for payoff. \$25.29 ship's fund. Vote of thanks to steward dept. for food & service. Scuttle butt to be repaired in Port Newark. TV to be repaired. Request donation for ship fund. Discussion on having beneficiary card filled out properly and posting of more accurate sailing board. Have day off clause put into trailership agreement.

SEATRAN LOUISIANA (Seatrain), Jan. 25—Chairman, J. Collins; Secretary, N. Remley. No major beefs. Some disputed OT. Ship's fund \$152. Cooperation requested in keeping deck clean. Repair icebox door in messroom. Vote of thanks to steward dept. for job well done. Request laundry man to come aft to pick up crew's personal laundry. Vote of thanks to Bill Hall for prompt action received re ventilating system in engine room. TV set to be raffled for new set. Laundry room needs sougeeing and painting.

ALCOA RUNNER (Alcoa), Jan. 25—Chairman, C. Welsh; Secretary, R. Hall. Pick up all books before payoff. \$4.70 ship's fund. One man fired in Puerto Rico. Few hours OT disputed. No beefs. Keep library locked. Request more caution in laundry, as water has flooded storeroom causing damage.

HASTINGS (Waterman), Jan. 11—Chairman, W. Palmer; Secretary, J. Wells. Captain to put draw out every day in India—men told not to foul up. No beefs; everything running smoothly.

ANTINOUS (Waterman), Jan. 18—Chairman, F. Lambert; Secretary, Charles Parker. Three men hospitalized and left in Japan. Ship's fund \$28. 2½ hours disputed OT. Fireman hospitalized, one wiper ill, and baker and messman hospitalized. No beefs. Request new washing machine. Because of only one active wiper, electrician allowed to paint own quarters with payment of OT.

SHINNECOCK BAY (Veritas), Jan. 11—Chairman, P. Brady; Secretary, J. Jelliffe. New steward aboard in Houston borrowed money from several members and shirts, then south of border. No beefs. Vote of thanks to retiring delegate for job well done. Complaint about unsanitary handling of meat. Pantryman not keeping place clean. Require more night lunch.

STEEL SEAFARER (Isthmian), Jan. 25—Chairman, E. Hauser; Secretary, S. Mehringer. One man hospitalized in Djiboute and one refused to join ship. Both have been repatriated to states. No official word on subsidy, status of aliens unknown. Ship's fund \$17.77. Some disputed OT. No beefs. Vote of thanks to baker for job well done, also to 3d mate for taking care of mail.

ROBIN TRENT (Robin), Jan. 4—Chairman, L. Ames; Secretary, W. Walker. Some repairs made. Steward dept. rooms to be painted. \$8.30 in ship's fund. Motion made and carried to have each member donate one dollar to ship's fund. New delegate and treasurer elected. Motion made, seconded and carried that Seafarers dependents be issued identification cards. Suggest proper attire in messhall. Less noise requested in port passageway. Suggest better care of washing machine and have exhaust fan in engine room fixed.

ALCOA CORSAIR (Alcoa), Jan. 25—Chairman, J. Naylor; Secretary, G. Annis. Request expiring medical cards be renewed before ship sails. Men paying off in Mobile must go to company office for their money. Ship's fund \$355.77. No beefs; everything running smoothly. Longshoremen to stay out of passageways. Clean messroom and return cups and plates.

PACIFIC STAR (Compass), Jan. 17—Chairman, W. Young. Request shipping cards with info to boarding patrolman for cleaner payoff. No beefs. 23½ hours disputed OT.

ALCOA ROAMER (Alcoa), Jan. 12—Chairman, J. Tilley; Secretary, C. Stringfellow. New delegate elected. No beefs. Request ship be sprayed for roaches. Keep screen door locked while in PR. Suggest steaks cut thicker.

Jan. 26—Chairman, I. Wilson; Secretary, C. Stringfellow. Repair list to be sent in from San Juan. \$80 in movie fund. No beefs. See patrolman about meeting held and also chief cook being fired.

## Digest Of SIU Ship Meetings

retary, R. Siroses. No beefs; everything running smoothly. Some disputed OT. Have ship fumigated. Clarification needed re unlicensed personnel performing welding work on board ship on weekends; clarify OT rates. 8-12 firemen's quarters porthole leaking badly. New mattresses needed. Discussion on repairs. Suggest waste disposal be placed in recreation room, also library be placed in linen locker and not in recreation room.

OCEAN DINNY (Maritime Overseas), Jan. 19—Chairman, C. Majetti; Secretary, T. Delaney. Chief steward injured and hospitalized in Yokohama, should rejoin ship in Okinawa. Mate using key to enter crew rooms. One man missed ship in Kobe. Some disputed OT. Discussion on aloft chest and fresh milk situation. Capt. inspected reefers with chief cook—should be sufficient stores to last to Okinawa. Delegate to collect \$1 per man to cover message cost and act as treasurer.

MASSMAR (Calmar), Jan. 18—Chairman, G. King; Secretary, J. Eichenberg. No beefs. Repair list to be made before canal. One man missed ship leaving Baltimore. Deck dept. to write letter to hdqrs. re necessary OT. New washing machine to be ordered.

STEEL DESIGNER (Isthmian), Jan. 14—Chairman, J. Lapointe; Secretary, J. Shelton. Repair being done slowly. Some disputed OT. No beefs. See about painting engine dept. foci'sles.

OCEAN ULLA (Overseas), Jan. 11—Chairman, C. Connell; Secretary, S. Rothschild. Repair list given to captain. Sufficient money will be available to crew for small draw on arrival in US. Two men signed on in Casablanca as OS—have no seamen's papers or Union affiliation. One man logged—not lifted. All ships should carry spare washing machine motor. American money or travelers' checks to be issued only. Clean up foci'sles and lockers before arrival in States. Ordered mattresses not received. Insufficient coffee.

BRADFORD ISLAND (Cities Service), Jan. 18—Chairman, J. Flaherty; Secretary, L. Reinghuck. One man hospitalized. Repair list to be taken up. Vote of thanks to steward dept. for fine job. Request new library.

ALCOA RANGER (Alcoa), Jan. 18—Chairman, S. Monardo; Secretary, F. King. Return chairs. Keep recreation room clean. No beefs. Keep noise down in messhall at night. Steward doing good job.

COE VICTORY (Victory Carriers), Jan. 18—Chairman, L. Curry; Secretary, G. Ulrich. Two men hospitalized. One man missed ship in France. One man logged. One hour disputed OT. Request clarification of retirement plan with definite number of years seafaring regardless of age. Need new coffee urn. Check messroom heating. Put cups in sink at night.

NORFOLK (Cities Service), Jan. 24—Chairman, F. Reid; Secretary, W. Manual. Repairs taken care of. Everything running smoothly. See patrolman about lodging, re—no heat deck foci'sles. Ship's fund \$18.25.

WESTPORT (World Tramping), Dec. 11—Chairman, T. Minson; Secretary, R. Meloy. No beefs. Captain to have money for draws in India. Ship's fund \$48. Delegate has details re beef between 8-12 OS & steward.

FLORAR (Calmar), Dec. 20—Chairman, J. Green; Secretary, D. Messner. One man missed ship. One man in hospital. No beefs. New delegate elected. Discussion on steak problem and general feeding.

STEEL NAVIGATOR (Isthmian), Jan. 18—Chairman, B. Brownings; Secretary, E. McClain. Two men hospitalized. No beefs. Some disputed OT. Question practice on fines for being logged. Motion made and seconded to put first quality goods in slop chest. New delegate elected. Exterminators

## Be Sure To Get Dues Receipts

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



## Seafarers Capture Holiday Spirit Far From Home



# SIU Christmas In Korea



Steward Fred Shaia and Mrs. Kim, orphanage head, pose with two guests.

### SURVEYOR CREW LIST

**Deck Department**  
B. M. Green, captain  
C. Daggs, 1st mate  
G. R. Carlson, 2nd mate  
B. Dennis, 3rd mate  
P. Lowell, Jr., 3rd mate  
R. S. Griffiths, radio op.  
G. P. Libby, bosun  
C. Gillispie, carp.  
E. Delaney, DM  
J. Boldizar, DM  
E. M. Howell, AB  
P. J. Scanlon, AB  
M. Gendron, AB  
F. Pasquale, AB  
M. Awall, AB  
T. G. Lyons, AB  
H. Cole, OS  
W. Field, OS  
E. Russell, OS

**Engine Department**  
R. E. Dickey, chief eng.  
F. P. Tynan, 1st assistant  
J. L. Pace, 2nd assistant  
R. P. Herald, 3rd assistant  
C. Culpepper, chief elect.  
H. Viik, 2nd elect.  
J. Duffy, oiler  
F. Paskowski, oiler  
A. F. Waterbury, oiler  
W. S. Daniel, FWT  
E. E. O'Sullivan, FWT  
J. St. Laurent, FWT\*  
E. T. Marti, wiper  
J. Chambers, wiper

**Steward Department**  
F. Shaia, ch. steward  
E. A. Fancher, ch. cook  
D. C. Polite, baker  
Ralph Jones, 3rd cook  
B. Teter, MM  
P. Swing, MM  
J. Krause, MM  
J. Johnson, MM  
J. M. Speller, MM  
M. A. Eala, MM

\* Brother St. Laurent passed away on board the ship on January 25, 1959, of a heart attack.



Kids dug into roast duck dinner, ice cream and soda with a vim.



Surveyor's skipper, B. M. Green, Sargeant Kelly, and guest.

SEAFARERS accept as one of the drawbacks of shipboard living that they are likely to observe Christmas at sea or in some alien port. Consequently, when the Steel Surveyor left New York last fall, the crew knew it would be spending Christmas a long way from the States. Like any other crew, it expected an elaborate dinner on the ship and Christmas decorations to substitute for the conventional Christmas ashore. Undoubtedly though, some of them regarded it as a makeshift compared to Christmas at home.

With this in mind, the crew came up with an idea which, thanks to the cooperation of all hands, made the Surveyor's Christmas one of the most memorable the men ever experienced. The planned itinerary called for the ship to be in Pusan, Korea, around the holiday. Why not then, arrange a Christmas party for one of the many orphanages in that city?

All hands reacted to the proposal with enthusiastic approval. Chief steward Fred Shaia, himself a grandfather, undertook preparations as company officials quickly gave their okay. The plans called for a party in the ship's saloon, catered by the steward department and served by all hands.

A tarpaulin muster was taken to which every man contributed. Before the Surveyor left San Francisco it was stocked with a supply of toys, Christmas stockings, candies and fruit. When the ship dropped the hook in Pusan harbor, the crew contacted US Army headquarters, as there are a number of orphanages in Pusan financed by American servicemen. The Bi-dul-gi Orphanage was selected, and on December 17, 25 boys and 25 girls, age one year to 6½ years, were deposited at the pier by two Army trucks. They trooped up the gangway, the smaller ones carried by the "big" six-year-olds.

All was ready in the saloon mess, including Christmas stockings stuffed with toys for each guest, and a decorated Christmas tree. Deck and engine crewmembers helped wait on tables, while the kids dug into the menu featuring roast duck, fruit cake, and ice cream. Afterwards, the crew cleaned up and plunged into the task of washing dishes, pots and pans along with the galley gang.

The highlight of the party was the entertainment put on by the orphans for their hosts. As the costumed tots went through their performance, Shaia said he noticed several crewmembers surreptitiously wiping away a tear or two. When it was all over it would have been hard to convince any man aboard that the crew's Christmas could have been surpassed anywhere else.



Orphans performed for crew after dinner.



Each orphan got stocking-full of toys.



# US Operators Quarrel Over '50-50'

WASHINGTON—The "50-50" law, long a source of dispute between US and foreign-flag shipowners, is now the subject of much elbow-digging within the American-flag family. Tramp shipowners and liner operators are both trying to position the Comptroller General into a ruling which would give each of them an edge on "50-50" farm aid cargoes. In the background, the Department of Agriculture is trying to interpret the law as setting a ceiling of 50 percent on cargo for American-flag ships instead of the 50 percent floor it was supposed to be.

The core of the dispute involves the entrance of T-2 tankers into the grain-carrying trade in large numbers. With oil business slack, the tankers have been carrying a great deal of dry cargo lately. The question arose then, as to how the 50 percent share of American cargo is to be computed.

The tramps are arguing that it should be figured according to ship types—US tramps against foreign tramps; US tankers against foreign tankers and US liners against foreign liners. This would tend to give the tramps the lion's share of the business since foreign tankers and liner services carry very little in the way of aid cargoes, and American ships in the last two categories would thus match the 50 percent of their foreign counterparts with a relatively small amount of cargo.

With this in mind, the liner companies are arguing that the law calls for all United States-flag vessels, irrespective of type, to be matched against all foreign-flag vessels. Such an interpretation would enable the liners and tankers to compete directly with the tramps for a share of these cargoes without restricting them to what their opposite numbers carry under the foreign flag.

The Agriculture Department, on the other hand, doesn't care who carries the cargo as long as it can

get the maximum amount on foreign vessels. The Department has long been hostile to the "50-50" law because of the higher freight rates involved on American ships. Consequently, it wants the law interpreted to mean that foreign ships are also guaranteed "50-50" and that all cargo should be split

equally down the middle. The US ship operators retort that the law means nothing of the sort—but that it does call for "at least" 50 percent of cargoes on American ships. For practical purposes, they say that this 50 percent is a minimum, not a maximum on the amount of cargo they are to get.

## SUP Votes 5 Rules; Elects Weisberger

SAN FRANCISCO—Morris Weisberger was elected to his second full term as secretary-treasurer of the Sailors Union of the Pacific and five of seven propositions were passed, according to the final SUP election returns.

Garnering 3831 of 3907 votes cast, Weisberger led the field in the voting. This included Assistant Secretary-Treasurer Harry Johnson; San Francisco dispatcher Joe Pohorenc; San Francisco patrolmen Jack Dwyer, C. P. Shanahan and Jim Dimitratos; and Frisco engine and steward patrolman Homer Davis.

Other agents and patrolmen elected were: Ed Coester and Ted Lewis (Seattle); William Benz and Frank Fellows (Portland); "Blackie" Ellis and Ray Murphy (Wilmington); Bill Armstrong and Geert Pott (New York); James Dooley, Honolulu port agent; and Tony Finale, Wilmington engine and steward patrolman.

Weisberger, Johnson, Dwyer, Tom Hookey and Alex Wharton were elected Building Corporation

trustees while Weisberger, Armstrong, Dwyer, Coester and Ellis were elected as delegates to the biennial SIUNA convention coming up this May in Montreal.

Among the propositions receiving the required 2/3 vote was one which permits sailors, aside from full-time employees, and full-time officials or steady standby men, to work ashore and at the same time retain their shipping card. Another proposition requires men shipping from a foreign port to get off at the US port in which the SUP has a hall.

One of the rejected propositions would have increased from 10 to 21 the number of days in which a man can return to a laid-up ship. The other would have boosted the penalty for violation of the shipping rules from 30 days forfeiture of a man's shipping card to 90 days.

**VALLEY FORGE** (Peninsular Nav. Co.), Dec. 28—Chairman, H. Nichols; Secretary, J. Poluchovich. \$24.85 in ship's fund. Some disputed OT. No beefs. Motion made and seconded to have delegate take care of repair list. Suggest respective dept. heads to take care of necessary painting, sougeeing, repairs, etc. Request improvement of food preparation. Provide napkin holders and ashtrays for mess-hall.

**PACIFICUS** (Orion), Dec. 28—Chairman, A. Michalski; Secretary, D. Ruddy. New delegate elected. Ship's fund \$10. Gratitude expressed to steward dept. for fine Christmas dinner. Also to captain for refreshments.

**THE CABINS** (Texas City), Jan. 4—Chairman, J. Morris; Secretary, F. Natsale. One man left ship. Request

repair list. Suggest water tanks be cleaned and cemented. New delegate elected.

**VALIANT FAITH** (Ocean Carriers), Jan. 25—Chairman, J. Martin; Secretary, S. Kolina. Repairs to be taken care of. Insufficient draws. Some OT disputed. New delegate and secretary reporter elected. Request lights turned off when through with washing machine. Vote of thanks to steward dept. for job well done.

**COE VICTORY** (Victory Carriers), Feb. 7—Chairman, C. Gilbert; Secretary, A. Espenada. Request crew get pass in PX (Germany). Vote of thanks to delegate for fine job. No beefs. Request cleanliness with water cooler. Motion to have small ship's fund, donations.

**VALIANT EXPLORER** (Ocean Carriers), Oct. 5—Chairman, T. Crawford; Secretary, J. Elliott. Items received of quick ships' inventory at NY. Everything smooth after eight days' stowing stores in NY. Request delegates get up repair list & pick up shot cards. Disputed hour OT. Shortage of soap & powders. Consideration requested for off watch men sleeping. Screens doors & messhall to be locked in ports, watch holds key. Caution crossing hatches with working cargo. Request more coffee percolators. Vote of thanks to captain for cooperation on stores requisitions.

**Nov. 8—Chairman, T. Crawford; Secretary, J. Elliott.** One man hospitalized at Port Said. Beef re chief mate spending too much time running about deck. OT cut down to minimum. Request box of powder be given with weekly linen change. Vote of thanks to steward dept. for doing good job on limited supplies, also vote of thanks to Welfare Dept. for prompt action re hospitalized men.

**Dec. 21—Chairman, J. Elliott; Secretary, J. Dehesa.** One man ill—to be sent to USPHS hospital for examination on arrival in Seattle. Some OT to be brought to patrolman's attention. One hour OT disputed. Focles to be sougeed or painted. Discussion on supplies needed. Vote of thanks to delegate, captain, radio operator, bosun & baker for jobs well done. Delegate urges safety meetings. Request no repetition of Calcutta beef.

**TIMBER HITCH** (Suwannee), Dec. 12—Chairman, H. Warren; Secretary, G. Cullen. Ship's fund \$7.55. Three men short. No beefs. Water not drinkable—to be tested. Requested better grade of flour.

**Chairman, Warren; Secretary, Newcome.** New delegate and reporter elected. No beefs. See chief engineer re cleaning & painting of black gang-forecastles.

**Jan. 2—Chairman, A. Mosher; Secretary, G. Cullen.** 5 1/2 hours OT disputed. New delegate elected. Discussion on replacing or obtaining new motor for washing machine. Suggest getting iron & ironing board.

**CS BALTIMORE** (Cities Service), Feb. 10—Chairman, B. Hager; Secretary, W. Cassidy. No beefs. Donation of \$20 to March of Dimes.

**ALCOA PENNANT** (Alcoa), Feb. 5—Chairman, W. Cameron; Secretary, F. DiCarlo. One man hurt. Ship's fund \$45.50. No beefs. Refrain from leaving dirty cups in messhall. Unused linen to be turned in to steward.

**HURRICANE** (Waterman), Feb. 1—Chairman, B. Jones; Secretary, J. Cabral. Chief engineer ok'd buzzer system in messroom for watch stand-by. Ship's fund \$5.50—\$20 to be added from arrival pool. Delegate, secretary reporter, and treasurer elected. To see if washing machine can be installed topside. Keep all screen doors on deck locked and use top side passageway to go on deck. Vote of thanks to steward dept. for fine food and service.

**SEAFAR (Colonial), Jan. 25—Chairman, W. Culpepper; Secretary, F. Hicks, Jr.** New delegate elected. No beefs; everything running smoothly. One man missed ship in Norfolk. Some OT disputed. See about getting deck dept. showers painted this voyage.

**ROBIN LOCKSLEY** (Robin), Feb. 2—Chairman, E. Gretskey; Secretary, J. DeVito. New delegate elected. Some OT disputed. No beefs. Complaint on lack of items and inferior grade of stores. Discussion on food, menus & cooking; steward and chief cook to do better. Letter sent to hqdr. re mail not being forwarded from NY.

**DEL SOL** (Mississippi), Nov. 30—Chairman, H. Fountain; Secretary, O. Payne. \$35 in ship's fund. No beefs. New delegate elected. One minute of silence for departed brothers.

**REBECCA** (Maritime Overseas), Jan. 25—Chairman, R. Barnes; Secretary, J. Hennings. Repair list turned in. \$35 from raffle of record machine is in ship's fund. Complaints about wind chutes, mattresses, mop buckets, and poor grade of coffee. Some OT disputed. Request sign on and pay off on same date so men can get allotments soon as possible. Vote of thanks to headquarters for fine job on trying to stop set-up of runaways.

**ROYAL OAK** (Cities Service), Jan. 27—Chairman, P. Hammel; Secretary, D. Beard. \$3.62 in ship's fund. New delegate elected. Mattresses should be checked by steward and ship's delegate. Collection to be made at payoff to increase ship's fund.

**EDITH** (Bull), Jan. 31—Chairman, J. Parker; Secretary, M. Curry. No beefs. New delegate elected. Messroom to be painted and request keep same clean. Wash cups after using. Vote of thanks to steward dept. for good job.

## Digest Of SIU Ship Meetings

mixer for galley. To save time when claiming unemployment benefits, request filling out company form stating reason for getting off.

**ALAMAR** (Calmar), Jan. 25—Chairman, B. Woturski; Secretary, J. McPhaul. Members missed ship at Sparrows Pt., Md. \$19.59 ship's fund. No beefs. Return water pitcher.

**ALCOA POLARIS** (Alcoa), Jan. 28—Chairman, R. Gelling; Secretary, R. Hutchins. No beefs. Everything running smoothly. \$18 in ship's fund. Request no glasses be left in sink.

**ELIZABETH** (Bull Lines), Jan. 26—Chairman, F. Gaspar; Secretary, R. Hernandez. Complaints about using leftovers. Steward explained about same and crew seemed satisfied.

**YOUNG AMERICA** (Waterman), Jan. 13—Chairman, R. Evans; Secretary, P. Van Wygerden. Everything running smoothly. New delegate elected. Unlicensed personnel should not regulate heating system, but to inform engineer of same. Vote of thanks to departing ship's delegate.

**ALMENA** (Penn), Feb. 1—Chairman, J. Zierels; Secretary, G. Luke. Some disputed OT. Beef re wiper working for oiler. Chief did not turn in for week—didn't get linen. Old machine broken down—awaiting new agitator for washing machine. Request men getting off to strip beds and turn in linen.

**PRODUCER** (Penn), Feb. 1—Chairman, L. Schmidt; Secretary, L. Brown. Everything running smoothly. Vote of thanks to all three departments for fine job. Request list of all OT on evacuator so agreement can be reached if ships continue to use evacuators.

**MERMAID** (Metro), Feb. 3—Chairman, W. Matthews; Secretary, D. Calney. Payoff through 2-5-59—OT to be paid through 2-1-59. Everything running fairly smooth. Ship's fund \$4.90. Some disputed OT. Complaints on grade of meats. Discussion on feeding of ship. Request for springs for bunk and straps.

**Jan. 3—Chairman, F. Leonard; Secretary, W. Matthews.** Complaint on length of time between payoffs; last payoff was over 51 days ago; draws are inadequate and amounts asked for are always cut down. Request every two trip payoff. Ice cream has bad taste.

**WANG TRADER** (North Atlantic Marine), Feb. 7—Chairman, J. Clapp; Secretary, H. Zurn. No beefs; everything running smoothly. Discussion on fans to be referred to chief engineer. Return cups to pantry. Keep messhall and recreation room clean.

**CITIES SERVICE MIAMI** (Cities Service), Feb. 8—Chairman, N. Roberts; Secretary, C. Wood. No beefs. Washing machine to be repaired. New delegate elected. Ship's fund \$1; \$3.35 due for previous telegrams. Two men missed ship. Complaint by oiler re chief steward—concerning discrimination.

**BIENVILLE** (Pan Atlantic), Feb. 11—One man failed to join ship in Port Newark; ship sailed two men short. Rooms & passageways being painted. Everything running smoothly.

**OCEAN DEBORAH** (Ocean Trans.), Feb. 8—Chairman, W. Compton; Secretary, B. Kaufman. Got new washing machine and 2 new fans. No beefs. Shortage of linen—crew asked to turn in surplus.

**SANTA VENETIA** (Elam), Feb. 1—Chairman, A. Sistrunk; Secretary, R. Maldonado. No beefs. Some disputed OT. Vote of thanks to steward dept. for fine food.

**CHIWAHA** (Cities Service), Feb. 8—Chairman, J. LeBlanc; Secretary, W. Dickens. No beefs; everything running smoothly. Some disputed OT. One man missed ship in Lake Charles. Motion made and seconded to have port agent clarify article 3, section 2 on equalization of OT. Discussion on

## PENSIONERS' CORNER



Edward Jacobsen . . . 70 . . . worked between maritime and construction industries in early years . . . made final decision to sail in 1934, staying with it until retirement in 1956 . . . 35 years total sea-time with seven different flags . . . before joining the SIU spent 10 years on whaling ships in the Antarctic, enduring the most rugged conditions found anywhere in the seafaring industry . . . also sailed on tankers and dry cargo ships working as carpenter . . . preferred around-the-world run—good pay, good sights . . . often worked on the Isthmian Line ships on this particular run . . . Norwegian-born, his four children still live there . . . he makes home in Long Island . . . a member of various unions in the past, he's been with the SIU for last 13 years and finds it "the best."



Jacobsen

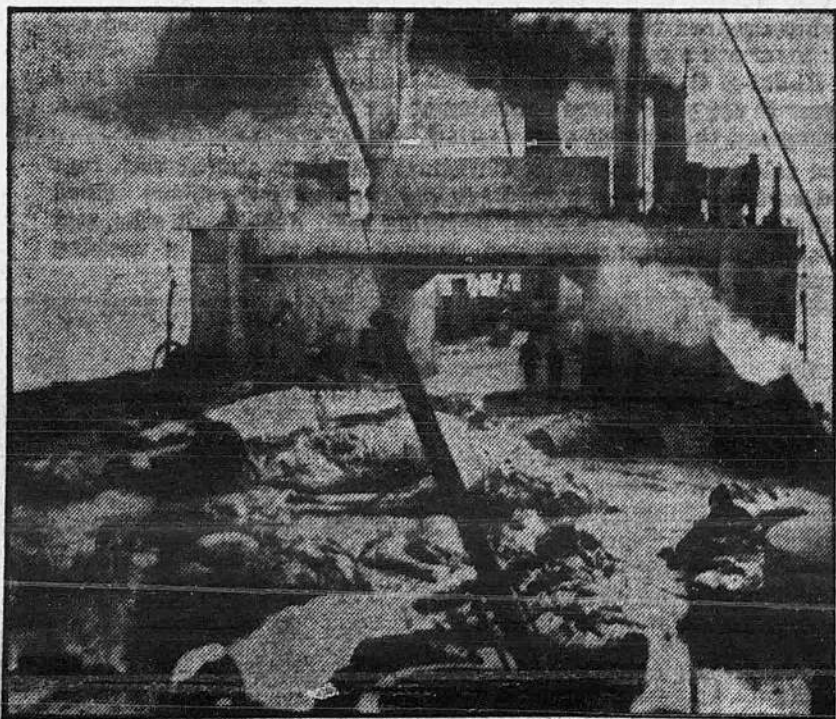


Photo of whale factory ship deck covered with carcasses of whales is souvenir of Seafarer Ed Jacobsen's service on whaler.

## Phila. Snaps Out Of Lull

PHILADELPHIA—As had been predicted, shipping in this port perked up considerably in the past two weeks and all hands on the beach were feeling considerably more cheerful as a result of the change. What's more, Port Agent A. S. Cardullo indicated that the next two weeks look fairly promising with the Losmar and Dorothy expected in for payoffs.

Two tankers, the Ideal X (Penn) and Winter Hill (Cities Service), provided the port's payoff activity, while there was one ship signed on, the MT Whitney. In-transits totaled 11 in all. They were the Edith and Jean (Bull); Marymar and Texmar (Calmar); Andrew Jackson and Warrior (Waterman); Alcoa Runner (Alcoa); Steel Navigator (Isthmian); Robin Sherwood (Mormac); Michael (Carras) and Josefina (Liberty Navigation).

## Throw In For A Meeting Job

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

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



## 'An SIU Ship ...'



## Skies Are Drippy In Lk. Charles

LAKE CHARLES—Heavy rains and fog have tied up commerce on the river here and delayed the start of several construction projects which were to be underway early this month, Leroy Clarke, port agent, reports.

The fog hung over the harbor for about a week and held up a number of vessels at the mouth of the river. When the fog would lift for a short time, Clarke said, there would be a run on the piers here, especially at the refinery, and this has resulted in a delay in loading. The delay in loading, he noted, has not made these crews unhappy for it means more shore time for them.

In addition to holding up shipping, the rain swelled the rivers here and has kept the fishermen of the port from taking out their boats. However, they have been spending their time waiting for clear weather brushing off tales of the "big one" that got away last trip.

Construction work in the port has also come to a standstill because of the continuous rain, Clarke said.

Shipping for the port has been fair although there were several vessels in the harbor during the period. However only a few men got off with the result that there still is a large registration list for all three departments.

Calling into the area over the past two weeks were the CS Bati-more, Royal Oak, CS Miami, Bents Fort, Cantigny, Chiawa, Winter Hill, CS Norfolk and the Council Grove (Cities Service).

The presentation of an award to the Alcoa Partner this week for going more than 500 days without a lost-time accident is another striking example of the growing success of the joint industry-union safety program on SIU ships.

This award is significant not because it cites a unique achievement; on the contrary, its significance derives from the fact that the Partner is just one of several SIU-manned vessels which have attained a record of this kind. At least three other SIU-manned ships have matched or surpassed the 500-day figure since the safety program got underway and one of them went over 700 days without a lost-time accident. Several additional SIU-manned vessels have gone a full calendar year without suffering as much as one hour's lost time because of a shipboard injury.

Granted that it isn't everyday that a ship comes along with a record of this kind. But the number of ships that have attained such records indicates that these achievements are not one-of-a-kind freaks, but the direct product of a total ship-board approach to safety by officers, crew, shoreside company personnel and the Union.

## Tax Shoals Ahead

Taxes are very much in the news these days what with New York, Pennsylvania, California and Massachusetts all raising income and excise taxes in varying forms. The net effect of these tax changes will be to boost the tax burden on workers, including Seafarers, to support what are apparently essential state services.

Accepting the argument that this money is needed by the states, in addition to the need for large tax payments to the Federal government which show no sign of being reduced in the visible future, it is odd then, that efforts are still underway to provide additional tax concessions for business enterprises, and that certain obvious tax abuses by business are permitted to continue.

Seafarers by now know all about the operations of run-away shipowners who have found a tax heaven all their own. In addition, American business with legitimate foreign investments—that is, genuine investment in plant, equipment and working forces in a foreign country, are now seeking favored tax treatment over domestic businesses.

Then there is the continuation of the business expense racket whereby business groups can charge off vacations and assorted junkets to Uncle Sam.

It seems the practice for both the Federal and State governments to allow business a variety of outs on taxes but to raise the ante on wage and salaried employees.

## 'Work' Laws Not All Bad - - Just Terrible

A university professor's general conclusion that "right-to-work" laws are not as harmful nor as good as they're made out to be—depending on your point of view—apparently doesn't square with his own findings.

Prof. Frederic Meyers, in a report just issued by the Fund for the Republic, said his study indicates that the 11-year-old Texas "work" law has had only a "minimal direct effect" on union-employer relations. Unions and employers working under the gun of the Texas state law have made some progress, he contends, although the measure has produced an equal and opposite effect as well.

But the only jobs it has created, he notes in passing, is for lawyers and judges, due to increased litigation.

These are some of the findings in the 46-page report:

- "... In enforcing restrictions on unions, it (the state law) has not served effectively to protect the rights of the union employee or of collective bargaining. To enforce these rights, a union must still look to Federal law, or look in vain."
- "The absence of union security has forced unions into bargaining positions conditioned by minorities and indefensible on any grounds other than the necessity of survival."
- "It may be that some of the managements would prefer this situation to the necessity of bargaining about union security, but it seems doubtful that the law should make the choice for them."
- "... In the few instances in which the statute served to abet deliberate management practices to keep a union weak and ineffective, it is doubtful that the law should serve these purposes either."

Generally, the study found that "strong" unions in heavily-unionized areas were best able to withstand the effects of the law, except of course in cases where the law operated to destroy this status. The law's operation, the report notes, resulted in increased harassment of unions, hampered organization of non-union workers, weakened union growth in marginal industries and emphasized "an anti-union social atmosphere" as something desirable.

Recalling the propaganda used by employers to push passage of the law in 1947, Prof. Meyers pointed out how management "spoke of the necessity to protect the right of a worker who wished to refrain from union membership to seek, obtain and hold a job."

## Seattle's Job Rise Persists

SEATTLE — Shipping for this port continued to mount with three vessels paying off and signing on during the past two weeks, Port Agent Ted Babkowski reports. In addition the four in-transit vessels which called into the area for servicing took on some replacements, which helped boost the port's shipping total.

Paying off here were the Alcoa Pioneer (Alcoa); Ocean Denny (Maritime Overseas) and the Longview Victory (Victory Carriers). In transit were the Yorkmar, Pennmar (Calmar); City of Alma (Waterman) and the Ames Victory (Victory Carriers).

However, as employers, they made no guarantee of a job."

Who, then, besides the employers and "free riders" benefit from the law? The report comments: "The law has given much employment to attorneys and has made necessary a variety of subterfuges designed to conceal the real nature and object of employer and union activity."

Any more questions?

## Canada SIU Sets Forth British Pact

MONTREAL—Full details of the agreement reached between the SIU Canadian District and the British Seamen's Union have been published in the "Canadian Sailor," official newspaper of the Canadian District. The agreement deals with jurisdiction over Canadian-owned ships on the Great Lakes, and was reached at the recent International Transportworkers Federation convention in London.

The agreement rose out of the practice of some Canadian operators of registering ships under the United Kingdom flag and flying in British crews to work them below the prevailing Canadian wage scales. It was pointed out that this practice was unfair both to the Canadians and the British seamen since it forced the latter to live on British wages in the higher-priced Canadian market.

As a result, SIU of NA Vice-President Hal Banks, secretary-treasurer of the Canadian District, and Tom Yates, head of the British Seamen's Union, worked out an agreement of which the following is the core:

(1) "Canadian seamen do not seek to encroach on legitimate British shipping operations, controlled by Britishers and under British registry.

(2) "Canadian ships, whose owners have expressed their intention to transfer to the British flag with the object of evading Canadian conditions will not be manned by British seamen.

(3) "Canadian-owned and operated ships plying in the Caribbean ore-carrying trade should come under the complete jurisdiction of the SIU Canadian District.

(4) "Statements that the British Seaman's Union has an agreement with the Saguenay Group are untrue. The Saguenay Canadian-owned ships come under the jurisdiction of the Canadian SIU and a similar position applies to the Markland Shipping Co., which is Canadian-manned, owned, operated and controlled and exclusively engaged in trading in North American waters."

## Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letters or other communications sent in by Seafarers unless the author signs his name. Unsigned anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request.



## Homeowners



Seafarer Fred Bentley and wife Dorothy proudly pose outside nearly-completed new home in Granite Falls, NC. Bentley is steward on the Antinous.

## Fish Fouling Fuel Bonus?

The way things look on the SS Valiant Faith, there's no limit to the lengths some engineers will go if there's a chance of jacking up their fuel bonus.

According to ship's reporter Phil Roshke, the topper came when John L. "Frenchy" Hubbard put a fishing line over the stern and waited for a big one to nibble. Checking his line from time to time, he suddenly discovered it was gone. Dejectedly, Hubbard contemplated the size of a fish that could have parted a 2,500-pound test nylon line.

But that wasn't the case at all. It wasn't a fish but rather chief engineer Singleton. The chief had taken it upon himself to reel in the line, stow it in the fidley and issued orders to the effect that there would be no more fishing over the stern since it "slows up the ship."



Seafarer "Frenchy" Hubbard dejectedly shows tangled mass of line after it was cut. Photo by Roshke.

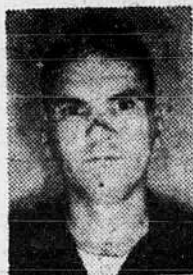
## SEAFARERS IN DRYDOCK



Operating on the tried-and-true theory that an ounce of prevention is worth a pound of cure, Seafarers Eric W. Johnson and Joseph S. Barron have checked in at the San Francisco US Public Health Service hospital for medical check-ups.

In that way, if they have any bothersome aches and pains, the medics can check them out before they develop further. Johnson was a messman on the SS John C. and Barron last shipped as oiler on the Ocean Transporter.

The New Orleans PHS hospital has a trio of newcomers in Robert Brown, ex-Alcoa Corsair; Terral McRaney, ex-Westport, and Nicholas



Barron



Katoul

stomach ailment.

Houston reports Lonnie C. Cole, Jr. and James R. Matthews as recent arrivals at the Galveston PHS hospital. Last aboard the Royal Oak, Cole is suffering from ulcers. Matthews, who's off the Alcoa Patriot, has been sidetracked by a kidney ailment.

Another SIU brother in for a general check-up, according to the Baltimore roster, is Frank Meacher, ex-Flomar. Meacher, who ships FWT, is doing very well. Ditto on Bruce Webb, ex-night cook and baker on the Ocean Deborah, who is being treated for a stomach condition. Henri Robin is another new man laid up at the Baltimore hospital. He's doing as well as can be expected after an operation to ease a back condition. He was chief cook on the Armonk the last time out.

These brothers and all those in the hospitals appreciate and need visits and mail from their shipmates. Seafarers are urged to write or drop in on them when they can.

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

USPHS HOSPITAL  
BALTIMORE, MD.  
Talmadge Barbour Frank Meacher  
Maximino Bernes Harry Muches  
Henning Bjork Domingo Orbogoso  
Millard E. Byron Frederick Radtke  
Patrick Durkin Vincent Rizzuto  
Clarence Gardner Henri Robin Jr.  
Gorman T. Glaze George Warrington  
Lynwood Gregory Bruce Webb  
Floyd Hurd Jr.  
USPHS HOSPITAL  
BOSTON, MASS.  
Kenneth LaRose Raymond L. Perry  
Chas. A. McCarthy Ray Peters  
USPHS HOSPITAL  
GALVESTON, TEXAS  
R. E. Morrison M. E. Swartout  
Joseph O'Neal V. E. Wilkerson  
USPHS HOSPITAL  
SEATTLE, WASHINGTON  
Melbourn W. Clark  
USPHS HOSPITAL  
NEW ORLEANS, LA.  
Ronald Babbitt A. L. Laureano  
Robert Barrett Isidore Levy  
John Bigwood Terral McRaney  
Claude Blanks Granville Matise  
Alphonse Bosarge Michael Miller  
Robert Brown John Mills  
D. B. Carpenter Michael Muzio  
Herman Carson William E. Nelson  
Cloise Coats Dominic Newell  
Henry Cordes Edward Northrope  
Fess T. Crawford Fred Peterson  
Chas. R. Dalcourt Winford Powell  
Adolph L. Danne Edward Rogg  
Aden Ezell William Rollins  
Oliver Flynn Calvin A. Rome  
Henry Gerdes William Scarlett  
James C. Glisson James Shearer  
Herbert E. Grant Paul Signorino  
James E. Guy Andrew Stauder  
John Hrolenok Thomas H. Stevens  
James Hudson Fernando Tiaga  
Sidney Irby Benjamin Tingly  
Nicholas Katoul James Ward  
Leonard Kay Robert Wiseman  
Woodridge King Joseph Woolley  
Edward Knapp Clifford Wuerz  
Leo H. Lang  
USPHS HOSPITAL  
FT. WORTH, TEXAS  
Lawrence Anderson John C. Palmer  
B. F. Deibler H. Ledwell Jr.  
Woodrow Meyers  
VA HOSPITAL  
RUTLAND HEIGHTS, MASS.  
Charles Bartlett Daniel Fitzpatrick

SAILORS SNUG HARBOR  
STATEN ISLAND, NY  
Victor B. Cooper Thomas Isaksen  
VA HOSPITAL  
BROOKLYN, NY  
E. T. Cunningham  
VA HOSPITAL  
KECOUGHTAN, VA.  
Joseph Gill  
VA HOSPITAL  
BOSTON, MASS.  
Thomas W. Killion  
VA HOSPITAL  
BUTLER, PA.  
James F. Markel  
USPHS HOSPITAL  
MANHATTAN BEACH, NY  
Lewis R. Akins Frank Hernandez  
Manuel Antonana Claude B. Jessup  
Eladio Aris Ludwig Kristiansen  
Fortunato Bacomo Thomas R. Leahy  
Joseph Bass Kenneth Lewis  
Matthew Bruno Leo Mannaugh  
Leo V. Carreon J. S. O'Byrne  
James F. Clarke C. Osinski  
Joseph D. Cox George G. Phifer  
Juan Denopra Winston E. Renny  
John J. Driscoll George Shumaker  
Ollis L. Gibbs Almer S. Vickers  
Bart E. Guranick Pon P. Wing  
Taib Hassan Royce Yarborough  
USPHS HOSPITAL  
NORFOLK, VA.  
Francis J. Boner John Harrison  
Albert W. Canter  
CHESTER HOSPITAL  
CHESTER, PA.  
Donald Lee Willis  
USPHS HOSPITAL  
SAVANNAH, GA.  
R. W. Centchovich Humberto Leon  
Claude Lanier Herman Skipper  
USPHS HOSPITAL  
STATEN ISLAND, NY  
Murray Boyle Ludwig Manhart  
Eustachy Bulik Harold Moore  
Robert Bunner William Morris  
Brooke Butler Wm. C. Palmer  
Julius R. Cannon John M. Pasko  
Teodorico Cepriano R. J. Peterson  
Enoch B. Collins N. Reznichenko  
Joseph Domino Emeterio Rivera  
Dusah DeDuisin Jose Rodriguez  
Irving DeNobriga Eugene Roszko  
Dominick J. DiFeo Antonio Schiavone  
Wm. A. Gardner Elmer Schroeder  
G. B. Galswold S. S. Swienkoski  
Patrick T. Kelly Alfred Thomas  
Rufino Lara John Ullis  
Mario G. Lopez Sadak Wala  
Nils H. Lundquist  
USPHS HOSPITAL  
SAN FRANCISCO, CALIF.  
Joseph Barron Eric W. Johnson  
Joseph Berger Chester F. Just  
Michael J. Coffey L. Knickerbocker  
Angel Delapina F. Melquida's  
Louis M. Firle Arthur Scheving  
Myron E. Folts Henry Schreiner

## Queries Duties Of Pumpmen

To the Editor:

I have just finished reading the LOG (Jan. 2) and I see where our representatives are in the process of updating the tanker agreement for reprinting.

As one who sails regularly as pumpman, I think I have a very good point for bargaining that I would like to see gained for us. It has become a routine thing for the mates and engineers on tankers to hold tank work for

helpful when someone has to cash an allotment check at a store or bank in places where the shipping company or the Seafarer's work is not known. Our hats off to Mrs. Delgado (LOG, Nov. 21) for her grand idea. I would like to suggest that the sooner our Welfare Department issues these ID cards to the Seafarer's dependents the better it will be for all concerned.

Our Seafarers Welfare Plan already has on file a photostatic copy of each man's marriage certificate and the birth certificates of the children. This should make it easy to issue the necessary cards for each family.

We seaman are sometimes on a ship halfway around the globe, when the Seafarers Welfare Plan has to come into the picture in any emergency at our homes. The ID card will make it simple to act in such an emergency.

Evaristo Rosa

## Letters To The Editor

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

the pumpman until Saturday or Sunday or at night rather than have him make overtime on his regular working hours Monday through Friday. I think there should be an extra penalty when this is done since there is already overtime for everybody except the pumpman.

For example: There have been numerous times when I have been given a wiper to assist me in the tanks who wouldn't even know his way down in a tank. He goes along to hold a light for me and then money-wise, he collects time and a half during his regular working hours. After his working hours he gets double time while I only receive straight overtime. This doesn't seem at all right to me. We also once received overtime for butterworth tanks but we don't any more.

I also think that the agreement covering electricians and pumpmen should be clarified to tell us who we are supposed to take orders from, whether the chief engineer or just anyone who happens along from the captain on down.

I would like this to be printed in the LOG and have some of the other brothers express their views on it. Also, please call the committee's attention to this.

Joe N. Atchison  
SS Bent's Fort

(Ed. note: Headquarters officials point out that the pumpman is supposed to get his orders from the chief engineer, except when loading or discharging. Then he gets his orders from the chief mate. Also, overtime is paid for butterworth when the pumpman actually assists in the butterworth operation. It is not paid when the pumpman, as part of his regular duties, turns on steam for the machines.)

## Urges Identity Card For Wives

To the Editor:

I am in full agreement with various letters printed in the LOG supporting the idea of having the Union issue an ID card for SIU men's wives.

On different occasions we have discussed this subject. We think this is the best idea for helping a Seafarer's wife to identify herself, especially when requesting medical care for herself or her children at any hospital or for a check-up at an SIU clinic.

An ID card would also be

## Limit On Jobs Seen Harmful

To the Editor:

I want to take this time to state that I am against any so-called limit on a job aboard ship. I have my reasons to be against this, but the main reason why many SIU men are against it is to meet our responsibilities to others.

The reason we work is to meet this need. A man taking pride in his job and staying on a ship of his choice is taking pride in earning a living for his family. His job fulfills his needs.

If a man has to face job uncertainty during his working years, he can never fulfill the needs of tomorrow. Thus he creates the greatest money problem he and his family will ever know.

A steady job, year in and year out, enables a man to set aside a small percentage of his current earnings for the future. Thus he provides assurance for the future of his family when his income is not available from any other source.

H. E. Crane  
SS Del Norte

## Thankful For SIU Blood Bank

To the Editor:

My family and I would like to express our sincere thanks and appreciation to the SIU Blood Bank for its assistance and aid to my mother during her recent illness (LOG, Feb. 13).

It is only when something like this hits home that one can really understand the significance and importance of a welfare service like our new SIU Blood Bank program. My mother is doing very nicely now thanks to this Union service.

Buying blood is very costly and securing the necessary donors having certain rare blood types isn't easy in an emergency when the time factor can be very important. By having a Blood Bank of our own to turn to we bypass both these problems and can draw on the Bank whenever the need develops.

Thanks again to those who set up this program and certainly to those who have volunteered as donors since the Bank began operating.

L. N. Cirignano

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

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**DEL RIO (Delta)**, Jan. 23—Chairman, A. Dumas; Secretary, L. Morsette. All beefs settled. 80 quarts extra milk placed aboard ship. All repairs taken care of except for new extra fan for messroom. One man injured. Ship's fund \$73. No beefs. New delegate elected. Refrain from opening delegate's mail. New weekly clean up laundry room list to be made up.

**KYSKA (Waterman)**, Jan. 11—Chairman, R. Ferrandiz; Secretary, V. Capitane. Insufficient stores. Few hours OT disputed. \$8 in ship's fund. No beefs. Suggest wind dodger for lookout man on bow. Vote of thanks to steward dept. for fine job. Request better quality of food.

**BEATRICE (Bull)**, Feb. 15—Chairman, D. Neill; Secretary, P. Dunphy.

## Digest Of SIU Ship Meetings

No beefs. New delegate elected. Motion made and seconded to send letter to HQ re slowness in bookkeeping dept. on checking off dues and loans. Washing machine not to be used for too long a period. Request more milk after meals.

**CITY OF ALMA (Waterman)**, Jan. 31—Chairman, V. Taralle; Secretary, C. Collins. Repair list turned in. To see about better launch service in Korea. No beefs; everything running smoothly. Ship's fund \$12. Few hours OT disputed. Suggest men taking showers and washing clothes do so earlier so men coming off watch can have hot water to wash up. Screen door aft end of midship passageway to be covered with canvas. Vote of thanks to steward dept. for job well done.

**STEEL ADVOCATE (Isthmian)**, Jan. 29—Chairman, S. Alpedo; Secretary, T. Concepcion. Everything running smoothly. Refrain from being too noisy so people could sleep. Request everyone be back on board one hour before sailing time. Request contribution for ship's fund.

**PENN EXPLORER (Penn Shipping)**, Feb. 8—Chairman, L. Beale; Secretary, M. Lynch. No beefs. Repair list in. Four hours OT disputed. Washing machine and toilets to be repaired.

**STEEL FABRICATOR (Isthmian)**, Dec. 21—Chairman, R. Linkowski; Secretary, J. Dunne. \$42 in ship's fund. Insufficient cigarettes. Non food handlers to stay out of pantry during meal hours. See chief engineer about heating system. Get repair list made out.

Feb. 12—Chairman, G. Ruff; Secretary, M. Principe. Complaint about rusty water aboard. Repairs being taken care of. Few hours OT disputed. Discussion on heat ventilators in crew quarters and galley exhaust blower system, also about rusty water in pipes and flush toilet valves.

**EAGLE TRANSPORTER (Terminal Trans.)**, Feb. 15—Chairman, E. Moran; Secretary, P. Graham. Beef on draws. One man missed ship in Long Beach. Two men missed ship in Seattle and rejoined in Portland. All repairs okayed by company heads except for mattresses and singling up of bunks. Ship's fund \$2. Few hours OT disputed.

**ALCOA PIONEER (Alcoa)**, Feb. 1—Chairman, J. Stewart; Secretary, D. Edwards. No beefs; everything running smoothly. See patrolman about new washing machine before signing on. Request variety of night lunch. Vote of thanks to steward dept. for job well done.

**HELEN (Tankship)**, Feb. 7—Chairman, W. Wade; Secretary, S. Simos. Everything running smoothly. To see about men missing watches. Repair list to be made.

**MANKATO VICTORY (Victory)**, Feb. 9—Chairman, G. Waas; Secretary, L. Pepper. No beefs. Request washing machine be moved to more convenient place to be operated. Foc'sles to be painted. More coffee percolators to be ordered. Suggest more steaks. Steak knives to be ordered.

**WM. H. CARRUTH (Penn)**, Jan. 24—Chairman, O. Headley; Secretary, S. Holden. Discussion on ordering stores. Request clean water in showers. Washing machine out of order; request new one. Turn in all cots. Repair list turned in. No beefs.

**FLORIDA STATE (Ponce)**, Feb. 8—Chairman, J. Kilgore; Secretary, G. Turner. No beefs; everything running smoothly. Ship's fund \$10. New delegate elected. Discussion on fans being serviced more often. Request table tops in messroom be renewed. Extra linen to be turned in.

**CS NORFOLK (Cites Service)**, Feb. 18—Chairman, W. Butterton; Secretary, A. Hebert. \$18.25 in ship's fund. No beefs. Motion made and seconded to have ships air-conditioned, running to tropical climate areas. One man

fired. Request radio be toned down during meal hours.

**VALIANT FREEDOM (Ocean Carriers)**, Jan. 25—Chairman, J. Nelson; Secretary, T. Berry. Repair list made up and turned in. Some disputed OT. Three men logged. Replenish medical chest.

**MANKATO VICTORY (Victory)**, Jan. 19—Chairman, J. Farrand; Secretary, L. Pepper. New ice box & washing machine installed. Few hours OT disputed. No beefs. Discussion on misuse of electric coffee percolators.

**ALCOA PILGRIM (Alcoa)**, Feb. 15—Chairman, C. Inman; Secretary, L. Meyers. Some disputed OT. No beefs. New delegate elected. Request fumigation of roaches.

**ALCOA CORSAIR (Alcoa)**, Feb. 15—Chairman, M. Phelps; Secretary, A. Jallente. Donation requested for brother having accident. Ship's fund \$437.52. No beefs. Three men fired. Return coffee cups to pantry.

**WANG GOVERNOR (Clark)**, Feb. 1—Chairman, R. Sipsey; Secretary, R. Morrow. One man hospitalized in Bombay. One man deserted ship. Transportation discussed due to ship laying up in Japan. No beefs. Some OT disputed. Vote of thanks to steward dept. for job well done.

**COASTAL CRUSADER (Suwannee)**, Feb. 8—Chairman, M. Sanchez; Secretary, D. Wagner. One man logged. Repair list not completely finished. Request granted to have arrival pool to increase ship's fund. Shortage of OT sheets. Suggest cooperation in keeping library up to date. New treasurer elected. 2,000 cruzeiros in ship's fund. One man hospitalized. Some OT disputed. New electric iron purchased. Shortage of linen. Discussion no complaints of insects and pests aboard ship. Return coffee cups to pantry after usage. Only one remaining percolator for watch. Discussion on poor medicine chest stock and very poor sick call procedures at sea and in port.

**SEATRAN NEW JERSEY (Seatrains)**, Feb. 18—Chairman, V. Ratcliff; Secretary, M. Gottschalk. Two men missed ship in Texas City. \$48.50 in ship's fund. No beefs. Tray requested for icebox. Empty garbage over stern of ship. Request tray for air-conditioner.

**KATHRYN (Bull)**, Feb. 15—Chairman, J. Turner; Secretary, F. Keller. One man missed ship in Rijeka, Yugoslavia. Some OT disputed. Insufficient food. Patrolman to check washing machine.

**DEL MAR (Mississippi)**, Jan. 20—Chairman, M. Macheal; Secretary, G. McFall. Two men left behind in Rio De Janeiro. Flowers sent and condolence conveyed to member's loss of mother. Ship's fund \$504. Few hours OT disputed. One man missed ship in BA. M/S/C to take \$245 from ship's fund to purchase movies and to buy spare parts for movie projector. Request repair of washing machine or get new one. Vote of thanks to steward dept. for good Christmas and New Year's dinners, also for cooperation in refraining from throwing garbage through portholes. Keep lounges clear of longshoremen and other outsiders.

Feb. 1—Chairman, B. Bourgeois; Secretary, G. McFall. Wiper who missed ship in Buenos Aires is coming back on Del Norte. Some repairs taken care of. One man hurt; one missed ship in NO. Ship's fund \$233.36. New delegate elected.

**PACIFIC WAVE (World Tramping)**, Jan. 25—Chairman, G. Pettipas; Secretary, L. Warner. OT for trimming vents disputed. No beefs. Request better system of checking dues and assessments to eliminate necessity of carrying receipts. Suggest stainless steel sinks in pantry & galley and also fan in pantry.

**ALCOA PURITAN (Alcoa)**, Jan. 25—Chairman, R. Pierce; Secretary, A. Ferrara. Keys made for all rooms. Beef about launch service in Rijeka. Ship's fund \$175. 57 hours disputed OT. No beefs. Clean washing machine after use. Request less noise in passageways. Care to be taken with night lunch. Request pump for washing machine and require coffee urn. Deck dept. forecastles to be painted on way home—also same other departments.

**ALCOA RANGER (Alcoa)**, Feb. 1—Chairman, R. Hommel; Secretary, F. King. New delegate elected. One man missed ship; one man hospitalized in San Juan, PR. No beefs. Suggest new washing machine. Request time off to secure physical cards. Discussion on TV for recreation room—will check price.

**EDITH (Bull)**, Jan. 17—Chairman, H. Jones; Secretary, J. Parker. Two men hospitalized. Two hours OT disputed. Request doors that lead out to after fantail be fixed.

**BIENVILLE (Pan-Atlantic)**, Feb. 1—Chairman, A. Thompson; Secretary, J. Holden. Ship's fund \$2.57. One man missed ship leaving Houston. Everything going smoothly. No beefs. New delegate elected. See patrolman about having drinking water tanks cleaned. Midships house quarters, steward dept. rooms, messrooms, galley, pantry and all passageways require paint. Shortage of coffee.

**C-30-1816 (Pan American World Airways, Inc.)**, Feb. 3—Chairman, A. Phillips; Secretary, T. Doerner. New ship and deck delegates elected. Fine of \$2.25 for leaving cups adrift. Sailed short one officer and messman from Port Canaveral.

# CUTTING THE GORDIAN KNOT

The ship was loading in Aruba; the oil was coming in at the rate of 30,000 gallons an hour. The 4-8 watch was pretty active while topping off wing tanks. The chief mate had gone ashore to look at the draft figures and had noticed that the gangway was fouled. He had given me the word about it and I went over to check. He also told me to stand by number six wing tank and shut it off when he gave the sign.

It took only a minute to find that the gangway needed a little more than peremptory attention. When it had been made fast, the ship had been light and the gangway, had slanted down from the top of the guard rails. It had been secured to the rails by lashing and now, with the ship nearly loaded, top rail and gangway were level with the dock.

## Jammed Against Side

Where the lashing met the gangway the line had become taut and

This story was submitted to the LOG By Seafarer Charles Wiggin.

the knot jammed against the side of the dock. There was a tempting little loop that invited a tug which would have freed the whole knot, but the jam was such that neither loop nor knot moved.

I didn't have my knife with me and was attempting to maneuver the gangway by pushing and pulling—a futile gesture, but one you do instinctively as being the lesser of two evils.

In the midst of my fruitless

efforts along came the captain. I hadn't seen him for two days but here he was as ready as the point-after-touchdown kicking specialist.

"What's the matter, son?" "Well, captain, this line securing the gangway is jammed up against the wharf. I tried to free it but I'm afraid the only thing to do is cut it."

"Here, let me look." There could be no questions about the captain's background. He strode with the undimmed confidence of Achilles going into battle; thrusting me aside, he was Hector pushing aside a lesser warrior so that he himself could engage the enemy. With one glance at the situation, he was as Ulysses—all-wise with the solution.

But he had been trapped. The provocative little loop was as inviting as a dimpled smile. I winced inside, feeling awkward in the presence of another's embarrassment.

Embarrassment? Hell! He gave one tug then another half-hearted. Non-plussed, he looked at me and spoke in a tone not entirely scornful. Here was the voice of experience, imparting a small bit from a lifetime of learning to a poor apprentice.

All he said was "KNIFE" as he turned and walked from me!

(Ed. note: According to mythology after Gordius had tied an intricate knot, a seer forecast that the person who untied it would become king. Unable to do so, Alexander the Great disposed of the problem by cutting the rope with one stroke of his sword.)

## SIU, NMU, Italian Crews Trade Visits



Highlights of a quick trip into the Persian Gulf by the Steel Seafarer included a visit on the NMU-manned Green Harbor and an opportunity for a card game (top) with members of both crews sitting in. Among those pictured are Seafarer I. A. Zirelli (center), C. H. Stanley and F. D. Richardson. In bottom photo, it was visiting time on the SIU ship for crewmen on an Italian-flag ship tied up alongside for the transfer of cargo. Seafarer J. Miles, BR, is pictured at top (right). Photos by ship's reporter Vernon Douglas.

## Remember: Tax Bite Is Higher

A word to the wise now that 1959 is underway is offered by "Sir Charles" on the Seatrain Georgia. He notes, despite stories in the LOG and elsewhere, that some brothers getting slightly smaller paychecks than expected this year are getting hot under the collar for no reason. The difference is the extra Social Security tax bite, which went up on January 1 to 2½ percent of the first \$4,800 of annual earnings to pay for higher benefits. It used to be 2¼ percent of the first \$4,200 of earnings. The rise is the first of a series of boosts slated over the next ten years.

## Bethcoaster Back On Run

All's well again with the SIU-manned LST Bethcoaster following a collision with a barge in New York harbor last month. There were no injuries reported.

The mishap occurred on January 23 when the Bethcoaster met up with the barge on the East River and suffered a gash several feet long on one side. She went into a Brooklyn shipyard for repairs and new plates for a period of ten days.

Everything is apparently running smoothly now with the ship back in action on her coastwise run. The delegates reported everybody shook up a little by the collision but with no major adverse effects.

The photo below showing the gash in the side plates was taken by the 3rd mate when the ship went into the yard for repairs.





## Sword Knot Missilemen



Some of the missilemen referred to by Brother DeHaven below are pictured by Seafarer Chester R. Coumas. At left, Jim Kyriakos, AB, climbs aloft to check rigging. Chuck Higgins, DM (right), is all painted out as he pauses for picture during painting job. Both are aboard the Sword Knot.

## LOG-A-RHYTHM:

## On The Missile Range

By Lionel G. DeHaven

(Ed. note: The writer, a retired SIU member, is now 2nd mate on the SIU-manned M/V Rose Knot, one of the missile ships.

They come from California, from Vignia and from Maine,  
Down to the coast of Florida, from the hill and the plain;  
Boys from the schools and men from the street  
To fill the cabins and foc'sles of the US missile fleet.

Sons of Norsemen, of Frenchmen and Greek,  
Some of them English, like the language they speak.  
True Americans now, and comrades all,  
They roam the seas where the missiles fall.

Whether from Suwannee, Pan-Am or R-C-A,  
For romance, adventure, promotion or pay,  
They answer the call and accept their lot,  
A berth on the Crusader, Sentry or Rose Knot.

From Florida's beaches, through the Indies calm,  
Over the ocean swells to Africa's sand;  
They await the missiles with the stations manned,  
Scanning the skies for the rocket's flash,  
The angry roar, and the mighty crash.

Now the ocean's face is rent asunder,  
And the sound comes back, like a great clap of thunder.  
Then the tape is recorded, all the keys click  
As the data is noted, sure, true and quick.

It's very quiet then in the missile fleet,  
As the tech crew beds down—no time to eat;  
Their heads all ache and their nerves are beat,  
They need some rest for tired feet.

When stores get short and the fuel drops low,  
It's time to leave the ocean and find a friendly port to go.  
Up and down the missile range, along the tropic shore,  
Pleasures that await, for those who know the score.

Some go where the lights are bright,  
To rock and roll for half the night,  
And drink their gin til they hold no more,  
Awaking next morning with heads all sore.

When the money has all vanished,  
And the new friends start getting strange,  
Then it's time to cast the lines off  
And get back on the range.

Later, when they are older, in a quiet, settled place,  
They can tell their children's children  
How they served as pioneers and helpers,  
In the race out into space.

They may sit upon the shore, when they are fat and rich,  
And ponder on the Sword Knot, the Rose and Timber Hitch.  
All may be gone to scrap, but would it seem so strange  
If their ghosts were all still there, roaming up and down the range?

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## Letter Recalls His First Trip

To the Editor:

Upon reading the Jan. 16 LOG, I took special note of the article written by the 18-year-old kid on his first trip to sea. That article reminded me of my first trip to sea, which was during the war in 1945.

Since it was wartime, the men didn't have the working and shipboard living conditions of today. We did have the war

velopers, fixing salts and short stops, and have made up work tables for most of them.

In addition, I have the names and addresses in various ports where supplies can be obtained with a reasonable certainty that they will be taken from fresh stock.

I believe that if it became known to the SIU Sea Chest just what films and cameras were preferred by Seafarers, these items would always be kept in stock. I've also been assured that if we gave the Sea Chest people a few days to obtain any kind of camera equipment we wanted, they could get it for us at a fair discount.

Therefore, how about it camera bugs? Drop me a line care of the SIU hall in Houston. Maybe we can get together by mail at least on some of our common problems. If I don't have the answers, I'll get them for you from reliable sources. I really am very much interested in photography and would like to get in touch with Seafarers who have the same interests.

John Wunderlich  
SS Michael

## Income Tax Rule Raises Problem

To the Editor:

Income tax time is nigh again. On this ship we have had some discussion about how the tax laws affect seamen.

We would like to know what happens if a man is employed by a steamship company and signs on articles in one year, say 1957, and then pays off in 1958. Are his earnings for 1958 taxable in that year (1958) or do they become taxable in 1959? Please reply through the LOG.

Paul Arthofer  
SS Iberville

(Ed. note: Income becomes taxable in the year in which it is received. Thus, earnings actually received in 1958, even though they also cover work during 1957, must be reported on tax returns filed in 1959. The tax return filed in 1959 is on 1958 income. Check the income tax tips published in this issue on page 7 for further information.)

## All Goes Well On Transporter

To the Editor:

Please forward the LOG to us at the port of Bombay, India, especially the LOG that has the returns on the election of our officers. Also send a couple of copies of the tanker agreement.

The crew on board here sends the LOG staff a vote of confidence for its good work and wish everyone the best in 1959. All is okay here on the Pan-Oceanic Transporter with a good crew all around and everybody having lots of fun so far.

J. R. Touart  
Ship's delegate

## Letters To The Editor

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

uneasiness and sometimes the fear of being doomed. I was 18 years old at the time and I guess the fear and irritability didn't bother me as much as it did some of the seasoned Seafarers.

I never became a member of the SIU, but someday I hope to return to sea and of course under the SIU where a man has working conditions that make for teamwork and ship operation at its peak.

Although I am not an SIU member, I would appreciate it if you would continue to send the LOG. I think the SEAFARERS LOG is the best condensed form of current world affairs that is published today. Moreover, the news items are not exaggerated beyond the true facts, as in some other news publications.

John R. Webb

## Seeks Mail On Photo Problems

To the Editor:

As an ardent camera bug and darkroom fanatic, I would like to correspond with Seafarers who have the same hobby and interests.

During my seven years of attempting to acquire a basic photographic education aboard ship, I have, I believe, picked up many helpful hints on developing and printing under the handicap of shipboard conditions. These cover such problems as extreme changes of temperature, water shortages, occasional saltwater leakage as well as the many types of water encountered with chemical impurities like rust, chloride and alkalines.

I am also familiar with the difficulties in obtaining photographic supplies overseas that can be used under these same conditions. I have tested German, Belgian, Italian, English and Japanese paper, film, de-





# FINAL DISPATCH

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

Joseph St. Laurent, 53: Heart failure while aboard ship caused Brother St. Laurent's death January 25. He had worked in the engine department since joining the SIU in 1954. Mrs. Helen St. Laurent, his wife, of Brooklyn, NY, survives him. Cremation took place at Mt. View Cemetery, NY.

Paul Seidenberg, 43: A Union member since 1941, Brother Seidenberg died of an internal congestion November 22. He had sailed in the steward department. Mrs. Dorothy Seidenberg, his wife, of Philadelphia, Pa., survives him.

Lawrence Evans, 33: Brother Evans died of coronary thrombosis last July 18 while in his home in Mobile, Ala. A Union member since 1952, he sailed in the engine department. Mrs. Anna Evans, his wife, of Mobile, survives him. Burial was in the Pine Crest Cemetery in Mobile.

David Anderson, 42: While on board ship, Brother Anderson accidentally fell overboard on February 19 and was lost at sea. A Union member since 1953, he sailed in the deck department. He is survived by his wife, Mrs. Joanne Anderson.

## Father And Son



Seafarer Vincent Tividad handles the feeding chore for his infant son in his New Orleans home.

## 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:

Plasece Thomas Billo, born January 12, 1959, to Seafarer and Mrs. Carlo E. Billo, New Orleans, La.

Georgia Espino, born January 5, 1959, to Seafarer and Mrs. Atanasio D. Espino, San Francisco, Cal.

John William Gardner, born December 23, 1958, to Seafarer and Mrs. John B. Gardner, Gulfport, Fla.

Salvador Marino, born January 24, 1959, to Seafarer and Mrs. Carlo Marino, New Orleans, La.

Marian Ann Michell, born January 20, 1959, to Seafarer and Mrs. August Michell, New Orleans, La.

Sharon Ann Wojtkelenicz, born January 12, 1959, to Seafarer and Mrs. Chester Wojtkelenicz, Baltimore, Md.

Patricia Ann Gauntlett, born December 30, 1958, to Seafarer and Mrs. Harry A. Gauntlett, Upper Darby, Penna.

Wayne John Hall, born November 8, 1958, to Seafarer and Mrs. Frank Hall, San Francisco, Cal.

John Steven Harris, born February 1, 1959, to Seafarer and Mrs. John B. Harris, Norfolk, Va.

Eric Clayton Jones, born January 21, 1959, to Seafarer and Mrs. Darius Clay Jones, Newport News, Va.

Alan Philip Sentel, born February 6, 1959, to Seafarer and Mrs. Albert J. Sentel, Philadelphia, Pa.

Ann Marie Giuliano, born December 24, 1958, to Seafarer and Mrs. Anthony Giuliano, Elizabeth, NJ.

Maria Grivas, born December 13, 1958, to Seafarer and Mrs. Demetrios Grivas, Woodside, LI, NY.

## MSTS Assailed On Missile Ship Plans

(Continued from page 3) equipped ship, the American Mariner, in this operation.

The Pacific District's position has been strongly seconded by the AFL-CIO Major Maritime Trades Department, representing major maritime unions. In a protest sent to all members of the Senate Commerce Committee and House Merchant Marine Committee, MDT Executive Secretary Harry O'Reilly pointed to the "depressed condition" of the US merchant fleet resulting from substandard runaway-flag competition. This condition, he said, is "... aggravated by many of the operations of the Military Sea Transportation Service, which continuously encroaches on private enterprise.

"We think it is an intolerable thing for an agency of the Federal Government to aid in the destruction of the American merchant marine," he added.

MSTS officials have so far failed to cite any reason why the agency should move in on the missile ship program. On the contrary, all MSTS statements recently have called on private operators to take over various phases of shipping, including carriage of military dependents.

At least two experienced shipping companies are reported to be interested in undertaking the operation of the West Coast missile fleet. Both American President Lines and Pacific Far East Lines already operate large fleets of their own under Pacific District contract.

It is considered unlikely that

MSTS would raise the "security" argument since there has never been a beef on that score. A security check is run by the Government on all seamen participating in the missile program. In fact, original Defense Department plans called for the Atlantic missile fleet to be manned by Panamanian seamen. The plan was dropped after vigorous union and Congressional protests.

## Struck CNS Ships Target Of Seizures

(Continued from page 3) sibly Browning. Just how this would affect the Canadian National fleet is not clear at present.

Originally struck on July 4, 1957, the Canadian National ships were idle for a year until the Cuban government bank purchased them last summer. Attempts to crew the ships with Cuban seamen and sail them in face of the Canadian District picketlines were blocked by mass demonstrations up and down the Atlantic and Gulf Coasts. The Canadian District, supported by the A&G District and other SIU affiliates, tied up all Cuban shipping in American ports and also picketed the Cuban consulate and the United Nations in New York, protesting the Batista government's action.

As a result, only one ship, the Ciudad de la Habana, got out of Halifax, and she was tied up in Baltimore where she still remains. The Cuban seamen, who had been flown to Halifax and put aboard the ships under the surveillance of armed Cuban military men, walked off the Ciudad de la Habana in Baltimore and supported the protest in Halifax. They were withdrawn from the ships subsequently and sent home following negotiations with Cuban government representatives here and in Havana.

## PERSONALS AND NOTICES

Charles Ackerman  
Clarence E. Tobias

It is important that you get in touch with John E. Brady as soon as possible. You can reach him at 418 Dauphine Street, New Orleans 16, La.

Frank G. W. Flint

Please contact Carl R. McCoy, MPOB 417, Indiana U., Bloomington, Indiana. His phone number is 3254. It is very urgent.

Cookbook For Sale?

An SIU member is interested in buying a copy in good condition of the cookbook titled "Cooking and Baking on Shipboard" published by the War Shipping Administration in World War II. Replies can be sent to the SEAFARERS LOG, 874 4th Ave., Brooklyn 32, NY, and will be forwarded.

Robert Griffin

Get in touch with George Rybeck at 835 State Street, Perth Amboy, NJ. He would like to hear from you.

Claude T. Allen

Your father Cecil Allen wants you to contact him. He is at 119 W. 10th Street, Galena, Kansas.

Oscar N. Raynor

Anyone having any information on the above, please contact his sister, Mrs. Florence Dowdy, PO Box 376, Milan, Georgia.

Berlin Richerson

Please contact your father, L. H. Richerson, as soon as possible. It is very important that he gets in touch with you.

Donald E. Shattuck

Please get in touch with your mother, Mrs. William Helton at RFD 1, Co. Rd. 128, Valley City, Ohio.

Robert Delmont

It is important that you get in touch with your aunt, Mrs. Frances Dahlstrom at 7022 Emerson Street, Morton Grove, Illinois. It concerns your family.

Ignatius J. Torre

Ex-SS Stony Point

Donald E. Mackay

Francis C. Dowd

Joseph Prindezes

Ex-SS Arickaree

Will the above please contact Bill Feldesman, c/o Miller & Seeger, 26 Court St., NYC.

Rudy Barber

Smokey Byron is anxious to hear from Rudy Barber who was on the L. B. Vance in 1942. Contact him c/o Burgess, 1826 St. Paul Street, Baltimore, Md.

Anyone who has found seamen's papers belonging to L. J. Goodwin, Z-137498, is urged to mail them to him at 1200 Eutaw Place, Baltimore, Md.

## Ask Probe Of Niarchos

(Continued from page 2) as reported in the last LOG, Rep. Victor Anfuso, Brooklyn Democrat, wrote Maritime Administrator Clarence Morse that he could not see Morse's position defending the runaways and would like an explanation. Rep. Abraham Multer, also from Brooklyn, denounced the position of the runaways and called on them to show their "good faith" by paying their seamen "the same wage scale" and providing "the same working conditions as those employed on ships flying the American flag" (See box on page 2.)

The proposed Zelenko inquiry would parallel a similar set of hearings into the activities of Aristotle Onassis, which were conducted last year. The hearings revealed that the Maritime Administration had permitted Onassis to transfer fourteen ships, 12 tankers and two Liberties, to the Liberian flag, without first obtaining ironclad guarantees and concrete action on a pledge that Onassis would build new tonnage under the American flag. The fourteen ships involved had all been manned by Seafarers.

Subsequently, the Department of Justice instituted suit for damages against Onassis because of the breach of agreement to build the new tonnage. Although the suit was instituted last year, there has been no further action in the matter.

Zelenko, in calling for the Niarchos investigation, declared: "The effect of the so-called Niarchos trust closely parallels that of Onassis. It has given the Niarchos interests multi-million dollar tax windfalls. It has caused the unemployment of hundreds of American seamen. It has depleted the American merchant marine. As a matter of fact, the abuses in this transaction appear to far surpass any of the others."

## Union Has Cable Address

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

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

**Fit for a Seafarer!**  
THE FOOD AND PRICES AT OUR OWN  
BALTIMORE AND NEW YORK SIU CAFETERIAS  
ARE GEARED FOR SEAFARERS -  
THE MEMBERS OF OUR UNION. DROP  
IN THE NEXT TIME YOU'RE AT THE HALL.  
*The Seafarers Cafeteria*



## MTD Board Acts On Several US Maritime Issues

SAN JUAN—A call for AFL-CIO support in the fight on the runaways and a demand that the Military Sea Transportation Service turn missile ship operations over to private shipowners highlighted the midwinter executive board meeting of the Maritime Trades Department here.

Meeting in San Juan on February 17, the MTD discussed a number of matters affecting member unions in the maritime industry. In addition to the above-mentioned issues, they included the following:

- The board endorsed the bill submitted by Rep. Pelly (Rep.-Wash.) which would keep runaways from participating in "50-50" cargoes by limiting such cargoes either

to US ships or ships of the nation receiving US aid.

- It also approved a proposal by Sen. Warren G. Magnuson (Dem.-Wash.) that all Federal maritime laws be revised and combined in a single statute.

- It backed a demand by the Masters, Mates and Pilots calling for compulsory use of American and Canadian pilots on all vessels on the St. Lawrence Seaway.

- Supported a bid for statehood for Hawaii.

- Reaffirmed the Department's policy of establishing and implementing its port council program in all ports of the United States.

- Called for continuing and intensifying of the current MTD campaign on the Great Lakes.

- Reaffirmed its position on establishment of a Caribbean Maritime Federation.

### Reviewed Runaway Protest

The resolution on runaway shipping reviewed the four-day worldwide protest in December and went on record "fully supporting all organizational, legislative and other activities undertaken by American maritime unions in dealing with this issue" and added that "this resolution be submitted to the AFL-CIO Executive Council for its support of the objectives and actions herein set forth."

On the missile ship issue, MTD Executive Secretary Harry O'Reilly has already written all members of the Senate Commerce Committee and House Merchant Marine Committee protesting Navy plans to operate West Coast missile ships through the Military Sea Transportation Service. The MTD board declared that "privately-operated ships, manned by AFL-CIO crews should be used rather than the MSTs, as is now being done on the South Atlantic missile range; and that this program should go to private shipping companies—for the sake of economy and efficiency and to provide jobs for American seamen."

## SCHEDULE OF SIU MEETINGS

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

March 4

March 18

April 1



Waiting for Customs inspection, Sargeant First Class Fields and family relax in lounge of SS Atlantic after winter transatlantic crossing. Vessel was delayed by severe storms on return from Europe.

## SS Atlantic Takes Two-Week Breather

Slightly weary after doing battle with a whopper of a North Atlantic storm, SIU crewmembers of the American Banner Lines SS Atlantic were glad to pile off the ship for their first real vacation since the vessel began her New York-Europe tourist run last June. The occasion for the crew's breather is the annual Coast Guard inspection and overhaul of the ship which is taking place in the Bethlehem Shipyard in Brooklyn.

The storm struck the passenger ship off the coast of Newfoundland and delayed her arrival in New York one day, after she had lost another day on the eastbound crossing. It was one of those which qualify for the seaman's adjective "worst storm I ever saw," with winds reportedly as high as 100 miles an hour and 80-foot waves battering the ship.

After it was all over, the ship's skipper sent commendation notices to each of the 252 passengers congratulating them for their "fortitude."

### Arrive During Cold Snap

When the ship finally arrived in New York, the thermometer plunged to eight degrees above zero, and crewmembers put in several hours chipping ice off the superstructure, beginning at 5 AM. Then they went to work tidying her up for the shipyard.

The storm wasn't the only weather hazard encountered by the ship. Enroute to Amsterdam she ran into heavy fog and had to grope 32 miles up-channel entirely via radar. The shoreside radar stations tracked the ship all the way up, relaying instructions to the pilot via walkie-talkie. Visibility was down to zero at the time.

### Smooth Payoff

After a smooth payoff, many members of the ship's steward department took the opportunity to go after their Coast Guard lifeboat certificates. The vessel, which accommodates 850 passengers in tourist class and 50 in first class, is scheduled to go back into service on March 7, which marks the beginning of the spring tourist rush to Europe. When she resumes operations, it will be from a new location, Pier 97, North River, at West 57th Street. The new pier,

the company said, will provide more space for passengers than the present accommodations at Kent St., Brooklyn.

## Labor Board Okays SIU Lakes Win

CHICAGO—A regional director of the National Labor Relations Board has recommended the certification of the SIU Great Lakes District as bargaining agent for the unlicensed personnel on the six-ship fleet of Gartland Steamship Company, a Great Lakes bulk operator.

The director's recommendations came after he dismissed a series of formal objections filed by the company, and upheld the union's position on the one challenged ballot cast in the election. The Board's count showed 72 votes for the SIU, 71 votes for "no union," one void and one challenged ballot. The SIU challenged one ballot because it was cast by a supervisory employee.

Organizing in the Gartland fleet began last September after a number of the company's unlicensed personnel requested SIU representation. The Union petitioned for an election on October 30, and voting was held from November 23 to December 6.

The Gartland fleet consists of two self-loaders, carrying stone, coal and gypsum, and four bulk carriers transporting ore, coal, grain and other bulk cargoes. There are about 158 jobs involved in the fleet.

## AMONG OUR AFFILIATES

The Sailors Union of the Pacific has concluded contract negotiations with the remaining major tanker companies under SUP contract, signing agreements with Richfield Oil, General Petroleum and Pacific Coast Transport. The agreements provide wage increases ranging from a minimum of \$10 monthly to a maximum of \$31, bringing monthly wages on the vessels in the three companies to the \$285-530 scale. Numerous fringe benefits were also included in the contracts.

Eleven members of the Marine Cooks and Stewards have had their pension applications approved. They are: Arthur Abbott, P. N. Coletsos, Hirsch Mato, Abraham Miller, Emile Sollberger, Robert Race, John Edwards, Paul Lazo, Jose Rodriguez and Jack Walls.

Construction is coloring the Canadian picture these days. Ground-breaking is expected shortly for the SIU Canadian District hotel in Thorold, while the modern six-story addition to the headquarters building in Montreal is just about completed. Most of the remaining work there will be of the indoor variety, plastering, wiring, painting, etc.

Architects for the hotel have already been commissioned and have been requested to submit construction plans in the shortest possible time.

The Marine Cooks and Stewards Training Center near Santa Rosa, Calif., is scheduling a flock of refresher courses designed to attract a record enrollment from

union members. The courses, under study by the union's Board of Education, will be as streamlined and well-rounded as possible. Members eager to improve their mastery of various jobs as a means towards promotion are urged to apply for training at the school, which is one of the few such union-run institutions in the country.

Approval for the Isbrandtsen Company's bid to operate ships from North Atlantic ports during the winter months when the Great Lakes are ice-bound has been granted by the Federal Maritime Board, the Brotherhood of Marine Engineers reports. The subsidy grant, which Isbrandtsen has been seeking, has not as yet been authorized, but its chances for approval look good.

New seniority rules which went into effect at the Marine Cooks and Stewards Union give higher seniority to seamen who make sailing their primary or sole means of livelihood. Classifications of "A", "B", "C" or "non-seniority" now govern the hiring of steward department personnel.



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