

### **Helping Hand.**

Crew aboard Liberian runaway stranded by owners in Halifax receive cigarettes (top) and support from SIU Canada Rep. Stan Devine. (Story on Page 3.)



## OK Transfer Of Liberty Tramp Fleet

—Story On Page 3

## Canadian SIU Aids Stranded Runaway Ship

—Story On Page 3

## TB PATIENTS HIT HOSPITAL CLOSING

—Story On Page 2



**Reunion.** Repatriated from Singapore, SIU crewmembers off the wrecked SS Valley Forge are welcomed by families at Seattle airport. Seafarer C. T. Dyer and family are at left and the E. Mesaros family is at right. All hands were saved. (Story on Page 2.)



# US Helps Blacklist Own Ships

A US Navy policy which places another impossible burden on the hard-hit American-flag independent tanker fleet has been denounced by the SIU. The Union is protesting a Navy policy which, in effect, allows a foreign nation to bar American-flag ships from carrying US Government cargoes purchased by the Navy.

The protest was touched off by disclosures that, for past two years, the Navy has been making it virtually impossible for US-flag tankers to carry oil cargoes for the Military Sea Transportation Service if they have ever traded with Israel.

This Navy policy thus tacitly supports the Arab boycott of Israel—another action which has previously been rapped by the SIU as a direct violation of the traditional concept of freedom of the seas, and as a violation of international compacts assuring freedom of passage through the Suez Canal.

The SIU protest was touched off when the Arab nations blacklisted the SIU-manned Kern Hills and a number of other ships that had traded with Israel. The Kern Hills

subsequently ceased operating, with the loss of SIU jobs.

The current situation has involved the SIU because it strikes at one segment of shipping the Union has been fighting hard to help preserve, particularly through its participation in the Joint Committee for American-Flag Tankers and its efforts to increase oil cargoes for the independent operators.

MSTS cargoes have been a major source of revenue for the independent operators, especially since these operators have been unable to obtain charters from the big oil companies, which found it more profitable to operate through low-wage, runaway-flag operations.

The current Navy policy came to light in an MSTS letter asking bids to carry oil this month.

The letter made it clear that, in the event any ship were prevented from loading or discharging cargo because it had previously traded with Israel, the MSTS would have the right to cancel its charter, and the ship's owner would be held responsible for any expenses incurred.

At the Pentagon, Navy spokesmen confirmed that such

clauses have been standard for more than two years in all contracts for ships chartered to haul oil in the Suez Canal-Arabian area.

The last MSTS call for bids included one route designated as Jupiter, which goes through the Suez Canal. The Navy said its policy was adopted after an incident on December 18, 1957, when the NMU-contracted tanker National Peace was not allowed to pick up cargo in Saudi Arabia. The owners of the National Peace are now suing the Navy for breach of contract.

Two New York Congressmen also promptly protested the Navy's use of the cancellation clauses. Rep. Emanuel Celler (D-NY) introduced a bill aimed at barring such provisions, while Sen. Jacob Javits (R-NY) made a Senate speech in which he said the US cannot condone interference with American shipping by an "illegal Arab boycott."

Rep. Celler said that the Navy's escape clauses have made it virtually impossible for companies trading with Israel to bid on military cargo shipping contracts.

## Patients Fight Hospital Slash

An estimated 130 Seafarers and other tubercular patients at the Manhattan Beach (Brooklyn) Public Health Service Hospital may find themselves in understaffed, inferior community hospitals this June if the PHS goes through with plans to farm them out for treatment. Some 50 others will be switched to non-specialized PHS installations in San Francisco, Seattle or New Orleans.

Unofficial sources had earlier reported that the Public Health institution at Savannah, Ga., was also due for the ax this year. However, while this may have been contemplated, funds for the operation of the Savannah hospital are included in the current budget.

Shortly after the proposed closing was announced, SIUNA President Paul Hall sent a communication to the Surgeon General of the PHS opposing the shutdown. "If there is no room for these men at any of the PHS facilities," he declared, "then there is a need for keeping the Manhattan Beach facility open."

Meanwhile, all Seafarers have been asked to write their Congressmen to oppose the closing of the specialized TB treatment center. Patients at Manhattan Beach are also dispatching angry protests to Congressional leaders. Many have charged that patients are being informally pressured to leave voluntarily right away so there will be no one left around by the June 15 deadline.

A petition signed by 150 of the patients and directed to Rep. John Rooney (D-N.Y.), chairman of the House Appropriations Committee, and other Congressmen charged that by contracting out patients to local institutions in New York or non-specialized PHS facilities elsewhere, "the Service is avoiding its responsibility and replacing it with what we feel is a short-sighted economy." The steadily decreasing patient load at this hospital is ample proof of the effectiveness of the treatment it provides. . . . Certainly the hospital has not failed in its mission. . . .

**Hospitals Needed: Flemming**  
At a budgetary press conference in Washington recently, Secretary of Health, Education and Welfare Arthur Flemming was questioned specifically about his policy on closing the Public Health hospitals in general. In answer to this, he stated: "The Public Health hospitals are an integral and important part of our program. I don't see how the Service could operate successfully without this system of hospitals."

### Medical Care For World Seamen Under Par, Health Group Says

Medical care for the seamen of the world is not up to par, the World Health Organization reports. This revelation follows by a few days the announcement made by the Public Health Service that it intends to close the doors of its Manhattan Beach TB hospital, a move which will send an estimated 130 patients to inferior institutions elsewhere.

The article suggested establishment of general health services in foreign ports for sailors of all nations. It noted, however, that this project would take time to jell. Also suggested was the drawing up of an international medical facility agreement which, again, would involve a great deal of time and effort.

It was brought out that when a seaman arrives in a foreign port, he suffers because no single authority assumes responsibility for his health. To the port health authorities, he is a foreigner. And there is a possibility, the organization noted, that ship's officers may disclaim responsibility because they are in a foreign country.

Who proposed that the medical centers be located conveniently, equipped with modern facilities for diagnosis, treatment and minor surgery. These should have a staff of general practitioners able to handle seamen's medical problems, and also a psychiatric staff.

The organization also stated that these centers should be able to furnish ships with physicians, as needed, to cope with emergencies.



## Puerto Rico Dock Unions Join; Merger Completed

**SAN JUAN**—The last step in completing the merger of the International Longshoremen's Association and the International Brotherhood of Longshoremen was accomplished here last week. The 7,000

dockworkers in Puerto Rico will now be grouped under a single council of dockworkers.

Included in the agreement were provisions for merging existing

welfare funds and eventual agreement on a single contract to replace the separate pacts now existing.

As in the States, dockworkers in Puerto Rico had been in two separate organizations, prior to the return of the ILA to the AFL-CIO at the last AFL-CIO convention. The IBL in the States, representing longshoremen on the Great Lakes and on rivers ports, and the ILA, representing deep sea longshoremen on the Atlantic and Gulf and in Canada, have already completed their Stateside merging.

Participating in the Puerto Rico talks along with ILA and former IBL officials both in Puerto Rico and in the States was SIUNA President Paul Hall and Peter McGavin, assistant to AFL-CIO President George Meany. Hall had been requested by Meany to take part in the discussions which led to the amicable solution.

In other areas, the ILA has been formally admitted to the Maritime Trades Department, AFL-CIO, as had been expected. Next on the ILA agenda is an announced campaign to standardize wage scales in Great Lakes ports in forthcoming contract negotiations with stevedores on the Lakes. At present, there are variations from port to port in local contract terms.

Safely back in the States after their ship grounded off Singapore, Valley Forge crewmen were welcomed at Seattle airport by SIU Port Agent Ted Babkowski. Men were paid off in full two days later. Thirty-seven were aboard at the time the ship struck a reef and all got away to rescue craft or swam ashore.

## Valley Forge Crew Home Safe Again

Seafarers from the Valley Forge, which broke up recently on a reef near Singapore in the South China Sea, have collected their pay plus a \$500 clothing allowance under the terms of the SIU agreement. All hands were rescued.

The men were involved in a hazardous rescue operation as enormous waves prevented some of them from reaching a tug that had come out to pick them up. One lifeboat transferred eight men to a waiting tug, but another lifeboat with 18 men couldn't make it and was eventually picked up by a British minesweeper. A third boat drifted to a reef near Bintan Island, Indonesia. The men swam to shore from there.

The 37-man crew was eventually quartered at hotels in Singapore and later flown back to Seattle, where they were met by Port Agent Ted Babkowski and a representative of Peninsular Navigation Company, the shipping company's agent.

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# Tramp Fleet Marked For Ax



Greek crewmen stranded by runaway owners of the Georgios A. get welcome news from steward George Trimis (left) that SIU Canadian District has come to their aid. SIU retained legal counsel to represent crew of Panamanian runaway and secure back wages and other benefits.

## Libertys Free To Transfer Without Replacement Vessel

WASHINGTON—Opening the floodgates wide for wholesale transfers of the dwindling US-flag trampship fleet, the Maritime Administration has ruled that all Liberty ships can now quit the American flag with no strings attached.

The latest amendment to the much-revised MA policy on transfers ends the requirement that a shipowner must contract for a replacement vessel for operation under the US flag before the flag-switch can be okayed.

Under the new policy, the MA says "there will be no restriction as to the nationality of the foreign buyer or country of registry, except that (they) . . . must be acceptable to the Maritime Administration." This refers to the bar on sales or transfers to nations in the Soviet orbit, since the vessels are still supposed to be subject to recall by the US in an emergency.

Existing limits barring transferred vessels from trading in certain strategic materials with Soviet-controlled countries are also retained.

The new policy also applies to those Libertys now under foreign or runaway flag which are covered

by existing contracts with the MA. This may be interpreted to mean that even where shipowners contracted to provide a replacement US vessel, they can be released retroactively from this obligation.

### Liberians Want Court-Approved Bill of Health

With US backing, Liberia has gone to court for a ruling that it really is a bona fide shipping nation no matter what anybody says. Liberia has taken the issue of its exclusion from the maritime safety committee of the Inter-Governmental Maritime Consultative Organization (IMCO) to the World Court at the Hague. When the committee was organized a year ago, despite energetic US lobbying in its behalf, Liberia was blocked from a seat on the committee. The recognition claimed by Liberia is on the basis of the runaway tonnage registered under its flag.

The full implications of the ruling are not yet known.

The Government's watered-down transfer policy apparently is its answer to the demands of American tramp operators for some form of assistance to enable them to compete favorably with large, new foreign-built vessels.

An appeal for aid to keep their operations alive was sent to Congress by the American Tramp Shipowners Association as soon as the session opened earlier this month. The operators cited the fact that about three-fourths of US foreign trade today consists of bulk cargoes, almost all of it moved on foreign ships. They cited the fact that the only business left to the

(Continued on page 15)

## CANADA SIU GOES TO BAT FOR STRANDED GREEK CREW

HALIFAX, Nova Scotia—The SIU Canadian District has extended legal and other assistance to the stranded Greek crew of the runaway-flag Georgios A. The Panamanian-registry ship was slapped with claims totaling \$800,000 payable to creditors from four countries—the US, Canada, Greece and the Netherlands.

The Georgios A was towed into Halifax from Sydney, NS, after running into a gale near there. The writs started piling up and the vessel was placed under technical arrest.

The plight of this ship and the unavailability of the owners bears resemblance to an identical case involving the Greek-operated runaway-flag Theodoros A which was hung up at Detroit last November. In this incident, the crew was left penniless and stranded, but they received all necessary aid from the SIU Great Lakes District in collecting wages and repatriation. A check-up strongly indicates that the owners of the two ships are one and the same. (For

details, see story below on this page).

The SIU Canadian District has retained legal help to represent the crew which has filed for crew wages from December 14 to January 14, and from the December date until the termination of employment. Also being sought is transportation home to Greece and three months' separation pay. A portion of crew wages up until December 14 has already been paid.

Interestingly-enough, the company trafficking with the runaway-flag runouts is none other than the Ford Motor Company, which has \$500,000 worth of steel cargo aboard. Food will be supplied the crew as long as the cargo is still in her holds.

## Stranding A Habit For Runaway Co's

Information uncovered by the LOG indicates that the owners of the Georgios A, the Panamanian-flag runaway whose crew was abandoned in Halifax, Nova Scotia, are the same individuals who formerly owned the Panamanian-flag Theodoros A. The latter ship was similarly abandoned in Detroit last November.

The owners of the ships disappeared leaving a mountain of debts and leaving the crews with little or no supplies and no pay. It was learned from a number of sources including Blackburn International Corp.—a New York export firm—and its affiliate, Chester, Blackburn and Roder, Inc., well-known shipping agents, that a Mr. Ermoupolos and a George Andreotis were in all likelihood the owners of both vessels. Both had prior

dealings with the above-listed concerns.

Their present whereabouts are unknown, but less than two months ago the duo operated from an office at 95 Liberty Street, New York City, which has since closed.

To the best of anyone's knowledge Ermoupolos is probably in Venezuela, or elsewhere in South America, from whence he came to start "business" in New York.

As for Andreotis, there was only one such listing in the Manhattan phone book under a different first name. An inquiry for George Andreotis prompted a loud-voiced denial that he was there. "He went home," came the reply.

## Int'l Sea Union Assist Hits US-Owned Liberian

PHILADELPHIA—Stymied by court injunctions, the first organizational effort by the new International Maritime Union was successful in keeping a Liberian-flag runaway tied to the dock here for ten days.

Attorneys for the American owners were finally able to win an order barring further picketing.

The new seamen's organization has taken immediate steps to appeal the ruling even though the vessel skipped from port.

The ship is the Greek-manned SS Madison Bell, formerly the SIU-contracted Christine, which ran off from the US flag in 1955. Severely undermanned and below standard in every detail, the ship was tied up by crewmembers on arrival.

Fifteen of the 17 unlicensed members signed pledge cards demanding representation by the IMWU and were joined by two of the officers. The normal American manning scale for the ship, a Liberty, is 28 men in the unlicensed departments.

Shannon Wall, executive director of the new union, said the picketing action had been highly "successful" in focusing sharp attention on the runaway problem. He said new targets were already mapped out.

**Claimed Greek Contract**

Owners of the Madison Bell claimed they had a contract with the Greek Panhellenic Federation. Crewmembers charged, however, that the Greek organization has done nothing for them and that conditions aboard the vessel were an "unbelievable mess."

Wages for an AB are \$70 per month and 40 cents an hour for what little overtime there is. A close inspection of the ship re-

vealed typical runaway disregard for safety matters, at least one lifeboat having a gaping hole in the bottom. Christmas dinner on the vessel, according to reports, consisted of "a small piece of fish, two small potatoes, carrots and a rotten apple."

## Tampa Hall Closing; Jax Takes Over

Numerous changes in shipping patterns and changing itineraries of coastwise operations have resulted in a membership decision to shut down the SIU hall in Tampa. The decision was voted at meetings in all ports on January 20.

Traffic entering and leaving the Tampa area will be serviced through the facilities of the recently-opened Jacksonville hall. All Union personnel attached to the Tampa hall will be transferred to other ports.

Details of the closing of the hall will be handled by New Orleans Port Agent Lindsey Williams. Since the property upon which the hall is situated is owned by the Union, it will be put on the market at the best obtainable price, it was announced.

## Red Rocket May Boost SIU Fleet

The first Russian rocket-firing into the Central Pacific was completed last week. All indications are that a Red rocket traveled nearly 7,800 miles and landed in the ocean about 1,100 miles southwest of Hawaii. It was within 1 1/2 miles of its target, the Russians said.

The rocket firings, aside from their possible impact on Pacific shipping, may also have effects on the operations of the SIU-contracted Suwannee Steamship Company, which services the United States missile range in the South Atlantic. Since the maximum distance achieved by US rockets is about 6,300 miles, there may be action in Congress to step up testing and firings out of Cape Canaveral.

The Suwannee ships monitor the firings and also participate in nose cone recoveries. The United States has not protested the Russian use of the Pacific for rocket-testing on the ground that the US recognizes the right of any nation to use open ocean waters for such purposes. However, the Japanese are unhappy about the menace to their fishermen.

All ocean shipping had been put on notice by the Russians to stay out of the target area. The location is not on normal shipping routes but is a big fishing ground for Japanese fishermen.

The target area is about half-way between Hawaii and the Bikini atoll in the Marshall Islands where the United States used to conduct its atomic bomb tests. It is between eight and ten degrees north latitude and 165 to 170 degrees west longitude. Shipping heading for Japan and the Philippines via Hawaii would normally pass well to the north of the Russian's target zone.





# SEAFARERS ROTARY SHIPPING BOARD



January 6 Through January 19, 1960

Shipping during the period began climbing again, as activity started picking up after an end-of-holidays lull that saw only 929 men being shipped during the previous two weeks. Shipping is up now to a total of 1,046 men for the period. The prospects are that it will continue to pick up gradually.

Payoffs, sign-ons and in-transits were up from the last period's totals of 195 ships to the current total of 221. The ports of Boston, New York, Baltimore, Norfolk, Jacksonville, and Tampa fell off; Philadelphia and Miami remained the same and there were big spurts in Mobile, New Orleans, Houston, Wilmington and Seattle.

There were 56 payoffs and 29 sign-ons as against the prior total of 48 pay-offs and 25 sign-ons. Some 136 vessels in transit were serviced in all ports compared to 122 previously.

The largest increase came in Seattle where there was a gain of 16

vessels serviced.

Houston was the busiest port, servicing 34 ships. This was two more than New Orleans and four more than New York. Houston also led in ship activity last period.

Registration of class A men on the beach dropped from a total of 2,721 to 2,533 men. The class B men registration on the beach was about the same. In general there hasn't been any significant movement in shipping figures for the period. However, the totals are inching up slowly, which is a healthy sign.

The following is a forecast of SIU shipping port-by-port:

Boston: Fair ... New York: Getting better ... Philadelphia: Steady ... Baltimore: Good ... Norfolk: Fair ... Jacksonville: Good ... Miami: Fair ... Tampa: Slow ... Mobile: Pretty good ... New Orleans: Fair ... Houston: Good ... Wilmington: Fair ... San Francisco: Steady ... Seattle: Fair.

## Ship Activity

	Pay Offs	Sign Ons	In Trans.	TOTAL
Boston .....	4	—	3	7
New York ...	13	2	13	28
Philadelphia .	3	1	8	12
Baltimore ...	10	6	10	26
Norfolk .....	1	2	7	10
Jacksonville..	—	—	8	8
Miami .....	—	—	3	3
Tampa .....	—	—	7	7
Mobile .....	7	3	7	17
New Orleans..	3	4	25	32
Houston ....	7	4	23	34
Wilmington ..	—	—	10	10
San Francisco..	—	2	4	6
Seattle .....	8	5	8	21
Totals .....	56	29	136	221

## DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	—	2	1	3	—	1	—	1	2	1	1	4	—	—	—	—	—	—	—	—	4	—	—	4	3	12	5	20	—	—	1	1
New York	24	40	15	79	1	6	17	24	9	35	10	64	—	3	3	6	—	—	1	1	64	6	1	71	99	179	49	327	3	38	48	89
Philadelphia	3	9	2	14	—	—	2	2	1	4	1	6	—	—	2	2	—	—	—	—	6	2	—	8	12	18	6	36	—	2	1	3
Baltimore	11	26	11	48	2	3	17	22	9	26	8	43	1	—	7	8	—	—	—	—	43	8	—	51	28	61	17	106	2	6	32	40
Norfolk	5	8	2	15	1	3	4	8	5	8	1	14	3	3	7	13	1	2	—	3	14	13	3	30	9	18	4	31	1	2	3	6
Jacksonville	1	2	1	4	—	1	4	5	2	1	—	3	—	1	1	2	—	—	1	1	3	2	1	6	7	10	1	18	—	1	2	3
Miami	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	—	1	—	—	1	—	1	—	1	—	—	—	—
Tampa	1	5	1	7	—	—	1	1	1	—	—	1	—	—	—	—	—	—	—	—	1	—	—	1	4	4	—	8	—	1	3	4
Mobile	9	13	5	27	—	2	4	6	16	9	4	29	—	—	2	2	—	—	—	—	29	2	—	31	32	38	4	74	1	5	14	20
New Orleans	15	34	9	58	2	2	4	8	12	25	11	48	—	—	—	—	—	—	—	—	48	—	1	49	80	113	27	220	4	10	22	36
Houston	16	27	11	54	—	5	12	17	14	20	13	47	1	—	6	7	—	—	—	—	47	7	—	54	26	45	7	78	1	10	11	22
Wilmington	3	6	1	10	1	3	1	5	2	7	1	10	—	—	—	—	—	—	—	—	10	—	—	10	7	8	3	18	1	4	2	7
San Francisco	3	6	3	12	1	2	2	5	4	12	5	21	1	2	1	4	—	—	—	—	21	4	—	25	15	14	4	33	1	5	1	7
Seattle	3	14	6	23	—	5	4	9	5	10	6	21	2	4	3	9	—	1	1	2	21	9	2	32	8	10	3	21	—	2	4	6
TOTALS	94	192	68	354	8	33	72	113	92	158	62	312	8	13	32	53	1	4	3	8	312	53	8	373	330	531	130	991	14	86	144	244

## ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston.....	—	4	—	4	—	2	—	3	—	1	—	1	—	1	1	—	2	—	—	—	—	—	—	3	—	9	—	9	1	2	5	8
New York.....	10	50	9	69	—	8	11	19	10	32	8	50	1	10	1	12	1	—	1	2	50	12	2	64	38	155	32	225	3	32	37	72
Philadelphia.....	—	7	2	9	—	3	1	4	—	7	1	8	1	1	1	3	—	—	—	—	8	3	—	11	1	24	2	27	—	3	2	5
Baltimore.....	3	22	2	27	2	7	6	15	2	25	3	30	1	8	9	18	—	2	—	2	30	18	2	50	8	56	6	70	2	10	18	30
Norfolk.....	—	8	1	9	2	—	1	3	2	16	2	20	1	1	3	5	—	2	2	4	20	5	4	29	1	10	1	12	2	—	2	4
Jacksonville.....	2	1	1	4	1	1	2	4	—	—	—	—	—	1	1	2	—	—	—	—	2	2	—	2	2	8	—	10	—	3	1	4
Miami.....	—	—	—	—	—	—	—	—	1	—	—	—	—	—	1	1	—	—	—	—	1	1	—	2	1	—	1	2	—	—	—	—
Tampa.....	1	5	—	6	—	—	1	1	1	4	—	5	—	—	—	—	—	—	—	—	5	—	—	5	1	8	—	9	—	2	—	—
Mobile.....	4	11	2	17	—	3	3	6	4	12	2	18	—	—	1	1	—	—	—	—	18	1	—	19	12	43	1	55	—	10	6	16
New Orleans.....	6	28	3	37	—	6	8	14	8	18	4	30	—	1	3	4	—	1	1	2	30	4	3	37	35	102	8	145	2	33	21	56
Houston.....	10	38	7	55	1	13	6	20	7	22	7	36	—	14	17	31	—	—	—	—	36	31	1	68	12	37	2	51	1	5	4	10
Wilmington.....	1	7	—	8	—	1	—	1	—	4	1	5	—	1	1	2	—	—	—	—	5	7	—	7	3	7	—	10	—	4	1	5
San Francisco.....	3	6	2	11	—	—	3	3	1	6	5	12	1	4	6	11	—	—	—	—	12	11	—	23	6	15	3	24	1	1	2	4
Seattle.....	3	18	2	23	—	6	2	8	2	10	1	13	—	6	4	10	—	4	2	6	13	10	6	29	3	15	1	19	—	2	3	5
TOTALS	43	205	31	279	7	50	44	101	37	157	34	229	5	48	49	102	2	10	6	18	29	102	18	349	123	489	57	669	12	107	102	221

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	2	1	3	6	—	—	2	2	—	1	1	2	—	—	—	—	—	—	—	—	2	—	—	2	9	3	5	17	—	—	3	3
New York	28	20	27	75	—	2	14	16	11	3	26	40	—	—	9	9	—	—	6	6	40	9	6	55	118	53	130	302	2	14	84	100
Philadelphia	3	2	6	11	—	—	2	2	1	—	—	2	—	—	5	5	—	—	—	—	2	5	—	7	16	4	12	32	—	—	6	6
Baltimore	11	4	11	26	2	4	5	11	6	4	11	21	2	—	5	7	1	—	4	5	21	7	5	33	39	14	41	94	2	5	18	25
Norfolk	3	—	—	3	—	3	3	6	7	3	5	15	1	—	1	2	—	—	3	3	15	2	3	20	8	3	1	12	2	4	3	9
Jacksonville	1	—	1	2	—	—	2	2	1	—	—	1	—	—	—	—	—	—	1	1	1	1	1	2	5	1	1	7	1	—	1	2
Miami	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	1	1	—	—	1	1	—	—	—	—
Tampa	1	2	1	4	—	—	—	—	1	—	—	2	—	—	—	—	—	—	—	—	2	—	—	2	6	4	11	21	—	—	1	1
Mobile	11	5	13	29	—	—	6	6	12	2	37	51	—	—	8	8	—	—	—	—	51	8	—	59	34	11	34	79	—	—	13	13
New Orleans	6	8	40	54	—	—	19	19	9	3	31	43	—	—	9	9	—	—	5	5	43	9	5	57	51	19	135	205	1	2	42	45
Houston	20	5	13	38	—	3	14	17	11	3	12	26	—	1	11	12	1	—	2	3	26	12	3	41	17	8	12	37	—	1	9	10
Wilmington	1	—	—	1	—	—	—	—	2	1	2	5	—	—	1	1	—	—	—	—	5	1	—	6	5	2	2	9	—	—	1	1
San Francisco	2	3	7	12	—	1	2	3	1	1	7	9	—	—	4	4	—	—	2	2	9	4	2	15	21	3	17	41	1	3	8	12
Seattle	5	1	4	10	—	1	6	7	7	1	8	16	—	2	4	6	—	—	2	2	16	6	2	24	28	—	8	16	—	2	3	5
TOTALS	94	51	126	271	2	14	75	91	69	22	142	233	3	3	57	63	2	—	26	26	233	63	28	324	337	126	410	873	9	31	192	232



## SIU Rank-And-File Audit Committee At Hq.



Newly-elected members of the SIU Quarterly Financial Committee dig in on paper work for conducting routine audit of Union operations at headquarters and in all ports. Committee members (l to r) are John Bilinski, H. S. Harrison, John Giordano (chairman), Arni Bjornsson, E. C. Schaffer and Sam Jonas. They were elected at NY membership meeting Jan. 20.

LABOR  
ROUND-UP

5,000 Packinghouse Workers in six states continue their strike against Wilson & Co. with no sign of progress noted thus far. The workers still have the support of organized labor, and donations have been promised by various locals in the area should the dispute continue.

✶ ✶ ✶

The Oil, Chemical and Atomic Workers remain on the bricks in protest against contract language initiated by Standard Oil Co. of Indiana and American Oil Co. The strike started last July against three plants of the firm. Terms were agreed upon at two plants since then, though 700 OCAW members remain on strike at Sugar Creek, Mo. including the Amoco refinery in Texas.

✶ ✶ ✶

Officers and international representatives of the Stereotypers, Newspaper Guild, Pressmen, Typographical Union, Photo Engravers and the unaffiliated Teamsters vowed that no union will return to work for the "Oregon Journal" and the "Oregonian" until settlement has been reached with all unions. Locals of these labor units have been battling union-busting tactics of the two papers which have employed high-paid scabs to operate the plants.

✶ ✶ ✶

The Glass Bottle Blowers Association, in cooperation with the AFL-CIO Community Services Activities and the American Cancer Society, is taking part in a six-year research program aimed at determining why certain individuals develop cancer and others do not. The study involves 53,500 GBBA members, active and retired, and their husbands or wives, who will initially receive detailed questionnaires around the first of the year. This will be repeated every two years, and a list of deaths will be compiled annually, according to Dr. E. Cuyler Hammond, statistical research section chief of the Cancer Society's Medical Affairs Dept.

## Tell it to the Log!

World Tramping Payoff  
Mess Almost Cleared Up

The tangled snarl of claims against the World Tramping Agency is gradually being straightened out, with SIU attorneys reporting that crews of several of the bankrupt agency's ships are scheduled to receive long-overdue wages shortly.

Seven of the agency's 12 ships have been sold to satisfy wage claims and other creditor's charges. One has been taken over by another SIU operator, one, the SS Westport, just came in last week and is being proceeded against and the other three are due to be sold in the near future.

Sold already are the Pacific Carrier, Pacific Navigator, Pacific Thunder, Pacific Star, Pacific Explorer, Pacific Tide and Pacific Venture. The prices of these ships range from as low as \$85,000 on the Pacific Thunder, which is little more than the scrapping price, to \$144,000 for the Pacific Venture.

That leaves the Waldo, Westport, and Pacific Ocean outstanding in the States. The Pacific Wave was abandoned by the company in Halifax harbor, and efforts are being made to sell her there. The Pacific

Ranger is now being operated by Maritime Overseas.

In addition to the 12 American-flag ships, the World Tramping agency had operated a number of carriers under foreign flags, which were similarly abandoned by the company. One of them, a two-year old Greek ship, the Pacific Conqueror, went for a record \$2,105,000 in a sale in New Orleans.

SIU attorneys promptly slapped a lien against this ship too, because the proceeds of the American-flag ship sales may not be enough to satisfy claims for vacation pay, welfare plan contributions and other outstanding items owed to the SIU's benefit plans as well as to the benefit plans of mates, radio operators and engineers' unions.

The Pacific Conqueror had been anchored in the Mississippi River opposite Baton Rouge since last October. The price paid for the 14,735-ton vessel was considered a bargain, as it was worth an estimated \$3 million.

In this case, without a union to represent them, the crew of the Pacific Conqueror was stranded on the ship and were forced to accept gifts of food and supplies from the public to keep going.

The skipper and the crew were stranded there for almost three months before a New Orleans attorney came forward and assisted them in getting transportation back home to their native Greece. They left the ship during the Christmas holidays.

The ship was bought by a Panamanian-registered company through a New York representative.

Union Wins  
\$2,000 OT  
For Crew

NORFOLK—Some \$2,000 in disputed overtime was collected for Seafarers aboard the Vallant Power (Ocean Carriers) when the ship paid off here during the past period. All pending beefs were squared away.

Shipping was so good during the past two weeks that the outports had to be called for some 20 replacements, reports Port Agent Gillette. The outlook for the coming period is also good.

In addition to a flock of beefs, the Vallant Power also suffered a serious loss when steward J. Menville passed away due to a heart attack. The mishap occurred while the ship was at sea.

Although the only payoff and sign-on was the Vallant Power, the following in-transits were in port: Hurricane, Hastings and Andrew Jackson, (Waterman); Steel Recorder (Isthmian); Rover, ex-Pacific Star (Rover); Alcoa Pennant (Alcoa); Longview Victory (Victory Carriers) and Ocean Evelyn (Maritime Overseas).

Defense Agency  
Prepares Probe  
On Oil Imports

The joint management-labor campaign to save the American-flag tanker fleet from virtual extinction has moved forward with two important developments. The Office of Civil and Defense Mobilization has

agreed to consider a petition by the Joint Committee for American-Flag Tankers, calling for a Presidential order for 50 percent of the nation's oil import cargoes to be carried on American-flag ships. Meanwhile, a second group, the Committee of American Tanker Owners, has bolstered the initial petition by supporting the position of the Joint Committee before the OCDM.

The second petition, similar to the initial one, delineated the present sad state of independent American-flag tanker operations and called for immediate remedial action by the Government.

The Joint Committee is composed of a dozen independent tanker operators and eight maritime unions, including the SIU and the National Maritime Union. The Committee of Tanker Owners is composed of 14 American tanker companies. Thus the two groups represent virtually all of the American tanker industry except for the large oil companies which operate most of their tanker fleets under foreign flag.

The petition of the American Tanker Owners Committee was presented to the OCDM by com-

panies which have built or ordered in American shipyards tankers totalling about 520,000 deadweight tons, including 14 of the newer supertankers.

All of this tonnage has been financed with the help of Government-insured mortgages and the committee warned that the Government stood to lose over \$200 million in mortgage foreclosures unless support for the industry were forthcoming.

The OCDM's decision to investigate the effects of oil import quotas on American-flag tankers was considered heartening since this action had been vigorously opposed by the big oil companies and by the American Merchant Marine Institute. The AMMI speaks primarily for the managements of the major subsidized shipping companies in this country, and for other shipping companies which operate many foreign-flag vessels through foreign subsidiaries.

Commenting on opposition to its petition from the AMMI, the Joint Committee called the AMMI a "foreign-flag front" primarily interested in promoting the runaway operations of its members under the escape-flags of Panama, Liberia and Honduras. The statement was issued by SIUNA President Paul Hall and NMU President Joseph Curran.

The Joint Committee declared that, except for the subsidized lines, "which are apparently beguiled by the motives of the Institute," the members of the AMMI "through foreign, non-taxpaying subsidiaries, operate many more foreign-flag vessels than American-flag vessels."

The Joint Committee charged that these same operators are behind the equally un-American "American Committee for Flags of Necessity," which is composed of 19 corporations. Of these, at least 13 are oil companies or connected with oil companies.

Labor Law  
Costs Rise

WASHINGTON—The new labor law passed by Congress in 1959 will cost taxpayers almost two million dollars to enforce this year, and more than eight million to administer in the forthcoming fiscal year.

In his budget message to Congress, Pres. Eisenhower asked these sums for the National Labor Relations Board and for the Labor Department's Labor-Management Reporting Division. The President hailed the passing of the Griffin-Landrum Bill, calling it "much needed legislation."

Enforcement of the Griffin-Landrum provisions and Taft-Hartley amendments adopted at the same time will be up to "compliance officers" assigned by the Labor Department to 22 cities in the United States. Three officials will be assigned to each of the cities involved. Among the areas covered are Boston, Los Angeles, New Orleans, New York, Philadelphia, Seattle and San Francisco.

IBU Gains  
Pact, Ends  
United Beef

WILMINGTON—A strike by the SIU-affiliated Inland Boatmen's Union of the Pacific against the United Towing Company has produced a brand-new agreement. Some 53 men were involved.

The new pact provides a pay minimum of \$2.48 for deckhands plus increased welfare and pension payments among other benefits. The company handles most of the bunkering in Los Beach and Los Angeles harbors.

Shipping is slow here, Port Agent Reed Humphries reported, the bulk of the activity confined to the servicing of ten ships in transit. This pace is likely to continue in the coming two weeks.

There were no payoffs or sign-ons in this port. In transit were: Yaka, Kyska, Warrior, Maiden Creek (Waterman); Massmar, Losmar, Calmar (Calmar); Steel Advocate (Isthmian) and Ames Victory (Victory).

PENSIONERS'  
CORNER

(The brother described below is receiving the \$150 monthly SIU disability-pension benefit.)

Herman H. Winborn . . . 64 . . . went to sea for the first time in 1912 with the US Navy. Joined the SIU as bosun in 1938. Sailed on oil and molasses tankers, passenger ships, freighters and Seatrains. Preferred the latter because could go home to his wife every two weeks. Winborn went on disability pension in January, 1959. He makes his home in Magnolia, Miss., where he's taking it easy on account of his health . . . Is very grateful to the staff of the USPHS Hospital in New Orleans and for the medical care he has been receiving from that institution which, he notes, is a great help to his morale.





## Rap Rail Rate Juggling At West Coast Hearing

SAN FRANCISCO—Favoritism for the railroads at the expense of the intercoastal and coastwise shipping industry was spotlighted again this week as hearings opened here before the Interstate Commerce Commission.

The case being aired here concerns a new railroad rate schedule covering large volumes of canned fruits and vegetables which the ship operators contend is designed solely to steal the traffic away

from them. Through manipulation of the rates, the railroads cut rates wherever they encounter water competition and make up the losses elsewhere.

Representatives of the intercoastal steamship industry, especially the Luckenbach Steamship Line, last of the big general cargo carriers, charged that the reduced rates four large railroads want to charge on the canned goods would drive the last few domestic shipping companies right out of the business. An earlier effort by Luckenbach to obtain a court injunction against the rate change was unsuccessful.

The ICC has since held back on allowing the new rates to go into effect because of the likelihood on a full-scale investigation by a Senate committee of the close relationship between ICC and the railroads. The commission is holding hearings now to decide the issue formally.

Meanwhile, the attack on the ICC by shippers and maritime unions was joined by a member of the commission itself, who called the agency "an organizational monstrosity" and suggested it be divided into two separate agencies.

Commissioner Anthony F. Arpaia said one agency should confine itself to judicial duties, such as the approval of rates and routes, and other matters affecting the public good. The other agency would assume the more mechanical duties of appraising the supply of freight cars, and checking the book-keeping practices of the companies.

It is not practical, Arpaia said, for 11 commissioners to perform extensive administrative tasks at the same time they are conducting hearings of a judicial nature, and making decisions. He made it clear, however, that he was suggesting a streamlining of the existing agency, rather than a change in the method of regulating surface transportation.

## Hatters Nab A Runaway

LONGVIEW, Tex.—The Hatters Union has won bargaining rights at a runaway shop that operated under a Hatters contract in Newark, N.J., until 1956 and then skipped here.

Fourth largest in the industry, the Ryder-Rolnick Company manufactures hat shapes which are finished at another company plant in the nearby town of Garland. An organizational drive is currently underway there too, to sew up the operation.

The union won representation rights by a margin of 85-56 in a hotly-contested election conducted by the National Labor Relations Board.

Hailing the victory, Alex Rose, Hatters Union president, declared: "Our experience has shown that opposition to trade unionism in Texas and other parts of the South . . . is artificially contrived and can be broken down."



Send 'em to the LOG

## INQUIRING SEAFARER

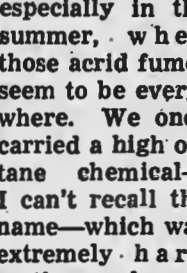
QUESTION: What was the most unusual or least desirable cargo ever carried by a ship on which you've sailed?

John Swiderski, bosun: Buffalo hides for one, which were highly



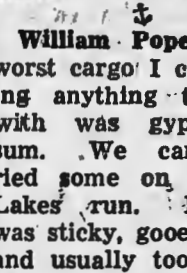
gradient.

V. Collins, FWT: About the smelliest I recall was sulphur—

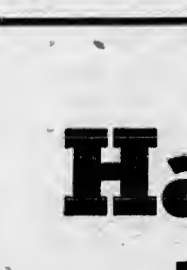


especially in the summer, when those acrid fumes seem to be everywhere. We once carried a high octane chemical—I can't recall the name—which was extremely hard on the nasal passages and breathing in general.

Kenny Marston, AB: In 1943, our flush-decker transported a load of mustard gas, nitroglycerin and dynamite to Archangel, Russia. There was a saying aboard the vessel which reflected the crew's thoughts: "You don't need a life jacket if she blows . . . just a parachute."



William Pope, AB: About the worst cargo I can remember having anything to with was gypsum. We carried some on a Lakes run. It was sticky, gooey and usually took 48 hours to unload, as compared with a usual three-hour unloading period for normal bulk cargo.



Bill O'Connor, bosun: I'll never forget a cargo of copra we picked up in the Philippines. The product wasn't so bad, but it's what came with it that made things tough. I am referring to an insect called the "copra bug," which took over



the ship. They were everywhere—and they bite! The bugs got off with the copra, though, thank God!

## Pick-Up Due In Baltimore

BALTIMORE—There has been a lull in shipping activity in this port since the last meeting period. Reports coming in indicate the next two-week period will be better, according to Port Agent Earl Sheppard.

Only routine beefs that were handled at the payoffs, sign-ons and visits have been reported. The lone exception is a restricted ship beef with the Ore Line that is being cleared up with the company.

### Ships Serviced

There were ten ships paying off this period: Emilia, Dorothy, Jean (Bull); Longview Victory, Coeur D'Alene Victory (Victory Carriers); Alcoa Pennant (Alcoa); Marore, Feltore, Oremar, Bethtex (Ore).

The following ships were signed on: Feltore, Marore, Oremar, Bethtex (Ore); Portmar (Calmar); and Coeur D'Alene Victory (Victory Carriers).

The following ships were in transit: Bethcoaster, Penmar, Texmar (Calmar); Steel Artisan, Steel Recorder (Isthmian); Venore (Ore); Alcoa Runner (Alcoa); Mae (Bull) and The Cabins (Texas).

## Clipper Out—Cuts Beach For Mobile

MOBILE—Shipping was good during the past two weeks, with quite a few men shipped on the Alcoa Clipper recently out of Bay after repairs. Thirteen ships are expected during the coming period, and this should insure stable conditions, reports H. Fischer, port agent.

The Valiant Freedom, which recently ran aground off the Isle of Pines, Cuba, finally paid off ten days after it arrived at this port. All hands were paid in full when the company cleared up some financial difficulties. The Pacific Explorer and Pacific Tide, two World Tramping ships recently sold at a Marshal's auction to satisfy unpaid bills, should be paying off the crews' wages soon, possibly by the first of February.

The following ships paid off here: Valiant Freedom (Ocean Carr.); Alcoa Pioneer, Alcoa Corsair, Alcoa Ranger (Alcoa); Wild Ranger, Monarch of the Seas, and Claiborne (Waterman).

Signed on: Wild Ranger (Waterman); Alcoa Ranger, Alcoa Clipper (Alcoa).

In transit: Alcoa Pegasus, Alcoa Planter, Alcoa Roamer (Alcoa); Madaket, Antinous (Waterman); Del Mundo (Miss.), and Longview Victory (Victory Carr.).

## Notify Welfare Of Changes

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

## Have You Checked Your Check-List?

All SIU-contracted shipping companies have received copies of a document distributed by the Safety Department of the Seafarers Welfare Plan dealing with safety procedures in winter weather. Included in the document is a checklist, a part of which is shown here, covering ship's operation under difficult weather conditions.

• Make sure that your shipboard safety meetings go over this list item-by-item so that you are fully prepared to protect life and limb against winter's hazards.

**CHECKLIST**

**Ice and Cold Weather Protection**

(The material below is intended as a guide only. Crewmembers may modify or add to this list as necessary. If any of the answers below are negative, appropriate action is urged promptly.)

**IN THE EVENT THE VESSEL IS ICKED OVER (check proper box)**

(1) Is there adequate, clear passageway fore and aft on weather decks ( ) yes ( ) no ?

(2) Are ladders clear ( ) yes ( ) no ?

(3) Do members of the watch on deck have enough warm, dry foul weather clothing ( ) yes ( ) no ?

Gloves or mittens ( ) yes ( ) no ?

Headgear ( ) yes ( ) no ?

(4) Has emergency gear been checked and made ice-free?

(a) Lifeboats and davits ( ) yes ( ) no ?

(b) Fire extinguishers ready to use ( ) yes ( ) no ?

(c) Fire hoses, fire-axes, hose couplings, etc. ( ) yes ( ) no ?

(d) Are signal devices and alarm systems working ( ) yes ( ) no ?

An SIU Ship Is A Safe Ship



## YOUR DOLLAR'S WORTH

### Seafarer's Guide To Better Buying

By Sidney Margolius

#### Tips On February Buying

The financial news for your family is relatively good this month. Prices of many important foods have tumbled, especially meat, eggs, orange and other citrus juices, and coffee. Your eating bill can be the smallest in many months if you select those items—most abundant and less costly at this time.

Not that retail prices have fallen as much as farm prices. Dun & Bradstreet's wholesale food index actually is the lowest since 1949. Only part of the reduction is being passed on to consumers.

February is the month of furniture and rug sales. Furniture prices rose a bit last fall. But inventories of lumber and furniture are high, and comparatively good buys are available in this month's sales.

Other annual sales this month offering cut-price buying opportunities include curtains and drapes, dishes, housewares, hosiery and the final clearances of winter clothing. You'll also find cut-price sales on washers, driers, deep freezers and water heaters.

If the men or boys in your family need suits, it will be worth shopping the final clothing clearances. A suit will cost you as much as \$5 more by next fall. The price of raw wool already has gone up about ten percent this year.

Mills and manufacturers also are pushing up prices of cotton piece goods. Hence, most cotton garments are going to cost more this spring. Increases of as much as eight percent already have been reported for shirts, underwear and cotton dresses. Denim and twill work clothes and children's garments also are being pushed up.

Behind the price increases in piece goods are production curbs by the mills. They are limiting output of cotton and woolen goods. Even clothing manufacturers and retailers have expressed surprise at some of the recent increases, and are warning that speculators are accumulating goods and helping push up prices you will have to pay. Percales have gone up actually as much as 20 percent this winter, and cotton sateen almost 30 percent.

Here are tips on selecting values in the February home-furnishing sales:

**FURNITURE:** This year's style trends are good ones from the consumer point of view. The trends are to lightweight modern with slim, clean lines, and to early-American or colonial designs. More of the large manufacturers are producing slim modern and less of the bulky, gaudy "modern" that features huge, overstuffed chairs and sofas, and big cabinets

with fancy veneers. This kind of loud, heavy furniture is what the installment stores used to push at the older generation of working people. In fact, our parents, would tend to judge quality of furniture by hefting it. In the old days, some dealers even would hide lead weights in the furniture to make it seem heavier.

This year you can find more of the so-called "Danish modern" living-room sofas and chairs at moderate prices. This simple design is really one of the best styles to buy. Such chairs consist basically of loose back and seat cushion on a wood slat frame with exposed wood arms and legs.

Another good-looking, useful style that's gaining popularity is slat benches, available now for as little as \$10. These can be used with cushions as seating benches, or without cushions as coffee tables.

Foam rubber has done much to simplify furniture and bring down its price. Another good new space-saving idea is a bed-bench with a blanket chest underneath that pulls out. The mattress-cushion is foam rubber, and the chest can be used for storing playthings or clothing as well as blankets.

The availability of separate furniture legs in modern styling has made it easier to renovate furniture, or even put together your own coffee tables. Many department stores and upholstery shops now sell such furniture legs in wood or metal, and in straight or flared style.

**RUGS:** Prices of rugs advanced slightly last fall but are stable for the moment. Your best chance of finding reasonable value is to shop the February rug sales. If you're willing to settle for room-size rugs rather than wall-to-wall carpeting, you have a chance to find rug-size remainders of broadloom rolls at sharply-reduced prices.

Rugs are still best choice. You don't have to pay for wastage as in wall-to-wall carpeting; installation costs less; a rug can be turned to distribute wear; cleaning is more satisfactorily done at the plant than in the home.

A survey by the US Agriculture Marketing Service finds most homemakers by far still prefer wool rugs to nylon, cotton or rayon. The women said they liked wool best because of its greater durability, soil resistance and ease of cleaning. Nylon was voted second in preference for its durability and ease of cleaning, and because it's impervious to moths.

Sometimes costly fiber like wool or nylon is blended with rayon to bring down the price. Working families often buy a wool-rayon blend because of the lower cost. In general, rayon does not have the durability, resiliency or soil-resistance of wool or nylon. It's a dubious choice for rooms that get a lot of traffic. But a good wool-and-rayon may be as satisfactory as a lower-grade all-wool.

Compare quality of rug by observing the height and density of the pile, and closeness of the weave (look at the back), and the weight of the rug. Generally the heavier the rug feels, the more material it has.

#### Shy Little Girl



Cute and redheaded Denise sits on the lap of her dad, Seafarer Ray Miller, at SIU hall in New York. Denise was checking out the job situation because she may be a stewardess some day.

## Crash Skipper Beached By CG

Captain Frank S. Siwik, who was the skipper on the cruise ship Santa Rosa when she rammed the tanker Valchem last March, off New Jersey, has been beached for a year by the Coast Guard. The disciplinary action was taken following Coast Guard charges filed against him.

The collision occurred at 3 AM on March 26, when the Grace Line's Santa Rosa crashed into the Valchem, killing three Seafarers and an engineer. The Santa Rosa returned to port under her own power, with the Valchem's smoke-stack wedged on her forepeak, but the Valchem had to be towed back.

The ruling was handed down by Francis X. J. Coughlin, a civilian examiner appointed by the Coast Guard commandant, Vice Admiral A. C. Richmond. It charged Captain Siwik with: navigating at "immoderate speed" (21.5 knots) when vision was drastically reduced by fog and not stopping the Santa

Rosa's engines after hearing a fog horn, that of the Valchem, according to the examiner, "forward of the beam."

The courts have traditionally held that a "moderate" speed is one which will enable a ship to come to a dead stop within half the distance of the existing visibility.

The captains of the two vessels gave contradictory testimony but it was finally established that both ships were maintaining courses (the Santa Rosa sailing north and the Valchem south) which would have allowed them to pass each other safely had they not changed course.

Both ships were, at the time of the collision, commanded by the second mates, and both ships turned westward on their collision course, misinterpreting the other's intentions.

The second mates of the two vessels also face Coast Guard charges. The second mates are Walt Welles of the Santa Rosa and Clyde St. Clair Lupton, of the Valchem.

The Coast Guard recently halted Welles' trial when he refused to testify, saying that he couldn't legally be forced to testify against himself. The legal staff of the Coast Guard claimed that he was not involved in a criminal trial and rules of evidence as such do not hold; they contend the proceedings are simply a hearing, to gain information. The outcome of Welles' position is likely to have an important bearing on Coast Guard disciplinary procedures.

The Valchem skipper, Capt. Louis L. Murphy, was found innocent when he was tried by the Coast Guard on a negligence charge.

Since the accident Captain Siwik has been at the company's port captain's office.

## APL Buy Off? Eye Leilani As Seagoing School Ship

WASHINGTON—The SS Leilani, earlier sought by American President Lines for its trans-Pacific passenger service, may wind up elsewhere yet.

A bill introduced by Rep. Kasem of California proposes that the vessel be "borrowed" from the Maritime Administration and used as a floating university by a non-profit organization known as University of the Seven Seas. The group was formed by the Rotary Club of Whittier, Calif.

The measure states that the

Leilani, or another suitable vessel, be used for the purpose of furthering the exchange of cultural, technological, social, and economic knowledge for students of the United States and other nations.

It was explained that the vessel would house students, faculty and crew, calling at various ports of the world and exposing the students to a firsthand knowledge of learning.

Earlier, it was reported the arrangements were set for APL to purchase the vessel from the Maritime Administration for \$3.2 million. In addition, the line had planned an outlay of \$5.5 million for another complete remodeling job on the Leilani, half of which would probably have been paid by the MA as a construction subsidy.

## Kaiser Back In Shipyards

Edgar F. Kaiser, son of the famed wartime builder of the "60-day wonder" Liberty ships, has just bought control of a West Coast shipyard formerly operated by the National Steel and Shipbuilding Corp. at San Diego.

This marks the first time since the war that the Kaiser interests have returned to the shipbuilding industry in the US. During the war, Henry J. Kaiser astounded the nation in developing mass production techniques that eventually turned out a new ship every four days and a total of 1,500 vessels.

A new organization, the National Steel and Shipbuilding Company, has been organized with Kaiser as president and chairman of the board. It is owned jointly by the Henry J. Kaiser Co. of Oakland, Calif., and several other concerns. Kaiser said the new corporation will continue the activities of its predecessor in shipbuilding, steel fabrication, and aircraft and missile parts manufacture.

The Kaiser interests have maintained bulk shipping operations on the West Coast for many years, but the new venture marks the first return to shipbuilding here.

#### Type Minutes When Possible

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

LET 'EM KNOW!  
Write TO THE LOG

#### Another SIU Lifeboat Class



The latest SIU lifeboat class, under the direction of bosun Bill Doaks, includes (front, l.-r.): O. Frezza, John Beyer, William Kroll, Ken Turner, William Wood and William West. Back row: Bob Murphy, L. Boston, D. Land, Mike Hyde and A. Tom. A new class starts every other Friday.



# Europe In 36 Hours By Boat?



Artist's sketch of proposed Hydrofoil vessel that will skim the waves on moveable foils (similar to wateris) at speeds of between 60 and 80 knots per hour.

WASHINGTON—In an effort to achieve some kind of technological breakthrough that will enable American ships to compete successfully with foreign shipping, the Maritime Administration has just awarded a \$1.5 million contract to Dynamic Developments Inc., an affiliate of Grumman Aircraft,

## Another 30 Libertys On Scrap Heap

WASHINGTON—The Maritime Administration is inviting bids on 30 more Libertys to be pulled out of reserve fleet anchorages for scrapping.

As in previous scrap sales, Maritime says bids of less than \$70,000 per vessel will not be considered. The agency has attempted to dispose of some 200 war-built Libertys in this fashion for over a year, and has 800-900 more in various anchorages on all coasts. Sales have not been too brisk.

The vessels on the block this time are located in the Hudson River, James River (Va.), Wilmington (NC), Mobile, Beaumont (Texas), Suisan Bay (Calif.), Astoria (Ore.) and Olympia (Wash.) fleets. Bids will be opened February 12.

for the construction of an 80-ton hydrofoil ship.

The contract, part of a joint Government-industry financed project involving Grumman-Dynamic Developments, General Electric and others, was the logical conclusion of two years of hydrofoil design studies made by Grumman.

The finished vessel, which is expected to have a speed of 60-80 knots, will cost about \$5 million. If successful, the craft could make the run from New York to Bermuda in eight hours, estimated the project officer, William I. Niedermair.

The principle behind the hydrofoils is simple: if the forward motion of the ship is sufficient to lift its hull out of the water onto the hydrofoils, it can avoid the drag of the friction created by the contact of the hull with the water.

The hydrofoils, which will be attached to the hull, will be retractable. The hull of the vessel will incorporate some of the principles of design learned from designing supersonic aircraft. The power for the craft is to be supplied by an aircraft jet engine-gas turbine combination that will be

capable of supplying enough speed to enable the ship to lift onto the hydrofoils.

Research on hydrofoils is still in its infancy, but great things are expected of this new principle of maritime design. Hydrofoil vessels would be well suited to Great Lakes and coast shipping in runs such as the Seattle-Alaska and Miami-Puerto Rico.

If the principle is adaptable to ocean going vessels, it would have a considerable effect on the American maritime industry, and would give American shipping a considerable advantage over foreign competition.

A container-loading hydrofoil vessel could make a run across the Atlantic and back in five days. Seafarers would be getting payoffs every week or every few days, and the days of the "giant" payoff would be just a memory of the past, for many.

Of course the hydrofoils, if they do work, are years away. The experimental model being built won't be ready until June 1961 at the earliest, and it will probably be a long time before any large cargo vessels are built incorporating this principle.

## New Dutch Treat: Beer From Sea

In order to accommodate the growing number of people who like to eat unsalted pretzels, the Dutch have come out with a new twist: they're going to make beer out of distilled sea water . . . that way, the beer will make up for the salt missing on the pretzels. Clever those Dutch. Also when people ask you "What do you want, egg in your beer?" you'll be able to take a look and see if there are any fish eggs.

The Ainstel Brewery Company of Holland is going into partnership with 400 residents of the

Netherlands Antilles, islands formerly known as the Netherlands West Indies, in setting up a brewery at Curacao. Curacao is also the home of a very famous liquor called, strangely enough, "Curacao."

The brewery will produce beer using the same methods and ingredients of the famed Dutch beer, and will be run entirely by residents of the islands, with the exception of a Dutch brewmaster, assistant brewmaster and plant technician.

This brilliant new idea of tap-

## Jobs Boom N' Orleans

NEW ORLEANS—Shipping activity picked up considerably in the past two weeks after a very slow turnover in the previous period. Port Agent Lindsey Williams said the outlook for the coming two weeks is also good.

Williams reported that construction on the new hall was progressing satisfactorily. The foundation is presently being laid down and the work is moving along at a good pace.

The following ships paid off during the past shipping period: Del Mar (Miss.), Antinous and La Salle (Waterman).

Signed on: Del Mar, Del Santos, Del Mundo (Miss.) and Antinous (Waterman).

In transit were: Alcoa Roamer, Alcoa Cavalier, Alcoa Planter, Alcoa Pegasus, Alcoa Ranger, Alcoa Clipper (Alcoa); Seatrain Georgia (Seatrain); Del Santos, Del Mundo (Miss.); Lucile Bloomfield and Neva West (Bloomfield); Steel Executive, Steel Recorder (Isthmian); Gateway City, Raphael Semmes (Pan-Atlantic); Madaket, Monarch of the Seas, Antinous, Wild Ranger, Claibourne (Waterman); Fort Hoskins (Cities Service); Longview Victory (Victory Carr); Transeastern (Transeastern) and Kathryn (Bull).



ping sea water for beer making has, of course, tremendous implications for Seafarers. If distilling systems on shore can be used for making beer, certainly distilling systems on ships can be used, also.

With a bit of schooling and indoctrination, chief engineers will probably turn out a pretty-decent brew. The life of the old salt will be then much improved when he finds himself sailing in a "sea of Schlitz."

**MADAKET (Waterman), Dec. 18—**Chairman, Banings; Secretary, not given. \$2.60 in ship's fund. Agitator to be put in washing machine.

**VENORE (Marven), Dec. 20—**Chairman, D. Emerick; Secretary, M. Kleiber. All repairs have been turned in. One man missed the ship from Baltimore. No beefs. Discussion on rusty water. The tanks will be cleaned in shipyard.

**SWORD KNOT (Suwannee), Dec. 22—**Chairman, Basilio Maldonado; Secretary, Dimitri Goltseff. Captain will permit men to go home for Christmas, if men left aboard will do the work of the absent shipmate, they will get time off later. No OT except for regular holiday and weekend duties. Leo Bruce went home and Gerald Kropp served as temporary delegate.

**FAIRLAND (Pan Atlantic), Dec. 13—**Chairman, John Crews; Secretary, Orville Wahlin. Minor beefs taken care of. Water tanks to be fixed before leaving port. New pipes to be installed for toilets. \$32.51 in ship's fund. Motion to have Union representative contact all companies regarding living quarters aft to have lifeboats or rafts installed on those ships not having same.

**MONARCH OF THE SEAS (Waterman), Jan. 1—**Chairman, L. B. Moore; Secretary, L. W. Moore. James Edmunds elected ship's delegate. Discussion on safety committees. Chips to represent the crew.

**ELIZABETH (Bull), Jan. 3—**Chairman, G. Ortiz; Secretary, R. Hernandez. Got six replacements at Puerto Rico for the three departments. No beefs aboard ship.

**ANGELINA (Bull), Jan. 3—**Chairman, Curtis Nelson; Secretary, Walter Walsh. Nothing to report except have completed the voyage to Puerto Rico and will soon be back in the lay-up fleet.

**SS SANTORE (Marven), Dec. 20—**Chairman, R. F. Tyree; Secretary, W. B. Souder. Patrolman is asked to check slop chest cigarettes to see if they are fresh, and to see that medicine chest is adequately stocked. It was requested that steaks be served more often.

**JEAN BULL (Bull), Dec. 27—**Chairman, D. Dickson; Secretary, J. Slaven. J. Smith was elected ship's delegate. The fresh air vent screens and pressure on sanitary system will be discussed.

## Digest Of SIU Ship Meetings

cussed with the chief engineer. A vote of thanks for the steward dept.

**MORNING LIGHT (Waterman), Dec. 20—**Chairman, E. Bates; Secretary, John L. Munnerlynn. Everything running smoothly. Attention was called to the way members dress in mess room. Vote of thanks to steward dept. for a job well done.

**FAIRPORT (Waterman), Nov. 1—**Chairman, Kelly Slover; Secretary, E. M. Watts. Ship's delegate, Francis McCall, expressed his wish to be relieved from his post. John Castronevex was elected in his place. A discussion was held concerning the re-

pair work that was reported from last voyage but was not completed. Crewmembers agreed to run a pool in which one third of the collection would be placed in the ship's fund and two thirds of the money would be given to the winner of the pool. No beefs. Everything running smoothly. No disputed OT.

**SEATRAN SAVANNAH (Seatrain), Dec. 29—**Chairman, A. Arnold; Secretary, J. B. Elliott. Salvadore Zambrath was buried at sea on December 19, 1959. Ship's fund \$17.85.

**WACOSTA (Waterman), Dec. 12—**Chairman, Joe Blanchard; Secretary, James Purcell. Ship's delegate, Joseph D. Blanchard, reported no major beefs, except for a few hours' disputed OT. Ship needs to be fumigated.

**BEATRICE (Bull), Dec. 27—**Chairman, A. Campbell; Secretary, M. Figueroa. Donation made to Seaman's Friend Library Association. It was requested that the patrolman check on duties of the engine utility. The crew requests that A&G Food Plan representatives check the quality of the ship's stores. The crew would like to have a 14-day bread supply put aboard.

**DENTON (North Atlantic), Dec. 17—**Chairman, Joseph Novosel; Secretary, Raymond Ruppert. Everything going smoothly and no beefs. E. C. Palmer had to leave ship to get hospitalized.

**ALCOA PATRIOT (Alcoa), Dec. 12—**Chairman, Eli Hanover; Secretary, Thomas Hoar. A new ship's delegate will be elected. \$8.15 in ship's fund. Money to be donated next trip for movies. The crew is planning on purchasing a TV set. A motion was made to bring no strangers aboard ship, as certain personal items have been missing.

**ROSE KNOT (Suwannee), Dec. 22—**Chairman, E. L. Morris; Secretary, B.

C. D'Ornellas. Nothing left in ship's fund. Money was spent to visit crewmember in hospital and on beverages for Christmas. Motion was made to contact headquarters and suggest that Suwannee employees employed on missile ships down range be given 50 percent bonus same as FAA and RCA employees. This issue being shelved until next ship's meeting.

**STEEL CHEMIST (Isthmian), Dec. 19—**Chairman, V. Porter; Secretary, L. Walker. Delayed sailings disputed. Had a few hours disputed OT. One man logged. Lockers for electricians and bedsprings and mattresses to be ordered.

**EDITH (Bull), Dec. 20—**Chairman, G. Matzimas; Secretary, W. F. Barta. Gear shipped to man who missed ship in Galveston. \$12.96 in ship's fund.

**CANTIGNY (Cities Service), Dec. 18—**Chairman, M. C. Cooper; Secretary, Clyde Kreiss. Everything ship-shape with the exception of some disputed OT in black gang. Want Steward to teach new messman how to serve meals properly. Contact Union hall and have ship's library sent to ship. Vote of thanks to galley crew.

**BETHTEX (Ore), Dec. 20—**Chairman, Ralph Stahl; Secretary, Fennick Sawyer. Draws will be given in every port before 4PM day before arrival, if possible. Suggestion made to always bring back coffee cups to crews night pantry after using. Steward department to take care of laundry. Wiper and ordinary on sanitary to alternate taking care of recreation hall.

**MARORE (Marven), Dec. 11—**Chairman, M. McCoskey; Secretary, R. Glaze. Pool to be held and half to go to the purchase of washing machine timer. Request sufficient napkins for trip.

**HELEN (Cargo & Tankship), Dec. 30—**Chairman, Not given; Secretary,

Albert G. Espenada. Everything running smoothly since leaving New Orleans. Ship's delegate will notify the agent upon arrival in Tacoma regarding putting enough food supply, also chinaware, coats and linen. \$11.50 in ship's fund.

**SUZANNE (Bull), Dec. 31—**Chairman, Burino; Secretary, L. Hope. Only beef is complaint about food. \$15.50 in ship's fund. Request patrolman meet the ship in New Orleans.

**STEEL ARTISAN (Isthmian), Dec. 17—**Chairman, Robert Rivera; Secretary, Richard Peterson. Gonzales elected new ship's delegate. Foc'sles to be painted. \$24.34 in ship's fund.

**ALCOA PEGASUS (Alcoa), Dec. 19—**Chairman, C. Muscarella; Secretary, L. Phillips. OT dispute to be referred to patrolman on payoff. No beefs. Motion to write letter to headquarters explaining men missing ship in Okinawa was that the ship sailed five hours before sailing time due to Army's orders of pending typhoon.

**ALCOA PEGASUS (Alcoa), Dec. 27—**Chairman, James V. Nelson; Secretary, Union H. Sanders, Jr. Milk beef. No milk bought in Far East as per Union agreement. Ship to be fumigated for cockroaches.

**THETIS (Rye Marine), Dec. 24—**Chairman, S. Krawczynski; Secretary, F. T. Di Carlo. Crew to try to come out a little faster on fire and boat drill. Crew would like doors to engine room closed when not in use on crew's deck. Vote of thanks to the steward dept. for a job well done.

**ALCOA POLARIS (Alcoa), Jan. 1—**Chairman, E. B. Butler; Secretary, J. Bowden. \$14.00 in ship's fund. It was suggested that each man donate \$1 to ship's treasurer for future use. Cooperation is asked in keeping the pantry clean. Election held for ship's delegate and ship's treasurer. Some disputed OT.





# THE RUNAWAY AMERICAN

American ship operators, who have been utilizing Liberia and other foreign registries to escape US wage scales and taxes, are getting plenty of shoreside company. Large numbers of American industrial concerns are engaged in a rush to build facilities overseas for the same reasons.

Of course there are major differences between this kind of runaway operation and that of the ship operators. For one thing, the runaway shoreside company actually builds a plant and employs people in the country of registry. The runaway shipowner who registers his ship under the Liberian flag never sees hide nor hair of Liberia, nor does he employ any Liberians. And in some instances, the plant construction overseas is justified on the grounds that it enables American business to compete in foreign markets.

What gives this movement a runaway

directly to the American market. As such it is an effort to bypass payment of American wages, taxes and other regulation, while selling to the American consumer.

In this category, for example, are the American tuna fish processors, who set up business in American Samoa, paying



wages in the vicinity of 35 to 40 cents an hour to escape union contracts and conditions in California, where SIU Fish and Cannery Unions have long-established contract set-ups.

The newest rush to build plants overseas smacks more of the Samoa-type of operation than merely exploiting new markets in Europe. As the "Wall Street Journal" put it on December 16, "the six Common Market nations are in a competitive scramble — each trying to outbid the other in offering Yanks a sweet deal. The upshot: A US firm which shops around can find itself set up in business at astoundingly low cost." Some of the favors include free land, free buildings, tax reductions or tax elimination, Government-subsidized loans and, finally, direct tax favors and kickbacks

to American business executives. These concessions, incidentally, are over and above those given to native business, and cannot normally be expected to make Americans over-popular.

In some respects, these European concessions resemble the type of offering put out by many towns and districts in rural areas of the US seeking to attract business. While this has created a serious problem for unions in some industries, these unions could follow the runaway to his new location and attempt to organize him there. And, of course, the runaway still paid the same Federal taxes and was subject to the same Federal wage and hour laws no matter where he located in the continental US. The beauty of the foreign location, from the businessman's viewpoint, is that it puts American business out of the reach of Federal regulation.



The trend is causing uneasy stirrings among shoreside unions whose members find their jobs being exported, and products with American labels being imported to displace the equipment they turn out. American seamen have a stake in these developments as well, because any trend which would tend to diminish domestic business and production is sure

to have an impact on American-flag shipping.

Oddly-enough, the same American industries which are cashing in on special deals overseas are asking the US Treasury to support legislation which would give them special tax treatment at home for entering into overseas investments.

Here are a few concrete examples of the special treatment American companies have received at overseas locations:

- Luxembourg, a tiny country between France and Germany, offered one company, North American Van Lines, a 25 percent cut in tax rates, from 40 percent to 15 percent. Other companies get free railroad sidings, free power and water hookups, free buildings, which are rented very cheaply on long-term lease and then turned over without further payment, and free land, ordinarily costing around \$4,000 an acre.

- In Belgium, Outboard Marine, which manufactures outboard motors, got over half-a-million in loans at special low interest rates, and reduced property taxes. It is negotiating for another Government loan on which it will pay as little as one percent.

- Another Belgian ruling gives special personal income tax cuts to American executives. Under this arrangement, half of their salaries will be tax free. Further in the tax arena, the Belgians allow American corporations to deduct one year's taxes from next year's payments. Companies taking advantage of tax and loan deals include Standard Oil of Indiana.



- In France, Americans are offered long-term loans, up to 20 years, at low interest. The longest-term loans in France are normally seven to eight years. American companies get real estate tax exemptions, land sites at cut prices and special rebates and other benefits if they export their product to the United States.

- The Netherlands gives up to 50 percent off on land, normally worth up to \$13,000 an acre, fast tax write-offs which reduce taxes tremendously, cheap loans and construction subsidies on factories. As a result, the Institute for Dutch-American Industrial Cooperation, a government-sponsored agency, claims it has gotten 105 American companies to settle there and is contacting 160 others.

- Southern Italy is the best yet for "fabulous financing," the newspaper says. A government development corporation grants credits of up to 80 percent of the cost of starting a business, gives the remaining 20 percent as a gift, supplies working capital and does not require any interest payments on the loans for three years. The entire package comes with a ten-year tax exemption.

These are some of the basic provisions offered to American firms, but actually, they are just the beginning, because American businessmen have recognized that they can negotiate special concessions over and beyond the regular ones. Among the special concessions that have been granted are secret income tax rebates for American executives and additional business tax cuts beyond these offered originally.

Actually, all these subsidies are ruled out under the terms of the Common Market treaty. But one section of the treaty allows aid to "depressed and backward" areas. For purposes of luring American business abroad some of the best pastureland in Europe has suddenly become "depressed."

Right now, with major US mass production industries booming, the situation has not yet become critical in terms of employment for American workers, but this trend is already having severe effects in some industries and could become a massive problem for US unions.



tinge is the construction of plants by Americans in low-tax or tax-free havens, plus other special concessions, for sales



# SIU Safety Plan Urges Check On Frost Hazards

A comprehensive guide on "Ice And Cold Weather Protection" for distribution to all SIU vessels has been forwarded to all companies by the Safety Department of the Seafarers Welfare Plan. The material is designed for discussion at ship safety meetings during February.

The four-part package contains general discussion material on safety precautions during frosty weather, suggestions for lookouts, specific medical information on treating bodily injuries due to cold and a 15-item checklist for safety inspection purposes. The complete guide is part of an expanded safety education program planned under the joint SIU-Industry Safety Program.

In dealing with the general subject, the Safety Department notes the following:

"Slips and falls are the commonest accidents aboard ship all year round. When frost and ice are added to the usual hazards, special care must be taken in weather spaces... Attention must be given to wearing proper clothing (too much clothing is not good either—Ed.) and to caring for all exposed gear and equipment. Emergency gear must be inspected to assure it is accessible and in operating condition on short notice at all times."

The safety bulletin pinpoints a number of shipboard areas where specific attention must be given whenever a vessel hits cold weather and ices up. This applies to such routine items as a clear pathway to accommodate fore and

aft traffic around the deck, keeping ladders and gangways ice-free and checking deck lashings and rigging. "Ice and snow can excessively wear or snap manilla or wire rope. These should be inspected for possible weaknesses," the Safety Department points out.

All types of electrical equipment and such items as iced-over lights, safety markings, etc., are necessary checkpoints to avoid hazardous conditions, it adds.

Copies of the complete guide on "Ice And Cold Weather Protection" are available from the Safety Department, Seafarers Welfare Plan, 11 Broadway, New York 4, NY.



Chief Steward Samuel Doyle strikes a serious pose while admiring his highly prized African carvings. From left are exact replicas of the Zulu artist who did the work, plus his father, grandfather and (partially shown) his wife.

## SIU Gets Art Collector There

Being a seafaring man has helped Sam Doyle in his favorite hobby: art collecting.

Doyle, a chief steward with the SIU since 1944, admits he's not an expert in this field of endeavor, but he does have a deep interest in works of art—especially sculptures, carvings and paintings, in that order.

During the last five years he has accumulated four teak-wood carvings from Bali, an island off Indonesia; a copy of a painting entitled "African Woman," from Capetown, South Africa; and his most prized possessions: four black clay sculptures of Zulu tribesmen who live in the "Valley of a Thousand Hills," about 125 miles from Durban, South Africa.

The sculptures are a story in themselves. The people who modeled for them are still alive, one of them claiming to be 114 years of age. All are members of a family called "NCANANA" (pronounced AH-NON-AH). This name was adopted by the youngest of the family, Joseph, who speaks English. This, he noted, was for the sake of simplicity, because the actual family name is literally un-translatable and un-pronounceable, too.

Doyle met Joseph Ncanana in Durban in 1955. Doyle's ship had stopped there for several days to offload cargo. Ncanana invited him to meet his family. Doyle accepted and they journeyed to the village.

He was introduced there to Ncanana's father, 55; his grandfather, 79, and his great-grandfather, who is 114 and chief of the Zulu tribe in the area.

During the course of the visit, Joseph showed Doyle four black clay carvings which bore perfect resemblance to the other members of the family. These, he related, were turned out by his father. The two largest of the collection were about 12 inches tall, and were amazing likenesses of Joseph's father and mother. The other two, slightly smaller, were reproductions of the artist's father and the elder of the tribe.

Doyle has since re-visited the family, and has been corresponding with young Ncanana. Through the years, he acquired all four of the clay carvings—two of which were given to him as gifts. At present,

Doyle has learned through Ncanana, there are two more renderings ready to be picked up by the Seafarer on his next trip—one of himself and one of his wife. The sculptor has been working from a close-up portrait of Mr. & Mrs. Doyle taken especially for the

occasion. Usually, it takes the artist two to three weeks to complete a figure.

(Ed. Note: Two days before the LOG went to press, Doyle shipped on a vessel headed for Durban. At the moment, he is on his way.)

## SIU BLOOD BANK HONOR ROLL



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

Anestis, Nicholas  
Rivas, Joseph J.  
Gradick, William H.  
McKenna, Michael F.  
Hannon, George A.  
Greco, Frank J.  
Simonelli, John F.  
Hanback, Burt T.  
Campbell, Angus G.  
Ward, Jerry R.  
Skipper, James E.  
Kirkwood, Hobart  
Altschul, Leo  
Friend, Allen J.  
Murphy, William C.  
Pressly, Donald J.  
Angelopoulos, Nicholas E.  
Binemanis, Kurtis K.  
Beroud, Roger  
Landry, Joseph R. R.  
Ojeda, Ramon  
Mitchell, John A.  
Pineyro, Claudio A.  
DeBoissiere, Rudy  
Piper, Donald A.  
Kallsch, Adolph F.  
Leone, Nicholas  
Kent, Elmer  
Cook, John J.  
Giacobbe, Philip  
Koch, Jay W.  
Wakliss, David Lee  
Naughton, John J.

Kreiss, Clyde A.  
Tallini, Richard W.  
Fahrenkopf, John F.  
Schneider, James R.  
Dykes, Albert W.  
MacDonald, Robert  
Wescott, Joseph  
Crew, William H.  
Ackerman, Arnold  
Howell, John J.  
Badyk, Joseph  
Drew, William  
Edwards, Lawrence  
Kilgour, John G.  
Chapman, Lawrence H.  
Daniszewski, Walter W.  
Eaton, Robert A.  
Gardier, Louis  
Lelinski, Julian T.  
Maley, Thomas J.  
Sankovitch, Arthur C.  
Lopez, Jose C.  
Hall, Roger L.  
Magoulas, Constantine  
Norris, Sterling D.  
Chmiel, Thomas T.  
Simpson, Richard H.  
Sarchio, Peter  
Quinn, Peter C.  
Williams, George B.  
McHale, John J.  
Zentowski, Edwin F.  
Andrews, Josiah H.

### Shorthanded?

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

KYSKA (Waterman), Nov. 15—Chairman, K. Blackstone; Secretary, F. Airey. One man injured leg on catwalk—hospitalized. One OS missed ship in SF. Will have arrival post and take 20 percent out for ship's fund. Keys made for bathrooms and showers—same to be kept locked in Korea and jury bathroom to be made for Koreans. To order parts for automatic control on heating system in crews quarters.

RAPHAEL SEMMES (Pan-Atlantic), Jan. 17—Chairman, W. Blakeslee; Secretary, John Roux. Most repairs taken care of. New list turned in. Two men missed ship in New Orleans. One man missed ship in Newark. New ship's delegate elected. Vote of thanks to steward department for fine Christmas

## Digest Of SIU Ship Meetings

dinner. Suggestion made to have a clothes dryer placed aboard ship. There is lack of space for drying clothing.

ORION COMET (Orion), Nov. 21—Chairman, C. Just; Secretary, R. Byrd. No beefs. Skipper to be very strict with draws. Repairs to be made. Discussion on movies—decided against by vote; discussion on old canned milk; ship's fund—each man to donate 50 cents toward fund.

PENN SHIPPER (Penn), Nov. 11—Chairman, R. Collier; Secretary, M. Wiley. Clarification on deck delegate. No hot water at Poland; shore leave restriction at Freeport, Bahamas Islands, Kiel Canal, Germany. One man hospitalized at Kiel. Approx. 50 hours OT disputed. One man ill in forecabin. New delegate elected. Vote of thanks to retiring delegate. Suggestion to move ice box in messhall a few inches from bulkhead. To be repaired. Each man to donate 25 cents to ship's fund.

STEEL VOYAGER (Isthmian), Nov. 15—Chairman, S. Fullford; Secretary, F. Delapenha. Man failed to join ship in Balt.—rejoined in NY. Repair lists and draw for Canada and NY turned in. Minor beefs to be turned over to patrolman. 105 hours disputed. Ship's fund \$12.18. Motion made that "B" and "C" men have 90 days instead of 60 in order to collect vacation while waiting for another ship. Something should be done about gangway facilities in Beaumont, Tex., while crane loading heavy loads. Suggest portable gangway to be used fore or aft while crane in operation.

MAIDEN CREEK (Waterman), Nov. 27—Chairman, J. Dunn; Secretary, J. Belliday. Everything running smoothly. Ship's fund \$17.47. New delegate elected. Suggestion that all Koreans be kept out of pantry, messhalls and passageways.

ORION STAR (Orion), Nov. 22—Chairman, B. Granberg; Secretary, A. Arellano. Ship's fund \$30.75. One man missed ship in Okinawa, rejoined in Okinawa. Some disputed OT. New treasurer elected. Crew urged to take problems to delegates. Laundry to be kept clean. Vote of thanks to steward dept. for fine food.

WESTPORT (Maritime), Nov. 28—Chairman, A. Noah; Secretary, A. Neah. Delegate hospitalized in Suez. Wire to be sent to Union re: Bryant hospitalized in Suez and Skags repatriated from Aden. Vote of thanks to crew who composed wires to SIU. Sen. Johnson for action in getting out of predicament in Suez.

STEEL EXECUTIVE (Isthmian) Dec. 8—Chairman, Robert Air; Secretary, Alexander D. Bodie. Crew urged not to leave cups out on deck and to keep messhall clean at night. Also to stop noise in passageway. New washing machine needed. Coffee urn is not kept clean. Doctor should be at sign-on so that the men getting off can have shots.

ATLAS (Cargo & Tankship) Dec. 9—Chairman, B. C. Slaid; Secretary, S. M. Simos. A movie fund is being run on the ship and cash on hand is \$269.36 as of December 1. Beef regarding men who joined ship on west coast to get transportation will be brought to the attention of patrolmen at payoff. Had a few hours disputed OT. Request gas-free lights aboard ship. Washing machine to be fixed before the vessel sails again. Request buzzer in the messhall or passageway so that the standby watch on deck can hear it. Brother Harry Rast elected ship's delegate.

STEEL NAVIGATOR (Isthmian) Dec. 10—Chairman, H. Rosencrans; Secretary, J. Syme. Icebox was not repaired, the washing machine timer was not supplied and deck shower was not repaired. One man missed ship in Djibouti. Captain requests that all crewmembers be sure to declare all cigarettes as he will not be responsible for fine if undeclared cigarettes are found in anyone's possession or hidden in lockers.

## Among Our Affiliates

Voting ends tomorrow (January 30) in the annual Sailors Union of the Pacific election for official and trustee positions. Latest reports at presstime indicate nearly 3,000 ballots have been cast since the start of voting. Results will be announced in the next LOG. Seventeen union posts and five trustee positions are being filled.

The SIU, Canadian District, has opened a new hiring hall at Owen Sound, Ontario. The new hall will have as its agent Alec Paton, switched from his duties as patrolman in Thorold, Ontario. The new facilities are part of a program to broaden waterfront coverage in the Georgian Bay area. An SIU representative will also be assigned later to nearby Midland for the Spring fitout.

Wives and children of members of the Marine Cooks & Stewards in the Honolulu area now are eligible for the service medical plan to be provided by the Kaiser Foundation Hospital under the terms of a new contract. Previously, the direct payment plan was in effect but now members may take their choice between the two.

Contract details for an agreement between the SIU Great Lakes District and the Reiss Steamship Company are in the process of being worked out at meetings in Detroit. The 12-ship Reiss fleet voted for SIU representation in an election held at the wind-up of the Lakes shipping season last year.



'Sold!'



## Phila. Hails Assist For Greek Crew

PHILADELPHIA — The membership here learned first-hand about the miserable conditions aboard the SS Madison Bell, the Greek-manned Liberian runaway that was picketed by the International Maritime Workers Union in this port.

Port Agent Steve Cardullo gave full details of the beef, in which the IMWU is attempting to assist the crew in obtaining decent conditions and benefits. A number of Seafarers visited the picketing site on the waterfront to show their support of the exploited Greek sailors.

As of the moment, Cardullo reported, no specific date has been set for the opening of the new hiring hall. Once something definite is known, it will be announced.

Shipping has been on the slow side here, but a change is in sight during the coming period. Three ships paid off during the last two weeks: Bents Fort and Fort Hoskins (Cities Service) and Mae (Bull). The Bents Fort signed on.

In transit: Steel Recorder (Isthmian); Texmar, Portmar (Calmar); Jean, Emilia (Bull); Jean Lafitte (Waterman); Petrochem (Valentine) and Santore (Marven).



The decision by the United States Navy to knuckle under to the demands of the United Arab Republic, virtually forcing American shipowners to forego any business with Israel, affects every seaman and every American. It also has implications on the traditionally-held American concept of unlimited, free access to the waterways of the world for all.

It's a strange turn of events when the Navy and its agency, the Military Sea Transportation Service, acts as the "enforcer" for an Arab boycott by imposing contracts on American shipowners barring all trade with Israel. Already blacklisted by the Arabs, US vessels that traded with Israel in the past are now blacklisted by the US Navy as well. The fact that this has been going on covertly for two years on purchases of US Government cargoes makes it all the more fantastic. Our Navy has become the police arm of a foreign state. This policy also strengthens the position of runaway operators, already unfairly competing with US business and workers on many fronts.

Beyond these immediate repercussions involving dollars and cents and many livelihoods, there is the matter of America compromising her long-held position with respect to freedom of the seas. One such compromise inevitably leads to others.

One thing is certainly clear: The United States can't stand on both sides of the fence at once. We must make a choice and insist on a righteous solution to the Suez mix-up and the Arab-Israeli differences. Foremost, however, is the need to immediately dispense of the notion that American merchant ships and seamen can be the pawns in a foreign dispute—with the advice and consent of the American Government.

## The Mask Is Off

At long last the mask of respectability which runaway operators of all kinds have been using is being torn away. They are now being exposed in their true light, largely by the labor movement. In the shipping field, where the problem has long been felt, concrete steps are being taken on various fronts.

In other industries, unions and legitimate American businessmen together are acting to meet the threat of substandard competition by greedy profiteers. The simple fact that "runaway" has become a synonym for something rotten and tarnished—not only on these pages but everywhere now—is a big step in the right direction.

## US Promises Close Look On Big Biz Tax Returns

For the benefit of those who might be deducting as business expense such little trinkets as European trips by first class ship or plane, "business" cruises to Jamaica and San Juan on ultra-sleek yachts; trips to Hot Springs or an exclusive hunting lodge, beware: Uncle Sam is furious because he's losing some \$700 million a year on \$1.5 billion dollars of expense-account money illegally written off as legitimate expenses.

He—in the form of the Internal Revenue Service—figures a lot of people are hiding taxable income by writing off almost anything as a business expense. The IRS, on the other hand, states it has no quarrel whatsoever with expenses honestly-incurred in the pursuit of business.

So, starting in 1960 when business firms and corporations file their return for the year, they're going to have to provide records and more records: names of guests at parties for which expenses are claimed as business deductions; details on credit card spending for everything from furs to gourmet's delight dinners, hunting lodges maintained by some corporations to entertain "business clients"—and many more. All of these will be thoroughly checked, says the Internal Revenue, which has the authority to dispute questionable deductions. Payment must be rendered on the portion the Service disallows.

Tax authorities will expect the following records on the monies claimed as business expenses:

- Who you entertained.
- Why this is a legitimate business expense.
- When you spent the money.
- Where you spent it and on what.
- How much you spent.

The IRS also expects you to be prepared to explain any unusual expenditure, and to have receipts for large outlays of money.

These rules, notes the Government, apply to employer and employee as well.

Here are a few recent rulings in-

volving tax questions as settled either by the Internal Revenue Service or the Tax Courts:

A public relations exec deducted the price of a mink coat for his wife, claiming she needed to look her best while entertaining customers. The deduction was disallowed.

A tavern owner gave a Christmas party for some neighborhood children, deducting the cost on the grounds that this was building goodwill with their parents. The Tax Court agreed, allowing the deduction.

A businessman joined a country club, claiming the dues as a business expense. He was overruled by the Tax Court when it was discovered that the club was also used for his wife's entertainment.

## House Group Raps MSTs Censorship

WASHINGTON — The MSTs is in hot water with the House Committee on Government Operations because the Navy agency failed to provide the Government Accounting Office with a detailed report requested on MSTs procurement data.

Although no part of the document was classified or even tabbed "for official use," the Navy contends it had the right under an "executive privilege" to refuse the information to the Accounting Office.

The committee feels the refusal is a "clear violation" of Section 313 of the Budget and Accounting Act, and has challenged the MSTs action.

The Navy gave up the document when it was first requested by the legislators, but carefully edited out or censored parts of it before turning it over. The lawmakers, noticing these omissions, again asked for the entire presentation. They again got a watered-down Navy version.

A committee statement asserted the belief that "there is no foundation whatever for the... (withholding) of information from the Congress or its agency, the General Accounting Office."

US Rep. Hoffman of Michigan, in a statement concurred in by four of his colleagues, agreed with the committee that its request for information should be granted.

He recommended that the committee investigate, hold hearings and "come to grips with the issue through judicial proceedings."

## 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.

## NY Outlook Better Soon

NEW YORK — Shipping during the period was slow, but there are expectations that things will pick up during the coming two weeks, reports Bill Hall, port agent. A total of 190 men were shipped.

Hall noted that there were very few beefs during the period, and expressed thanks to the delegates for bringing in clean ships. He also called attention to the absence of wipers at lifeboat and upgrading schools, and urged their attendance at same.

The thirteen ships paying off were: Elizabeth, Frances, Beatrice (Bull); Seatrain New Jersey (Seatrain); Denton (Denton); Azalea City (Pan-Atlantic); Erna Elizabeth (Albatross Tankers); Jean Lafitte (Waterman); Alcoa Polaris, Alcoa Patriot (Alcoa); Royal Oak (Cities Service); Transeastern (Transeastern); and Atlas (Tankers & Tramps).

Two ships signed on: Robin Gray (Robin) and Hurricane (Waterman).

In transit: Jean (Bull); Hastings (Waterman); Seatrain Louisiana, Seatrain Savannah, Seatrain Texas, Seatrain Georgia (Seatrain); Gateway City, Bienville, Fairland, Raphael, Semmes (Pan-Atlantic); Alcoa Puritan (Alcoa); Steel Vendor (Isthmian) and Longview Victory (Victory).



## SEAFARERS IN DRYDOCK



In the Houston area Brothers Charles Ries Jr., Jose Valenzuela and William C. Brown are laid up at the USPHS, reports Port Agent Robert Matthews.

Brother Ries had a gall bladder operation and should be well and out of the hospital shortly. Brother Valenzuela is being treated for leg and arm fractures suffered in a fall from the gangway aboard the SS Yaka recently. He will probably be confined to the hospital for another month or so. A lung operation put Brother Brown in the



Parker



Lefco



Brown



Valenzuela

hospital and though he is making rapid progress, he will probably be confined for some time yet.

In the New York area, Brothers Francis J. McGarry, John J. Lefco and James D. Parker are currently at the Staten Island USPHS. Brother McGarry, who last sailed as a deck maintenance man on the Ocean Evelyn, is confined with a fracture of the wrist, but expects to be released shortly.

Brother Lefco, a bosun who was last on the Dorothy, will be in the hospital for another few weeks due to an operation on varicose veins. Brother Parker, whose last job was a fireman on the Hurricane, fractured his jaw when he slipped and fell down the stairs at the Prospect Ave. BMT subway station near the Union hall. Seafarers on the beach or on shore leave are reminded to visit or drop a letter to their buddies in the hospitals. It always helps to have a friend come in to cheer you up when you're stuck in a hospital room for any length of time.

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Herbert Kennedy, Billy Ward  
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Roderick Brooks, Richard Pardo  
John Brooks, Louis Peed  
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Wong Chin, Andres Maldonado  
Joaquin Cortez, Ernest Manley  
Victor Doca, Jose Moro  
George Doherty, James Parker  
William Drew, Carl Pietrantoni  
James Elwell, Philip Pron  
Artemio Fernandez, Jose Ricamonte  
Augustus Francis, Thomas Shea  
Michael Gottschalk, Victor Solano  
Robert Gresham, Virgil Swanson  
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## New Vacation Rules Asked

To the Editor:

I am one of the members who believes the Vacation Plan should be increased and changed so that it really means "vacation."

One member mentioned \$600 which is a month's pay to the average seaman. Of course there are exceptions... there are men who make more and

## 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.

others who make less—but \$600 is a good average.

I believe the agreement should read a man on a ship one year should have his choice: either get off the ship and collect his vacation pay, or if he wants to stay on over the year's time, to forfeit the money due him.

I do not believe a man should collect vacation pay without taking the vacation. If he stays on the ship over a year, why should he get vacation pay for the year?

Let's hear from more brothers on this subject.

The only way we can get anything changed is to write in, not by the ones and twos but by the hundreds; so send in your opinion on this subject. Don't just talk about it in your foc-sles.

John Cadigan

## Protests Closing USPHS Hospital

To the Editor:

I called yesterday to give information I had regarding the closing of this hospital (Manhattan Beach) on June 15, 1960. It was quite a shock to most of the patients and the staff that currently takes such good care of us.

The doctors and nurses certainly take care of our needs, and we wouldn't get this if transferred to another hospital.

Patients who have this terrible disease for fifteen years complain that TB patients are greatly resented in hospitals even though it's not our fault that we have TB. Most hospitals keep TB patients segregated and won't allow them to leave their section of the hospital. The sad part of this is it can go on for years.

As far as my personal case is concerned it doesn't matter since I am 66 years old and time is running out. But we have young boys here and crippled old men with many illnesses besides TB.

It's shameful to transfer these patients half way across the country just because the Government can't "afford" to pay the gas and light bill.

William Kenny

## Seafarer Thanks Skipper, Officers

To the Editor:

I'd like to give a vote of thanks to Captain Withmire of the Beauregard, (Pan Atlantic), and his officers. Thanks again for my only and first Christmas gift in 36.

Larry Schroeder

## Pandora Has A Happy Christmas

To the Editor:

We spent a very good Christmas day on board the Pandora—A first class dinner was served us by the steward department, and both mess rooms were decorated with trees and the works. We were visited by the captain and his wife, and were served beer and whiskey. We had a good time.

Aside from this, everything so far is fine. I hope to be back in the states by the middle of February.

John Jelletto

## Thanks SIU For Help

To the Editor:

I am enclosing a picture of my husband, the late Leo A. Freundlich, who passed away here in Seattle, August 12, 1959, at the US Public Health Hospital of a heart attack. He was 46 years old.

I didn't know about sending this until one of his friends advised me. I would appreciate your sending me a copy of the issue in which it appears.

Leo was a member of the SIU since 1945 and worked in the engine room when he shipped out.

I also wish to thank the Union for being so kind and helpful during this bereavement. Leo was a 100 percent Union man, and I admired him so much for this.

Ann M. Freundlich

## 3-Man Galley Wins Praise

To the Editor:

It is with pride and appreciation that we, the crew of the SS Eagle Traveler, take this opportunity to express our thanks to Tom Bolton, who is our steward and chief cook, and his two working partners, James Gross, 2nd cook and baker, and Emil Gomez, 3rd cook, for the wonderful Christmas dinner they cooked and served us.

Our steward's department is four men short, and both the third cook and baker have been raised from messmen to their present ratings. Therefore quite understandably, we all expected to sit down to a somewhat meager Christmas dinner. But to our delight and surprise, these men, after working all night and day, presented us with a dinner that would have been the envy of any steward and chef.

Our menu followed that of the central cafeteria in New York headquarters, but even then I think we had the edge on you because an unlimited amount of beer was served all hands, along with several different kinds of meats, vegetables, two soups, two cocktails and numerous pastries and candies.

It was amazing that a galley force of only three men could have prepared so well, so much food in such a short time. Therefore we sincerely thank them for a job exceptionally well done and commend them to the rest of the membership for being good cooks and good shipmates.

Crew, SS Eagle Traveler

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

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# Life On A Very Slow Boat To Haifa

## Many Chiefs, Few Braves on Bosun - Plagued Santa Venetia

(This article was submitted to the LOG by Seafarer James Purcell.)

There is a famous song about a so-called "Slow Boat to China." Well the guy who wrote that song must have sailed on this rust bucket because that's just what she is . . . rust, rust and more rust. The boys have been swinging sledge hammers for 30 days and have not made a dent in the rust, but they sure have accomplished one thing . . .

They have broken every light bulb and fixture on the ship that is within thirty feet of where they are working. We started from New York and it took us 12 days to get to Galveston and another 30 days to get

here at Haifa and never a dull moment, for we have three bosuns on this ship and the gang never knows now whether they're coming or going.

The mate gives one order, the bosun another, and finally the skipper, who is affectionately known as "Country Store" Brown, because of his outside interests in Connecticut, gives a third. He owns a liquor store, an antique store, a slop chest and currently is trying to peddle radios, which he is promoting here in Israel.

But with all the confusion, there is a brighter side to things. We have one of the finest steward departments ever assembled in the SIU, bar none.

They are: Ralph R. Maldonado, chief steward; Enoch "Buster" Collins, chief cook; Charles N. Stephens, night cook and baker; and Ruppert E. Jackson, third cook.

Our Christmas menu was really great and the smiles on our faces after the Christmas dinner showed that these boys know how to keep a crew happy. Everyone on this ship is gaining weight and waistlines are expanding. The food committee would do well to gather some of our steward's menus as reference for other ships that have food complaints. It is not unusual to have three entrees on our daily menus and not a damn thing

wasted, as he personally supervises the cooking and serving of each item.

We are glad she's a "feeder," because otherwise it would sure be a miserable ship with everyone wanting to be a "bosun," and work being duplicated at every turn. "Bring this forward" we are told one hour, and "bring it back aft" the next . . . reminds of the WPA during the depression.

For some reason we have been having "salt-water coffee." It appears that every other day someone messes up the evaporator primer and bingo a tank of water is salted up. We sure hope for better luck on the way home.

The washing machine breaks down on schedule: it has no belt on the motor . . . just a piece of heaving line. An AB has to splice a piece of line twice a week so we can wash our clothes.

The skipper has disputed a lot of overtime in the deck department and I think the patrolman who pays off this ship will have his work cut out for him, to say the least.

We have a fine bunch in the black gang, from the chief right down to the wipers. It seems the only beefs are on the deck. Leo Paradise is ship's delegate and doing a fine job. Thanks to him beefs are being handled splendidly.



## SIU SHIPS AT SEA

### ALGOA PIONEER

Seafarers on the Alcoa Pioneer have less than 30 days left to reach the 500 day non-accident goal and win a movie projector as a safety award. Men are to report all things that might be hazards to ship's delegate Henry Martin.

\*\*\*

### STEEL NAVIGATOR

The "two-pot" system on the Steel Navigator caused furor. The steward reports he will rectify this matter promptly. Members are also urged to stop horsing around during meal hours in the messhall . . . if they continue only oats will be served.

\*\*\*

### INTEROCEAN

The Interocean has a bread problem. Men have reported that loaves of bread left out for night lunches become dirty with handling and suggested that the bread be sliced for the night lunches. The baker said if the bread was sliced it would become hard. Someone suggested to wrap it in a damp cloth, but then the bread

would become soggy. Another solution was put forward by meeting chairman S. E. Walsh that salt peter be added to the bread before it was baked, to keep it soft. Also, the use of wax paper is being investigated.

\*\*\*

### STEEL VOYAGER

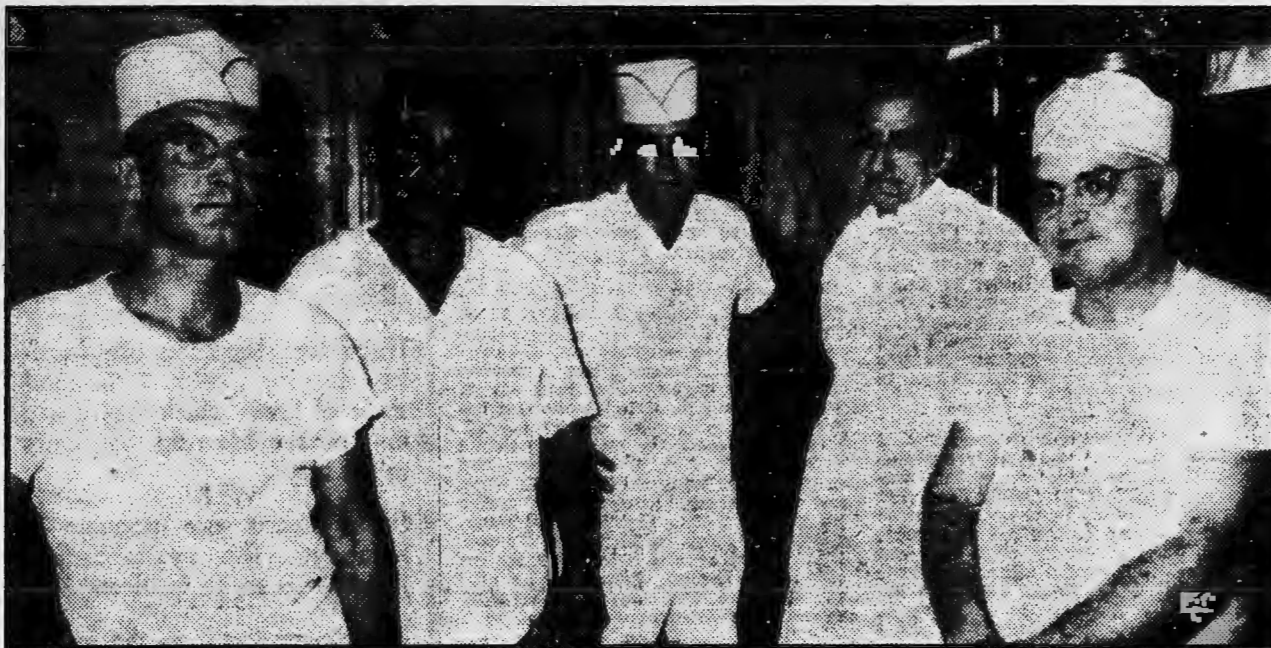
Dave Dickinson, ship's delegate on the Steel Voyager, has a lot to say about the gangway facilities in Beaumont, Texas. The current system, he reports, is very dangerous, since there isn't more than three feet between the ship and the moving crane down there. He suggests a portable gangway when the crane is in operation.

\*\*\*

### ORION STAR

Slop chest prices aboard the Orion Star are astronomical, and as if that isn't enough, the chief engineer is using "Gestapo methods," entering unlicensed personnel's rooms without permission from the Master. This joker is throwing beverages overboard and using foul language.

## Pilgrim's Pride



The galley crew of the Alcoa Pilgrim take a minute to pose for a photo on a run to Brazil. The Seafarers are, from left to right: Jimmie Simmons, 3rd cook; M. Marioni, galley utilityman; Chuck Kimberly, steward; Harry Phillips, chief cook; and Marty Martell, night cook. Photo by Tom Wills.

## Seafaring Minister On Steel Voyager

"Go ye into all the world and preach the gospel : . . . Lo, I am with you alway, even unto the end of the world"

**REV. BERTRAM L. ECKERT**  
MISSIONARY BAPTIST EVANGELIST

Reproduction shows calling card of Rev. Bertram L. Eckert, a member of the crew aboard the Steel Voyager.

The crew of the Steel Voyager was looking at LOG recently and came across a picture of a Seafarer who has become a minister. "We are very happy about this," they reported, "for it shows everyone that seamen, are at heart, good men."

Aboard the Voyager, they have someone to feel the same about, since he is a fully licensed Baptist minister. His name is Rev. Bertram L. Eckert. At one time he had his own radio program in Alabama and he has also worked as a missionary.

They report he is a good Union man who in addition to his regular job has taken over the job of

ship's librarian. "We feel that since the other minister got a write up, we might do something similar for our man. He doesn't know that we are writing about him and we've told him nothing of it."

It is known that he is married and his wife lives in New Orleans, and that he is a shipboard sailor who seldom leaves the ship for any reason. "He's stopped lots of drinking on this ship by giving us the holy hell about it," one Seafarer writes.

The ship is in the Persian Gulf right now and has no beefs, so far. Not too hot or too cold . . . just about perfect weather all the time. They expect to be in New York the first week in March.



Eckert

### LOG-A-RHYTHM:

#### My Home To Sea

George R. Cullen

I know it not the way of thee  
For thou art lost and thou art free  
Your tides may roar as years go by  
With swell as big as ships to sea  
Or ripple to a perfect glow  
Like melting white caps in the snow

As sailors come and sailors go  
They leave with you their thoughts:  
But as I go I keep it thee  
A memory of my home to sea

### Sword Knot Chef



Augusto Costa, chief cook aboard the Sword Knot. Photo by C. R. Coumas.

### 'Sea Spray'

— by Seafarer "Red" Fink





**PENN VOYAGER** (Penn Shipping), Nov. 27—Chairman, Jiggs Jeffers; Secretary, Bob Holt. One man in engine department was logged. Main deck scuttlebutt not operating again. Will see patrolman concerning the issuance of US currency. Vote of thanks for the steward department.

Nov. 29—Chairman, Harry Diddleback; Secretary, Robert Holt. Attempting to get Spanish money instead of traveler's checks. Vote of thanks for delicious Thanksgiving Dinner. Request was made to conserve water. Would like to have a light rigged to washing machine. Will try to repair scuttlebutt or have it done in Spain.

**DEL SOL** (Mississippi), Dec. 24—Chairman, Leonard Gardemal; Secretary, Ramon Irizarry. Brother Leonard J. Gardemal elected by acclamation as

money draws. \$13 in treasury. Sent letter to negotiating committee regarding shifting and hauling vessel. Slopchest prices seem high and chest is badly stacked. Will consult with patrolman about doctor aboard on payoff day.

**DEL SUD** (Mississippi), Dec. 13—Chairman, John Homen; Secretary, Anthony Novak. Ship's fund \$42; movie fund, \$131. \$170 expended on hospitalized and repatriated seaman.

**NORTHWESTERN VICTORY** (Victory Carriers), Dec. 13—Chairman, Fred Bruener; Secretary, Norman Mendelson. \$8 in ship's fund. Washing machine needs repairing or replacing with new one. Need ice trays for refrigerator.

**ALCOA PIONEER** (Alcoa), Dec. 12—Chairman, C. J. Quint; Secretary, E. Canonizado. All okay aboard ship. Captain passed word that ship has less than 30 days to reach the 500-day point to get movie projector for safety awards. Men urged to report to ship's delegate anything they consider to be a hazard to the ship. Election for new ship's delegate. The retiring ship's delegate thanks crew for good cooperation. Crew gave vote of thanks to Brother George Maloney for outstanding performance in executing his duties as ship's delegate. A job well done. Vote of thanks to steward department for job well done. Crew agreed to contribute \$3.50 each on next two draws to cover cost of television set.

**STEEL ADMIRAL** (Isthmian), Dec. 7—Chairman, S. A. Smith; Secretary, J. E. Easterling. \$14.32 in ship's fund. Crewmembers given all information available on revision of present constitution.

**WINTER HILL** (Cities Service), Dec. 10—Chairman, J. McKenney; Secretary, L. Melanson. Everything running smoothly. Discussion on cutting of meats. Also about drain being fixed under coffee urn.

**TRANSEASTERN** (Tak), Dec. 3—Chairman, R. Brady; Secretary, T. R. Price. Letter sent to headquarters regarding men missing ship. Crewmembers to change linen item for item. Ship sailing one man short. Steward department to be commended for fine Thanksgiving dinner served. Thanks to crew for fine cooperation with all delegates. Crewmembers are requested to bring coats off deck when not using them. Allowance of coffee on ship is 7 lbs., this is not enough, should be close to 10-12 lbs. Discussion regarding attire to be worn on ship by messman. Union to be contacted concerning ship running short of cash for draws.

**INTEROCEAN** (Interocean), Dec. 1—Chairman, S. E. Walsh; Secretary, L. V. Geraghty. Laundry room is on the repair list for chipping and painting. Effort will be made to have galley painted. Request that all garbage be dumped overboard aft, weather permitting. Motion made that crew pantry be cleaned and proper drainage be installed as this has been a source of annoyance for some time as well as creating unsanitary condition. Screen door leading into passageways are to be repaired. Vote of thanks to steward department. Request new linen aboard.

**FELTORE** (Marven), Dec. 13—Chairman, Roy E. Jones; Secretary, John Puluckovich. One man missed ship. Advised members to put in for delayed sailing, previous trip. New library requested.

**SEATRAN SAVANNAH** (Seatrains), Oct. 30—Chairman, A. Arnold; Secretary, T. Dunn. Ship's fund \$19.30. Coca Cola not delivered in Edgewater—will try again in Savannah. Refer all beefs to delegates. Steward refuses to let chief cook ride ship back to NY. Glass pane to be replaced in messhall. Discussion of turnover in steward dept. Steward fired chief cook.

**ORION STAR** (Orion), Oct. 18—Chairman, B. Granberg; Secretary, A. Arellano. Complaint about high slopchest prices and Gestapo methods chief engineer is using entering uncensored personnel's room without permission. Beverages being thrown over side. Foul language being used against employees in engine dept. 50 hours disputed OT. Reports accepted. Turn off washing machine after use. Coffee not up to par. Beef about fans—new ones in officers' quarters—old ones in crews' quarters.

ship's delegate. Request made that all cups be returned to pantry so that supply will last throughout voyage. It is requested that electricians be notified regarding repairs to fans. Care must be used in operation of fans because there are no spare parts available for repairs.

**ALCOA POLARIS** (Alcoa), Jan. 1—Chairman, B. B. Butler; Secretary, J. Bowden. Suggestion was made that each man donate one dollar to ship's treasury. Present fund is \$14.90. One man missed ship in San Juan. Company agent notified to contact Union and find out what happened to this member. One member ill and had to leave ship.

**ALCOA CAVALIER** (Alcoa), Jan. 3—Chairman, Billy G. Lassiter; Secretary, F. L. Bartlett. Suggestion was made by Floyd Crumpler for the ship's delegate to draw up a letter to the negotiating committee requesting a two hour minimum on a call out between 5 PM and 8 AM. Committee to request a 30-minute readiness period before turning to. No beefs. Ship's delegate is trying to obtain a library and some OT sheets.

**MARORE** (Marven), Jan. 7—Chairman, H. Shepeta; Secretary, M. Black. One man walked off of ship without notice in Baltimore. Sailed short a machinist. If timer for the washing machine cannot be obtained, the money will go into the ship's fund. Delegates and steward will see patrolman about the shortage of food. Pantry is short of preserves, tea bags and cocoa.

**EAGLE TRAVELER** (Sea Transport), Dec. 26—Chairman, Carl Johnson; Secretary, Jim Morgan. Present manning scale per agreement is inadequate. There is a shortage of men in the engine and deck departments. Purser to make slop chest records available to a three-man committee any time. Vote of thanks to our galley force for marvelous Christmas dinner. \$20 in ship's fund. Few hours' disputed OT.

**FELTORE** (Marven), Jan. 3—Chairman, R. E. Jones; Secretary, J. A. Trotta. No beefs and no disputed OT. Everything running smoothly. Crew requests more iced tea and other cold drinks at dinner time. Suggestion was made that members try to muffle noise when using washing machine. Need new ice box for PO mess.

**ALCOA POLARIS** (Alcoa), Dec. 12—Chairman, W. Messenger; Secretary, P. Miranda. No beefs. All repairs will be taken care of. All hands put in for delayed sailing. \$14.50 on hand. Request crewmembers to throw soiled linen to side of ladder, not at the foot of ladder. Request that Union contract call for air-conditioning on all SIU-contracted ships.

**ALCOA PURITAN** (Alcoa), Dec. 12—Nearly everything running smooth. See patrolman about confusion on

## Seafarers In INDIA

### A Report From The Bulk Leader

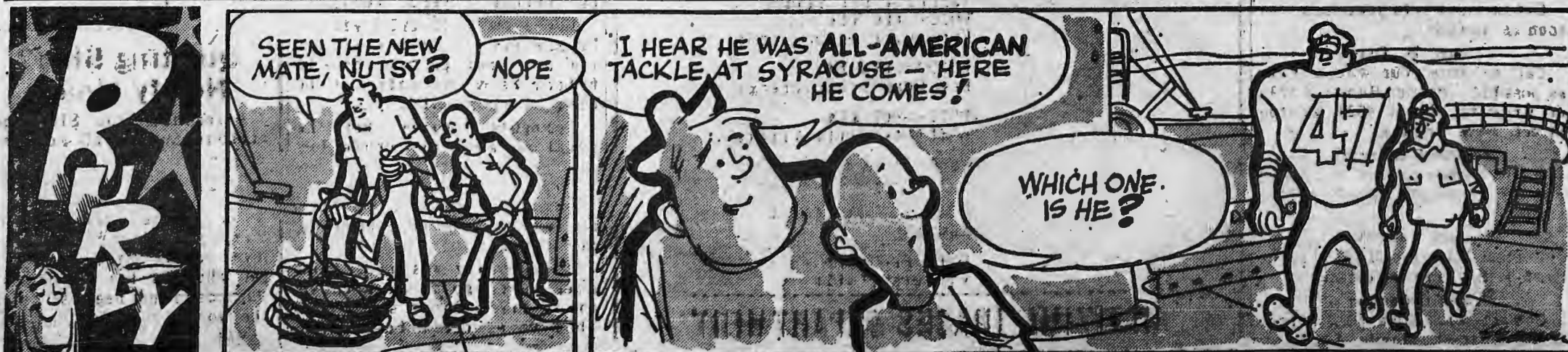


Ventilators were built when the Bulk Leader converted to a bulk carrier, but the crew's quarters have none, so the men have a hard time sleeping in warm climates.

These longshoremen are loading the truck with 200-pound sacks of grain which they carry on their shoulders up the planks to the truck.

Snake shows are popular in Bombay. The snake-handlers there seem to be fearless.

This delegation from the Indian Seafarers Union visited the Bulk Leader at Bombay. Jerry Wu, AB, is at the extreme left. Seafarers contributed some \$30 to the Indian Union. Photos by William Calefatto.





# FINAL DISPATCH

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

**Edward Warsaw, Jr., 55:** A member of the steward department since 1955, Brother Warsaw passed away in New Orleans, La. last December 1, of heart failure. He is survived by a nephew. Burial was at Greenwood Cemetery, New Orleans, La.

Warsaw's hometown.

**Salvatore G. Zammith, 60:** Brother Zammith, who first shipped with the SIU as a steward in 1950, died of natural causes last December 6 at the USPHS, Staten Island, NY. He is survived by a daughter. Burial was at sea, according to his

last request.

**William Havelin, 59:** Brother Havelin died of bronchial pneumonia December 11, 1959, at the USPHS, New Orleans, La. He had been with the steward department of the SIU since 1955. Survived by his wife, he was laid to rest at Pinecrest Cemetery, in his hometown of Jackson, Ala.

## Personals And Notices

**Julius H. Johnson**  
Please contact your wife at 4445 S. Lake Park, Chicago 15, Ill.

**Gustav Walter Beechert**  
Anyone knowing the whereabouts of the above named, please contact his stepson Matthew W. Rawls, 2108 Poplar Grove St., Baltimore 16, Md.

**Sherwood Diehl**  
Get in touch with Mrs. Lewis W. Smith, RD 2, East Broad Street, Millville, NY. The matter is urgent.

**Ron Carroway**  
Contact Ronald Cohn care of the SIU hall in New York.

**Frank Panette**  
Get in touch with Thelma Wise at Post Office Box 95, Nage Head, North Carolina, concerning your income tax returns.

**Henry G. Leiby**  
Anyone knowing the whereabouts of the above-named person, last known address 149 W. Portage Dr., Cuyahoga Falls, Ohio, is asked to contact ship's delegate L. Ciamboli, SS Coe Victory c/o SIU Hall, San Francisco. Information is sought regarding undelivered mail.

**Bruce Kenneth Casoro**  
Contact Neil Allison at 206 Woodlawn Road, Norristown, Pa. Very urgent.

**Tommy W. Carmichael**  
Get in touch with Neil Pardo or your father.

**Charles O. Lynsky**  
Telephone home immediately. Urgent.

**Egbert C. Palmer**  
Your gear is being held at the Union hall in New York.

**William R. Dixon**  
Contact Sophia F. Baker, 401 North Chapman, Shawnee, Okla.

**Frederick J. Smith**  
Get in touch with your family as soon as possible.

**James B. Dyess**  
Call or write your wife as soon as possible. Phone: Hunter 2-5293 or write to her at 4024 Monroe Street, New Orleans.

**Joseph Kamlenski**  
He is hospitalized in Yokohama and can be reached c/o SS Ocean Deborah.

**Jack Lakwyk**  
Contact Mary, c/o Mrs. J. Felder, GL 5-0413. Very important.

**Rex O'Connor**  
Contact Mrs. Edna O. Johnson, 350 Dunbar St., Mobile, Ala.

## Libertys Free To Transfer Without Replacement Vessel

(Continued from page 3)

US trampship is surplus or aid cargoes under the 50-50 law.

The credit difficulties confronting US tramp operators indicate the seriousness of their position.

This week, overseas press reports told how three American vessels were seized in foreign ports

to cover financial claims against the operators. This development left two crews stranded in Egypt and one in France. The ships are the Rockland and Interocean, seized by Egyptian authorities, and the Wang Importer, held in France. Arrangements are being made to repatriate the crews and

get them home.

Maritime's decision to end the ship replacement requirement on all transfers signals the imminent end of the American tramp fleet, due to the Government's unwillingness to invest in stability for the merchant marine. The limited funds for shipping in the current budget makes it clear that ship aid cutbacks mean an American merchant marine of a few large subsidized companies and no small operators at all.

Ironically, the ruling comes at a time when the tramp freight market is improving and rates are going up after a bad year in 1959. This applies even to the foreign-flag Libertys, which are sharing in the general rate upturn.

## 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:

**Mark Cornelius Allison**, born December 18, 1959, to Seafarer and Mrs. Cornelius J. Allison, Norristown, Pa.

**Anne Carlin**, born September 30, 1959, to Seafarer and Mrs. Michael J. Carlin, New York City.

**Lanise Lee Laffoon**, born November 27, 1959, to Seafarer and Mrs. William H. Laffoon, Seattle, Wash.

**Joseph Bernard Moye**, born October 14, 1959, to Seafarer and Mrs. Bernard M. Moye, New Orleans, La.

**Colleen Ann Phelps**, born December 4, 1959, to Seafarer and Mrs. Milton J. Phelps, Metairie, La.

**Edwardo Rey Quanico**, born November 19, 1959, to Seafarer and Mrs. Isabelo B. Quanico, Jamaica, L.I., N.Y.

**Barbara Ann Ackerman**, born December 16, 1959, to Seafarer and Mrs. Arnold Ackerman, Bronx, N.Y.

**Sylvia C. Duet**, born December 30, 1959, to Seafarer and Mrs. Maurice C. Duet, Metairie, La.

**Ramona Lane Fruge**, born December 29, 1959, to Seafarer and Mrs. Adelin Fruge, Houston, Tex.

**Louis Allen Hampson**, born October 7, 1959, to Seafarer and Mrs. William Hampson, Opalocka, Fla.

**Kelly Lynn Mitchell**, born November 27, 1959, to Seafarer and Mrs. William Mitchell, Port Charlotte, Fla.

**Joseph Louis Prokopuk**, born December 12, 1959, to Seafarer and Mrs. Peter Prokopuk, Houston, Tex.

**Dennis Lee Raymond**, born December 19, 1959, to Seafarer and Mrs. David L. Raymond, Baltimore, Md.

**Stephen Douglas Sheldrake**, born January 3, 1960, to Seafarer and Mrs. Peter D. Sheldrake, Houston, Tex.

**Jose Eduardo Wiscovitch**, born December 9, 1959, to Seafarer and Mrs. Jose Wiscovitch, Maunabo, PR.

## EVERY SUNDAY DIRECT VOICE BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN AND SOUTH AMERICAN WATERS

## "THE VOICE OF THE MTD"

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

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

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

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

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

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

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

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

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

**WMM 25-15607 KCs**  
Australia

**WMM 81-11037.5**  
Northwest Pacific

## MARITIME TRADES DEPARTMENT

## Radar 'Sees' 2,600 Miles

The Navy's astounding new breakthrough in radar technology, which enables it to "bend" a radar beam over the horizon and detect moving objects up to 2,600 miles away, will be of considerable value to the maritime industry also.

The new system, called "Project Madre," will allow ships to determine their position with an accuracy hitherto unobtainable by radar before. Before this new radar was developed, radar was



limited to its usefulness only up to the line of sight from the transmitting antenna, that is, the horizon line.

In the future, when the new radar is fully established, the range of its usefulness will be increased greatly and ships will, no matter what the weather conditions, be able to get an exact fix from a shoreside radar station no matter where the ship might be at sea.

Project Madre is the brainchild of the Director of Research at the Naval Research Laboratory, Dr. Robert M. Page.

## Quitting Ship? Notify Union

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

## Underwater Island Found

Scientists have discovered another undersea island—this time perhaps the largest similar find to date. Located in the South Atlantic Ocean some 550 miles west of the Cape of Good Hope, it rises 15,980 feet from the ocean's bottom, it was announced by a team of Columbia University geologists.

The island is 35 miles wide at its base and five miles wide at its top. Its highest point is about 20 fathoms below the surface of the ocean, it was reported.

Geologists theorize that the island was above the surface during the last glacial period—some 8,000 to 10,000 years ago, but that melting glacial ice has since raised the level of the ocean, submerging the formation.

The discovery was made about three weeks ago by the scientists aboard the exploring ship Vema, which was en-route to South Africa from Brazil.



## New Maritime Budget Freezes Out Most Co's

WASHINGTON—Hopes of unsubsidized steamship companies for any substantial Government assistance this year have been dashed by President Eisenhower's budget proposals. The budget would set a limit of 2,190 voyages under operating subsidy, barring virtually every applicant on the deep sea runs.

At present there are 1,975 voyages subsidized. The budget proposal would cover a total of 2,190 voyages. However, Maritime has approved applications for 50 voyages on the Lakes alone and at least 25 more have been reserved for new operators on the Lakes.

That would leave a maximum of 140 voyages available for five subsidy applicants—Isbrandtsen, Waterman, Isthmian, States Marine and Prudential—to say nothing of existing subsidized companies who are seeking more trade route coverage.

Actually, if all the applicants were accommodated on all the voyages they asked for, it would require a total of about 2,700 voyages, almost a third more than the budget provides for. Waterman, for example, has applied for 144 voyages and States Marine for 168.

In effect then, if these companies meet all the requirements for a subsidy, the Maritime Administration will be unable to sign subsidy contracts with them for lack of funds.

This would leave the American merchant marine in its existing status of having a small group of companies receiving all the benefits of a subsidy and the rest of the nation's merchant fleet on the outside looking in.

Underscoring the determination of the Administration to block any expansion of the subsidy program, Maritime has requested almost exactly the same amounts as were voted last year for this purpose.

The construction subsidies would be limited to 14 new ships, the same as in the current year, and \$129 million. Operating subsidies

would be \$150 million. That's actually less than the \$128 million plus a \$22 million supplemental appropriation provided for the current fiscal year.

Once again, the President hinted that he would like to see subsidized vessels' life extended to 25

years. At present, the operators are supposed to replace their ships at 20 year intervals.

He also called for an end to the 3½ percent interest rate on Government loans for ship construction, which would result in an increase in the costs of shipbuilding.



Lighted arrows signal turns on flying bridge of the MSTs vessel Flying Arrow. The new devices are being tried out on an experimental basis as an added safety aid against collisions.

## Directional Signals Show Ship Turns

Illuminated arrows mounted at flying bridge level have been incorporated into shipboard use for the first time on an experimental basis. The Military Sea Transportation Service is using the system to assist in signaling a vessel's turns to oncoming ships.

It works on the same principle as turn signals on your car—except on a larger scale. This system merely supplements the usual whistle blasts that signal a port or starboard turn, but it's felt that, eventually, it may help to curb the large-vessel accident rate—which usually runs as high as 45 collisions a week, according to Lloyd's of London statistics. Most of these are caused by lack of visibility, the firm reported.

A man on watch topside may not be able to hear the whistle blast of an oncoming ship due to engine room rumble or other shipboard noises. But when he sees the large lighted double arrows pointing in the same direction he will know without a doubt as to what the other ship's going to do. The operator on the vessel with the new system activates the arrows by flipping a switch located near the helm.

The first American ship outfitted with the visual signals is the Golden Eagle, an MSTs vessel. The system is a Dutch invention, used for the first time two years ago on a Netherlands cross-channel ship.

Masters encountering this ship are urged to submit their comments on the effectiveness of the device.

## No Job Lull For Houston

HOUSTON—Shipping has been good during the last two weeks, reports Charles Kimball, port agent. There were 27 ships in transit and seven vessels paid off, he added. The outlook is more of the same.

The ships paying off were: Alcoa Planter, Alcoa Pegasus (Alcoa); Lucile Bloomfield and Neva West (Bloomfield); Mermald (Metro Pet.); Producer (Marine Carr.) and Atlantis (Petro. Ship.).

Signed on: Alcoa Planter, Alcoa Pegasus (Alcoa); Mermald (Metro Pet.) and Neva West (Bloomfield).

In transit were the following: Andrew Jackson, Madaket, Wild Ranger, Bienville (Waterman); Erna Elizabeth (Albatross); Petrochem (Valentine); Seatrain Louisiana, Seatrain New Jersey, Seatrain Texas (Seatrain); Bradford Island, Cantigny, Council Grove, Chlwawa, Winter Hill, CS Miami (Cities Service); Denton (Denton); Behtex (Ore Nav.); Thetis (Cargo Tankers); Del Mar (Delta); Beauregard (Pan Atlantic); Michael (Carras); Capt. Nicholas Sitinas (Tramp Shipping) and The Cabins (Texas City).

## 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:

February 3  
February 17  
March 2

## British Quiz Cunard Bid On Subsidy

An attempt by Cunard Line to obtain Government subsidy for replacing the superliners Queen Mary and Queen Elizabeth has run into unexpected opposition. British business interests have objected to singling out Cunard for special treatment.

The Association of British Chambers of Commerce recalled that the British maritime industry had frequently criticized the US and Germany for subsidizing ship construction and said Britain should not do the same.

It also said that Britain could not compete with the United States in a "subsidy race" so it would be unwise to begin one.

The British Trades Union Council (TUC) takes somewhat of a different view: they support the request, but with "strings" attached. The British unions feel that shareholders in Cunard shouldn't be the chief beneficiaries if the line were to make large profits, which were made possible by Government investors; but they have not decided who should, or how the anticipated profits might be spent.

A number of the unions affiliated with the TUC are anxious for the grants because construction of two new vessels, estimated at \$140 million, would offer employment to thousands of British workers for a number of years.

The Government set up a three-man fact finding committee to make a study of the Cunard request, and has been advised by both the TUC and the Chamber of Commerce. Harold Watkinson, Minister of Transport when the request was made, said the problem "raised issues of such complexity and magnitude that the Government wished to have the benefit of independent advice." Cunard claims it is necessary to replace the Queens, but the Government wants to settle the matter taking into account the needs of the "whole of the shipping industry."

The British are anxious to recapture the speed records held by the liner United States of the United States Lines. When and if the new British ships are built, it is expected that they will be in the 45,000-ton class.

on  
the  
ball

NEWS HEADLINES IN REVIEW



EUROPEAN SETTLERS IN ALGERIA (COLONS) REVOLT AGAINST PLAN OF DE GAULLE FOR ALGERIAN SELF-RULE; CURRENT LIBERAL FRENCH GOV'T. THREATENED.



RUSSIANS TO FINANCE 2ND STAGE OF EGYPT'S ASWAN DAM PROJECT... BIG GAIN FOR RUSSIAN PROPAGANDA EFFORT ESTABLISHING THEM AS "HELPER" OF HAVE-NOTS.



CASTRO DENOUNCES U.S. IN BITTER SPEECH, LABELED BY SECY. OF STATE HERTER "MOST INSULTING ATTACK ON THE U.S."; RELATIONS WORSEN.



U.S. SIGNS NEW TREATY WITH JAPAN... MUTUAL DEFENSE AND JAPANESE VOICE ON STATIONING OF AMERICAN TROOPS IN PACT.



IN "DEBATE" AT OXFORD UNIVERSITY, ORSON WELLES WON, HOLDING BRITISH—NOT AMERICANS—"RESPONSIBLE FOR SPREADING VULGARITY IN THE WESTERN WORLD..."



PRESSURE TO OUST NAZIS IN HIGH GOVERNMENT JOBS IN WEST GERMANY GROWS AFTER ANTI-SEMITIC SWASTIKA SMEARING; NOTHING "CONCRETE" DONE YET.



EMERGENCE OF NATIONS IN AFRICA CREATES PROBLEMS BETWEEN WHITE SETTLERS AND BLACKS. INDEPENDENCE FOR ALL COUNTRIES OF AFRICA EXPECTED IN 5 TO 10 YEARS.



DE BEERS SIGNS CONTRACT WITH U.S.S.R. PRESERVING DE BEERS DIAMOND MONOPOLY. COMPANY CONTROLS 95% OF WORLD'S DIAMONDS, SELLS \$250,000,000 YEARLY.

