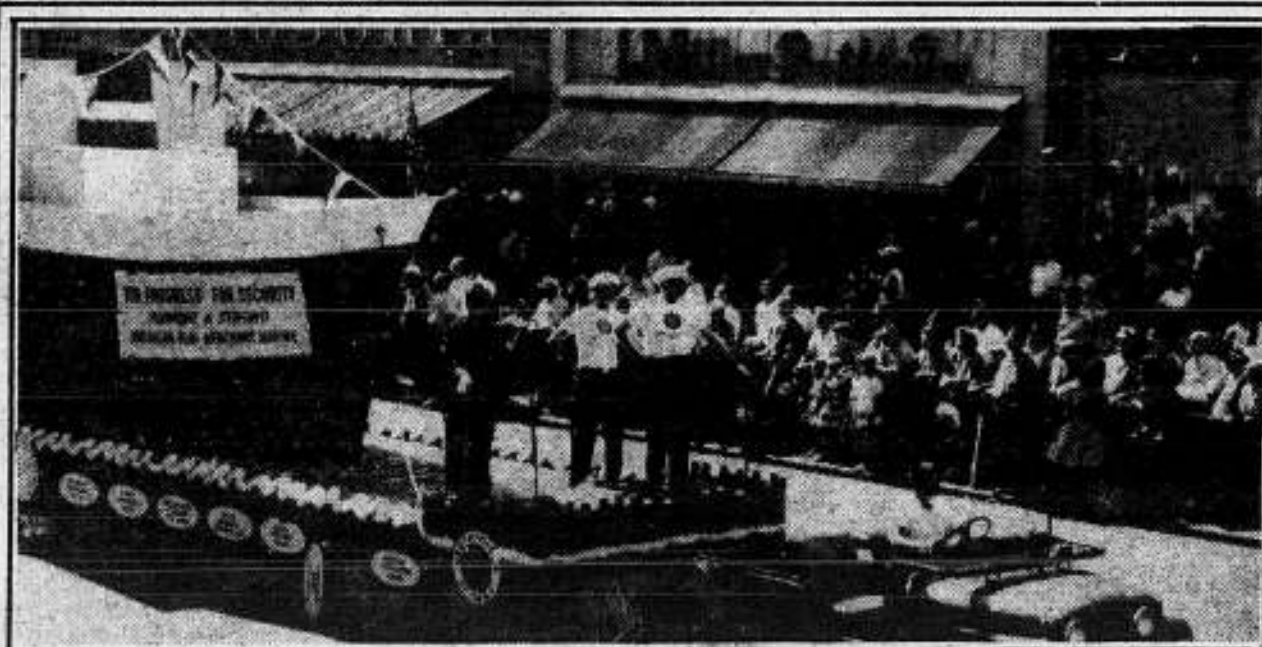
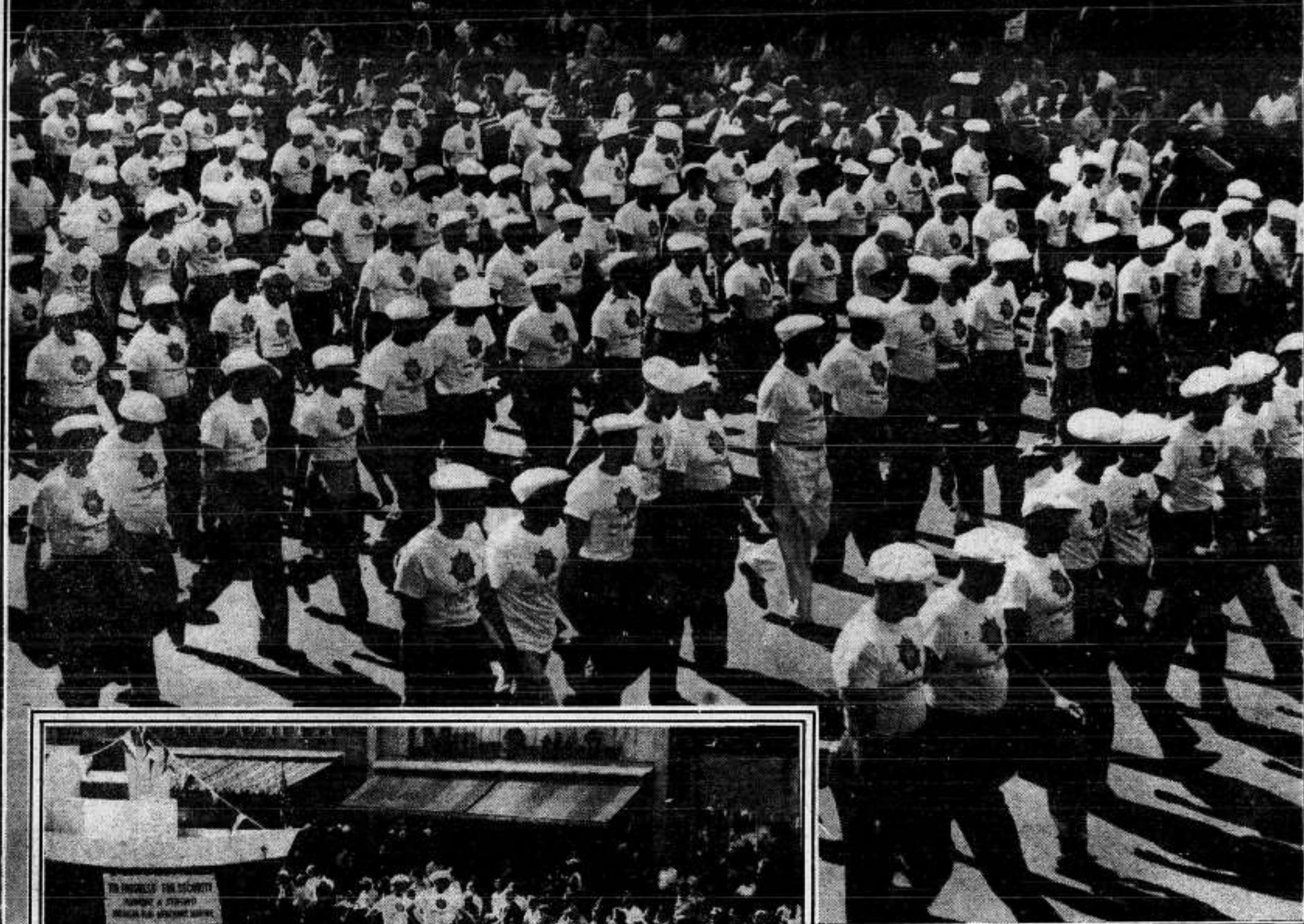


## LABOR DAY 1959



Dressed in SIU T-shirts and wearing the familiar "Lundeborg Stetsons," part of a contingent of over 300 Seafarers is shown marching up New York's Fifth Avenue in a massive Labor Day parade of 115,000 union men and women. SIU participated jointly with NMU and other maritime unions in parade. Center photo shows marine unions' float; in photo below, SIUNA President Paul Hall (right) leads Seafarer-paraders. It was first Labor Day parade in New York in many years. (For additional details and other photos, see page 2.)



# SIU Lakes Co. Starting Regular Run To Europe

DETROIT—Direct trans-Atlantic shipping service from the Great Lakes to Europe is being started next month by T. J. McCarthy, an SIU Great Lakes District-contracted company.

The service is being kicked off on October 1, with the SIU-manned Alcoa Puritan chartered to carry Lakes cargo to England and the European continent.

The announcement of the McCarthy action is the first such step by any Lakes operator as well as being the first regular service to be undertaken by a Great Lakes District company. However, several SIU-manned deep sea companies, including Alcoa, Waterman and Victory Carriers, as well as tramp operators, have made voyages out of the Lakes to Europe. Waterman, in fact, has already applied for a Lakes-to-Europe operating subsidy.

The McCarthy announcement pointed out that the company has had a subsidy application pending for more than three years, and has received step-by-step approval for such operations in the face of strong opposition from a number of deep-sea operators. With final action still awaited from the Federal Maritime Board, McCarthy decided to go ahead with the inauguration of the service.

## Mates Will Ballot Soon On Officials

Members of the Masters, Mates and Pilots will soon have an opportunity to vote in an election of officers which will restore the local's autonomy and formally end the existing trusteeship. Terms governing the nomination of officers have been agreed upon, with the membership to elect a president, two vice-presidents, a business manager and three trustees.

The rules governing nominations to Local 88 office provide that any member can nominate himself before September 30, 1959, in writing, with a second in writing by another member. A radiogram will be deemed sufficient in lieu of a letter.

On September 30 a special membership meeting will be convened for the purpose of further nominations and acceptances, with the nominating period closing after that date.

## 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:

September 16  
September 30  
October 14

The Alcoa Puritan will pick up cargo at Detroit, Chicago and Kenosha, Wisconsin, and deliver to the United Kingdom, France, Germany and the Low Countries.

Meanwhile, McCarthy indicated that his company will either be in the market for additional tonnage to service the European run or will build a fleet of new cargo ships for the operation.

McCarthy is the only Great Lakes company to have applied for a subsidy on this particular run. One of the delaying factors in approval of the subsidy has been the fight by rival Great Lakes operators on McCarthy's continuing its carferry and bulk cargo domestic trade operations on the Lakes.

## Floating Picketline



Engineer Robert Luby pickets the SS Malietoa at the Buffalo concrete elevator in organizing drive by MEBA Local 101 against the Jupiter Steamship Company.

# New Labor Bill Short On Reform, Hits Unions Only

WASHINGTON—A new set of restrictions has been clamped on the American labor movement by Congress under the guise of controlling corruption in labor-management relations. In the face of fierce opposition from every segment of the labor movement, Congress

has passed a modified version of the Landrum-Griffin bill which had the enthusiastic support of the National Association of Manufacturers and the US Chamber of Commerce.

Actually many of the features of the bill have no connection with the corruption issue but represent instead, a tightening of Taft-Hartley restrictions.

The only comfort to be gleaned from the bill is its modification of the Taft-Hartley provision which allowed strikebreakers to vote in a collective bargaining election while barring strikers from the ballot. The new provision allows the strikers to vote as well as the strikebreakers.

Under the old Taft-Hartley regulation, there were numerous instances of employers hiring strikebreakers in the course of an economic strike, and then petitioning the National Labor Relations

Board to decertify the striking union. Since only the strikebreakers could vote, the decertification followed almost as a matter of course.

Aside from this one item, the bill imposes a number of severe restrictions on organizing. Organizational picketing is, in effect, limited to 30 days, by which time a union must file a petition for an election. Similarly, the bill restricts the rights of unions to advertise, through picketlines, that an employer is non-union or pays low wages. Such picketing is permitted only if it does not halt the pick-up or delivery of goods.

Unions are also barred from picketing consumer outlets, such as retail stores or department stores, which handle the products of non-union employers. Another provision damaging to unions allows the National Labor Relations Board to surrender jurisdiction over many labor cases and turn them

over to the even harsher state labor regulations.

On the issue of corruption, which was supposed to be the objective of the bill, the AFL-CIO reported that the bill failed to meet labor's goal of fair, anti-racketeering legislation. In particular, the Federation noted that the sections dealing with employer spending to influence workers and the activities of lawyers working for management were feeble and toothless. The only expenditures employers have to report are those through "labor relations" consultants, but many of these activities are handled by attorneys who are relatively immune under the new law.

Other provisions of the bill call for detailed financial reports by unions, reports of officers' salaries and loans to officers and members, require secret ballot elections at regular intervals, established time limits on trusteeships, and bar individuals convicted of a felony from holding union office.

Originally, the bill introduced in the Senate by Senator John Kennedy (Dem.-Mass.) had concentrated on the corruption issue and had emphasized the need to regulate employer activities as well. However, as it finally emerged, the bill bore little resemblance to the original Kennedy measure.

## SEAFARERS LOG

Sept. 11, 1959 Vol. XXI, No. 19



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# Blood Bank Assists Two In Outports

Two more members of Seafarers families in the outports have received assists from the SIU Blood Bank in recent days via the Union's nationwide system for providing blood donations when needed. The mother of a Seafarer in Tampa received eight pints of blood prior to surgery, while in Mobile, a Seafarer's wife was given a four-pint blood transfusion.

Arrangements for the blood gifts to the mother of Seafarer Ed Costine and to the wife of Seafarer C. E. Long were made through the SIU teletype network linking all ports. Blood for the two women was obtained from local blood banks in the two cities and charged to the Union's account.

The Union Blood Bank at present operates through the SIU Welfare Plan clinic in Brooklyn and the Brooklyn Donor Center. Seafarers passing through the port of New York who wish to donate to the Union bank can do so by making appointments with E. B. McAuley, the headquarters welfare representative. The blood donated in New York is available locally and in all the outports through the exchange set-up with local blood banks in various areas of the country.

As a result of the success of the Blood Bank in assisting many Seafarers and members of their families, donations to the Union supply have been on the increase. All Seafarers who can do so are urged to donate at the clinic so that an ample reserve can be kept on hand to meet all Seafarers' needs.

# N'Orleans Ship Jobs Cram Board

NEW ORLEANS—Spearheaded by 136 "A" men shipping out, the shipping picture at this port has been very good, and should continue for the next two weeks with nine ships thus far scheduled for pay offs.

The last two weeks brought nine payoffs, five sign ons, and 24 in-transits. The ships paying off were the Alcoa Pioneer (Alcoa); Del Norte, Del Alba, Del Sol, Del Rio, Del Valle (Mississippi); Alice Brown (Bloomfield) and Madaket and Antinous (Waterman).

Ships signing on were Alcoa Pioneer (Alcoa); Del Norte, Del Viento (Mississippi); Margaret Brown (Bloomfield); Madaket (Waterman).

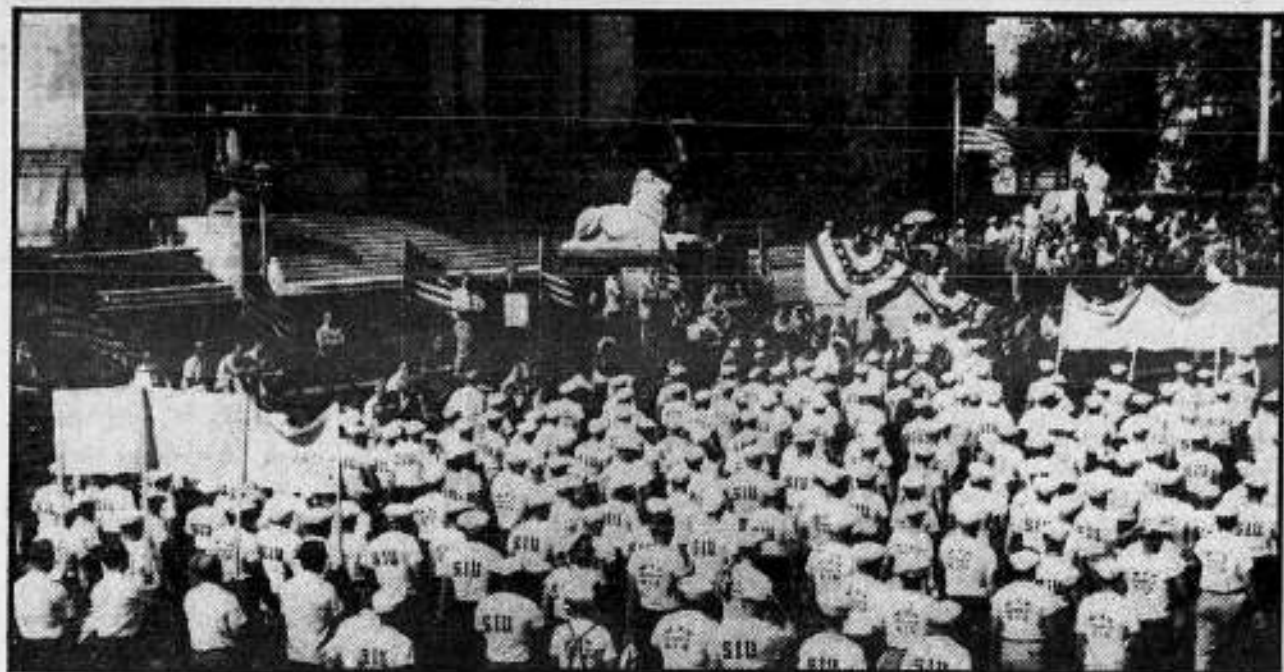
The following were the ships in transit: Alcoa Clipper, Alcoa Ranger, Alcoa Corsair, Alcoa Roamer, Alcoa Planter, Alcoa Pioneer (Alcoa); Seatrain Georgia, Seatrain New Jersey, Seatrain Louisiana, Seatrain Texas (Seatrain); Del Norte, Del Viento (Mississippi); Kathryn, Beatrice (Bull); Margaret Brown (Bloomfield); Steel Vendor (Isthmian); Wild Ranger, Monarch of the Seas (Waterman); Ocean Deborah (Ocean Transportation); Raphael Semmes, Gateway City (Pan-Atlantic); Pacificus (Colonial); Longview Victory (Victory Carriers) and Atlantis (Petrol Shipping).

## Man With A Hair-Raising Tale



Although he never expected it, retired Seafarer W. Newhoff was surprised recently to see his hair growing back in. Newhoff, getting his locks trimmed at the barbershop in the New York SIU hall, thinks it is the result of a series of 50 cortisone shots he received last year. If so, the line forms on the right.





Ranks of marching SIU men pass New York Public Library at Fifth Avenue and 42nd Street, the "crossroads of the world."

## 115,000 In NY Labor Day Parade

Approximately 300 Seafarers in white caps and SIU T-shirts marched up New York's Fifth Avenue on Monday, September 8 as part of a massive Labor Day parade organized by the New York City Central Labor Council. The SIU contingent marched with National Maritime Union men and members of other maritime unions as a segment of some 115,000 marchers who paraded past the reviewing stand for eight hours.

The heart of the maritime union presentation was a float representing the activities of all American sea unions affiliated with the AFL-CIO, preceded by a brass band complete with drum majorettes.

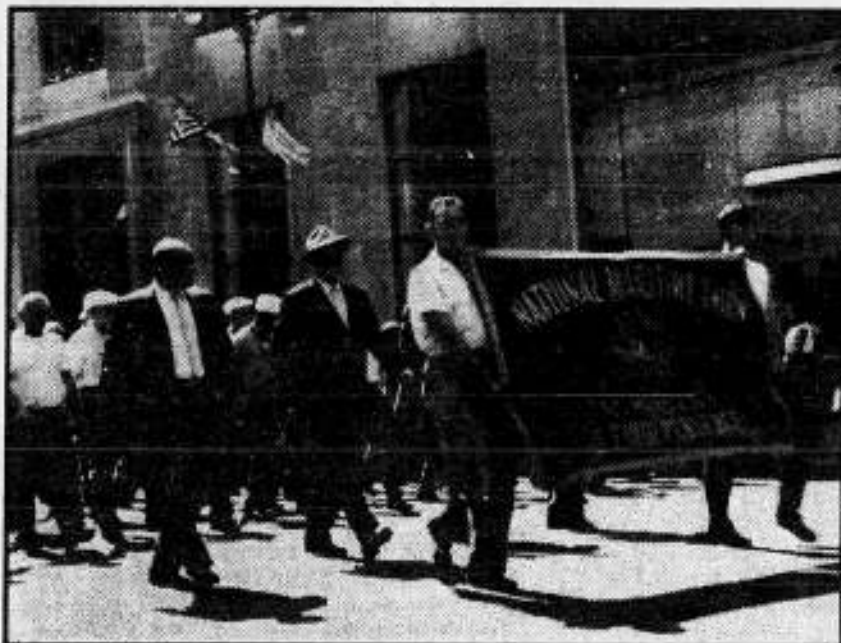
SIUNA President Paul Hall and NMU President Joseph Curran participated in the parade. Among those who marched the entire two-mile route in a hot sun were retired Seafarers Ed Hansen, 86, and Morris Schapiro, 71.

### 400,000 Spectators

The police safety division estimated that 400,000 spectators watched the parade from 26th to 63rd Street. The parade was reviewed by New York Governor Nelson Rockefeller and Mayor Robert Wagner.

Among the colorful contingents in the line of March was a group of actors and actresses from 22 stage shows, appropriately dressed up for their roles. The parade included 200 bands, 57 floats, two baby elephants, fire trucks, stage coaches and other vehicles.

The New York Labor Day parade marked revival of an old custom which fell into disuse years ago. The success of the parade indicates it will become a permanent fixture on future Labor Days.



National Maritime Union President Joseph Curran (with hat) leads group of NMU men who participated.

## Esso Men Get SIUNA Charter

Members of the Esso Tanker Men's Union have voted by a 3-1 margin to affiliate their organization with the Seafarers International Union of North America. A new district charter, establishing ETMU as an autonomous union within the SIUNA, is being issued. The ETMU will retain full control over finances, officers, jobs and other ETMU affairs as do all districts in the SIUNA.

Approval of the affiliation proposal represents a major stride in the year-long campaign by Esso tankermen to reorganize their union and achieve the best possible representation in dealing with the giant Standard Oil Company of New Jersey. The vote count, as certified by the Honest Ballot Association, was 449 to 165 in a secret ballot mail referendum. It was the largest total vote ever cast by Esso tankermen. Balloting began July 27 and ended August 30.

Even as the voting got underway, Standard Oil unleashed a new campaign to frustrate the Esso membership's action by reviving an "independent association" previously rejected by the men. The company-sponsored action has made it necessary for ETMU to

petition the National Labor Relations Board for a representation election so that ETMU can establish once again its right to represent the men in the Esso fleet.

A preliminary hearing has been called by the Labor Board for September 11, today, in New York.

These developments are but one aspect of a tangled labor relations situation not only in Esso but in several other major US oil companies. ETMU approval of SIUNA affiliation follows less than a month after a vote by 3,300 Esso refinery workers in Baytown, Texas, to join the AFL-CIO Oil, Chemical and Atomic Workers International Union, and a vote by a smaller group to become part of the AFL-CIO Bricklayers Union.

### Breach Esso 'Iron Curtain'

Both these votes mark the first time the independent oil company unions have been able to break through the barriers erected by Standard Oil to keep them from affiliating with AFL-CIO unions. The ETMU vote, involving unlicensed tanker personnel, is one more sign of the breach in the company's iron curtain, torpedoing the company myth that workers' best interests can be served by binding themselves to employer-promoted "independent associations."

The widening gap between earnings and conditions in unionized plants and fleets as compared to the "independents" plus the inability of the "independents" to deal effectively on their own is bringing about this major change.

The resentment of tankermen against company domination

# MTD Plans Attack On M'time Ills

Strengthened by the addition of eight more international unions in the past two years, the AFL-CIO Maritime Department will open its biennial convention in San Francisco, September 15, better equipped than ever to tackle problems confronting the nation's maritime workers.

Among items on the agenda of the 200,000-member organization are reports on the progress of the MTD's campaign in the Great Lakes area, the growth of its port council organizations, now totaling 22 in all in virtually every port of consequence on all coasts and on the Lakes, and developments in Washington which vitally affect the well-being of all maritime workers.

All told, MTD now numbers 20 international unions in its ranks as compared to the 12 it had two years ago. The organization's growth is reflected in the fact that the total membership of these unions is many times the 200,000 workers who are directly employed in the maritime industry.

This growth, plus the organization of port councils all over the nation, promises more effective action by all unions involved on maritime matters.

The convention will plan pro-

grams continuing and expanding organizing activities on the Lakes, for supporting the fight of American seagoing unions on the runaway flags, and for legislation to strengthen the American merchant marine particularly in the tanker segment of the industry and in the domestic trades, where shipping has been under severe pressure from the railroad industry, aided by the Interstate Commerce Commission.

AFL-CIO President George Meany is one of the scheduled speakers at the convention, which will be held at the St. Francis Hotel in San Francisco on the September 15 and 16.

## SIU Protest Wins ICC Rule Switch

DETROIT — Strong union protests that forced a prompt public hearing on an "arbitrary" ruling by the Interstate Commerce Commission resulted in only a two-week delay on the start of the first containership service on the Great Lakes.

Originally set to begin August 23, the new service had been blocked without a public hearing when the ICC suspended a proposed rate schedule filed by the Detroit Atlantic Corp. covering two converted container ships to be put on the Duluth-Detroit-Cleveland run. Detroit Atlantic is a subsidiary of Browning Lines, which is under contract to the SIU Great Lakes District.

The new operation got underway this week when the ICC reversed itself and approved the schedule following a hearing in Washington. The SIU and other maritime unions had sharply protested the rate suspension and actively participated at the hearing which prompted the ICC reversal.

Union representatives pointed out that the 90-day suspension ordered by the ICC without a hearing, at the urging of railroad and trucking interests, "will only serve to hurt" American shipping and force additional seamen out of work. Due to seasonal conditions on the Lakes, including the fall and winter freeze-up, a three-month delay would have effectively stalled the new service until at least 1960, they contended.

In addition to the two ships put on the container run immediately, Detroit Atlantic had anticipated adding two more converted ships next year and extending the service to Buffalo and Toronto. The two Browning ships starting the service, the Norman Foy and the Wayne Hancock, carry 35 aluminum trailer bodies weighing 20 tons each which are loaded by shoreside cranes. The truck bodies are carried as

(Continued on page 15)

(Continued on page 15)



Drum majorettes pace in front of band from St. Rocco's Youth Center in Brooklyn. St. Patrick's cathedral is in background.





# SEAFARERS ROTARY SHIPPING BOARD



August 20 Through September 2, 1959

Remaining as unpredictable as ever, shipping for SIU ports decreased slightly from the past two-week period as a result of a parallel drop in the number of vessels hitting these ports.

Even with the decline in the general shipping figures, the overall total still remained well over the 1,000 mark, with some ports, notably New York, Jacksonville, Mobile, Wilmington, and Seattle, showing sizable gains. There was a total of 1,184 men shipped from the 14 SIU ports over the past period, a decline of 122 from the prior period's 26-month record high of 1,306. However even with the decline, the past period's total is somewhat above the average shipping totals reported over the past two years.

On the other side of the shipping picture, the ports of Boston, Philadelphia, Baltimore, Norfolk, Tampa, New Orleans, Houston and San Francisco, all declined. The greatest drops were in the ports of Philadelphia and San Francisco, both reporting less than one half their previous period's totals.

There was a total of 219 vessels calling into SIU ports during the past two-week period. Of this total there were 59 vessels paying off, 24 signing on and 136 in transit. This is a drop of 16 ships from the last period, most of it in the number of vessels signing on and in transit. There were two ports, Jacksonville and Tampa, with no vessels

paying off or signing on during the period, while Boston and Norfolk, reported only one vessel paying off with no ships signing on.

As has been expected a number of ports were top-heavy with class A and B men in all departments at the start of the new period. This is the result of the decline in shipping and of the end of the summer as a number of Seafarers who had been vacationing over the past two months, have registered for jobs. Three ports, Philadelphia, New Orleans and San Francisco, have more than enough men registered to handle any berths that may come up.

Seniority-wise the general breakdown of jobs changed slightly over the past period as class C men took 16 percent of the total number of jobs shipped. This was an increase of three percent. Class A men also increased to 61 percent of the total, with the corresponding loss felt in the number of class B men shipped. This figure dropped to 23 percent.

The following is the forecast, port by port:

**Boston:** Slow ... **New York:** Good for class A men ... **Philadelphia:** Hit a slump, should increase ... **Baltimore:** Slow ... **Norfolk:** Promises to improve ... **Jacksonville:** Steady ... **Tampa:** Slow ... **Mobile:** Good ... **New Orleans:** Good ... **Lake Charles:** Fair ... **Houston:** Good, will hold up ... **Wilmington:** Fair ... **San Francisco:** Slow ... **Seattle:** Steady.

## Ship Activity

	Pay	Sign	In	
	Offs	Ons	Trans.	TOTAL
Boston .....	1	—	3	4
New York ...	21	5	18	44
Philadelphia..	3	2	12	17
Baltimore ...	9	3	9	21
Norfolk .....	1	—	4	5
Jacksonville ..	—	—	11	11
Tampa .....	—	—	5	5
Mobile .....	6	1	9	16
New Orleans..	9	5	24	38
Lake Charles..	1	1	10	12
Houston ....	3	2	14	19
Wilmington ..	1	1	5	7
San Francisco.	1	1	7	9
Seattle .....	3	3	5	11
<b>Totals .....</b>	<b>59</b>	<b>24</b>	<b>136</b>	<b>219</b>

## DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	7	1	9	—	1	1	2	1	2	1	4	—	—	—	—	—	—	—	—	4	—	—	4	6	12	3	21	—	2	2	4
New York	18	44	13	75	1	12	22	35	16	39	12	67	—	9	17	26	3	5	4	12	67	26	12	105	88	165	46	299	2	31	41	74
Philadelphia	1	10	2	13	1	1	—	2	3	7	3	13	—	—	2	—	—	2	—	2	13	—	2	15	5	18	10	33	1	—	—	1
Baltimore	15	29	8	52	—	4	7	11	7	17	2	26	3	2	6	11	1	1	4	6	26	11	6	43	47	84	16	147	1	14	19	34
Norfolk	1	3	4	8	—	2	2	4	—	3	2	5	1	1	—	2	—	—	—	—	5	2	—	7	7	13	4	24	1	4	3	8
Jacksonville	6	3	—	9	1	—	1	2	5	6	—	11	—	—	—	—	—	1	—	1	11	—	1	12	6	7	1	14	1	1	1	3
Tampa	1	6	1	8	—	—	—	—	—	1	1	2	—	—	—	—	—	—	—	—	2	—	—	2	2	13	1	16	—	—	2	2
Mobile	14	10	1	25	—	—	2	2	16	10	2	28	—	1	4	5	—	1	—	1	28	5	1	34	34	36	13	83	1	3	11	15
New Orleans	21	37	13	71	1	8	10	19	15	27	10	52	1	3	8	12	—	6	—	6	52	12	6	70	56	74	16	146	1	3	8	12
Lake Charles	3	8	2	13	1	—	2	3	3	2	1	6	—	1	1	2	—	—	—	—	6	2	—	8	3	16	3	22	1	—	2	3
Houston	17	29	8	54	2	12	7	21	14	20	9	43	3	8	8	19	1	6	4	11	43	19	11	73	18	31	3	52	1	10	4	15
Wilmington	1	11	2	14	—	1	—	1	5	4	1	10	—	2	2	4	1	1	1	3	10	4	3	17	8	12	4	24	—	3	—	3
San Francisco	7	7	5	19	2	5	3	10	4	8	3	15	—	3	1	4	—	1	2	3	15	4	3	22	22	24	5	51	1	3	4	8
Seattle	9	15	3	27	3	4	2	9	7	15	2	24	2	1	5	8	—	3	3	6	24	8	6	38	12	9	—	21	1	8	2	11
TOTALS	115	219	63	397	12	50	59	121	96	161	49	306	10	31	52	93	6	18	27	51	306	93	51	450	314	514	125	953	12	82	99	193

## ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston	1	2	—	3	1	1	6	8	—	—	—	—	1	—	3	4	—	—	—	—	—	4	—	4	1	12	—	13	—	3	3	—	6
New York	14	41	5	60	2	20	10	32	10	56	6	72	1	6	10	17	1	2	—	3	72	17	3	92	53	145	27	225	7	35	32	74	
Philadelphia	1	12	1	14	—	1	2	3	3	—	1	2	3	3	—	3	3	—	4	4	3	3	4	10	—	1	2	3	—	1	6	7	
Baltimore	1	26	7	34	—	15	13	28	3	14	2	19	—	13	8	21	—	8	6	14	19	21	14	54	13	78	14	105	—	19	12	31	
Norfolk	—	6	1	7	—	4	1	5	—	3	1	4	—	1	1	2	—	—	—	—	4	2	—	6	2	14	—	16	—	8	1	9	
Jacksonville	1	—	—	1	—	2	—	2	—	2	—	2	—	—	—	—	—	—	2	2	—	2	4	1	4	—	5	—	1	4	5		
Tampa	—	4	—	4	—	—	1	1	—	1	—	1	—	—	—	—	—	—	—	—	1	—	—	1	1	11	—	12	—	1	1	2	
Mobile	14	9	2	25	—	—	4	4	3	10	3	16	—	—	4	4	—	1	—	1	16	4	1	21	9	49	4	62	1	—	8	9	
New Orleans	19	47	4	70	—	11	6	17	10	33	7	50	—	7	6	13	—	3	6	9	50	13	9	72	30	84	7	121	1	13	11	25	
Lake Charles	3	4	1	8	—	—	1	1	1	3	3	7	—	—	—	—	—	—	2	2	7	—	2	9	4	10	—	14	1	—	—	1	
Houston	7	35	4	46	—	7	9	16	4	22	2	28	—	11	3	14	—	2	1	3	28	14	3	45	8	31	3	42	1	8	1	10	
Wilmington	2	4	—	6	—	—	1	1	2	6	—	8	2	5	—	7	—	2	1	3	8	7	3	18	3	11	1	15	—	1	1	2	
San Francisco	1	8	8	17	4	4	6	14	—	4	1	5	—	4	5	9	—	1	1	2	5	9	2	18	16	26	2	44	—	5	5	10	
Seattle	1	17	2	20	—	6	1	7	2	8	3	13	—	6	2	8	—	8	4	12	13	8	12	33	1	16	1	18	—	3	2	5	
TOTALS	65	215	35	315	7	71	61	139	35	163	30	228	4	53	45	102	1	27	27	55	228	102	55	385	142	492	61	695	11	98	87	196	

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	3	2	3	8	—	—	2	2	—	1	1	2	—	—	—	—	—	—	1	1	2	—	1	3	8	2	4	14	1	—	4	5
New York	26	8	39	73	—	—	19	19	14	7	34	55	—	1	23	24	1	—	26	27	55	24	27	106	101	35	40	176	4	2	47	53
Philadelphia	3	3	8	14	—	—	4	4	2	1	2	5	—	—	4	4	—	—	—	—	5	4	—	9	9	4	13	26	—	—	5	5
Baltimore	21	6	17	44	—	1	10	11	4	4	12	20	2	1	4	7	—	—	3	3	20	7	3	30	47	15	31	93	1	30	25	56
Norfolk	2	—	—	2	—	—	4	4	3	—	1	4	—	—	2	2	—	—	—	—	4	2	—	6	4	3	2	9	1	2	9	12
Jacksonville	3	—	—	3	—	—	—	—	1	—	—	1	1	—	2	3	—	—	—	—	1	3	—	4	7	2	1	10	—	—	—	—
Tampa	1	—	2	3	—	—	2	2	2	—	1	3	—	—	—	—	—	—	—	—	3	—	—	3	5	2	8	15	—	1	1	1
Mobile	4	5	11	20	—	—	8	8	2	2	4	8	—	—	4	4	—	—	1	1	8	4	1	13	21	12	21	54	—	1	23	24
New Orleans	8	10	30	48	—	—	12	12	6	5	23	34	—	—	12	12	—	—	16	16	34	12	16	62	39	11	73	123	—	—	24	23
Lake Charles	—	2	—	2	—	—	1	1	—	—	3	3	—	—	1	1	—	—	—	—	3	1	—	4	2	4	1	7	—	—	5	5
Houston	15	7	14	36	2	—	6	8	12	5	8	25	—	—	7	7	1	—	13	14	25	7	14	46	14	4	8	26	1	—	3	4
Wilmington	5	—	1	6	—	—	4	4	4	1	2	7	1	—	6	7	—	1	2	3	7	7	3	17	8	4	5	17	1	—	3	4
San Francisco	7	2	13	22	—	—	4	4	3	—	8	11	1	1	1	3	1	1	2	4	11	3	4	18	24	8	22	54	—	1	8	9
Seattle	7	1	5	13	1	—	2	3	8	2	5	15	1	1	2	4	1	—	8	9	15	4	9	28	6	1	5	12	—	1	—	1
TOTALS	105	46	143	294	3	1	78	82	61	28	104	192	6	4	68	78	4	2	72	78	193	78	78	349	295	107	234	636	9	37	157	203



## INQUIRING SEAFARER

QUESTION: As a seaman, where in the world would you like to visit without having to worry about getting back to your ship on time?

**Oliver V. Ortiz, AB:** That's a simple one — San Juan, Puerto Rico. My family is down there, and the docks are close to my home. The island is lovely, and people are very friendly and happy. I live in Mayaguez and as soon as my ship pulls into port I can't wait until I see my family.

~ ~ ~

**Jessie R. Joy, DM:** New Zealand I'm very interested in native races, like the American Indian, for example. In New Zealand they have the Maoris tribe, a fine bunch of Polynesians. I also like the climate—the healthiest in the world—and they have pleasing landscapes. Boy, I tell you, I like that country. You don't see sick people there.



**William M. Drew, fireman:** Well, as far as I'm concerned there is no place like Honolulu. I've been there for quite a while, staying at the Tripler Hospital, and I really have been around the island. I've many friends out there, and hope to be getting back in the near future.



**Eusebio Padilla, OS:** Since I live in Brooklyn, it still is my favorite port for overnight stays. I have a wife and seven kids, and there is no place like home. That's why I keep sailing Alcoa and Bull Line runs. Short trips mean more time with my family.



**E. Buster Collins, Cook and baker:** That's easy — Kingston, Jamaica. They have some pretty scenery, the people are very friendly, and there's that good rum. I like that cooked flying fish; it tastes real sweet. Most of all, I like Kingston because of the prettiest little gal you ever saw waiting for me there.



**Tony Pisano, pantryman:** For me there is no place like Leghorn, Italy. My mother and father were born there. It's a beautiful country, with Pompeii, Venice, and plenty of gorgeous women. And the people are the friendliest in the world. I'd like to go back, but right now I'm waiting for a coastwise trip to the Gulf and back.



## Drive Hits Foreign Curbs On US Ships

WASHINGTON—An effort by the Federal Maritime Board to discourage foreign nations' attempts to discriminate against US-flag shipping has drawn warm endorsement from all segments of the US maritime industry and maritime unions.

As expected, the only opposition has come from groups

who directly benefit from the foreign discrimination by virtually monopolizing the trade from which American ships are being excluded. Major case in point so far is the Board's proposal to impose additional fees on US exports to Ecuador carried on vessels under that country's flag.

This would counter the higher charges placed on these cargoes when they are moved on US ships.

### List Foreign Practices

Meanwhile, seeking to counter all the complaining going on in foreign maritime nations about "50-50" and United States "discrimination" in favor of United States ships, the Maritime Administration has compiled an extensive list of foreign discriminatory acts against US shipping.

The discriminatory practices include extra charges imposed on US and other foreign ships; compelling US ships to accept payment in non-convertible currencies (this was done in India, thus giving British and European-flag ships an edge); excluding US ships through a series of special licenses and other special conditions; classifying commercial cargo as "government" cargo and reserving it to ships of the country involved; routing commercial cargo on ships of its own nation and giving berthing priorities to national ships against US and other foreign ships.

## Houston Is Ship Haven

HOUSTON—Shipping has been good for the last two weeks, and looks more promising for the next two weeks, reports Port Agent Robert Matthews. The last period offered good shipping for class "B" men with 45 registered, and 40 shipping out. "A" men found jobs plentiful, with 96 "A" men taking to the sea.

Ships paying off during the last two weeks were the Mermaid (Metro-Petro); Atlas (Tankers & Tramps); and Pacific Wave (Pegor). Ships signing on were Pacific Wave (Pegor); and Steel Vendor (Isthmian). The following ships were in transit: Seatrain New Jersey (Seatrain); Del Alba, Del Rio (Mississippi); Hilton, Mae (Bull); Bienville, Beauregard (Pan-Atlantic); Antinous, Yaka (Waterman); Ocean Deborah (Ocean Trans.); Margaret Brown (Bloomfield); Producer (Marine Carriers); Ocean Dinny (Ocean Clippers); and Alcoa Planter (Alcoa).

# Congress Votes Two More Years Of Surplus Cargoes

WASHINGTON—With the wind-up of this session of Congress only a few hours away, Congress has formally agreed on a compromise two-year extension of the farm surplus disposal program which would give some permanence to the legislation. Up until now, year to year extensions have been adopted, each time in the closing days of the session.

The action on the surplus bill and the likelihood that the Congress will agree before adjournment on a figure somewhere in the neighborhood of \$3¼ billion as this year's foreign aid appropriation assures no interruption in these two basic programs back-

stopping US shipping. Since the movement of US-financed surplus cargoes and foreign aid shipments are both governed by the "50-50" principle, they represent thousands of jobs for US seamen.

### No Subsidy Measures

Congress is not expected to take any further action this session on various subsidy measures sought

by the industry. These involved amendments governing ship operating subsidies as well as construction aid. In view of the various studies already underway involving reappraisal of US shipping policy in its entirety, enactment of these other measures has been put off at least until next year.

Further attempts by various agencies to whittle away at the permanent "50-50" law, which is supposed to assure movement of at least 50 percent of all US-financed shipments on American-flag ships, are still going on. The latest effort, which the Senate and House maritime committees are seeking to block is a General Accounting Office ruling that would assure a "50-50" split in allotting these cargoes only if the same types of ships were used by both the US and foreign shipper.

On this basis, when foreign-flag tankers were used to carry grain to a particular country, US shipping would be assured half of this tonnage only if US-flag tankers were available and used. This interpretation would allow foreign nations and shippers to manipulate the vast amount of foreign and runaway-flag tonnage available so as to cut the American share of this traffic.

## Collect 700 Hours Pay In Ship Restriction Beef

NEW YORK—In a major OT beef between crewmembers of the SS Barbara Fritchie and the shipping company, Liberty Navigation, the Barbara Fritchie's gang collected 700 hours' pay for restriction to the ship while in the ports of Singapore and Aden. Since the captain was unable to produce a required letter of restriction from the local government, the company was compelled to pay the crewmembers as stated in the SIU contract.

Headquarters again focuses attention to the fact that "A" and "B" seniority books are letting too many jobs hang on the board. All hands are warned that such practice results in shipping newcomers, which consequently will make shipping rough in next several years for "A" and "B" men.

### Shipping Good

Shipping for the past two-week period has increased with 303 men shipping out. It should remain about the same for the next two-week period.

During the last period ships that paid off were the Seatrain NJ, Seatrain Texas, Seatrain Georgia, Seatrain NY (Seatrain); Robin Sherwood (Robin); Alcoa Pennant, Alcoa Patriot (Alcoa); Ames Victory (Victory Carriers); Gateway City (Pan-Atlantic); Edith, Frances, Elizabeth (Bull); CS Norfolk (Cities Service); Steel Recorder, Steel Executive (Isthmian); Barbara Fritchie (Liberty Navigation); Atlantis (Petrol Shipping); Ocean Eva (Ocean Clippers); Atlantic

(American Banner) and Helen (Olympic Transportation).

Ships in transit were the Sand Captain (Const. Agg.); Portmar, Alamar and Kenmar (Calmar); Carolyn, Emilia (Bull); Bienville, Azalea City, Raphael Semmes, Beauregard, Fairland (Pan-Atlantic); Steel Voyager, Steel Surveyor, Steel Worker (Isthmian); Wild Ranger, Madaket, Topa Topa and Wacosta (Waterman).

## Nylon Lines Seen Edging Manila Out

WASHINGTON—Manila rope is on its way out, to be replaced by nylon, reports the Navy's Bureau of Ships and the Military Sea Transportation Service. After two years of extensive sea trials, MSTTS tests

have shown nylon mooring lines to be far lighter, more flexible, less bulky, and easier to handle and stow, than manila.

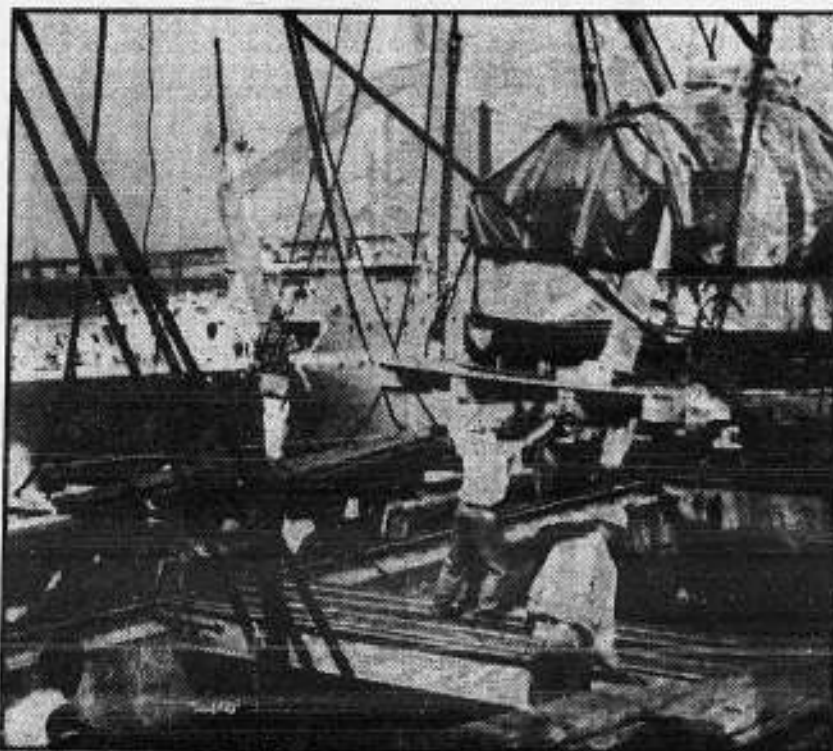
In addition, MSTTS said, nylon lines are easy to splice, unaffected by mold, do not absorb water, have a relatively high melting point and are free from insect problems. Nylon stretches safely as much as 40 percent, yet returns to its original length, a distinct advantage where impact and

shock loads are encountered. Nylon also has a much longer life than manila line.

Pending a review of current lab tests, MSTTS contemplates the gradual replacement of existing manila lines with lighter nylon lines of equivalent breaking strength. A 6½-inch nylon can replace 10-inch manila line.

Savings as a result of such replacements is expected to run into the hundreds of thousands — not to mention the saving on aching backs. Nylon lines cost approximately three times more than manila, but with proper care will give four or five times the service.

### SIU Ships In Detroit



While longshoremen load heavy anti-aircraft apparatus into hold of SIU-manned Antinous, SIU Great Lakes cruise ship Aquarama passes in the background.

### Pick Up 'Shot' Card At Payoff

Seafarers who have taken the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they pay off at the end of a voyage.

The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots.

Those men who forget to pick up their inoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another such voyage.



## Corruption? Machinists Cite Business Practices

WASHINGTON — With Congress having acted on a purported "anti-corruption" bill in the labor arena, the Executive Council of the International Association of Machinists has called for appropriate action on business corruption.

The Council cited several areas as meriting widespread Congressional investigation, among them the following:

- Kickbacks, payoffs and bribes amounting to an estimated \$5 billion a year, according to Life magazine.

- The use of prostitutes and call girls as an adjunct to selling and "public relations" by some of the country's largest corporations.

- The practice of failing to turn over to the Treasury some \$250 million in withholding taxes deducted from employees' wages.

- The charity racketeers who milk the public for an estimated \$750 million annually.

- Corrupt practices in the medical profession, including ghost surgery, fee-splitting and bill-padding.

- Wide-scale tax evasion by managers and directors of large corporations in the form of stock options at the expense of the public and other stock-holders.

- Denial of constitutional rights to workers both in the political and the economic arena in many states, particularly in the South.

Substantiating some aspects of these charges, the US Labor Department reported that in the past five years alone it has recovered \$45 million from employers who violated the wage and hour laws. The total is \$11 million higher than the previous five years.

In that five year period, 507,000 workers were deprived of the minimum benefits they were entitled to under various Federal wage and hour statutes and 121 individuals and companies were barred from future work on Government contracts because of violations of these acts.

## House Kills Ban On Free Ship Travel

WASHINGTON—A bill perennially introduced by Senator Williams (Rep.-Del.) prohibiting free or cut-rate passage to Europe on American ships for Congressmen or their dependents has been killed once again. Although passed by the Senate this year, the measure was dumped by the House of Representatives.

While Congressional free rides were being preserved at the Capitol, the Treasury Department was reprimanding the commandant and assistant commandant of the Coast Guard for permitting civilian relatives to fly to Europe on a military plane.

The reprimand followed a 28-day trip by the assistant commandant, Rear Admiral James A. Hirshfield, on which he was accompanied by his wife and five other friends and relatives. Another Coast Guard officer also took along his wife and daughter.

The purpose of the trip by a group of four Coast Guard officers including Admiral Hirshfield was the inspection of Coast Guard units in European countries. The reprimand noted that the inspection purposes were "proper and normal" but that "there was an improper and unwarranted inclusion of civilian passengers on the flight."

Admiral Hirshfield, in partial defense of the trip, said that the civilians had paid the cost of all food and lodging.

## Birthday Party-Goer



Screen actor Donald Crisp does the birthday cake honors as SS Atlantic chief steward Ernie Fox looks on during recent voyage of SIU-manned passenger ship.

## LABOR ROUND-UP

Some 500 delegates to the Teachers Conference in Minneapolis went on record calling for the adoption of a salary schedule enabling teachers to advance in eight annual steps from a \$6,000 yearly minimum to a \$13,000 maximum. The delegates, representing 50,000 AFL-CIO classroom instructors, reaffirmed the union's stand on discipline and juvenile delinquency and demanded a maximum class size of 25 in order to handle these problems.

Living costs climbed to an all-time record high for the fourth consecutive month in mid-July, according to the Labor Department. An increase of three-tenths of one percent brought the Consumer Price Index to 124.9 percent of the 1947-49 average. As of result of this increase, over one million union workers will recover part of this loss through two-cent hourly wage raises under their cost-of-living escalator clauses. While the cost-of-living index climbed to new heights, a seasonal drop in hours worked cut the average spendable earnings of factory workers by about 85 cents a week.

Over \$108 million in supplementary unemployment benefits has been paid to totally or partially unemployed members of the United Auto Workers Union in the three years it has been in effect. Negotiated in 1955, the benefit went into effect the following year, protecting workers against the hardships of layoffs and short work weeks. Greatly revised and enlarged last year, SUB was expanded to provide, along with state unemployment compensation, payments adding up to 65 percent of a workers' take-home pay. It was also broadened to protect the UAW worker on a short workweek so his payments would also be 65 percent of his regular take-home pay for 40 hours.

## Unions Move To Organize California Farm Workers

One of the most ambitious attempts to organize agricultural workers is underway in California. The AFL-CIO, interested in the highly mechanized farms in California, recently formed an Agricultural Workers Organizing Committee with the aim of enrolling 150,000 of the state's farm workers.

With headquarters in Stockton, the AWOC has a full-time paid staff of a dozen, including nine organizers. It has opened branch offices in two other California cities.

Attempts to organize farm workers are not new. Their traditionally low pay has made them repeated targets of organized drives by various unions. Little has come of these efforts, largely because

of the migratory habits of many farm workers.

Nevertheless, Norman Smith, director of AWOC, is confident of success, despite past failures. "There are two to 2½ million farm workers in the country," he notes. "This could be the largest union in organized labor."

But the AWOC in California has a hard road ahead. In addition to the many problems relating to organizing, there is strong opposition by the farm associations.

## Break 'Em In Right!



Old hands aboard ship may have most of the answers on safe shipboard procedure, but that isn't true of the newcomers entering the industry.

In many cases, these men start from scratch and it's up to the wiser, more experienced hands to show them what has to be done.

In the process, every oldtimer should make a point of showing newcomers how to do their job the safe way. Teach them the techniques of the trade, so that they will work with the least risk to themselves and their shipmates.

**An SIU Ship Is A Safe Ship**



## YOUR DOLLAR'S WORTH

### Seafarer's Guide To Better Buying

By Sidney Margolius

#### Planned Buying Means Savings

What kind of winter can you expect? For the first time in three years you can look forward to stable living costs until at least next spring. The third round of inflation since the end of World War II—a long stubborn one—has finally been quenched for the time being by heavy crops and cheaper food. The farmers have bailed us out even though the drop in raw food prices is not being passed on fully to consumers by processors and retailers. (Wholesale food prices have gone down nine percent since last year; retail, only three so far.)

In particular, the largest production of pork in sixteen years is arriving on the market. If you plan your buying, and especially your meals, on the basis of current trends, you'll have a chance to keep down your food bills and catch up on other family needs.

This fall, alert families will use more pork, be careful about beef which has not come down as much, switch to small and medium-size eggs which are better value than big ones this time of year. Broilers aren't quite the life-saving bargain they were last year, but fowl is relatively cheap this fall and turkeys remain a good value.

The September canned-goods sales are an opportunity to stock up on staples as the grocery stores clear out last year's pack to get ready for this year's. Some big crops of fresh fruits and vegetables, especially pears and peaches, also offer a chance to keep down food bills. Another break this year is that you'll find it cheaper to heat your house.

Fuel oil prices have come down, although the oil companies now are talking about reducing production to prevent prices from falling.

It's even getting a shade cheaper to operate your car. Prices of both gasoline and tires have been trimmed. In home equipment, the big bargain this fall is household appliances. Prices of automatic washers and driers have been getting a little cheaper each year since 1957. Now, one of the biggest makers (Norge) has announced price cuts of 4-10 per cent on 1960 models. It also will cost you a little less to make home repairs this fall. The new tight-money situation limiting the availability of mortgages is forcing a cut in home building. In turn, prices of asphalt roofing, lumber and plywood have dropped from last year's lofty levels, and some plumbing and heating equipment also has been reduced.

This is not to say that all prices are coming down. You'll pay a little more for children's school clothing this fall; also women's coats, and substantially more for shoes, as previously reported here. If you time your buying, you'll find reductions on clothing starting with October sales. Furniture and rug prices also are a little higher this year, with the next cut-price sales scheduled for January.

Here are tips on several fall buying opportunities:

**SEAT COVERS:** Most people buy car seat covers in spring and summer. But you get best values in the fall and winter when the seat cover shops are very slow and seeking business. But beware of high-pressure promoters in this field. They advertise clear plastic covers, for example, for \$18.95. These are really as thin as 8-gauge and can rip easily. The best gauge is 16. For this quality the advertised-brand promoters charge \$35, compared to about \$32 for the same quality for true custom-made covers at independent custom trim shops. If you want clear plastic covers for a new car, specify the 16-gauge and compare prices on this basis.

But the clear plastics are losing a little of their popularity among new car owners. For old cars, the choice is generally among these three types:

Type	Approx. Cost	Estimated Life
Fiber	\$16	1-2 years
Saran	\$25	2-3 years
Puff Saran	\$35	3 years or more

Hence, for a car you expect to keep only a short time, the fiber covers are suitable enough. Otherwise, the plain Saran (a woven plastic) is the best choice, offering the most potential wear at a medium price.

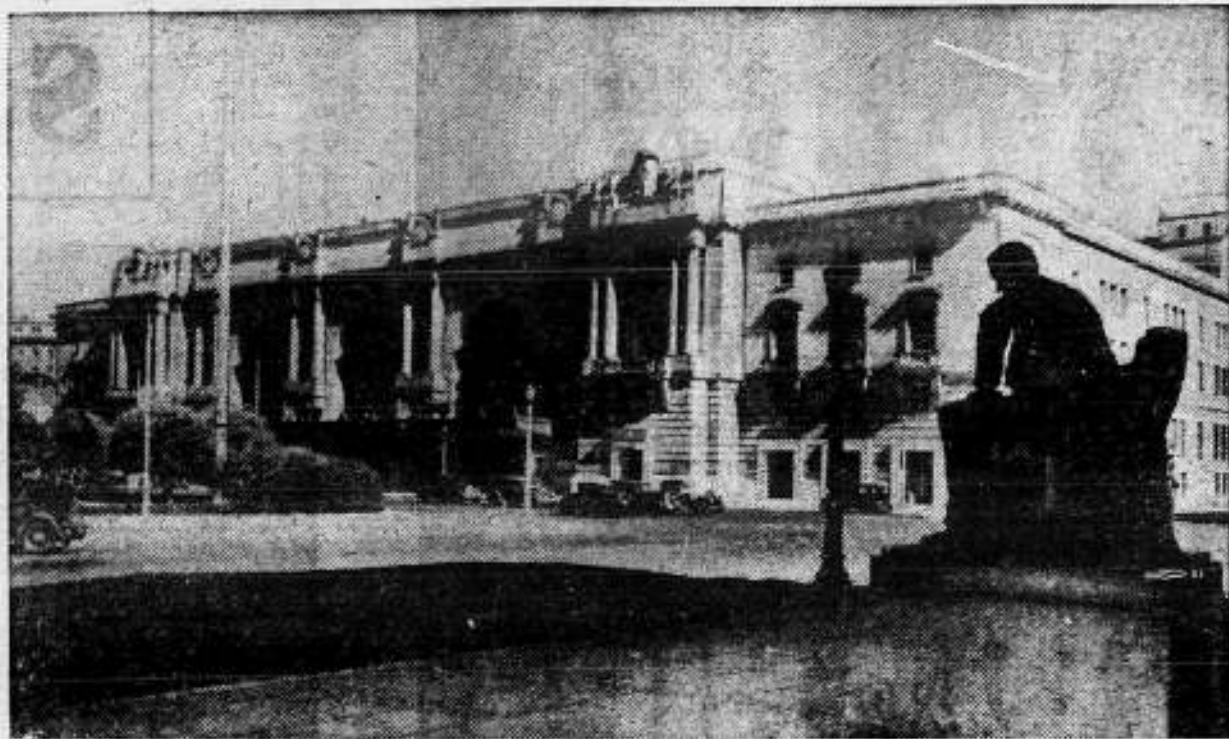
**TIRES, EQUIPMENT:** Tires, batteries, spark plugs, mufflers and other auto accessories are special-priced by many retailers and service shops in pre-winter sales. As this department previously has recommended, for a car you expect to keep at least a year, nylon tires are preferable because of their greater sidewall strength and tendency to run cooler than rayon tires, with less likelihood to blow out. Present price difference between rayon and nylon tires is about \$3-\$4.

**FOOD:** Pork is the leading meat value this fall, and pork shoulder and smoked ham are particularly good values. A recent report on cooking oils by the US Agriculture Department points out that cottonseed oil products are a good choice for deep frying. Corn oil and peanut oil are also good but have a somewhat lower smoke point. Soybean oil has a high smoke point but may develop a "beany" odor with repeated use.

**Consumers Speak Up, Keep Grade Labels on Lamb**

Consumers won a victory over industry interests who wanted the US Agriculture Department to stop grading lamb and mutton. Meat stamped with the Federal grade labels shows you exactly what quality you're getting. For example, if you buy meat stamped "USDA Choice," you are always sure of getting this quality and not a lower grade, and also have a basis for comparing prices.

## ILA Issue Up To AFL-CIO Meet



San Francisco's famed civic auditorium will be site of third biennial convention of the AFL-CIO opening here on September 17. Convention is expected to act on several important maritime matters including admission of merged longshore union to the Federation.

The new upsurge of anti-labor legislation and sentiment against unions will be a major subject to be considered at the coming AFL-CIO convention on September 17. The convention will meet in San Francisco with about 900 delegates expected to attend the sessions which will run through September 25. The passage of the modified Griffin-Landrum bill with new restrictions on labor has raised numerous issues as to how unions can preserve their memberships' gains and continue organizing activities.

Several major maritime items will be dealt with at the convention and at meetings preceding it. The AFL-CIO Maritime Trades Department will hold its meeting at the St. Francis Hotel on September 15 and 16. (See page 3.)

At the AFL-CIO convention itself, delegates will act on the application of the International Longshoremen's Association for affiliation with the national labor movement. The AFL-CIO Executive Council had previously approved such affiliation on a two-year probationary basis. The affiliation would be contingent in part upon agreement between the ILA and the International Brotherhood of Longshoremen to merge their organizations. Meetings have been going on for the past two weeks to work out the details of the projected merger, and the ILA membership will vote Monday in a referendum to determine whether they approve the affiliation proposal.

Questions of jurisdiction on the Great Lakes between the SIU Great Lakes District, the Steelworkers Union and other maritime unions may also come up for discussion at San Francisco. An interim agreement was reached August 6 between the Steelworkers and the SIU to support each other's organizational attempts among Great Lakes seamen. Final solution of the jurisdictional problem has been delayed because of

the nationwide steel strike of the steel union.

Also scheduled for San Francisco is the annual convention of the International Labor Press Association on September 14 to 16.

## Ship Radiotelephone Authorized In Phila.

PHILADELPHIA—The Federal Communications Commission has reversed a previous order barring the use of ship-to-ship bridge phones and has granted permission for their use on vessels navigating the Delaware River.

The permission was granted to the Joint Executive Committee for the Improvement and Development of the Philadelphia Port Area, a group representing some 19 organizations along the waterfront. Backed by the companies operating vessels in the port, the committee formulated the bridge-to-bridge phone plan to help cut down the danger of ship collisions on the river.

While granting permission for the radiotelephone use, the Commission ruled that they can be used only until April 1, 1961, at which time an application for their renewal will have to be filed. The committee has expressed dissatisfaction over this limit contending that it will take time to develop the system. It will take six months alone, they said, to buy and install the necessary equipment.

The use of bridge-to-bridge phones has been urged off and on since the fatal 1956 crash between the Andria Doria and the Stockholm off Nantucket which claimed some 50 lives. During the past year a number of collisions took place which might have been avoided had the ships' navigators been able to contact each other directly. Among these collisions were that between the passenger ship Constitution and the Norwegian tanker Jalanta, and between the SIU-manned Valchem and Grace Line's passenger ship the Santa Rosa, which caused the death of three seafarers and an engineer on the Valchem.

In a related development, Captain James La Belle, former master of the Constitution, lost his appeal to the commandant of the Coast Guard on the one-year suspension of his license. Captain La Belle

had been suspended following a Coast Guard hearing at which he was accused of operating his vessel at an immoderate speed under conditions of restricted visibility prior to the crash with the Jalanta.

## Struck WC Tugs Make Pact Offer

SAN FRANCISCO — Tug and barge companies here have finally made an offer to the SIU-affiliated Inland Boatmen's Union after a strike of nearly four months. The IBU has effectively tied up tug operations here since May 15 and in Los Angeles since June 1.

The strike erupted when the operators refused to negotiate on a new contract, with necessary changes in manning, overtime and other conditions. Although the union considers the latest offer far from satisfactory because it still bypasses the basic differences, the fact that the operators are willing to sit down again is a welcome sign.

In the absence of tugs during the strike, most of the ships in the area have had to speed up or delay their arrivals and departures in order to ride with the tides. There have also been some diversions to other ports.

Since the resumption of talks, the union reports progress toward a settlement on some items. In addition to manning rules, the IBU is seeking adjustment in current wages and overtime scales, plus pension, health and welfare contributions by the boat owners.

## Seattle Still On Upside

SEATTLE—Shipping has been very good during the last shipping period, reports Port Agent Ted Babkowski. The last two weeks saw more "B" men shipping than registered (19 registered, 20 shipping out), and a total of 52 "A" men shipping. Babkowski expects the next period will also be very good.

Paying off and signing on at the port during the last two weeks were Vallant Power (Power); Wang Knight (Marine Bulk); and Rebecca (Intercontinental).

The Kyska (Waterman); Marymar, Texmar, Losmar, and Seamar (Calmar) were in transit here.



# PHOTO REPORT *from* SIU SHIPS

## SS PACIFICUS



Just like a cruise liner, Pacificus offered quoit game on deck on sunny days.



Seafarer Tony Michalski obviously prefers an outdoor shower.



FWT Lial, in switch from changing burners, gets some pointers on plain and fancy ropework from Mason, AB.



Unidentified Pacificus Seafarer leans over rail to keep watchful eye on whale which insisted on accompanying the vessel through the South China Sea.



Barber chores are performed by Caligiura, MM. Foster, OS, is the patient victim.



Darryl Chafin, chief cook, and Earl Gay, third cook, on the job in the galley.



Bosun Joe Pendleton lashes down lifeboat cover. Carroll Quinnt, DM, is at rear.



Proud fishermen are Mason, AB, (left) and Carroll Quinnt, DM. Fish wasn't identified. All Pacificus photos by Seafarer Don Ruddy.





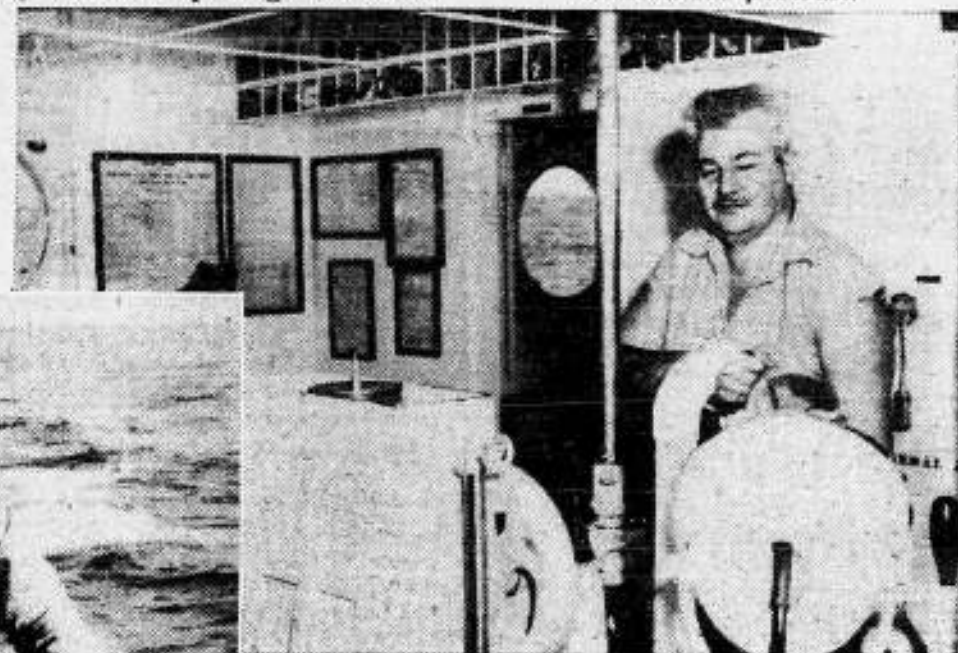
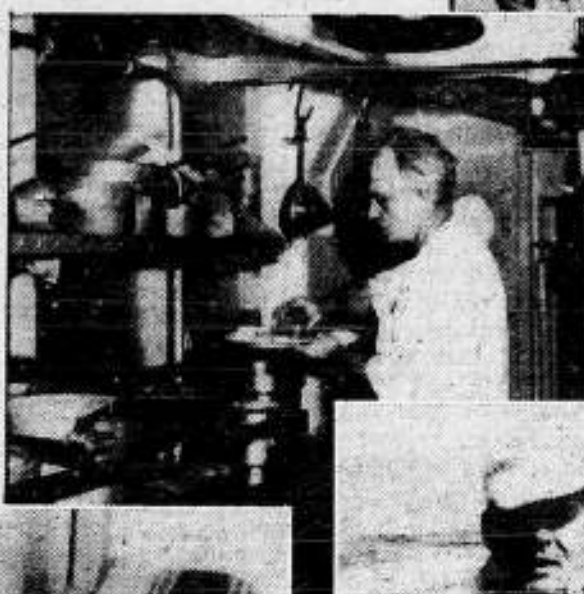
# SS HELEN



Third mate and radio operator on the SS Helen pose for Big John Wunderlich's camera in this sequence of shots taken of the tanker crew.

"Junior," the wiper, gets low-down on Communism in book by former top Yugoslav Red.

Seafarer John Wunderlich steps out from behind camera for portrait.



Chief steward (above) has something delectable on tap, judging from pleased look as he types menus. Third cook, (top right) does the honors in galley. At right, ship's mascot Minnie looks like she has everything a cat could ask for.

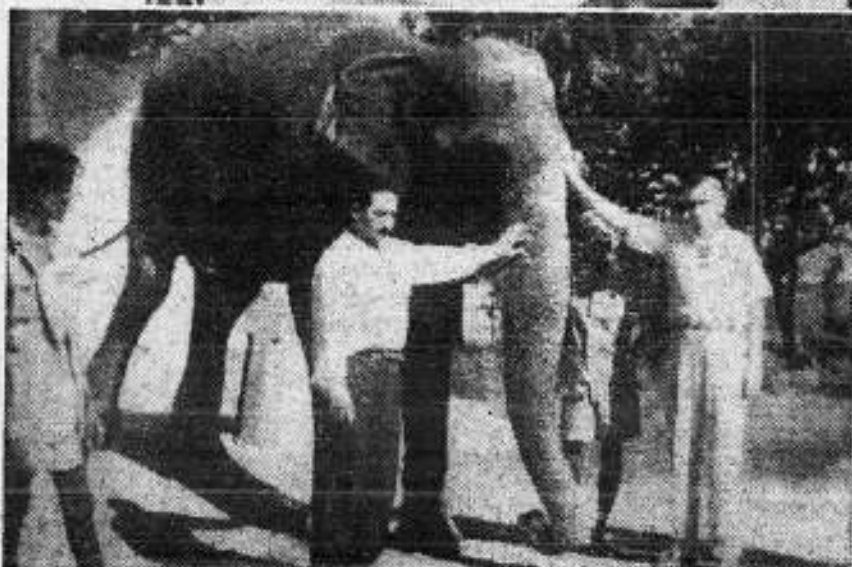


At left, Whitey La Point, 12-4 OS, slushes down deck railings, while at the helm, above, is 12-4 AB, christened "Liberarchie" by crew. It must be the wavy hair because there was no piano on board.

# SS JOHNC



Whitey Johnson caught this quartet. Standing (l to r) Eddie Goddard, OS; Murphy, AB; Jimmy, oiler; kneeling "Yokohama Dutch," AB.



In Gurun, India, Chico, OS, and "Slim," AB, nearly adopted this elephant, but thought the better of it because he would make a tight fit in their foc'sle.

Pose he uses for cigarette ad has become second nature to Johnson. On receiving end is Mr. Guroo, owner and manager of the Star Laundry in Visak and a faithful LOG reader.



## Co's Limiting Hospital Benefits

With hospital, surgical and medical expenses going up faster than any other item in the cost-of-living index, insurance companies selling health plans have come up with a device which is rapidly spreading. That is the "major medical disaster" system, whereby the patient has to pay the first \$300 to \$500 of medical bills, after which the insurance covers medical expenses for as much as \$7,500 to \$15,000.

The "major medical" set-up is being pushed by many employers because of the increasing cost of

Blue Cross and Blue Shield coverage. In contrast to "major medical" plans, Blue Cross and Blue Shield pay from the first dollar of hospital costs, but have a much lower top ceiling on expenses. The theory behind "major med-

ical" is that small medical expenses up to \$300 eat up most of the benefits paid out, whereas real protection is needed for costs of serious, long-term illness and injury which is not fully-covered by present plans.

### Initially Costly

The only trouble with the system is that few workers can afford the \$300 to \$500 initial expenses before the plan starts to give them coverage. For practical purposes, a large percentage of hospitalization costs are under \$300 so the effect of a "major medical" system is to evade payment of many hospital bills confronting workers. Consequently, the AFL-CIO and member unions are resisting institutions of "major medical" plans without some kind of coverage for the first \$300 to \$500 medical bills.

Seafarers will recall that when the SIU family hospital-surgical benefits were first instituted, they contained a "\$50 deductible" feature under which Seafarers were to pay the first \$50 of hospital costs with the Welfare Plan picking up the costs from there. However, it was found that this feature was undesirable and it was abolished. The Plan now pays from the first dollar, subject of course, to the ceilings established for the various benefits.

Another variation of the "major medical" theme, calls for the patient to pay a percentage of the hospital bill. This too involves shifting the burden from the insurance company to the patient, with the theory being that such an arrangement would prevent "bill-padding."

None of these devices attacks the basic problems of rapidly-increasing hospital, surgical and medical costs which are rising at a rate far faster than the other items in the cost of living index. In fact, they reflect the failure of the medical profession and related industries such as drug manufacturers to exercise restraint in charging for medical care.

## PENSIONERS' CORNER



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

George J. Vesagas . . . 62 . . . a veteran of more than 47 years of sea duty who shipped out on all kinds of runs—"going anywhere, Europe, the Far East, or around the world" . . . A member of the steward department, Vesagas served aboard the Dunsyer, Manchuria, Graylock, West-Kedron and A. B. Alexander, to name a few ships familiar to oldtimers . . . Vesagas developed another talent besides



Still handling the food, Vesagas cuts chicken while family looks on in anticipation.

cooking while at sea, namely the art of description . . . Hawaii inspired the following from him: ". . . the spell of the tropical night takes possession of the people. Once I heard the strain of Hawaiian music and the giggle of happy laughter, sounding the night and air . . . the sunshine, the moon beam, the lapping wave . . . the fragrant flower, the giggling mirth, and strumming of a guitar makes the atmosphere different from the States" . . . Retired, Vesagas would like to write to his former shipmates, but unfortunately he doesn't have their addresses . . . now resides at 60 Caselli Ave., San Francisco, Calif.

## Pacificus Crew Stars In Top-Rated Balt. Payoff

BALTIMORE—A "patrolman's dream" hit the port during the last shipping period, reports Port Agent Earl Sheppard. The "dream ship" was SS Pacificus, with a crew that had only praise for Captain Carl Inge-

man, Chief Mate Frank Roys, the entire steward department, and all the officers. The ship came in without a single hour of disputed overtime, and no beefs of any kind, and when the company's representative was presented with the repair list he cooperatively agreed to replace the crew refrigerator, washing machine, and install new fans in crew quarters. As an added note, the ship sailed on schedule too!

The last monthly Baltimore Port Council meeting here was upset when a man recently released from a mental institution got into

the hall and whipped out a .38-caliber revolver when asked for his credentials. He fired two shots and kept the group on tenterhooks until Seafarer John Arabasz finally persuaded him to put his gun down after a tense half hour. Minutes later the gun-toter was taken into custody. He was later given a sanity hearing which resulted in his being recommitted. Fortunately the only damage done was a couple of holes put into the bulkhead.

### The Shipping Picture

Shipping-wise, nine ships paid off during the last period. They were the Emilia, Evelyn, Jean (Bull); Pacificus (Colonial); Compass (Pacific Navigator); Penmar, Kenmar, Alamar (Calmar); and Oremar (Marven).

Ships that signed on were the Longview Victory (Victory Carriers); Bents Fort (Cities Service); and Oremar (Marven) while in-transits were the Steel Surveyor, Steel Voyager, and Steel Executive (Isthmian); Robin Sherwood (Robin); Ames Victory (Victory Carriers); Alcoa Polaris, Alcoa Runner (Alcoa); CS Baltimore (Cities Service).

As has been the case for several weeks now, activity here has been slowed considerably by the national steel strike, which has led to the idling of many of the ore-carriers which serve this port.

## Tanker Port On Upgrade

LAKE CHARLES—Shipping for the past two weeks was fair. The next two weeks promises to be better with several ships due in this port in transit.

During the last shipping period the Chiwawa (Cities Service) paid off, and the Del Alba (Mississippi) signed on. The following ships were in transit: CS Norfolk, Bradford Island, CS Baltimore, Council Grove, Royal Oak, CS Miami, Winter Hill, CS Norfolk, Chiwawa, CS Baltimore (Cities Service).

## SIU BLOOD BANK HONOR ROLL



The SIU blood bank in New York has been set up to supply Seafarers or members of their families with blood anywhere in the United States. Seafarers passing through the Port of New York can donate to the blood bank at the New York clinic of the Union. Listed in this space are a few of the Seafarers and others who have donated to the blood bank in the past. The names of other donors will appear in future issues of the SEAFARERS LOG.

Pages, Federico G.  
Messina, Salvatore  
Iversen, Kaare L. E.  
Collins, Herbert Mrs.  
Petrillo, Anthony  
Wendell, Richard J.  
O'Brien, Charles  
Bernstein, Sidney  
Reiske, Hans  
Adkins, Frank  
Zappalorti, Henry  
VanLooy, Felix  
Ratsch, Hans

McCartney, George  
Graff, Gerald F.  
All, Fazel  
Rosen, Abe  
Palencar, Leonard J.  
Schaeffer, William C.  
Rock, Joseph G.  
Wulff, William  
McMahon, William E.  
Mattox, Jack R.  
Becker, Edward S.  
Daniluk, Alexander  
Bakin, Carl

Gaville, Peter  
Lord, Alfred J.  
Videnovic, Velidor  
Brack, James F.  
Rozsa, Charles  
Reyes, Angel L.  
Chappell, Donald  
Lindberg, Charles  
Creer, Theodore T.  
Arcuri, Vincent  
O'Krogley, Alfred  
DeCully, John J.  
Blanco, Peter  
Elarriaga, Antonio J.  
D'Angelo, Vito  
Parsons, Hilmer  
Abrams, Abner A.  
Latondress, Norman  
Sisto, Eugene J.  
Mathcock, Robert L.  
Debanite, Ernest C.  
Yager, Herbert H.  
Rundblad, Donald A.  
Chiorra, John  
Prindenis, Joseph  
Morales, Augustin W.  
Muolo, John  
Martinez, Theodore R.  
Wysocki, Charles  
Shala, Fred  
Oliver, Ronald R.  
Taylor, Charles E.  
Fullen, Richard  
Ferudi, Charles  
Levy, Melvin J.  
Dydzulis, Victor  
Olsen, Odd E.  
Cowperthwaite, Roger

## Japanese Subsidies Spur US Ship Aid

Developments in Japan, long considered the cheapest construction cost shipbuilding country, have spurred efforts to revise the 1936 Merchant Marine Act to provide for greater construction differential subsidies for US-built vessels.

The Japanese merchant fleet, under an extensive government-financed construction program, has expanded by some 1,600,000 gross tons in the past two years alone, and now ranks fifth among the world's shipping nations. The Japanese subsidy program, along with aid given by major European maritime nations to their ship operators, has widened the actual difference in ship costs over the 50 percent ceiling allowed under US law.

Charging that the expansion of the US-merchant marine has been greatly hampered by an inadequate subsidy program, US shipbuilders have sought to revise the 1936 act to lift the present 50 percent subsidy ceiling on American constructed vessels.

Under the 1936 act the Federal Maritime Board is authorized to grant construction-differential subsidies up to 50 percent. However, with increased US costs, and using Japan's subsidized construction program as its differential base, the 50 percent limitation means that US aid does not meet the actual difference in cost between Japanese and American yards.

One of the latest US-flag companies to receive a 50-percent subsidy grant is the SIU Pacific District contracted American President Lines for the improvement of four Mariner type vessels. The last of the four ships, the President Taylor, sailed from the Todd Shipyard in San Francisco last week. The construction subsidy for the

Taylor and the Presidents Garfield, Arthur and the Buchanan was set by the Board, using Japanese costs as a base, at \$845,000, or 50 percent of the lowest US bid of \$1,710,000.





## 'Out From Under Him'



## Mobile Sees Stepped-Up Job Totals

MOBILE — After a relatively slow two weeks, Seafarers in this port are looking forward to stepped-up shipping led by the return of another Liberian-flag vessel to US registry. The Pacific Thunder has come back from runaway operation to be run by the SIU-contracted World Tramping Company and will take a full SIU crew in this port.

Port Agent Cal Tanner noted that aside from the returning runaway the next couple of weeks have some 13 SIU-contracted ships due to hit this port. By contrast, the past two-week period was slow with very few offshore ships paying off.

The six that paid off were the Ocean Deborah (Ocean Trans.); Alcoa Corsair, Alcoa Roamer, and Alcoa Cavalier (Alcoa), and Monarch of the Seas and Claiborne (Waterman). Only one ship signed on, the Alcoa Roamer (Alcoa).

The following ships were in transit: Steel Voyager (Isthmian); Wild Ranger, Antinous (Waterman); Kathryn, Beatrice (Bull); Del Valle (Mississippi); Longview Victory (Victory Carriers), and Alcoa Pioneer and Alcoa Ranger (Alcoa).

Prospects for the next couple of weeks include the following ships due to hit port: Antinous, Yaka, Monarch of the Seas, Claiborne, Hastings (Waterman); Alcoa Clipper, Alcoa Roamer, Alcoa Corsair, Alcoa Ranger (Alcoa); Elizabeth, Frances (Bull); Ames Victory (Victory); and Del Rio (Mississippi).

There is mounting discomfort today in the ranks of the fat cats of the oil industry who, up until recently, merely had to sit back and watch the profits roll in. For years, the best gimmick they had was the runaway-flag shipping operation. This gave them virtual immunity from American taxes, decent labor standards and other essential regulations that US-flag operators had to contend with.

Starting in 1958, however, various developments began stripping away the protective covering which cloaked such substandard operations. For one, the SIU won a decision before the National Labor Relations Board paving the way for American sea unions to organize the large American-owned segment of the runaway fleet. Next came the unity among American maritime unions and the foreign unions via the International Transportworkers Federation, which produced last December's successful boycott demonstration that focused world attention on the nature of runaway shipping for the first time.

The joint union action at the same time prodded Congress to take some cognizance of a situation that had up until then been carefully swept under the rug. Legislation was introduced hitting at the unfairness of the 27 percent oil depletion allowance and the specialized tax treatment for the oil industry. Indeed, how can an industry ask for special tax treatment when it refuses to fly the American flag on the major portion of its shipping as a device to escape American taxes and jeopardize American conditions?

Admittedly, the situation is complex. The fat cats have also arranged it so that American-flag tanker operations are in trouble. Their obvious "solution" would be to find a way to put all their shipping under foreign and runaway flags but no one, least of all the American maritime unions, would buy a deal like that. The fact is that now the shoe is on the other foot.

Instead of calling all the shots, "big oil" is now somewhat in the position of having to defend its misdeeds of the past. Here at home, efforts are underway to restore the balance by reviving the American-flag section of the tanker industry through legislation and by organizing the American-owned runaway tanker fleets. Although a slow process, this is paying off.

Liberia is losing ground as the primary runaway ship haven, and Greek owners are actually registering their ships in Greece these days. With the union, Congressional and public focus on the whole runaway issue, more positive progress is in view at long last on this long-standing problem. The SIU, with the full support of its membership, intends to push just as hard as it can to bring those ships under union contracts.

## Hits Runaway Contracts; Supports US Union Drive

A drive by American maritime unions to organize American-owned runaway shipping has been welcomed by the head of a Greek seamen's welfare organization as a major step toward improving seamen's conditions. He said the campaign gives "new hope to seafarers everywhere in the world."

Kosmas Fournarakis, a former official of the Greek Pan-Hellenic Marine Federation, endorsed the American union drive in a letter to General Secretary Omer Becu of the International Transportworkers Federation. The US drive, spearheaded by the SIU and NMU, has full ITF endorsement.

Fournarakis said that conditions of Greek seamen on runaway ships were at an "indecently" low level. "The plight of the Greek seaman deserves earnest and immediate consideration . . . These workers are subjected to the kind of treatment that was eliminated on American-flag ships a generation ago and which most civilized European nations have long since abolished."

He charged that recent contracts which had been obtained by Greek runaway ship operators were a "sell-out" of the Greek seamen and devised to forestall a drive by the American unions to organize substandard competition.

At the last ITF Fair Practices Committee meeting in Geneva on July 15 and 16, it was announced that the ITF had called upon the Greek seamen's union not to renew contracts covering some 160 run-

away ships when they expire in 1959 because these agreements were not up to snuff.

Subsequently, SIUNA President Paul Hall and NMU President Joseph Curran met with Greek shipowners in London and vetoed proposal by them to place some 800 ships under the jurisdiction of the Greek Seamen's Union, even though many of these ships operate in American foreign commerce under long-term charter or other arrangements with American industrial giants.

The SIU, NMU and other US sea unions are currently engaged in plans to undertake a full-scale drive on the runaways in line with ITF policy.

## Among Our Affiliates

An appeal filed by the Sailors Union of the Pacific on behalf of 19 SUP members denied state unemployment benefits has been resolved satisfactorily after 18 months. The decision upholds the right of a seaman to quit a temporary standby job after ten days in order to maintain his shipping rights under the contract and qualify for a permanent job. The 19 sailors had been penalized on their unemployment benefits early last year for quitting the standby jobs. The ruling makes them eligible to for full back benefits.

## ICC Gives Rails Rate Cut Weapon

WASHINGTON — The railroad-Interstate Commerce Commission alliance is still functioning smoothly, judging from a recent ICC ruling in a case covering paint cargo. The ICC decision permits the railroads to reduce freight rates drastically on this single item in order to win paint-hauling business away from truckers. As a result of the precedent, the railroads are now free to make selective rate cuts in other areas where they want to win business away from competing truck, barge and ship services.

The new ruling was based on language of last year's transportation act which declared in part "rates of a carrier shall not be held up to a particular level to protect the traffic of any other mode of transportation." It was this language which the maritime industry had unsuccessfully sought to remove from the bill.

The maritime industry viewpoint, which was supported by the SIU and other maritime unions, is that this section gives the railroads a weapon to cut rates selectively on various items to win cargo away from ships and eventually put ship operators out of business.

Up until last year, the principle had been to keep railroad rates somewhat higher than ship rates because of the slower and more irregular service offered by ships. Although in practice, the railroads had won ICC approval for selective rate-cutting in many instances, often carrying cargo at a loss to take the business away from competing ship operations.

The reaction from the railroads to the new ICC ruling was uniformly enthusiastic, with the railroads declaring they will follow up the ruling by filing for new rates on other items to take business away from trucks and water-carriers.

A distinguished group of visitors sailed through the Welland Canal on the SS R. O. Petman recently, the SIU Canadian District reports. The Petman, manned by SIU sailors in Canada, played host to the skipper of the royal yacht Britannia and other British, Canadian and US naval officers prior to the trip through the waterway by Queen Elizabeth on her recent visit to Canada and the US. Admiral Dawney, skipper of the Britannia, reported that the trip on the Petman proved a great help when the Britannia later went through the canal with the Queen and her party aboard.

Slightly better than a 25 percent wage increase was gained for licensed engineers employed by the St. Charles Transportation Company in recent negotiations by the licensed division of the SIU Canadian District. The new Lakes pact was based on contract suggestions made by the engineers. The union negotiating committee was successful in getting all the items requested embodied in the agreement.



## SEAFARERS IN DRYDOCK



A serious illness which left Seafarer Francisco Infante incoherent and on the critical list for some time was overcome by the combined efforts of the doctors and members of the social service staff of the Baltimore USPHS hospital, and resulted in the Seafarer's being put in contact with his family, after a 20-year separation.

When brought into the hospital, Infante was critically ill and incoherent, and the hospital sought to notify some member of his family.



Infante



Rodriguez

Because of his condition, Infante, who had not heard from his family for nearly 20 years, was unable to help them. However through the efforts of Miss Wingfield of the hospital staff, one of his daughters was located in Manila. A letter from his daughter produced a remarkable change in the ailing Seafarer's condition and he was soon on the road to recovery.

In addition to learning that three daughters were now married, Seafarer Infante was surprised to find he is a grandfather "many times over."

A leg ulcer suffered aboard the SS Vallant Force hospitalized Seafarer Herman Whisnant in Baltimore. Although showing progress, Whisnant is not sure how long he will be laid up.

Down in New Orleans Anthony "Tony" Rodriguez, who was released recently from the hospital, had to report back after coming down with a high fever caused by a leg ailment. Tony is doing fine, welfare representatives report, and "raising cane to get out."

Also in the New Orleans USPHS and hoping to get out soon is Seafarer Valentine Nunez, formerly on the Alcoa Cavalier.

Marvin "Chips" Blanton, formerly on the Frances, is reported feeling pretty good after a knee operation and expected to be on his feet again soon.

Seafarers off the ships, or on the beach waiting to ship, should take the time out to visit the brothers in the hospitals or to drop them a line. The following is the latest available list of hospital patients.

**USPHS HOSPITAL  
NEW ORLEANS, LA.**  
Robert G. Barrett  
Marvin J. Blanton  
Ludwik Borowik  
James Carter  
James M. Cheshire  
Eugene Crowell  
Enoch Gaylor  
Trifon Gialaris  
James C. Glisson  
George Hatchett  
Emile Herak  
Raymond Hodges

**USPHS HOSPITAL  
NORFOLK, VA.**  
Claude L. Bibb  
Thomas H. Bubar  
John L. Griffin

**USPHS HOSPITAL  
SAVANNAH, GA.**  
R. W. Centechovich

**USPHS HOSPITAL  
MANHATTAN BEACH, NY.**  
Joseph J. Bass  
Matthew Bruno  
G. Caraballo  
Leo V. Carreon  
Wade Chandler  
Joseph D. Cox  
John J. Driscoll  
Otis L. Gibbs  
Bart E. Guranick  
Taib Hassan  
Wm. D. Kanny  
Thomas R. Leahy

**USPHS HOSPITAL  
SEATTLE, WASHINGTON**  
John Brady

**USPHS HOSPITAL  
SAN FRANCISCO, CALIF.**  
Mack J. Acosta  
Edward R. Cavillo  
E. H. Huizenga  
James Johnson  
John J. Kennedy  
A. H. Mander

**USPHS HOSPITAL  
STATEN ISLAND, NY.**  
James Alston  
Pedro L. Agtaca  
Jasper C. Anderson  
David C. Archia  
Ralph Duffell  
Friedhof O. Fondila  
Thomas J. Gray  
Roman V. Harper  
Stanley F. Hayes  
Patrick T. Kelly  
Luciano Labrador

Jose Rodriguez  
Nicolas Sabin  
Manuel Sanchez  
Rex S. Sinden  
Paul Switch  
Miguel Tirado  
Milton S. Trotman  
Christian J. Voss  
Sidney Anderson  
Eustachy Bulik  
Louis Cevette  
H. Christensen

**USPHS HOSPITAL  
BALTIMORE, MD.**  
John F. Atkinson  
Ben L. Bone  
Herman Carney  
Gorman Glaze  
John H. Hestor  
William H. Little  
Dionisio Medina  
Charles A. Moss  
Angelo Polates  
David Proffitt

**USPHS HOSPITAL  
GALVESTON, TEXAS**  
Feyrl W. Ammons  
Clarence Ayers  
Virgil L. Coash  
James W. Cobb  
Valerian J. Efta

**USPHS HOSPITAL  
BOSTON, MASS.**  
Harry S. Murray  
Harold V. Riley  
Chas. Robinson

**USPHS HOSPITAL  
PT. WORTH, TEXAS**  
L. Anderson  
R. B. Appleby  
B. F. Deibler  
James Lauer  
Woodrow Meyers

Joseph DeBurger  
Spero Demoleas  
Charles Kinnke  
Charles W. Lane  
Albert G. Lee  
Robert F. Nielsen  
Felix Quinonez  
Edwin C. Reynolds  
George F. Smith  
Chow G. Song  
Michael Sovich

**USPHS HOSPITAL  
BALTIMORE, MD.**  
Abner Ralford  
Charles E. Rogers  
Ray Schrum  
Jose Soares  
Dolphus Walker  
George Watson  
Joseph A. Weha  
Harold Werns  
Herman Whisnant  
Walter Yahl

**USPHS HOSPITAL  
GALVESTON, TEXAS**  
George Johnson  
Francis Regan  
C. O. Saunders  
Edw. C. Yeamans  
Charles Zubovich

**USPHS HOSPITAL  
STATEN ISLAND, NY.**  
Victor B. Cooper  
Thomas Isaksen

**USPHS HOSPITAL  
MT. WILSON, MD.**  
George Davis

## Natalie Crew Dedicates Ode To Engineer

A long-winded reply to a simple question was the inspiration for a poem being tacked on the board on the SS Natalie recently by some of the crew. The poem, dedicated to chief engineer of the vessel was the result of his answer to the question "who gets the requisition for a fan?"

In his answer, they said, the chief went into the general history of "fans, motors, electricians, ships, companies, states and countries." He then wound up his dissertation with the "theory of relativity, the electronic theory, how much it takes to live these days even if you live cheaply, and sundry other items of great enlightenment." The only thing left uncovered was, who would get the requisition for a fan.

### Verse About 'Stuff'

The poem, which runs some 16 verses, is entitled "Stuff." It is all about the well known ship and shoreside hobby of "tossing the malarkey." In describing this pastime, the poem said:

"It is the salesman's finest tool,  
He smears it well and often,  
With glittering eye and rendering sigh,  
The hardest heart he'll soften . . .

"In slinky bar and swanky club,  
It's wielded with a flourish,  
(The ones who serve it up so well,  
Upon it often nourish)."

Using the old blarney, as it is also called, often requires the patience of a doctor, and must be applied with skill, the poet cautioned, according to the situation.

"Some spread it on a little,  
Some dunk it to the core,  
It's mixture's oft diluted,  
Some belt it raw, boy, raw!

"Some pat it rather gently,  
Apply it as an art,  
By others as a topping maul,  
It's used to get a start.

"A wedge, a knife, a poultice,  
In every form it's seen,  
It's shoveled on or sprinkled,  
Depending on the mean."

Regarding shipboard blarney artists, he noted:

"The chief keeps large supply on hand,  
To use as he sees fit,  
He pours it on both hot and cold,  
(He really murders it).

"With mate it is his stock in trade,  
Without it he would, like old soldiers—fade,  
It is the steward's magic wand,  
Spread thick, with lard, upon demand!"

And so, as a final word of advice to a young man first facing the world, the poem concludes:

"So list to me, my young son,  
(As Polonius to Laertes),  
If thou wouldst get thy battle won,  
Use 'malarkey'—but for certes."

## Year At Sea Is Enough, He Says

To the Editor:

I certainly think that a man should get off a ship after a year. I have been a member of the SIU since '38 and never had any trouble shipping. I manage six to eight months a year, and then go home.

We should have some clause that says if a man does not take a vacation, then he does not

## Wants A Check On Aid Cargoes

To the Editor:

You read in the papers about the superb work being done by the foreign aid bill, how it offsets the work of the Communists and what not. Maybe it does, but I would like to know if the Government has men checking every cargo it sends over there.

About three years ago I was on a ship, out of Portland, Oregon, headed for Madras, India. As we docked in Madras, the sackers, most of whom were women, began to sack the wheat into 150 pound bags. As fast as they were loaded, they were carried off the ship to the warehouse.

After a while I noticed however that only three out of every four sacks went to the warehouse. The fourth one went to a foreign ship that was moored down from us. Someone must have been getting a pay-off.

We in the maritime industry, as well as any other American citizen, should be informed of this way our aid to the people of India is received. In addition to this, 50 percent of these cargoes are supposed to go in American bottoms, yet this does not happen. It is getting more difficult than you can imagine getting a job in this industry.

If the Government took as much care of its own maritime industry as it did of everybody else's this country would not be in the predicament it now finds itself, of having to depend on foreign nations for fast ships.

This country seems to forget that during the war, man for man, the merchant marine lost more men than any other service. As a member of the Marine Cooks and Stewards Union, I'd like to keep reminding the public of this.

Philip Speechler

## 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.

get any vacation money. With this we would soon see all of the homesteaders hitting the beach. I don't see why a man can expect vacation money when he doesn't take a vacation.

I think this should be put to a vote of the membership.

Homer I. Nichols

## In Holland He Offers Welcome

To the Editor:

I have been a member of the SIU since 1946, and have hit nearly every port of the world. One thing really appreciated



Faso

was a welcome, friendly hand when I was in a foreign country.

For this, and other reasons, I would like to let the rest of the membership know of just a place, where any Seafarer can be sure to expect special, friendly service. I know, for I own the place and, when I am at sea, my wife runs it.

This place is called the Port O'Call, and is located in Rotterdam. Although we specialize in drinks, rest assured that anything we can do to help a fellow Seafarer, will be done. If any member finds himself in this port, and wants a place to sit and drink, or to find some friends, or needs a hand, just come on down. The place is located at Boezemsomgel 82. The telephone number is 136503.

In addition to this, we will have a supply of the latest SEAFARERS LOGs, there for the men to catch up on the latest happenings in the SIU.

I hope to see some of you there soon.

A. Faso

## Now In England, LOG Brings News

To the Editor:

As I am now staying in Liverpool, and not many SIU ships come here, I'll miss the close contacts and companionship of my SIU brothers.

I have been in the SIU since 1942, and my book number is G-473. Since that time I have made a lot of wonderful friends and have been with a lot of SIU brothers, past and present, and I figure the only way I can help keep in close contact with them is through the LOG.

For this reason, I was wondering if you could send me the LOG at the enclosed address. A wonderful paper like the SEAFARERS LOG is something that every brother in the SIU treasures.

Ernest Gerace





**MORNING LIGHT (Waterman), Aug. 11**—Chairman, L. Kyser; Secretary, J. Munnerlynn. Minor beefs settled. One man missed ship in Okinawa and re-joined in Kobe, Japan. One man missed ship in Yokohama, Japan. Two hour dispute in engine department. One man hospitalized in Honolulu. Discussion on draws. Itinerary to be posted prior to sailing.

**AFOUNDRIA (Waterman), July 19**—Chairman, A. Piontek; Secretary, W. Sink. One dayman short. No beefs. New delegate elected. Discussion on food items short at sailing time. Steward requests getting stores at Great Lakes ports.

**ALCOA POLARIS (Alcoa), Aug. 22**—Chairman, D. Raymond; Secretary, W. Messenger. Repairs taken care of. \$3.00 from Seaman's Friend Society

## Digest Of SIU Ship Meetings

for donation for books. Vote of thanks for job well done. Ship's fund, \$17.00. Few hours OT disputed. One man ill at St. Thomas. One man leaving ship in Phila. Request excess linen be turned in for inventory. Complaint from pantryman re condition of pantry in morning. Request ventilation in heads.

**PENN TRADER (Penn), Aug. 2**—Chairman, E. Mansfield; Secretary, W. Stricklin. One man missed ship. New delegate elected. Keep sougee water out of vegetable sink.

**NATALIE (Maritime Overseas), Aug. 16**—Chairman, R. Hampshire; Secretary, G. Baka. Shortage of food, OT disputed in all departments.

**WINTER HILL (Chiles Service), Aug. 21**—Chairman, F. Wherry; Secretary, M. Shulman. No beefs. Three men missed ship. Some OT disputed on deck. New delegate elected.

**SEATRAN TEXAS (Seatrains), Aug. 22**—Chairman, P. Patrick; Secretary, S. Karlak. One man hospitalized in Savannah. No beefs. Ship's fund, \$26.37. Some OT disputed. Request cuts be removed from deck when not in use.

**DEL VIENTO (Delta), Aug. 9**—Chairman, J. Procell; Secretary, L. Galuska. Messhall and laundry room to be painted. One man missed ship. Turn off washing machine after using. Discussion on arrival pool and ship's fund. Vote of thanks to stewards for job well done.

**STEEL DESIGNER (Isthmian), Aug. 16**—Chairman, W. Christian; Secretary, J. Sanders. No beefs. Ship's fund, \$13.85. Beef re oilers and fireman quarters. Request each watch have a room. Mail in repairs before sailing from last port. Vote of thanks to old delegate for job well done.

**ALCOA CORSAIR (Alcoa), Aug. 23**—Chairman, D. Marine; Secretary, J. Roberts. Air conditioner repaired. Water pumped overboard and more brought aboard. Ship's fund, \$358.60. Everything running smooth. Motion to see boarding patrolman about larger bed spreads.

**EDITH (Bull), July 19**—Chairman, G. Matgmislos; Secretary, J. Hennult. No beefs. Chief engineer to be seen re washing machine. Recreation room and laundry to be cleaned.

**August 23**—Chairman S. Boko; Secretary, W. Barth. Few hours OT disputed. Discussion on food program. Everything running smooth. No beefs.

**SEATRAN NEW YORK (Seatrains), Aug. 16**—Chairman, B. High; Secretary, V. Corne. No beefs. Everything running smooth.

**SEATRAN GEORGIA (Seatrains), Aug. 17**—Chairman, S. Garcia; Secretary, W. Coufant. Some OT disputed in deck department. See patrolman about meal hour changes. One man paying off. New delegate elected. Vote of thanks to steward department for job well done.

**ALICE BROWN (Bloomfield), Aug. 16**—Chairman, W. Wilkins; Secretary, R. McNeil. Some OT disputed. No beefs. Request clothes be checked before putting in washing machine. Refrain from putting mop bucket in sinks. Men in need of new mattresses or pillows to turn name in before requisitions for next trip. Vote of thanks to stewards for meals and menus.

**PACIFIC TIDE (World Carriers), Aug. 15**—Chairman, G. Jaeger; Secretary, B. Hay. New delegate elected. Repairs to be done on deck. Turn in repair list. Vents in engine room to be greased.

**ALCOA PIONEER (Alcoa), Aug. 16**—Chairman, J. Dial; Secretary, E. Camozado. Gear of missing man to be sent to Hall. Delayed sailing disputed. Everything running smoothly. Icebox to be replaced. Member thanked crew for flowers sent to departed mother.

Vote of thanks to steward department.

**BALTORE (Ore), Aug. 23**—Chairman, S. Holden; Secretary, G. MacDonough. No beefs. New delegate elected. Return cups to pantry. One man injured in Puerto Ordez.

**DEL SANTOS (Mississippi), Aug. 2**—Chairman, A. Hansen; Secretary, T. Zelinski. No beefs. See chief engineer about pulling ice on weekends. None on hand for cold drinks.

**MAIDEN CREEK (Waterman), Aug. 16**—Chairman, S. Zigerowski; Secretary, J. Boliday. Repairs completed. Drinking fountain furnished and installed. Money drawn this trip to be US currency. No beefs. Ship's fund, \$28.45. Koreans to stay out of pantry.

**CHOCTAW (Waterman), April 18**—Chairman, J. Doherty; Secretary, H. Bergine. One man logged. Some OT disputed. Keep unauthorized persons out of crew area. Need outside tap for fresh water on deck.

**July 9**—Chairman, P. Fox; Secretary, J. Elliot. Repair list requested by Captain. No beefs. Request new porthole screens. Suggest towels be dry before putting in linen locker. Washing machine repairs on hand.

**July 11**—Chairman, P. Fox; Secretary, M. Iwasaka. No major beefs. Passes to be returned in Formosa or men are subject to fine.

**STEEL RECORDER (Isthmian), Aug. 19**—Chairman, C. Seuffield; Secretary, E. Parr. One man logged and four fined. Complaint on dirty water. Ship's fund, \$7.06. No beefs. Some OT disputed. Four days' subsistence in Calcutta to be taken up with patrolman. Discussion on medical care in foreign ports.

**STEEL EXECUTIVE (Isthmian), June 28**—Chairman, V. Genco; Secretary, A. Brodie. Some OT disputed. No beefs. New delegate and librarian elected. Discussion on shipping.

**Aug. 2**—Chairman, W. Nash; Secretary, J. Quinonez. Delegate in Belawan Dell hospital for observation. Ship's fund \$29.25. Some disputed OT on deck. New delegate elected for balance of voyage. Request painting of steward rooms and fumigation of all rooms.

**WANG ARCHER (North Atlantic Marine), Aug. 23**—Chairman, K. Winsley; Secretary, R. Reed. Action to be taken on men logged. Beef on food. Delegate resigned because appointment was temporary. Complaint on soap snatcher.

**OCEAN JOYCE (Maritime Overseas), Aug. 18**—Chairman, G. Burleson; Secretary, L. Meyers. Seattle agent notified of men who had money taken from wages. Will be returned by company. New washing machine not available. Fumigation deal at an impasse. Captain using steward department men to hand spray for roaches to no avail. Some repairs taken care of. OT beef not settled satisfactorily. One man fired for tardiness given transportation money. Some OT disputed by steward. New treasurer elected. Ship's fund \$17.68. Complaint on food being cold. OT in for black gang to be settled.

**ORION CLIPPER (Colonial), Aug. 9**—Chairman, K. Winters; Secretary, R. Barker. Move large fan from room to crew pantry. No mattresses in Wilmington. Vote of thanks to crew for cooperation in messhall and linen change. Vote of thanks to steward for job well done.

**ROBIN HOOD (Robin Line), Aug. 2**—Chairman, W. Reck; Secretary, E. Trakimavich. Beef about cigarettes in Dar es Salaam. East Africa. No beefs. Request new coffee percolator. Suggest improvement in cooking, menus, and night lunch. Baker's products not up to par.

**Aug. 14**—Chairman, N. Bathia; Secretary, A. Page. Man who missed ship in Laurence Marques rejoined. One man missed ship in East London. Discussion on performers.

**CHICKASAW (Waterman), Aug. 23**—Chairman, J. McLaren; Secretary, H. Kennedy. No beefs. New treasurer elected. Repack old books and send to library. Have new ones replaced. Check on water being too hot for showers. Vote of thanks to baker for job well done.

**EVELYN (Bull), Aug. 30**—Chairman, W. Porter; Secretary, R. Hannigan. See patrolman on delayed sailing and question of time and a half OT. No beefs. New delegate elected. Request new washing machine be taken care of. Fan to be installed in laundry room. Contact port steward re repairing springs on bunks, also new mattresses. Repair list to be made up.

**ANDREW JACKSON (Waterman), Aug. 29**—Chairman, V. Porter; Secretary, R. Hannibal. No beefs. Repairs taken care of. Ship's fund \$18.23. Two hours OT disputed in deck department. General discussion on linen and pears spoiling too fast.

**REBECCA (Maritime Overseas), Aug. 30**—Chairman, L. Lewis; Secretary, V. Fitzgerald. One man missed ship in Yokohama and rejoined in Kobe. Ship's fund \$30.02. Request iron and magazines in Seattle. No beefs. OT disputed in engine and steward departments. Vote of thanks to delegate for job well done. Discussion on agitator in washing machine and screen doors in passageway.

**JOSEFINA (Liberty Nav.), Aug. 25**—Chairman, D. Malvino; Secretary, J. Liston. New delegate elected. No beefs.

# Seaway Run—An Experience!

You've crossed the Equator a couple of times you say, and was on the Persian Gulf run during the hottest months of the summer? Well, that's something to write home about too, says Seafarer Francisco Gaspar, ship's delegate on the Afoundria. But you just haven't lived, he claims, until you've made the journey with the international set and travelled the St. Lawrence Seaway. "It's quite an experience," he adds.

"First start off with the river, Seaway and Lakes pilots," Gaspar said. Their trouble is they just don't understand the old "salty" deep-sea sailor. "They don't say right rudder or left rudder. They haven't reached that far yet—they are still using port and starboard."

Because of this, the quartermaster has two pilots, who talk it up in French no less. The ship-to-shore radio is also going full blast with all kinds of nationalities and accents trying to reach the guard gate, asking for a pilot boat, or just plain beefing it up with each other.

Suddenly out of this linguistic chaos comes an order "some port."

"Probably the quartermaster had been pondering why the Yanks are losing the pennant and, with all the noise and what not, he doesn't know if the order means left rudder or wheel, or maybe it's just someone toasting a pal with a glass of wine."

Some tips for the Seaway seamen, Gaspar said, are that A.B.s, especially those on the light side, should carry acrobat's endorse-



Seafarer Frank Gaspar (left) relates some of his Seaway experiences on the Afoundria to SIU Representative Paul Drozak (2nd from left), and shipmates Tom Dailly, oiler, and Arne Bookman, wiper. The vessel called at Detroit to load cargo for shipment overseas.

ments for going over the side in the rig they use to tie up the ship. The fat boys are all right for around the winches.

As for the black gang, he noted, their theme will be "The Bells Are Ringing." But the words will be changed slightly to "For Me and My Bells." One hundred bells per watch is a fairly low average.

It's quite a sight when one first sees that big round glass control tower at the first lock. It is an eighty-foot-wide lock, running some 700 to 800 feet long with a raise or drop of 50 feet, depending on which way you are heading.

"One looks at his 469-foot-long, 67-foot-wide empty old scow moving at dead speed ahead, with the wind blowing and ships passing by, and wonders how the heck the captain and the pilots are going to get in that hole without banging the guts out of the old scow."

"Well, with screaming here and cursing there and bumping like an old ferry, they get the ship in. More screams and sweat as the winch drivers have a full job of it trying to stop the ship without busting the mooring wire."

"This is only one lock, brothers, and there are 15 going in and 15 coming out, not to mention a long stretch of fog in and out of the Gulf and river," and an almost uncountable number of bridges up and down the route.

As for the ports, the best are Montreal and Detroit, Gaspar said. Detroit is the place for the beer drinkers, with the price just right.

The Afoundria is now bound for France and Belgium, and all the "saltys" will be old "saltys" again. "Salty" is the term used by Lakes seamen for the deep-sea ships and seamen, Gaspar said.

## 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.

## Advises Care On 'Mail-Box' In Bombay

Seafarers going ashore in the port of Bombay will be well advised to watch carefully where they deposit their letters for mailing. Seafarer William Calefatto warns. Having lost a number of letters which he put in the "mail box" on a counter in The Seaman's Club in that port, Calefatto finally took the matter up with the Indian Government.

After investigating his complaint, Calefatto said, the Indian Postmaster General's office wired him that the box kept on that counter for mailing was a private one, and is emptied by the club people only. The Post Office did not have any jurisdiction over this box, it said.

Many Seafarers, Calefatto said, who purchase their mailing stamps at this counter, are aware that the natives may try to swipe the letters to get the stamps or any other valuable things in them, and for this reason they should take time out and use the regular postal facilities.

The post office in Bombay is easily reached by cab, and many wary seamen go there to mail their letters and packages, he said.

## Beginner's Luck



Starting off what promises to be a successful deep-sea fishing career, Seafarer Martin Lynch (left) shows off his record-setting 172-pound Warsaw Grouper. Shipmate Arthur (Knobby) Graff poses with his catch, a 42-pound Grouper. This was Lynch's first attempt at deep-sea fishing. The two Seafarers made their catches in the Atlantic, two miles off Fort Lauderdale, Fla. (Lynch's fish has been entered in the Bahia Mara Fishing Tournament for deep-sea records.)



## SS Waldo—All At Sea



"Ship's Log:" SS Waldo... At Sea... Seafarer Ben Graham, ship's reporter... Another voyage over... a good one all around... Fine crew aboard... not a single foul-up among them... Just one big happy seagoing family...

"Crew had a lot of fun both ashore and aboard ship... Stopover at Greece for bunkers gave the athletes in the crew a chance to show off their swimming ability... A number of them swam for shore... Brought back a couple of bottles of wine... Terrible stuff..."

"Few of the boys started a diet first thing out... Sorry... it didn't work... they gained plenty..."

"Vessel picked up passenger during last voyage... some 1,300 miles due east of Norfolk... The passenger... a carrier pigeon... had band number NUR 57LFS431 on leg... Was so well feted by crew that he decided to stick around for a few days... just hitch-hiking, I guess..."

"Have couple of cartoons recording trip... depicting events which occurred during voyage... Smooth sailing to all."



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

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## Egyptian Guides? Nix, He Says

To the Editor:

I have just read Brother Graham's article to the SEAFARERS LOG on the guides in Alexandria, Egypt, and I wish I could only draw or write a letter to explain the names they should tag on these people.

I just got back from a trip on the Valiant Explorer, and I would use something stronger than the term thieves for them. That's a decent occupation to

## Urges SIU Run Bakers' School

To the Editor:

I have been in favor of the new food program from the very first. However, I would also like to see all the baking on board SIU-contracted vessels done with the same high quality, and it can easily be done in our spare time. The way to accomplish this would be for everyone in the steward department to take correspondence training courses in baking.

In order to do this, I would like to see the Union get these courses in a mass lot, and this way the tuition would be reduced for each student. Everyone would benefit from the course. This way the bakers would have the necessary knowledge, and the crews the improved quality.

As I have worked from the National Baking Schools training course, I know that SIU bakers could also benefit from this training. The course would also take up a lot of spare time at sea.

The school issues each student a training card at the start of the training and, when a member finishes the course, they are awarded the NBS diploma. I would like to see the baker's job on each ship go to the baker with this yellow card that the school issues, and when he finishes the course and gets his diploma, the Union could stamp "certified baker" on his book. This way we would know the baker can bake, and all SIU bakers would be masters, all performing high quality work.

I have written headquarters to look into this baking training to add to our new food program. It would be best for them to handle this to insure the success of our food program.

Grover C. Turner

## Praises Blood Bank Program

To the Editor:

Your recent article on the SIU Blood Bank was very good, and added to what information I received about the program at the medical center when I donated a pint of blood.

The campaign will let SIU men have a reserve of blood so that when one of our brothers or a member of his family is in the hospital, it won't be necessary to try and rush around the hall looking for volunteers to donate immediately, as has happened all too often in the past.

Lawrence H. Chapman

## Wants LOG For Shipping News

To the Editor:

I am interested in the US merchant marine and its survival. I've heard extremely important aspects of this "fight for survival" from a couple of well-informed American seamen and am beginning to realize there is more to this situation than the popular press tells the average reader.

I am looking forward to receiving the SEAFARERS LOG and also to becoming much more informed on the working man's side of the maritime industry.

D. Steffans

## 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.

these bloodsuckers. Believe me I would rather face a rattlesnake than one of them. You would really have to see to believe it.

About 10 years ago I hit that port while sailing on an Isthmian ship, the Steel Architect, when the port was under the British. But what a difference, for at that time none of these vultures were allowed aboard the ship. Ask any of the seamen returning from that port today. Why they would steal the eye from a needle and cut your throat at the same time, all the time telling you they are your friends.

I had asked one of these creatures how come they were friends of seamen, and he replied that he was not like the others, he was honest. Some friend. Our messman had just returned with this self-appointed guide and he was out some \$300 in less than 6 hours.

Believe me, I get down-right sick everytime I hear the name Alexandria.

John DeAbreu

## Ex-Seafarer Dies Of Heart Attack

To the Editor:

I wish to advise you of the death of Herman F. Webber, a member of your Union for over 10 years. I would appreciate your putting a notice in the SEAFARERS LOG so that his many friends would be aware of his death.



Webber

Mr. Weber joined the SIU in 1945, and belonged to the Union except for military service until September, 1958, when he retired his book. He last sailed on the Rose Knot, a missile tracking ship, and was hurt aboard the vessel while docked in Trinidad in March, 1958. While in the hospital he suffered a serious heart attack. He returned home and, on March 1, had another heart attack. He seemed to be recovering when he suddenly passed away on May 27, 1959, at Crile Veterans Hospital in Cleveland.

He was buried in the soldier's section of West Park Cemetery in Cleveland, Ohio. He is survived by his wife Betty, his parents and a brother and sister.

Mrs. Herman Webber



## Russians Avidly Interested In US Workers' Benefits

WASHINGTON—The average Russian shows an eager interest in American workers' conditions according to a report to the US Labor Department from the American exhibition in Moscow.

US representatives at the exhibition report they are continually besieged with questions about the American worker, such as his right to organize and strike, wages, hours of work, living conditions, Workmen's Compensation, Social Security, extent of unemployment, and insurance against periods of joblessness.

The overwhelming majority of the Russian people appear to believe what they hear and what they see at the exhibition. They listen very attentively to the American representatives, so attentively that it is "physically impossible to tear away" from the many who flood them with questions, reports an American representative at the exhibition.

Among the crowds attending the exhibition there were always a handful of "professional hecklers" who invariably show up as soon as a sizable group of people gather around an American. These "professional agitators" are uninformed about the US way of life, and often make gross errors.

For example, one heckler insisted that the Social Security program in the US does not apply

to Negroes or the foreign-born. Fortunately, the Russians usually got annoyed with the hecklers, and invariably told them to keep quiet and allow the American guides to talk.

Some 50,000 to 70,000 Russians saw the exhibition each day for the six weeks it was on. It is believed that thousands more would have attended if tickets were available. The tickets were distributed by the Soviet Government for the price of one ruble, 25 cents at the official exchange rate, but it has been reported that some Russians paid as much as 50 rubles through unofficial channels.

## May Debut



Although just a day old when this photograph was taken, Daniel Eugene Cabral, first-born of Seafarer and Mrs. Gene Cabral, looks about ready to speak his mind. Daniel made his debut on May 1.

## 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:

James Irving Walker, born August 14, 1959, to Seafarer and Mrs. James L. Walker, Princess Anne, Va.

Robert Lambeth, born July 22, 1959, to Seafarer and Mrs. John Lambeth, Mobile, Ala.

Ray Joseph Cassanova, born August 8, 1959, to Seafarer and Mrs. Ray H. Cassanova, New Orleans, La.

Nestar Landron, born July 9, 1959, to Seafarer and Mrs. Jesus Landron, Brooklyn, NY.

Maria Maldonado, born July 22, 1959, to Seafarer and Mrs. Manuel Maldonado, Galveston, Tex.

Cindy Warden, born August 10, 1959, to Seafarer and Mrs. Robert Warden, S. Portland, Me.

Sherley Lambeth, born August 13, 1959, to Seafarer and Mrs. Thomas Lambeth, Mobile, Ala.

Amelia Gonzales, born June 6, 1959, to Seafarer and Mrs. Gilbert R. Gonzales, Galveston, Tex.

Camille Lightfoot, born August 6, 1959, to Seafarer and Mrs. Roan Lightfoot, Jr., Brooklyn, NY.

Mary Denise Pound, born March 1, 1959, to Seafarer and Mrs. Victor Pound, Bremerton, Wash.

Sharon Jaynae Reeves, born August 22, 1959, to Seafarer and Mrs. James Reeves, Jr., Mobile, Ala.

Kleovoulos Simos, born August 29, 1959, to Seafarer and Mrs. Simeon Simos, Brooklyn, NY.

Ruth W. Smith, born August 6, 1959, to Seafarer and Mrs. Thomas W. Smith, Woodford, Va.

Robert William Truenski, born July 6, 1959, to Seafarer and Mrs. Charles W. Truenski, Paterson, N.J.

## Union Wins Reversal Of ICC Ruling

(Continued from page 3) deck cargo and iron ore is hauled conventionally in the holds below.

The operation parallels the original Pan-Atlantic containership idea, which utilized converted T-2 tankers to carry truck trailers on deck and oil below. The trailers in this operation were also loaded by shoreside gear until Pan-Atlantic bypassed this problem by converting a number of C-2 freightships to handle 226 boxes on deck and in the holds via shipboard gantry cranes.

P-A has since contracted for four ships constructed especially for this service and to handle some 550 boxes each trip. The "lift-on" idea pioneered by this SIU-contracted operator has since spread to all coasts. A West Coast service between California and Hawaii is already underway and further expansion of such operations is planned.

## Esso Union Men Approve Full Autonomy In SIUNA

(Continued from page 3) agreement to renew automatically, the situation reached the boiling point.

With the dismissal of Collins in August, 1958, the Esso group's Board of Governors (consisting of working seamen out of the fleet) proceeded to revamp the organization. As a result the Esso men voted 4-1 last February for a new democratic constitution that provided for regular secret ballots on full-time seamen-officials to represent the tankermen's interests ashore. This change, which anticipated the latest requirements of Federal labor law, was voted over the company's outspoken opposition.

Thus, the company found itself confronted by an organization run by the rank and file, which demanded genuine improvements in wages and conditions. In the face of rising discontent, both at sea and in the refineries, Esso stalled a new contract. Its first offer in writing came the day before the old agreement expired and the company then went over the head of the union to pressure the mem-

bership for a settlement on the company's terms.

Unable to deal on its own with Esso, the ETMU Executive Council had earlier explored a possible affiliation with a national union, and in the process, approached the SIUNA. As a result, an agreement was reached on July 20 providing that ETMU would join the SIUNA family but would continue to function as a fully-autonomous unit as do the other district unions in the SIUNA.

However, Esso had already broken out the old, rejected "association" in a new dress as the "Esso Seamen's Association" with Collins as its hand-picked head. A "vote no" campaign was launched against the affiliation move in which the company actively participated and Collins also called for acceptance of the inferior contract offer.

Using the new "association's" existence as an excuse, the company broke off further pact talks with ETMU on August 6 until the "representation issue" could be settled. The Labor Board hearing today is the next step.



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

Eugene Roszko, 54: A heart attack was the cause of death for Brother Roszko on May 5, 1959, aboard the SS Susanne. Roszko leaves no known survivors. He was a member of the steward department and joined the Union in 1951. His place of burial is not known.



Lionel B. Miller, 35: On July 8, 1959, Brother Miller passed away due to heart failure.

Miller, a member of the deck department, died at sea aboard the SS Del Mar. He is survived by his wife, Maria DeSilva Miller, of New Orleans. Place of burial was not given.



Frederick De Lorenzo, 26: While at sea, aboard the SS Del Sud, Brother De Lorenzo died of first and second degree burns, suffered in an engine room accident.

De Lorenzo, a member of the engine department, was buried at Greenwood Cemetery, NC. He leaves no known survivors.



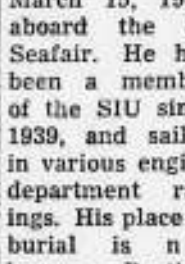
Harry L. Franklin, 57: Brother Franklin died of coronary disease on July 27, 1959. Franklin sailed in the steward department as chief

steward and joined the Union in 1942. He leaves no known survivors. He was buried in Woodlawn, N.Y.

Charles Kirby, 51: Heart failure felled Brother Kirby on Nov. 27, 1953. He was buried at Myrtle Hill Cemetery, Tampa, Florida. Kirby held various ratings in the Steward Department after he joined the Union in 1943. He leaves no known survivors.



James Akers, 64: Brother Akers died at sea of unknown causes on March 15, 1959, aboard the SS Seafair. He had been a member of the SIU since 1939, and sailed in various engine department ratings. His place of burial is not known. Brother Akers leaves no known survivors.



Jakob Hansen, 58: Brother Hansen passed away due to heart failure on March 3, 1959, aboard the SS Wacosta. He was buried at the National Cemetery, Baltimore, Md. A member of the deck department, Hansen joined the SIU in 1955. He has no known survivors.



## Personals And Notices

### Phil Cajio

Contact Bill Dzelak, SS Choctaw, c/o Waterman Steamship Company, 310 Sanson Street, San Francisco.

### Francis C. Dowd Ignatius J. Torre

Union attorneys are holding vouchers for money due the above men from the SS Arickaree and SS Stony Point. Please contact Miller & Seeger, 28 Court Street Brooklyn 1, NY.

### Paul Huggins

Please contact H. F. Holmes at 7020 North Clark Ave., Tampa, Florida.

### Charles Lynsky

We regret to inform you that your uncle George died August 24. He was buried September 2, 1959 at San Diego National Cemetery with military honors.

### Isaac B. Duncan

It is extremely urgent that you contact your wife c/o J. Delk, 3737 El Segundo Blvd., Hawthorne, Calif.

The following men have income tax refund checks waiting for them at room 201, Sailors Union of the Pacific building, 450 Harrison Street, San Francisco 5, Calif.: Arthur L. Craig Jr., John J. Doyle, Boleslav J. Dzelak, Willie Edwards Jr., Robert W. Fernandez, Steve Krkovich, Ali Nasroen, Wong Ming Sing, Sing K. Tsai, Ding Hai Woo.

### Jim Helgath

Please write to Jean Freeman, Route 3, Box 137, Marshall, Texas, or call Webster-8-2584. Important.

### Miquel P. Tirado

Your watch is in the vault at Union headquarters.

## Utilities Tax Benefits Not For Public

WASHINGTON — The Federal Power Commission reaffirmed, in a recent decision, that tax savings enjoyed by private utilities under tax law gimmicks need not be passed on to consumers in the form of lower rates. In a tax rate case involving the El Paso Natural Gas Co., the FPC's ruling allowed the company, which is paying lower-than-normal taxes to the Government by virtue of depreciating the cost of new facilities at a faster than normal rate, can list what would be its regular taxes as a cost of doing business when seeking a rate increase.

Consumer groups have protested that utilities should only be allowed to list actual taxes paid in their rate base. The tax saving gained under rapid write-off provisions of the law should be shared by the consumers, they argue. Some state commissions are in accord with this view and have ordered utilities to pass on tax cuts to consumers. Nevertheless, the FPC and the bulk of state commissions maintain the philosophy, in the words of the FPC in the El Paso Gas decision, "the intent of Congress was not to benefit consumers, but to encourage construction."

Under the 1954 tax law, utilities can lower their tax bills to Uncle Sam by depreciating the cost of new facilities at a faster-than-normal rate.



## 4-1 SIU Vote Dumps Shell Oil's 'Union'

SAN JUAN — A union-busting attempt by the Shell Oil Company here fell flat as 100 production, maintenance and distribution employees of the company voted for the SIU Puerto Rico Division by nearly four to one in a National Labor Relations Board election on September 8. The Shell workers routed an "association" of Shell employees by a vote of 75 to 21. There were four challenged ballots, all of them challenged by the company. The "association" had all the earmarks of company sponsorship.

Following the overwhelming SIU victory, Shell has finally agreed to negotiate for a new contract, and talks are now proceeding towards a settlement. A previous contract between the company and the SIU Puerto Rico Division was up for renegotiation.

### Strike Successful

The SIU membership in Shell struck on August 16 after the company locked them out and refused to bargain. The strike was 100 percent effective despite attempts by Shell to recruit strikebreakers.

Earlier attempts by the Puerto Rico Department of Labor to mediate the strike collapsed because of the company's unwillingness to alter its contract stand, to continue to bargain in good faith, or discuss the issues. The SIU had maintained that its demands were

not inflexible and that it was willing to negotiate until a satisfactory solution was reached.

The Union's contract terms, presented last June, include proposals for a union shop, a welfare plan, a ten percent wage increase during the first year of a three-year pact, and cost-of-living increases during the second and third years.

Shell, which has traditionally opposed the union shop, offered a watered-down "maintenance of membership" clause and rejected the welfare plan proposal. Money-wise, it offered a 10 cent-an-hour increase spread over three years. The Union flatly rejected this as "ridiculous."

## SIU's Home In Puerto Rico



SIU members in Puerto Rico relax in comfortable, commodious main lounge of Union's hall located at 1313 Fernandez Juncos in Santurce. Structure in corner is elaborate bird cage.

## States Barred From Seamen Pay Grab

WASHINGTON—A measure permanently banning withholding of all state and local taxes from seamen's wages is now awaiting President Eisenhower's signature. The legislation would not exempt sea-

men from state or local taxation but would end the problem of multiple taxation and vast bookkeeping problems each year.

Federal law already prohibits any withholding from seamen's wages other than allotments and Federal income and Social Security taxes. The new bill was made necessary primarily by a new state income tax withholding set-up authorized by the New York State legislature this year. Citing Federal law, ship operators based in New York had refused to withhold taxes from New York resident seamen.

The problem was complicated by the fact that almost half the states and some counties and municipalities also had withholding laws on the books which could subject sea-

men to taxation from a variety of sources each year, even though they are non-residents. In addition, Massachusetts has a new law subjecting seamen to state taxation for the period of time spent in Massachusetts waters. This would apply to residents and non-residents alike.

Due to the nature of the industry, with seamen sometimes changing jobs several times and possibly working for companies in four or five states during the course of a year, the various state and local laws could take a big bite out of wages each year. Even though much of this might eventually be returned through refunds, a big bookkeeping headache both for the seamen and the steamship companies would have been involved.

The bill passed by the House and Senate would eliminate this difficulty altogether. Although the original Senate version called for a two-year limit on the withholding ban, the final version knocks out this limitation and broadens the ban to cover seamen on inland waters as well.

Under an arrangement reportedly agreed to by the steamship companies, a duplicate copy of each man's W-2 Federal withholding form will be forwarded to the appropriate state for each man at the end of the year. The states will then have a record of the earnings of resident seamen as a basis for collecting the required taxes.

## 'Frisco Has Fair Outlook

SAN FRANCISCO — Shipping has been fair and there are no signs of it picking up during the coming period.

Only one ship paid off during the last two weeks, the Kyska (Waterman). There was only one ship signing on, the Vallant Force (Force), while seven ships were in transit, Texmar, Losmar (Calmar); Alcoa Pegasus (Alcoa); Coe Victory (Victory Carriers); Steel Advocate, Steel Architect (Isthmian) and Kyska (Waterman).

## Labor 'Consultants' Shy On NY \$ Reporting Law

The first reporting forms and printed copies of New York's Labor and Management Improper Practices Law have already been sent out to over 75,000 business firms and labor unions. The 1959 law provides for disclosure of finances by labor and management groups.

The 70,000 business firms in the State employing ten or more regular employees will receive reporting forms, and excerpts from the law. Some 5,500 local, national and international unions will receive four-page report forms, with a printed copy of the law. A different reporting form will be received by

the 1,200 employer trade organizations.

Thus far, the State Labor Department has been able to locate only 85 labor relations consultants to whom report forms were sent. Attorneys engaged in the practice of law are not included in the definition of labor relations consultants.

The first report forms must be returned to the Division of Labor and Management Practices by December 1.



Exterior of three story hall (above) shows grillwork, open alcoves typical of Spanish architecture. Louvers, potted palms add to appearance. Below, SIU patrolman transacts Union business with three SIU men. SIU's Puerto Rico Division is one of fastest-growing sections of the Union.

