

## Site Clearing Begins:

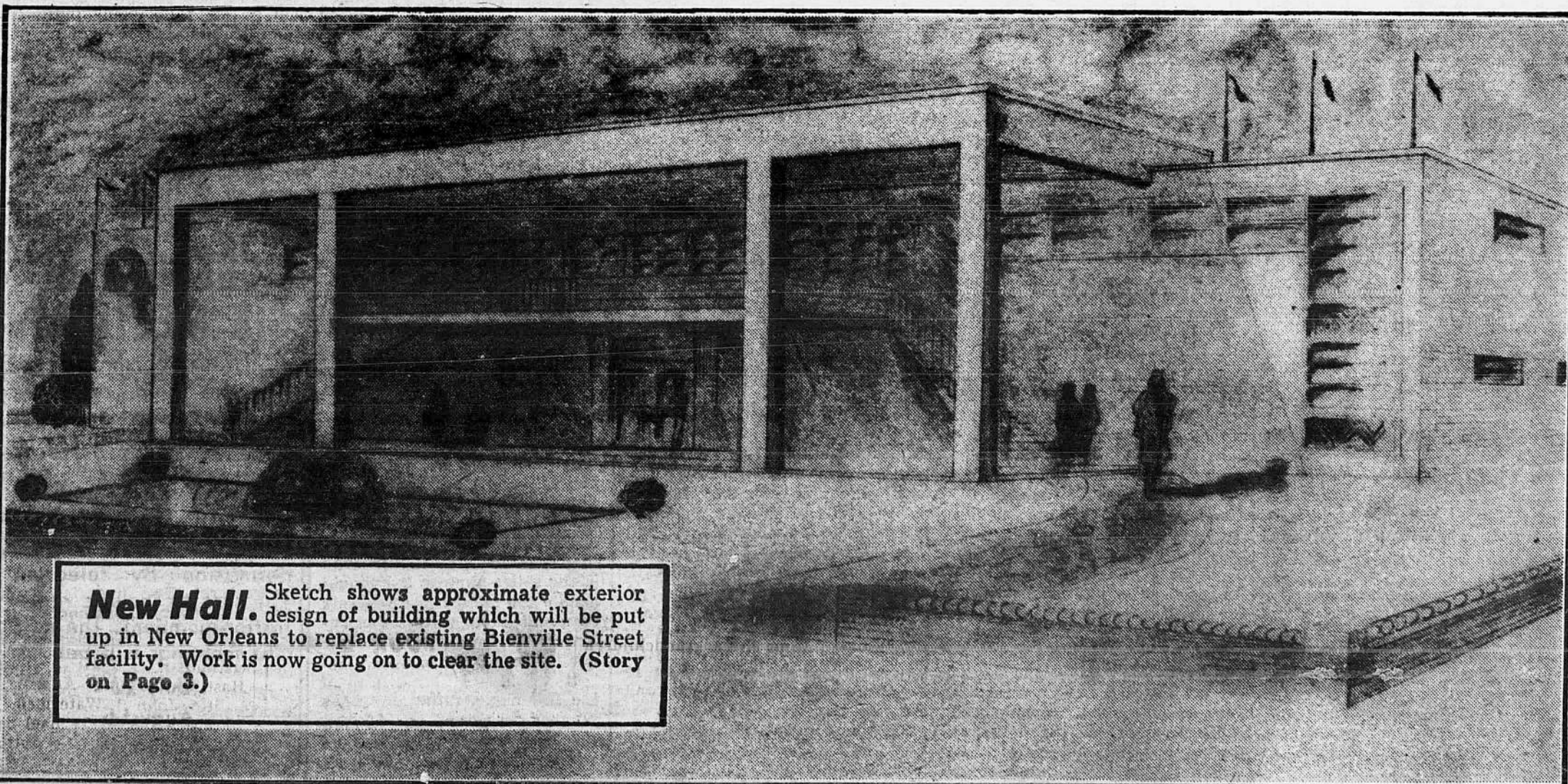
# WORK TO START ON NEW BUILDING IN NEW ORLEANS

Story On Page 3

## *Form Special Unit To Sign Runaways*

Story On Page 2

**Down The Ways.** Shipyard workers and spectators watch as America's first nuclear-powered merchant ship, the NS Savannah, slides down the ways at her launching in Camden, New Jersey. It will be another year before she is ready to go into service. (Story on Page 5; feature on Savannah's nuclear operation on Page 9.)



**New Hall.** Sketch shows approximate exterior design of building which will be put up in New Orleans to replace existing Bienville Street facility. Work is now going on to clear the site. (Story on Page 3.)



## Rose Knot In First Recovery Of Atlas Cone

The SIU-manned Rose Knot scored an important "first" in the United States missile and space program when it recovered the nose cone of an Atlas intercontinental ballistic missile on July 21. The Rose Knot picked up the Atlas nose cone approximately three hours after the missile was fired from its launching pad at Cape Canaveral, Florida.

Since a modified Atlas will be used in the program to put a man into space, the nose cone recovery was an important test of the feasibility of the Atlas missile for this program.

Previously another SIU-manned ship, the Timber Hitch, had recovered the largest nose cone that had been fired from the cape, that one being a modified Jupiter missile.

The two ships, part of a fleet of 11 vessels operated by Suwannee Steamship Company, operate on the South Atlantic missile range along with Navy vessels. Judging from announcements made thus far by the authorities, the Suwannee ships have participated in more missile recoveries than the Navy vessels.

The Timber Hitch is the stand-out thus far, being the only missile range ship to recover more than a single capsule (it has picked up three in all).

A Navy tug, the Kiowa, had the distinction of recovering the Jupiter nose cone containing the two

monkeys, Able and Baker, who survived a flight through space. Following the Atlas firing the Air Force announced the recovery of a Thor intermediate range missile cone with a 16-millimeter movie camera.

Leaving its Cape Canaveral pad, the Thor IRBM, with camera encased in an eighteen-inch data capsule, travelled 1,500 miles down range landing near Antigua Island. The cone, camera and film were recovered intact.



NMU President Joseph Curran (left) and SIUNA President Paul Hall answer newsmen's questions on projected organizing action against runaways.

## Map Joint US Organizing Unit For Runaway Drive

Preliminary talks between the SIU and NMU on setting up a joint organizing committee with US licensed officers unions for a full-scale drive on all runaway-flag shipping in American trade got underway this week. The joint effort would implement the policy

of the International Transport Workers Federation following a meeting of the ITF Fair Practices Committee at Geneva, Switzerland, on July 15-16.

The go-ahead for an all-out offensive against some 800 runaways directly competing with US shipping followed the return of SIUNA President Paul Hall and NMU President Joseph Curran from the ITF sessions. Hall and Curran both made it plain at Geneva that American sea unions would not allow runaway operators to use the Greek seamen's union as a

"pawn" to undermine and "cut the heart of US seamen's wages and conditions." SIUNA Vice-President Hal Banks represented Canadian Seafarers at the meeting.

They also reported on a meeting they attended in London on July 24 with the major Greek runaway operators, which had been requested by the Greek shipowners while the ITF committee was in session at Geneva. With the endorsement of seamen's unions in all the major maritime nations, Hall, Curran and top ITF officials

advised the Greek operators that their rush to sign contracts with the Greek seamen's union would not give them any sanctuary from further organizing efforts.

The ITF had earlier called on the Greek union not to renew contracts covering some 160 runaways when they expire in September, 1959. (See adjoining story on the London meeting.)

Plans for the joint organizing offensive by the American unions are expected to be completed shortly. They would provide for a coordinated drive on all runaway shipping in American trade, possibly patterned after the successful ITF-sponsored protest demonstration staged here last December.

Some 160 runaways were affected by the protest action in 20 US ports over a four-day period, as part of a worldwide maritime union demonstration.

At a press conference in New York this week disclosing the program, Hall and Curran cited the fact that NMU and SIU organizers already in the field had obtained pledge card authorizations for bargaining purposes from large numbers of seamen of all nationalities on American-owned runaway ships operating in US trade. They said that as soon as the detail work was completed, the necessary organizing staff and financial support would be committed for a full-scale drive.

Once the crews are signed up, the question of appropriate union (Continued on page 15)

## Unions Veto Greek 'Escape Hatch' Plan

LONDON—Efforts by major shipowners to use the Greek seamen's union as a protective screen for their widespread runaway-flag operations were repudiated at a face-to-face meeting here last Friday with SIU, NMU and ITF representatives. The meeting was arranged at the request of the operators.

The Greek shipowners asked for the meeting here to gain approval by the International Transport Workers Federation, with which both SIU and NMU are affiliated, for an arrangement to put some 800 runaway ships under the jurisdiction of the Greek seamen's union and thereby ward off organizing efforts by American unions.

Apparently deeply disturbed by developments all around them, the operators asked for another meeting right away to deal with their problems. Due to the prior commitments of all parties, it was finally agreed to meet again in September or October to explore the situation further.

Among those at the meeting from the operators' side were Stavros Niarchos, Manuel Kulukundis, A. Livanos and others with huge runaway ship interests all over the world. In addition to Hall and Curran, the ITF delegation included ITF Secretary Omer Becu and Lawrence White of the ITF secretariat; Tom Yates, representing British unlicensed seamen, and Doug Tennant for the British licensed officers. Officials of the Greek unions for both unlicensed

and licensed men were also present.

With the endorsement of ITF affiliates in all the major maritime nations, the operators were bluntly advised that ITF policy was clear on the question of union jurisdiction over each runaway vessel. This was based on the American union position, adopted by all ITF affiliates, that the true ownership of each vessel—based on the capitalization—would be the determining factor in establishing jurisdiction.

Accordingly, regardless of the nationality of the crew or of the "dummy" owners, runaways financed predominantly by British nationals or Americans, for example, would be serviced by the British unions or the American unions, whichever was the case.

Both Hall and Curran cited the fact that the jurisdictional line was clearly established in the case of American-owned runaways operating in American trade and competing directly with American-flag shipping. They said they wouldn't tolerate action "by Niarchos or anyone else" seeking to kill off American-flag shipping and the jobs of US seamen.

They also noted that the operators' haste to gain contracts with (Continued on page 15)

## Mercy Ship Mission Set In January

SAN FRANCISCO—The hospital ship USS Consolation, with an SIU Pacific District crew aboard, is due to head out of this port in January for a one-year medical mission to southeast Asia. The ship will be operated by American President Lines.

The vessel, which served as a Navy hospital ship, needs shipyard alterations of about \$1,800,000 which will be paid for by the foreign aid program. Actual operating costs of the ship will be met by fund raising, with a drive now being conducted to raise the \$3½ million needed for the project.

Current plans for the vessel call for 211 hospital beds for patients, plus an equal number of beds for emergency purposes. In addition, the staff of doctors and nurses aboard will be able to establish 500-bed mobile hospitals ashore for treating patients in inland areas.

The ship will carry a permanent nucleus of American doctors, plus additional groups of physicians who will be flown out on four-month tours of duty.

Local physicians in the countries being visited will also become temporary members of the ship's staff for training purposes and to exchange information on local medical problems.

The itinerary of the ship provides for a stop at Manila initially, and then a lengthy stay in Indonesian waters, followed by calls at other Southeast Asia ports.

The group handling the project is known as the People-to-People Health Foundation, Inc.

## Farm Sales To Continue Through '60

WASHINGTON—It looks now as if the farm surplus sales program, the biggest single prop to American merchant shipping at the moment, will be continued for one more year at the same level as last year. A \$1.5 billion authorization for surplus sales overseas is expected to be passed, following the apparent defeat of moves to broaden the program.

One such move would have called for direct bartering of some \$350 million worth of farm surplus for strategic materials. Another would have set up various "Food For Peace" plans which would have involved outright gifts of surplus to needy nations.

A third program called for a three-year extension of the present farm surplus sales, on the current basis of \$1.5 billion a year. At present, Congress has been renewing the farm surplus sales on a year-to-year basis.

Under the surplus sales program, surplus farm products are sold at low prices for local currency, in other words, the currency of the country receiving the surplus. Usually, the money is then put to work developing local industry and agriculture. For practical purposes, the surplus amounts to a gift to the receiving nation.

Both dry cargo ships and tankers have been sharing in the surplus cargoes, and many ships have transferred back to US registry from the Liberian flag to become eligible for the American-flag share of such cargoes.

## Bill Would Ease Duties On Seamen

WASHINGTON—A proposal long sought by Seafarers and other American seamen which would enable them to bring a certain amount of souvenirs home duty-free has been embodied in a bill submitted in the House of Representatives.

Rep. Hale Boggs (Dem.-La.) introduced the measure, HR 8346, which would give seamen and crews of aircraft the same personal exemptions on personal goods as those to which passengers are entitled.

At present, passengers are entitled to bring home up to \$400 worth of merchandise, duty-free, subject to some limitations as to contents. But crewmembers of American ships do not receive any such exemptions and have to pay duty on all items brought back to the States.

In the past, a number of SIU ships' crews have raised this issue in letters to various members of Congress, but proposals to remedy the situation have not been successful.

## SEAFARERS LOG

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## Another SIU Ship On Seaway



Coeur D'Alene Victory is shown passing through Iriquois Lock on St. Lawrence Seaway. On the dock to handle lines if necessary is Seafarer Juan Nieves, AB.

# Clear Site For New Hall In N'Orleans

NEW ORLEANS—Preliminary work on the site for a brand-new hall for Seafarers has gotten underway here, with actual construction due to start this fall. The new, modern facility, which will front on Jackson Avenue in the famed French Quarter, will be located about two miles from the present Union Hall on Bienville Street. It will provide space for Welfare Plan functions and for Union services.

Demolition of the existing structures on the property is well advanced, but final plans on the proposed two-story building

are in process of revision. The hall will cover an estimated area of 110' by 135', plus a large surrounding plot to allow for appropriate landscaping and parking space.

The start on the New Orleans project follows by only a few weeks the launching of construction on a new hall in Philadelphia, located at 2602 South Fourth Street.

All of the construction is in line with plans for improving services to Seafarers in all ports, by providing modernized quarters for both business and recreational purposes, as well as eating accommodations for men on the beach.

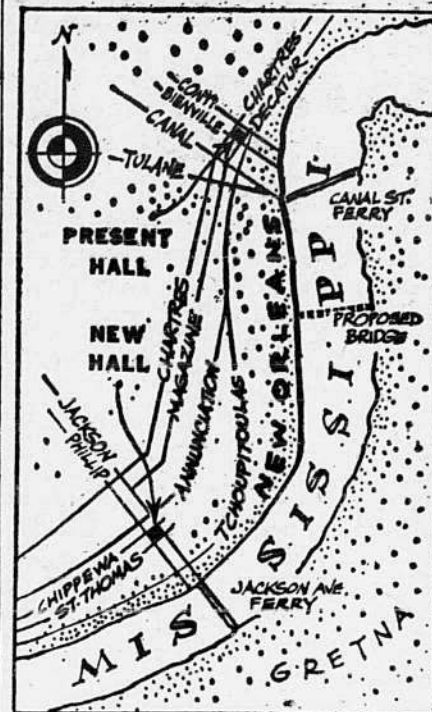
The New Orleans building has the tentative street address of 630 Jackson Avenue, at Chippewa and Phillip Streets. Preliminary plans call for the building to include such accommodations as a cafeteria, sea chest, hiring hall, offices, a lounge, TV room and other recreational facilities on the main deck, plus additional recreation and meeting space on the top deck.

A large open patio would be situated in the rear for sunbathing and other outdoor activities.

Located just two blocks from the Jackson Avenue ferry landing, the proposed building here will have a modern outer facade, with present exterior plans calling for an outside stairway leading to the top deck.

Unlike the building in New York, opened in 1951, and the Baltimore hall opened in 1954, which conform to the same general pattern, the New Orleans exterior design is entirely different and is in keeping with the architecture

of the French Quarter. It is expected that the building will be ready late next year.



New hall site is near Jackson Ave. ferry, two miles from Bienville St.

## ICC In New Alaska Bid

WASHINGTON—Counterattacking against the successes of the industry and the maritime unions, the Interstate Commerce Commission is seeking in the House of Representatives what it has been denied in the Senate—namely, control of Alaska shipping.

The Senate bill, which would have given the ICC a foothold in the offshore shipping field, had been pigeonholed after vigorous attack by the SIU and other maritime unions, as well

as coastwise and intercoastal ship operators. The unions and the operators had charged the ICC with being in collusion with the railroads, permitting them to rig rate schedules so as to wreck the domestic shipping industry.

They cited numerous instances in which the railroads, with the approval of ICC, manipulated long-haul and short-haul rates to the detriment of shipping, and in many instances charged below-cost rates to drive shipping out of business and monopolize the traffic.

Despite the setback in the Senate, ICC Chairman Kenneth H. Tugge has appeared before a subcommittee of the House Committee on Interstate and Foreign Commerce in support of HR 6244, which calls for turning over Alaska shipping to the ICC.

On behalf of the maritime unions, the SIU's Washington office has inserted into the record the statement by SIUNA President Paul Hall attacking the ICC as the enemy of coastwise and intercoastal shipping. Hall's statement cited the tremendous decline in domestic shipping since the ICC first assumed jurisdiction over it in 1940, and also gave numerous instances of ICC favoritism toward railroads and rate manipulation.

He pointed to the well-known fact that most ICC commissioners are traditionally railroad men, coming out of that industry and then going back to push railroad jobs after leaving the agency.

Subsequently, Tugge submitted a written reply to the Senate denying charges made by Hall. He insisted that the ICC is not a "promotional body" which is "railroad minded" but claimed that it is an impartial agency. He blamed the woes of coastwise shipping on high cargo-handling costs.

The charge by the unions that the ICC is acting in collusion with the railroads was substantiated by an unnamed official of the Anti-Trust Division of the Justice Department, who characterized the ICC as "so wrapped up with the Association of American Railroads its terrible."

Also in opposition at the House hearing was the SIU-contracted Pan-Atlantic Steamship Company. The Pan-Atlantic spokesman cited innumerable examples of the railroad rate war on shipping declaring, "The rail carriers appear to be justifying their actions under the guise that the Transportation Act of 1958 is an instrument de-

signed to endow the railroads with the undisputed right to eliminate any and all carrier competition by any means at hand without regard to the end effect on the economy of transportation as a whole, or even the railroad economy itself. It appears that the ICC has placed a stamp of approval on this theory, since the rate war continues in full force."

In a related development, the ICC announced it was appealing to the Supreme Court a US court ruling enjoining it from putting into effect railroad rate cuts on the carriage of sulphur over the objections of a shipping company. The company, Marine Transport Lines, had charged that the ICC had refused to consider the evidence it submitted against the rate-cutting move. The court had upheld the shipping company.

## 150 SIU Ships Get Food Program Aid

Over 150 SIU-contracted ships have already been visited by field representatives of the Atlantic and Gulf Companies Food Program under the new set-up covering all SIU-contracted companies. The six

field representatives, all of them SIU chief stewards, have been hitting ships here in New York, in Baltimore, Mobile and New Orleans.

On the ships they are assisting shipboard stewards in strengthening their inventory systems, improving menu planning and the quality of shipboard food preparation and service.

The new program is being operated by SIU-contracted companies in cooperation with the Union, and is financed by a five-cent an hour daily contribution to a central fund. The daily contribution was negotiated by the Union during last August's contract negotiations.

The industry-wide food program is an outgrowth of the SIU feeding plan which got underway initially in 1954. The Union at that time set out to replace boarding-house family-style feeding practices on the ships by a "to-order" feeding system such as is practiced in good shoreside restaurants.

The program was set up on the ground that the mass cookery and mass service practices were usually wasteful and resulted in poor-quality feeding to the bargain.

The individual system set up

with several companies called for steaks and chops to be cooked to order, roasts to be carved to order and individual servings of butter, side dishes of vegetables and the like.

The companies participating in the program initially hired their own consultant stewards to improve feeding on the ships and met with a good deal of success. Consequently, the program is now being extended to all SIU companies on a standardized basis.

Heading up the food program is Seafarer Cliff Wilson, while working under him as field consultants in the various ports are Seafarers Bob Principe, Pete Loleas and William Jenkins in New York; Ed Smith in Baltimore; Phil O'Connor in New Orleans and Phil Reyes in Mobile.

Trustees of the Atlantic and Gulf Food Program, representing major steamship companies, are: Roland Chapdelaine, Seatrain; Captain Milton Williams, Bull Line; Randolph Schilling, Alcoa; Charles Logan, Mississippi Shipping; Max Harrison, Waterman; William Augustinas, American Banner Line; and Captain Bruno Spokas, Isthmian.

## US Surplus Grain Goes Via Seaway

WASHINGTON—Another boost for shipping via the Seaway has been given by the US Agriculture Department, which has announced that farm surplus grain cargoes will be permitted to move from Canadian ports on the St. Lawrence Seaway because of cheaper costs.

That means that both foreign-flag and American tramp operators, who have been active in the farm surplus trade, will be bringing their ships into Great Lakes American and Canadian ports to pick up grain cargoes.

The proposal has upset East Coast port interests considerably, since Baltimore, Philadelphia and other cities normally handling the grain movement fear heavy loss of business to the Seaway route.

Meanwhile, Seaway ships ran into another traffic jam at the Welland Canal where some 30 ships are waiting to proceed northward from Lake Erie to Lake Ontario. The jam has developed as iron ore boats running to Hamilton, Ontario, rushed huge supplies of ore to Canadian steel mills because of the strike on the American side.

Coal ship operators are complaining that the ore boats are getting preference, with coal ships forced to wait three and four days before getting into the Welland Canal. Last year ships were passing through the Welland in nine hours, but this year it is taking 58 hours for the average ship to get through.

Even with the delays and hazards of the Seaway passage, it is still cheaper to ship from the Middle West to Europe via the Seaway than to ship cargo overland by rail or truck to the East Coast and transship from there.

LET 'EM KNOW!  
Write TO THE LOG

## Banner Line Crew Gets PHS Praise

Crewmembers of the SS Atlantic have received congratulations both from the US Public Health Service and the company for the excellent score they achieved in the ship's sanitation inspection. The American Banner Lines passenger liner achieved the unusually high rating of 95 in the inspection for the 1958 calendar year.

In a letter to the company, the Public Health Service congratulated it and the crew for "maintaining a high degree of sanitary excellence on board your vessel during the year 1958."

"The achievement of the American Banner Lines in earning a Public Health Service Certificate of Sanitation on its vessel in operation attests clearly to your concern for the health and safety of your passengers and employees... The inspection rating of 95... is a signal achievement."

"The Surgeon General and all my associates also join me in acknowledging and commending the excellent cooperation which the officers and employees of the American Banner Lines have extended to the personnel of our vessel sanitation program."

In passing the letter on to the Union, William Augustinus, the company's general manager, noted that the high rating could not have been achieved without every man on the ship "from the captain down to the galley utility man doing his share."

"The responsibility for a clean and healthy ship rests particularly, on board our vessel, on members of your union and we therefore felt that the contents of the attached letter would be to your particular interest."





# SEAFARERS ROTARY SHIPPING BOARD

July 8 Through July 21, 1959

SIU shipping fell off slightly last period but no change was felt by the two top seniority groups. Both class A and class B job activity showed no change; class C shipping dropped off, however. The job total of 1,156 stayed ahead of the two-week registration of 1,106, as registration also fell off a bit. The result was no real change in the number of men registered on the beach at the end of the period.

Despite the small decline, shipping in the engine department increased over the previous report. Actually, steward department shipping was the only area of fall-off. In the same way, the number of class A engine registrants and class B deck men rose a little, while all the rest declined.

A total of 220 ships were handled by all ports, covering 49 payoffs, 36 sign-ons and 135 in-transits. The payoff column was the only one showing a drop. New York accounted for 39 ships, New Orleans for 34 and Houston for 31. There were no sign-ons in Boston, Savannah, Wilmington and Seattle, and only one each in Philadelphia and Tampa. (See "Ship Activity" summary at right.)

Six ports listed improved shipping since the last report, among them Philadelphia, Norfolk, Tampa, Mobile, New Orleans and Houston.

Philadelphia had been relatively slow pending the end of the long-shore beef at the sugar docks and all the Gulf ports bounced back to a more normal level of shipping at the same time. At the other end of the scale, all the West Coast ports fell off par, and Boston, New York, Baltimore and Savannah and Lake Charles all dropped off a bit. New York still handled almost 300 jobs and Baltimore was more than busy with half that number.

The seniority figures show class A accounting for 64 percent of the jobs shipped, class B for 22 percent and class C for the remainder. The only real drop, as expected, was for class C. Boston, Savannah, Tampa and Lake Charles shipped no "C" men at all.

Eight ports listed 100 men or less on hand in all departments at the end of the period, including Boston, Philadelphia, Norfolk, Savannah, Tampa, Lake Charles, Wilmington and Seattle. All of these except the first two and Seattle also had fewer than 50 class A men on hand. The following is the outlook port by port:

**Boston:** No change ... **New York:** Still busy ... **Philadelphia:** Active again ... **Baltimore:** Busy except for ore boats due to steel strike ... **Norfolk:** Fair ... **Savannah:** Tampa: Quiet ... **Mobile:** Good ... **New Orleans:** Good ... **Lake Charles:** Slow ... **Houston:** Good ... **West Coast:** Fair.

## Ship Activity

	Pay	Sign	In	
	Offs	Ons	Trans.	TOTAL
Boston .....	2	—	3	5
New York .....	15	6	18	39
Philadelphia ..	1	1	1	3
Baltimore .....	10	6	11	27
Norfolk .....	3	3	6	12
Savannah .....	—	—	10	10
Tampa .....	1	1	6	8
Mobile .....	6	5	7	18
New Orleans ..	6	6	22	34
Lake Charles ..	2	2	9	13
Houston ....	1	3	27	31
Wilmington ..	—	—	5	5
San Francisco ..	1	3	5	9
Seattle .....	1	—	5	6
<b>Totals .....</b>	<b>49</b>	<b>36</b>	<b>135</b>	<b>220</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				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	6	8	1	15	—	1	2	3	2	2	2	6	—	—	1	1	—	—	—	—	6	1	—	7	8	13	4	25	1	4	3	8
New York	24	47	17	88	—	8	15	23	18	43	5	66	1	8	5	14	—	4	12	16	66	14	16	96	87	148	45	280	2	15	36	53
Philadelphia	2	10	2	14	—	1	3	4	3	6	4	13	—	2	1	3	—	—	—	—	13	3	—	16	10	13	4	27	—	1	2	3
Baltimore	12	29	7	48	—	4	10	14	8	22	5	35	2	6	10	18	1	1	—	2	35	18	2	55	42	77	14	133	2	13	23	38
Norfolk	2	7	2	11	—	3	1	4	3	7	4	14	2	5	2	9	—	1	3	4	14	9	4	27	7	9	1	17	—	3	4	7
Savannah	2	3	—	5	—	1	1	2	—	3	2	5	—	1	—	1	—	—	—	—	5	1	—	6	4	5	—	9	—	—	2	2
Tampa	3	2	—	5	—	1	—	1	1	4	—	5	—	2	3	5	—	—	—	—	5	5	—	10	6	6	1	13	—	—	—	—
Mobile	9	7	5	21	—	3	2	5	11	15	6	32	—	1	5	6	—	—	1	1	32	6	1	39	32	43	7	82	—	3	8	11
New Orleans	18	22	10	50	1	2	5	8	18	28	13	59	2	5	6	13	3	7	1	11	59	13	11	83	32	50	9	91	2	1	3	6
Lake Charles	1	4	—	5	—	—	—	—	1	—	1	2	—	—	—	—	—	—	—	—	2	—	—	2	2	14	5	21	—	—	2	2
Houston	12	17	8	37	—	4	8	12	14	21	7	42	—	2	5	7	—	—	—	—	42	7	—	49	29	40	11	80	1	11	9	21
Wilmington	3	5	3	11	—	3	1	4	1	2	1	4	—	1	1	2	—	—	—	—	4	2	—	6	7	6	4	17	—	3	1	4
San Francisco	5	9	—	14	—	3	2	5	2	4	1	7	1	2	—	3	—	—	1	1	7	3	1	11	20	15	8	38	1	4	2	7
Seattle	6	7	2	15	—	2	3	5	5	6	2	13	—	2	1	3	—	—	—	—	13	3	—	16	8	13	4	25	—	4	4	8
TOTALS	105	177	57	339	1	36	53	90	87	163	53	303	8	37	40	85	4	13	18	35	303	85	35	423	294	452	112	858	9	62	99	170

## ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston .....	2	7	—	9	1	—	3	4	1	—	—	1	1	—	1	2	—	—	—	—	1	2	—	3	1	10	1	12	—	1	2	3
New York .....	15	52	7	74	4	13	12	29	8	44	6	58	3	6	7	16	—	4	17	21	58	16	21	95	51	146	24	221	7	33	25	65
Philadelphia ..	—	6	—	6	—	1	—	1	—	5	—	5	—	1	4	5	—	1	1	2	5	5	2	12	—	15	4	19	—	1	2	3
Baltimore .....	8	26	6	40	—	9	5	14	1	29	7	37	2	4	6	12	—	7	1	8	37	12	8	57	13	70	14	97	10	2	9	21
Norfolk .....	2	9	2	13	1	6	—	7	—	9	1	10	—	3	1	4	—	3	2	5	10	4	5	19	3	7	1	11	2	3	4	9
Savannah .....	—	6	—	6	—	—	1	1	—	3	1	4	—	—	—	—	—	—	—	—	4	—	—	4	1	11	1	13	—	—	—	—
Tampa .....	1	—	—	1	—	—	1	1	—	3	—	3	—	—	2	2	—	—	—	—	3	2	—	5	3	6	1	10	—	2	1	3
Mobile .....	3	11	1	15	—	2	1	3	3	17	9	29	—	1	3	4	—	—	1	1	29	4	1	34	8	44	1	53	—	6	6	12
New Orleans ..	5	29	3	37	—	6	7	13	6	31	4	41	—	4	7	11	2	11	5	18	41	11	18	70	15	49	3	67	—	7	7	14
Lake Charles ..	4	4	1	9	—	1	1	2	3	3	3	9	—	1	—	1	—	—	—	—	9	1	—	10	3	8	1	12	—	1	2	3
Houston .....	3	21	3	27	1	8	10	19	8	23	2	33	10	2	10	22	1	—	1	2	33	22	2	57	11	34	4	49	1	11	8	20
Wilmington ..	3	3	3	9	—	5	—	5	1	4	—	5	—	5	1	6	—	—	1	1	5	6	1	12	3	8	4	15	—	2	2	4
San Francisco ..	—	11	2	13	1	3	2	6	1	5	1	7	2	3	3	8	—	—	—	—	7	8	—	15	9	32	4	45	—	3	6	9
Seattle .....	—	9	2	11	1	5	2	8	1	6	1	8	—	4	—	4	—	—	1	1	8	4	1	13	1	14	—	15	1	3	4	8
<b>TOTALS</b>	<b>46</b>	<b>194</b>	<b>30</b>	<b>270</b>	<b>9</b>	<b>59</b>	<b>45</b>	<b>113</b>	<b>33</b>	<b>182</b>	<b>35</b>	<b>250</b>	<b>18</b>	<b>34</b>	<b>45</b>	<b>97</b>	<b>3</b>	<b>26</b>	<b>30</b>	<b>59</b>	<b>250</b>	<b>97</b>	<b>59</b>	<b>406</b>	<b>122</b>	<b>454</b>	<b>63</b>	<b>639</b>	<b>21</b>	<b>75</b>	<b>78</b>	<b>174</b>

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	—	1	2	3	1	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9	2	8	19	1	—	6	7
New York	31	9	21	61	2	1	19	22	12	4	21	37	1	3	13	17	2	—	47	49	37	17	49	103	103	34	93	239	3	5	40	48
Philadelphia	—	—	1	1	—	—	2	2	4	1	3	8	—	—	1	1	—	—	—	—	8	1	—	9	6	7	8	21	—	—	4	4
Baltimore	8	7	19	34	1	1	9	11	10	2	14	26	—	—	13	13	—	1	—	1	26	13	1	40	42	12	26	80	2	3	14	19
Norfolk	5	2	3	10	2	3	3	8	2	1	1	4	2	2	5	9	1	—	8	9	4	9	9	22	4	4	5	13	—	2	5	7
Savannah	3	1	2	6	1	—	—	1	1	1	—	2	—	—	1	1	—	—	—	—	2	1	—	3	7	3	2	12	—	—	—	—
Tampa	1	—	1	2	—	—	3	3	3	—	3	6	—	—	—	—	—	—	—	—	6	—	—	6	8	2	9	19	—	—	5	5
Mobile	5	—	8	13	—	—	7	7	3	2	17	22	—	—	2	2	—	—	—	—	22	2	—	24	29	12	29	70	—	—	23	23
New Orleans	11	2	24	37	—	—	13	13	14	3	28	45	1	1	14	16	—	—	5	5	45	16	5	66	24	5	47	76	—	—	16	16
Lake Charles	1	—	1	2	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	1	—	—	1	2	1	6	9	1	1	6	8
Houston	7	2	2	11	1	—	10	11	10	3	11	24	—	4	7	11	—	—	2	2	24	11	2	37	17	3	7	27	3	1	10	14
Wilmington	2	1	1	4	1	—	1	2	—	—	2	2	1	1	1	3	—	—	—	—	2	3	—	5	6	3	2	11	1	—	4	5
San Francisco	4	—	6	10	—	2	3	5	1	—	3	4	—	—	1	1	—	—	—	—	4	1	—	5	19	5	13	37	—	1	6	7
Seattle	5	—	5	10	—	—	4	4	1	1	3	5	—	—	1	1	—	—	—	—	5	1	—	6	11	2	7	20	—	—	6	6
TOTALS	83	25	96	204	9	7	74	90	61	18	106	185	5	11	60	76	3	1	62	66	185	76	66	327	287	95	262	644	11	13	145	169



## INQUIRING SEAFARER

**QUESTION:** What do you do with leftover foreign currency when the trip ends?

**Samuel Patterson, steward:** Generally, if it isn't too much, I buy various odds and ends to bring home as souvenirs for my family. If I come across a good buy on a watch, or blanket, or a good bottle of cognac, I'll spend my money on that. At other times, I merely hang on to the cash and trade it in later for American dollars.



make sure to have something in the kitty.

**Armand Ceresani, baker:** I hold on to it and then cash it in for American money either in the foreign country, on ship, or when I get back to the States. Once in a while, I buy some souvenirs, but as a rule I'd rather have American dollars to spend in the States than any foreign currency to spend in the country I'm visiting.



**Tony Cospito, bedroom steward:** My son, my nephew and several others in my family are coin collectors so there's no question about what I do with left over currency. In fact, if the left-over doesn't amount to \$20-\$30 I know there are going to be some disappointed people in my family, so I always



**Anthony Aronica, AB:** With me, there's never much left over, maybe \$5-10 or so. I give this to the girl I've been seeing in the particular port and although it isn't much, it helps. In the past, I used to buy things and bring them back to the States, but it's such a bother with Customs that it's no longer worth the trouble.



**Sadak Wala, wiper:** What I usually do is go into a restaurant or a bar, have a good meal and a few drinks, or maybe go out to a show and enjoy myself. I don't like to bother exchanging the money back into American currency; it's just a few dollars and it doesn't pay. I also avoid using it for foreign products since I'd rather buy in the States.



### Shorthanded?

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

## Balt. Holds Up Despite Steel Strike

BALTIMORE—Port Agent Earl Sheppard reports that the Union has been quite busy in the organizing field, signing a new company and new agreement for the MAWD. On the deep-sea side, shipping has been fair despite the Steel strike due to the crewing of the Valiant Freedom (Ocean Tramp). At the present time the following ships are in port: Shinnecock Bay (Veritas); Baltore (Marven); Bethcoaster (Calmar), and The Cabins (Texas City). Thus far there is no word as to when these ships will crew up.

Paying off during the last report period were the Emilia, Mae, and Jean (Bull); Alcoa Planter (Alcoa); Valiant Hope (Hope); Baltore, and Venore (Marven); and Massmar (Calmar). Signing on were the Irenestar (Traders); Alcoa Planter (Alcoa); Chilore and Venore (Marven); Valiant Hope (Hope); and Massmar (Calmar).

In-transits were the John B. Waterman (Waterman); Alcoa Penant and Alcoa Patriot (Alcoa); Santore (Marven); Steel Apprentice and Steel Flyer (Isthmian); Robin Trent (Robin), and the Edith (Bull).

Seafarers here are requested to be patient as far as getting business done, especially welfare matters, because of a manpower shortage due to summer vacation. Everything will be back to normal in a week or so. Sheppard reminded those men whose clinic cards are expiring during the coming month to get them renewed now.

For the last two months shipping has progressively dropped in this port. Consequently, Sheppard advises "A" and "B" men to take jobs as they go up on the board.

Those men who wire or write excuses for meeting absence, should be sure to include their department and number on the right hand corner of the form requesting to be excused. It is most important that the dispatcher receive this information.

## Rosa Skipper Defends Speed In Valchem Crash Situation

Coast Guard hearings of charges against the captain of the Santa Rosa were held with Captain Frank Siwik strongly defending his decision to maintain the ship's speed prior to its collision with the SIU-manned tanker Valchem.

Testifying at the hearing, Captain Siwik declared that he would have executed the same maneuvers if the same situation faced him again. He declared, "I faced the choice of stopping my vessel and relying solely upon the ability of the other vessel to avoid me or making full use of my speed and maneuverability to widen the passing distance."

The charges against Captain Siwik include operating his vessel at an "immoderate speed" in foggy weather and failing to stop his ship, as called for in the rules of the road, when he heard fog signals forward of his beam.

Captain Siwik is one of four ships' officers who are up on charges as a result of the collision

in which four men lost their lives, three of them Seafarers on the Valchem. Also facing hearing charges are the Santa Rosa's second mate, who was watch officer at the time, accused of improper use of radar; Captain Louis L. Murphy of the Valchem, charged with failure to instruct his ship's second mate to notify him in the event restricted visibility conditions arose or other vessels were encountered; and Clyde St. Clair Lupton, second mate of the Valchem who, like Captain Siwik, is charged with navigating at "immoderate speed" in fog and failure to halt his ship after hearing fog signals forward of the beam.

The two ships collided off the

Jersey coast on March 26, with the Valchem suffering heavy damage as the Santa Rosa's bow plowed into its after house at a speed of 21 knots.

## LABOR ROUND-UP

Heavy emphasis on welfare and pension benefits was shown in the contract settlement obtained by 18,000 members of the United Rubber Workers Union after a 58-day strike at Firestone Tire and Rubber. Wage increases were not at issue, since they are covered by separate agreements subject to re-opening this summer. The settlement, similar to one reached at B. F. Goodrich, increased the formula for figuring pension benefits by one-third as well as providing supplemental pay to workers injured on the job.

Workers at the US Gypsum plant in Staten Island, N.Y., voted to join the International Association of Machinists by a resounding 262-70 margin. The vote result followed an intensive anti-union campaign, unparalleled in the New York area, according to an IAM official. The company employed some 80 supervisors to classify and report on workers' attitudes and to supply the company periodically with arguments designed to undermine the union appeal. Efforts to organize the plant in the past by other unions had been fruitless.

The Federal Bureau of Labor Statistics revealed of the twenty US cities with a population of more than 100,000, that Detroit led with the highest factory wage, \$104.67, while Providence had the lowest factory wage, \$69.48. New York, contrary to popular belief, is not a high wage center for factory workers, ranking next to last in wage position with an average wage of \$79.22.

The Organized Building and Factory Service Employees Union Local 21 has been barred from recognition by the New York State Labor Relations Board under the board's new policy of denying certification to "racket" unions. The principal officers of Local 21 are charged with signing "sweetheart" contracts with landlords.

The Papermakers and Paperworkers Union reports 1959 promises to be a record year for profits and productivity. The union estimates a gain of about 21c an hour over the length of two-year pacts recently signed with the industry's giant, the International Paper Co. Another reason for optimism is the settlement of the West Coast's uniform labor agreement, boosting minimum rates to \$2.12 an hour.

Maine has passed its first minimum wage law, \$1 an hour for workers in intrastate commerce. Excluded from the bill are agricultural and domestic workers and persons in service trades who receive the majority of their income from tips. Establishments with three or fewer employees are also exempt.

## Atom Merchantman's Hull Launched; Sails In '60

CAMDEN, NJ—With appropriate fanfare and ceremonies, Mrs. Mamie Eisenhower launched the first nuclear merchant ship, the NS Savannah, on July 22. Originally intended for Maritime Day, May 22, the launching had to be delayed two months.

The Savannah's launching merely involved putting the hull in the water. Still to be done is the installation of the reactor and other

(For details about the NS Savannah, see feature on page 9.)

preparatory work which is expected to take at least another year.

Since the start of the project, the Savannah has been surrounded by controversy, with critics charging that there was too much emphasis on the propaganda aspects and not enough stress on construction of a practical, workaday merchant ship. One of the criticisms voiced was that no effort was made to develop a more advanced and more efficient reactor as a prototype for possible future merchant ships.

### Cruising Costly

The Savannah is admittedly far too expensive to be considered a true prototype vessel, since the total cost of hull plus nuclear plant

is around \$41 million and operating costs are also expected to be far more than those of a conventional ship of the same size.

With accommodations for a passenger list of 60, plus 10,000 tons of cargo, the Savannah will be operated in a wide variety of commercial services by States Marine Line which was selected by the Government from among several shipping companies for that purpose.

While the Savannah is the first nuclear-powered merchant ship most authorities are agreed that the most efficient use of atom power would be in a tanker or a bulk-carrier. The Maritime Administration and several private operators have studies going leading to the construction of such a vessel. Similarly, British and Japanese interests are both reported to be designing a nuclear-powered tanker.

It is estimated that by 1975, there will be 300 naval and merchant vessels in operation powered by atomic energy.

## Welcoming Released Newfoundland Logger



Well-wishers crowd around Earl R. Laing, member of the International Woodworkers of America, following his acquittal on murder charges. Laing was arrested after Canadian Mounted Police attacked logger picket line as part of Newfoundland premier's drive to break strike. One constable died in the fight which followed.



## Back To The Caribbean



Seafarers who made jobs on the missile ships display their shipping cards at headquarters. Replacements joined ships at end of four-month sign-on period.

## Operators Go For 'Jumbo' T-2 In Tankship Slump

With the squeeze on against Libertys and T-2 tankers in view of the construction of hundreds of more modern vessels, shipowners are resorting to a variety of devices to modernize the older ships.

Most successful thus far has been the practice of "jumboizing" T-2 tankers by building a new center section and inserting it between the split halves of the T-2 so as to increase its carrying capacity considerably. One such job was done recently on the SIU-contracted tanker, The Cabins, and a number of tanker owners here and abroad have gone in for this practice.

The "jumboizing" adds approximately 4,000 deadweight tons to the T-2, increasing its carrying capacity by 25 percent and enabling it to compete more effectively. Most of the new tankers built are in the 32,000-ton class, while the jumbo T-2s are in the 20,000-ton vicinity. Nevertheless, the low cost of enlarging a tanker as compared to building a new one is a factor in the decision to "jumboize."

Some tankers that have been enlarged in this fashion have also been converted somewhat so that they are more suitable for dry cargo bulk trades.

Liberty ship conversions have been done on a smaller scale and have been only moderately popular, despite the costly experiments

by the US Maritime Administration in revamping four such vessels. Several foreign-flag Libertys have had new diesel-powered plants installed and have enlarged the ships as well, picking up 1,500 tons deadweight and adding a knot or two of speed. However, such changes still do not make the ship competitive by a long stretch, and none of this has been done on American-flag ships.

## Airlines In Bidding For Loan Assist

WASHINGTON—The Administration is expected to send to Congress soon a program under which the Federal Government would guarantee \$750 million in loans to help airlines equip themselves with modern cargo aircraft.

As the program is being formulated, Uncle Sam would guarantee 75 percent of the purchase price, with the airlines making a 25 percent down payment.

The program is a response to the growing need in US civil and military aviation for modern cargo capacity of a kind that will permit lower air freight costs and meet the needs of the Military Air Transport Service, the Defense Department's strategic hauling force. MATS employs commercial airlines for a portion of its hauling work, and wants the airlines to obtain more modern cargo craft.

The loan guarantees would be similar to those given ship operators on their construction mortgages.



## 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.

# When You Need Blood . . .



## All you have to do is call the Union



1. Notify the nearest SIU port agent, giving him the following information: the name of the patient, the hospital, the amount and type of blood needed, and whether it is for replacing transfusions already made or for future use.



2. From here on, the Union takes over. The port agent transmits this information via the teletype to Welfare Services Department at headquarters.



3. Welfare Services, in turn, notifies the Brooklyn Donor Center which serves as the depository for the SIU Blood Bank. Since the center has reciprocal arrangements with other US blood banks, it can get immediate withdrawals of blood from a local blood bank.



4. To maintain this SIU reserve, Seafarers passing through the port of New York donate blood at the SIU clinic, to assist Seafarers and their families everywhere.

# SEAFARERS BLOOD BANK



## YOUR DOLLAR'S WORTH

### Seafarer's Guide To Better Buying

By Sidney Margolius

#### Tight Money Plagues Borrowers

"Tight money" is back, and you have to protect your family accordingly.

"Tight money" means that there's a shortage of lending money and interest rates are rising.

But the effects of tight money are dangerous, both to broad problems such as employment, and to specific problems, such as whether you can buy a new house this year or sell your old one, how much your monthly payments will be on a car you hope to buy, and what your taxes will be.

In a time of tight money, Federal, state and local governments, boards of education and sewage and water districts all must pay a higher interest rate for the funds they borrow. You pay that increased cost in your income and property taxes in the new communities that need to build schools to keep up with rising population.

But the most dangerous effect of tight money is on employment. Remember the tight-money period of 1956, when the Federal Reserve Board boosted interest rates in an unsuccessful attempt to tame inflation? Then tight money forced many consumers to stop buying and businessmen to quit building, and this was followed by the recession of 1957-58.

Both the Administration and such large banks as First National City Bank of New York are plugging hard for higher interest rates. They

want the Government to pay investors more interest on the large Government bonds they buy. One obvious effect is to raise the Government's borrowing costs, and keep income taxes high. But increased interest rates also have a tendency to inflate all living costs.

In general, tight money benefits people who have surplus income to invest, but forces a reduction in the living standards of people who generally need to borrow to finance the costlier equipment for living, such as houses, cars and appliances.

Here is how the new tight money trend will affect you in specific departments of living in the months immediately ahead:

Home seekers are particularly affected. Mortgage interest rates are rising. Particularly, the rate on GI mortgages has been raised



to 5 1/4 percent from 4 3/4. This is the third increase in GI mortgages since 1953 when the rate was 4 percent. On a 25-year mortgage, the new boost increases the payments \$2.91 a month. Thus, on a \$12,000 mortgage a home buyer will pay back a total of \$21,574 instead of \$20,527 as under the 4 3/4 rate. If you take a 30-year mortgage your total repayment will be even greater.

In shopping for a mortgage, note that the new GI 5 1/4 rate is still better than the FHA rate of 5 1/4 plus one-half of one percent insurance premium. The FHA rate is better than a straight conventional mortgage at 5 1/4, since you may get back a small part of the one-half of one percent insurance premium when the mortgage is paid up. But the FHA 5 1/4 plus one-half of one percent rate is not as good as a conventional mortgage at 5 1/2 percent, which still may be available to home buyers in some areas except the Far West, Southwest and South.

Homeowners are affected in a different way. Their present mortgages, at lower interest rates than now available, add value to their present homes.

Car buyers will feel an immediate effect from higher interest rates. The three leading independent finance companies have increased the interest rates they charge dealers to finance their inventories. Since credit costs are a major expense to an auto dealer, trade-in allowances and discounts will be shortened accordingly.

Borrowers in some cities where banks charge less than the usual 12 percent per annum (one percent a month) on personal loans, will find they have to pay higher rates this year. And while the banks will still make lots of loans, you can expect them to ask more questions about your income in comparison to your other debts, and why you want to borrow. In general, it's best to avoid borrowing in a period of tight money except for critical needs. Credit unions will continue to hold their interest rates to present levels since they are controlled by their members.

Here are suggestions on August buying opportunities to help you protect your family's living standards from present high costs:

The most important August sales are furniture and rugs. Other reduced-price sales and clearances this month include curtains and drapes; paint, brushes, wallpaper and hardware; lawn tools and outdoor furniture; sports and camping equipment; cameras, and the August coat sales which offer cut prices in advance of the autumn season.

There are still some clearances of summer clothing and it's advisable to shop them. Shoe prices especially are rising. They were boosted once already this year and a new increase is threatened by manufacturers.

But food prices are the real problem this summer. For wage earners, this is a meatless boom. Even poultry and eggs, which have been low-priced life-savers this year, are getting a little more costly but still offer relatively good value.

Meat, especially pork, will be in heavier supply this fall and prices will recede. Meanwhile, turkeys are a good buy, especially the larger ones which give you more actual meat per pound.

#### Getting Their Clothing Allowances



Crewmembers of the fishing vessel Jacintha collect \$200 clothing allowance after their ship was lost, under terms of the New Bedford Fishermen's Union welfare plan. Handing out the checks is the plan's administrator, John Patten. Fishermen recently received full autonomy as SIU-affiliated organization.

## Mobile Fights Tax On Ship Supplies

MOBILE—A proposed additional three percent sales tax on all ship supplies and fuel now pending in the Alabama legislature will have a crippling effect on the Mobile shipping industry if passed, Port Agent Cal Tanner reports. Naturally, if the Alabama legislature

affirms such a tax increase, companies now storing and fueling their ships in Mobile will divert their business to another port, a port where there is no tax.

It is estimated such a move would deprive the merchants of this port of approximately \$50 million yearly, including crews' payrolls which are customarily spent in the port.

All maritime interests in this area, including shipowners, the unions and merchants, have banded together to defeat this harmful piece of legislation.

In the Alabama Drydock two standard T-2s are in the process of being converted into ore and coal carriers. The ships are being "jumboized" by adding some 150 feet to the midsection, allowing for the storage of over 16,000 tons of ore, or some 12,000 tons of coal and other bulk products. Both these ships will operate under the American flag.

#### Get Salk Shots

The increase in reported cases of polio in the state of Alabama has resulted in a warning to merchant seamen, particularly those under forty years of age who have not taken their vaccine shots. The Salk vaccine shots are now available free of charge at Public Health Service facilities. All Seafarers are strongly advised to take advantage of this offer to safeguard their health.

Waterman officials informed the hall that the Afoundria is going through the St. Lawrence Seaway. This makes the second C-2 for Waterman to make the trip. The Hurricane had previously made a Seaway voyage. Waterman now has an application pending with

the Federal Maritime Board for a subsidy on this run.

Tanner also reports that shipping for the last couple of weeks was fairly good. The following ships were paid off: the Corsair, Roamer, Cavalier and Ranger (Alcoa), and the Monarch of the Seas and Claiborne (Waterman).

Sign-ons included the Corsair, Cavalier, and Ranger (Alcoa), and the Monarch of the Seas, and Hastings (Waterman).

The following ships were in transit: DeSoto, Young America (Waterman); Del Monte (Mississippi); Frances, Elizabeth (Bull); and Alcoa Cavalier (Alcoa).

## Oreship Crews Seek Tie With Lakes SIU

DETROIT—Dissatisfaction with their second-class status inside the giant Steelworkers Union has prompted a revolt on the part of seamen manning Great Lakes ore fleets, the SIU Great Lakes District re-

ports. As a result, rebel groups within Steelworkers Local 5,000, the shipping arm of the steel union, are seeking ties with the Great Lakes District as their bargaining agent.

Fred Farnen, secretary treasurer of the Lakes District, stated that some 3,000 seamen on the ships of several fleets, including Pittsburgh Steamship Company, a US Steel affiliate with 53 ore-carrying ships, have sought affiliation with the District. At the heart of the revolt, he reported, is their desire to break away from a union of steel mill workers and join ranks with a seamen's organization.

He noted that as members of Local 5,000 these men do not elect their own officers, or negotiate their own contracts. As a result of the revolt, Farnen reported the Lakes District has received authorizations from a majority of the seamen in the Pittsburgh Steamship fleet calling for SIU representation. A petition for a National Labor Relations Board election has been filed by the Union.

What touched off the uprising was the action of steelworkers' leaders in forcing the men back on their ships following a spontaneous walkout two weeks before the nationwide steel strike got underway.

Farnen emphasized that the Lakes District would not seek to represent any group of oreboat seamen until such time as they indicated by secret ballot vote that they wanted SIU representation. He noted that Local 5,000, on the

contrary, had signed agreements with two non-union steamship companies just as the SIU was about to file petitions for elections in the fleets.

The seamen of the two companies, Pioneer Steamship and Wilson Transit, had signed SIU pledge cards but lost their freedom of choice when the Steelworkers signed contracts with the employers without the men's knowledge or approval. The SIU has filed charges in these two instances calling them "outright collusion" between Local 5,000 and the operators.

Notarized affidavits have been collected from a majority of the seamen in these two companies attesting to the fact that they did not authorize the Steelworkers to bargain in their behalf.

Reviewing the incidents leading up to the present beef, Farnen reported that the oreboat crewmembers "were denied the right to negotiate their own contract. Then they undertook a 'wildcat' strike. Crewmen walked off their ships and paid their own expenses to their homes all over the country. Three days later they were forced back by Steelworkers' officials . . . Then 10 days later they were laid off and again had to pay their own way home, still without any negotiations in their behalf."

Companies involved, aside from Pittsburgh Steamship, are Bethlehem, Inland Steel, Buckeye, American Steel & Wire, Ore Navigation, Republic, International Harvester and Shenango.

#### Quitting Ship? Notify Union

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



## NY Training School Still Has Near-Perfect Record

NEW YORK—As was reported earlier in the SEAFARERS LOG, the feeding program is now in full operation, covering all SIU-contracted vessels, Bill Hall, assistant secretary-treasurer, reported. In order to make sure that all of the vessels maintain the program's standards, a member of the Stewards Food Committee has been servicing every vessel hitting the port and has been checking over the stores with the vessel's steward.

However, this type of program calls for the full cooperation of all the crews aboard SIU ships, Hall said, and if at any time a vessel finds itself short on stores, it is up to the delegate or the steward to notify headquarters immediately so that necessary action may be taken.

### Sixteen New Trainees

Also meeting with much success is the SIU's lifeboat, AB and FWT school. Sixteen new trainees started the two-week upgrading course last week as all members of the previous class successfully passed their tests. The next class will start sometime next week and if any member is interested in taking the course and upgrading him-

self, he should check at the dispatcher's office for all of the particulars. The passing rate of all graduates thus far has been near-perfect.

Shipping for the past period has been very good, keeping in stride with registration for the same period. A total of 294 men were shipped to permanent berths during the last two weeks, 83 in the deck department, 95 in the engine and 103 in the galley gang.

Although the totals for the past period were under those for the previous two weeks, Hall said, a large percentage of these jobs are still being taken by class C cards. In order to maintain their seniority, class A and B men should see that all of the jobs put on the shipping board are filled as soon as possible.

There were 39 vessels calling into the area over the past period. Of these, 15 paid off, six signed on and the remaining 18 were in transit.

### Fifteen Payoffs

The following were the vessels paying off in this port: Beatrice (Bull); Royal Oak, CS Miami (Cities Service); Atlantic (American Banner); Pacific Explorer (Compass); Raphael Semmes, Fairland, Beauregard, Azalea City (Pan-Atlantic); Afoundria (Waterman); Steel Apprentice, Steel Flyer (Isthmian); Seatrain New Jersey (Seatrain) and the Atlantis (Petrol Shipping).

Signing on were the Afoundria (Waterman); Atlantic (American Banner); Steel Apprentice, Steel Navigator (Isthmian); Ocean Evelyn (Ocean Trans) and the Atlantis (Petrol Shipping).

In transit were the Seatrain Savannah, Louisiana, Texas, New York, Georgia (Seatrain); Alcoa Polaris, Alcoa Pilgrim, Alcoa Partner, Alcoa Planter, Alcoa Puritan (Alcoa); Gateway City (Pan-Atlantic); Antinous (Waterman); Wang Juror (Denton); Steel Apprentice (Isthmian) and the Jean (Bull) and the Mermaid (Metro-Petro).

## SF Predicts Good Shipping

SAN FRANCISCO—Shipping has been fair for the last period with "A" and "B" men not taking jobs. The coming period figures to be very good with three payoffs in sight.

The only ship to be paid off was Maiden Creek (Waterman). The following ships were signed on: City of Alma (Waterman), John B. Kulukundis (Martis), Producer (Marine Carriers). In-transits were: Pennmar, Kenmar, Alamar (Calmar); Warrior (Waterman); Steel Scientist (Isthmian). There were no beefs of consequence on any of these ships.

Port Agent Marty Breithoff said he hoped that with shipping due to pick up more Seafarers would take the jobs and keep the ships properly manned.

## Penn Explorer Runs Aground



Penn Explorer looks like it's cruising serenely, but actually it's stuck in mud bank outside of Norfolk after setting sail with a load of coal. Ship had to go into yard for repairs.

NORFOLK — Headed for Europe with a load of coal on July 20, the SIU-manned Penn Explorer had its voyage suddenly terminated when it ran aground off Cape Henry just five hours after leaving the pier. As a result, the ship is now in the shipyard and the coal is back on the Norfolk and Western RR dock.

The grounding occurred about 9:30 AM in 22 feet of water, with the ship apparently running aground on a mud-flat. Efforts to refloat the vessel on high tide under her own power were unsuccessful. Two Curtis Bay tugs had to be called to pull her off the next morning.

The ship went back into the harbor, unloaded her coal and headed for the shipyard for inspection of possible hull damage. Seafarers aboard, who thought they were headed for Europe, had themselves only a brief ferry-ride in Chesapeake Bay.

## Air-Jet Boat Makes First Sea Voyage

LONDON—The British Hovercraft, a land-sea vessel propelled by air jets around the rim, has made a successful crossing of the English Channel in two hours, three minutes. The average speed of the vessel was around 12 miles an hour.

It was the first test of the vessel's ability outside of harbor waters.

As reported previously in the LOG, the Hovercraft is a prototype of an entirely-new kind of ship propulsion. The vessel never actually touches the water but skims over it on a cushion of trapped air blown out of jets which rim the hull.

The existing experimental craft, admittedly a primitive model, is powered by a 435 horsepower engine and has operated at speeds of up to 30 knots. It is a small vessel, 30 by 24 feet.

Commercial ships are planned in the future, with the first one being a small craft in the 40-ton vicinity, about ten times the weight of the prototype. More remote probabilities are ships of 100 tons traveling at speeds of up to 90 knots, because

there is no water resistance involved.

Aside from the high speeds of the "air-cushion" ships, they would have the added advantage of being able to ride over any kind of water or land surface—bogs, swamps, rough terrain, sandbanks, and shallow mud flats.

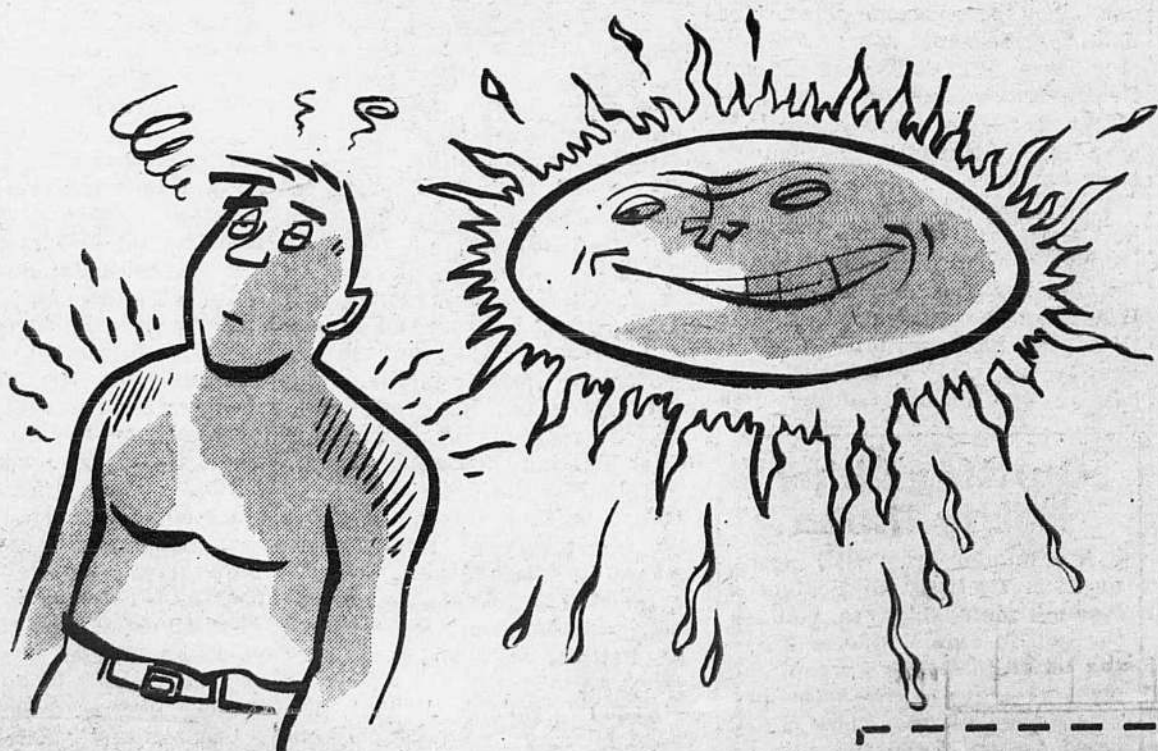
The existing Hovercraft looks like an oversized disc with a two-seat cabin. Larger vessels, such as the 100 ton ship, would be capable of carrying 300 passengers and baggage.

Here in the US, the Curtiss-Wright Corporation has announced that it is going to build a four-passenger "air-car" similar in principle to the British craft. The 300-horsepower vehicle will, like the British craft, travel over both land and water and be able to cross rivers and swamps without benefit of roadways.

Tell it to the Log!



## Watch That Ultra-Violet!



A good sun tan is considered the sign of the outdoor man and there is no better place to get one than on the deck of a ship in the summertime—that is, if you take it in small doses.

If you feel like stripping down for a tan, the recommended procedure is to start with 15 minutes' toasting the first day and lengthen it gradually until the skin turns brown.

Failure to heed these common sense rules can result in a nasty burn that, at the very least, will mean several days of acute discomfort. Go out in the sun if you want, but protect yourself against over-exposure.

An SIU Ship Is A Safe Ship



# NS SAVANNAH: Uranium-Fired Ship

Launched last week at the Camden, NJ, yards of the New York Shipbuilding Corporation, the NS Savannah is due to enter service sometime next summer as the first nuclear-powered merchant ship. Ad-

mittedly an experimental ship, the Savannah's objective is threefold: to advertise US developments in the peaceful applications of atomic energy, to serve as a testing ground for practical commercial use of atomic energy and to train civilian marine engineers and other seamen in the operations of atom-powered ships.

The Savannah can't claim to be the first non-military nuclear-powered ship because the Soviet Union has already launched a giant nuclear-powered icebreaker. Nevertheless, it qualifies as the first genuine atom-powered merchant vessel, since it will serve to carry both cargo and passengers on regular commercial routes serviced by its charterer, States Marine Lines.

It is hoped that the Savannah will be the forerunner of a fleet of commercially-useful atom-powered merchant vessels, probably bulk carriers and tankers, to be developed and built in the next ten years.

Except for the absence of a smokestack, the Savannah's exterior dimensions are conventional enough—595½ feet long, 78 feet in the beam, a 29½-foot draft. Her cruising speed of 21 knots and her 20,000 shaft horsepower output is also conventional. Where she departs radically from accepted standards is, of course, in her power plant.

## Has Regular Turbines

The propulsion system consists of the usual turbines, reduction gears, turbine generators, condenser and feedwater systems, plus auxiliaries. The reactor system is the difference. Technically-classified as a pressurized water type, it is similar to that used aboard the Nautilus, the first atom-powered submarine. The reactor substitutes for the standard oil-fired boiler, and operates on the principle that water under high pressure in this instance by 750 pounds per square inch, can be heated to high temperature without boiling. The heating is done by the chain reaction in the uranium fuel. The water heated under high pressure is passed in pipes through water under lower pressure, causing the latter to turn to steam to operate the turbines. The Savannah's initial fuel supply should be good for about 3½ years, or 350,000 miles.

The biggest problem in building a nuclear-powered ship is protecting the passengers and crew from radiation, both under normal operating conditions and in the event of a ship collision or other accident. In dealing with this problem, elaborate safeguards had to be devised. The reactor was housed in a containment vessel which can best be described as an envelope around an envelope.

The inside "envelope" of the

containment vessel consists of the reactor itself with its uranium fuel, and sections of the high pressure water lines which pass through the reactor core and pick up radiation upon being heated by the uranium chain reaction. Consequently this inside "envelope" has a radiation shield to keep radiation within bounds.

This primary shield consists of a tank with lead walls from two to four inches thick. The tank itself is filled with water. The water area surrounding the reactor proper on all sides is 33 inches wide.

A 2,000 ton secondary shield surrounds the outside envelope. The lower part is a concrete wall some 48 inches thick and the upper part consists of lead slabs varying in thickness from 2½ to six inches plus additional shielding by polyethylene, making an overall thickness of 14 inches.

## Heavy Beams

Aside from all this shielding, the entire reactor compartment is surrounded by heavier than normal beams, collision bulkheads and exterior steel plating on that section of the hull. Layers of steel and three-inch redwood are in-board of the collision bulkhead.

A vessel colliding with the Savannah would have to penetrate 17 feet of greatly-reinforced ship structure before it reached the outer concrete and lead envelope of the containment vessel in which the reactor is located.

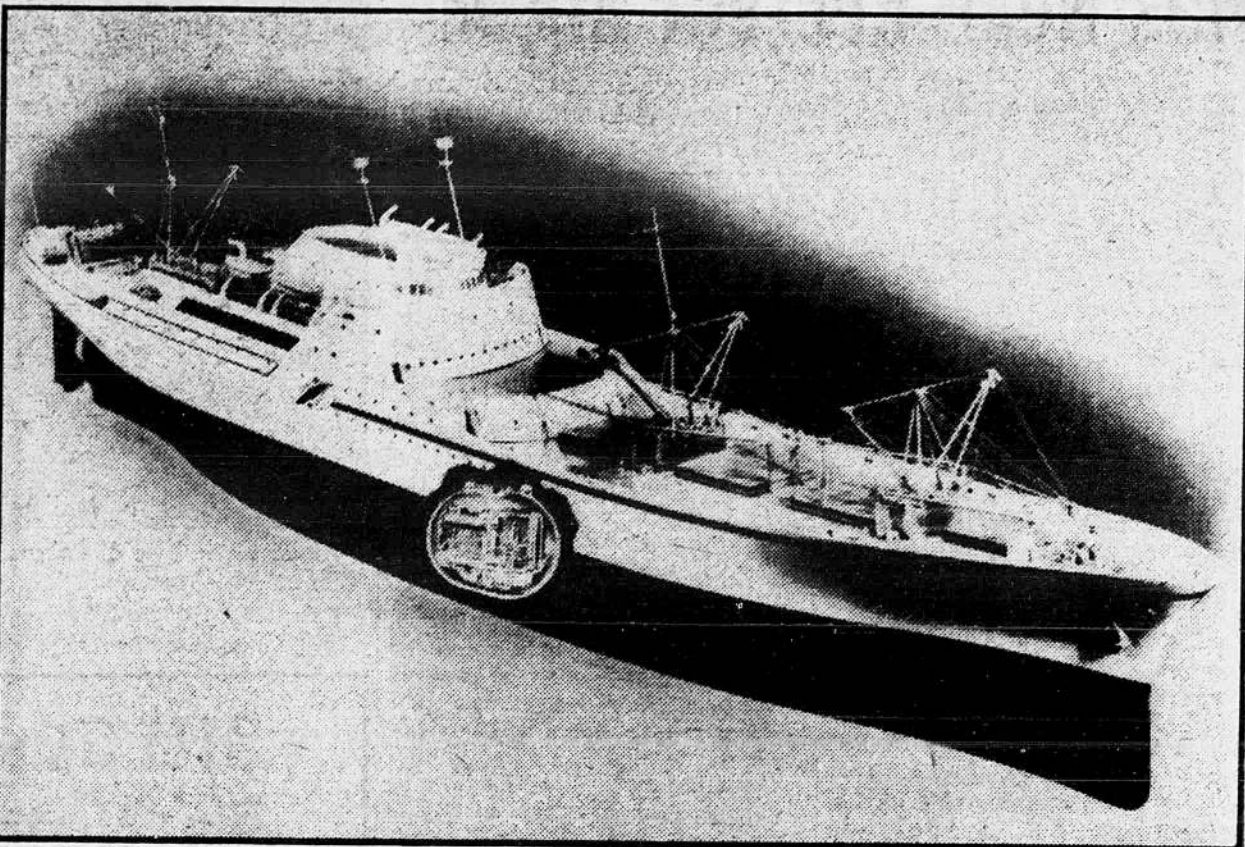
A constant check is kept on radiation throughout the ship through radiation monitoring devices. The amount of radiation from the ship's plant outside of the machinery spaces will be comparable to that received from the sun on a clear day.

In the machinery spaces, the maximum dosage would be five roentgens per year, but of course, no crewmember is going to be continuously in the machinery spaces all year round.

A single fluoroscope examination will result in dosages of two roentgens per minute and up. Chest x-rays produce far less, about .003 roentgens per x-ray.

In order to keep the reactor under control, an automatic shutoff system has been installed which will shut down the reactor in the event of any of a variety of malfunctions. In addition, two diesel generator sets are on standby in the event the reactor has to be shut down.

To operate the plant, it was necessary for the Maritime Administration and Atomic Energy Commission to set up a 15-month training program for engineers and deck officers. The training in Lynchburg, Virginia, includes the actual operation of a reactor plus operation and maintenance on a mock-up of the Savannah reactor.



Artist's rendering of the Savannah shows placing of reactor and its containment vessel amidships, because of tremendous weight of shielding. The Savannah will carry 60 passengers and 10,000 tons of cargo at a 21-knot cruising speed. It will be capable of traveling for 350,000 miles without replacing its supply of nuclear fuel, thus saving valuable space for an extra pay load.

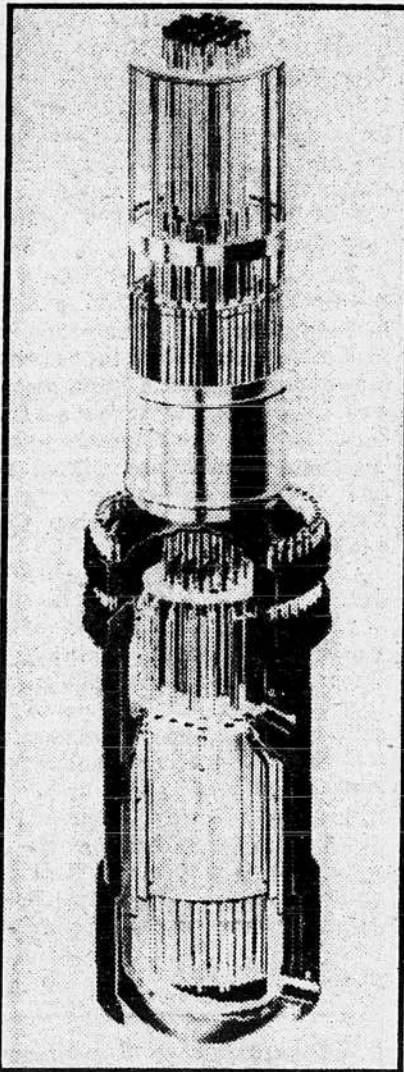
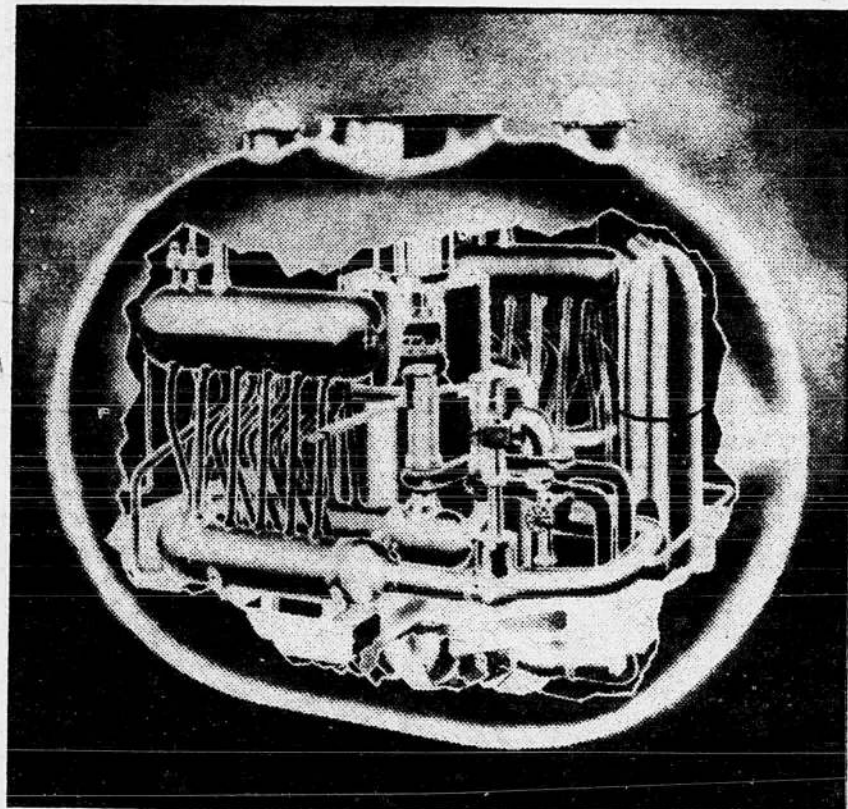


Diagram of reactor shows atomic fuel (lower center) in rectangular-shaped fuel elements. Long rods control rate of chain reaction. Reactor is similar to type used on atom sub Nautilus.



Enlarged, cutaway view of containment vessel shows reactor and primary shield tank in center. Other units are heat-exchangers, pressurizers, steam drums and piping for primary water system. Heat from nuclear reaction creates steam for the turbines.

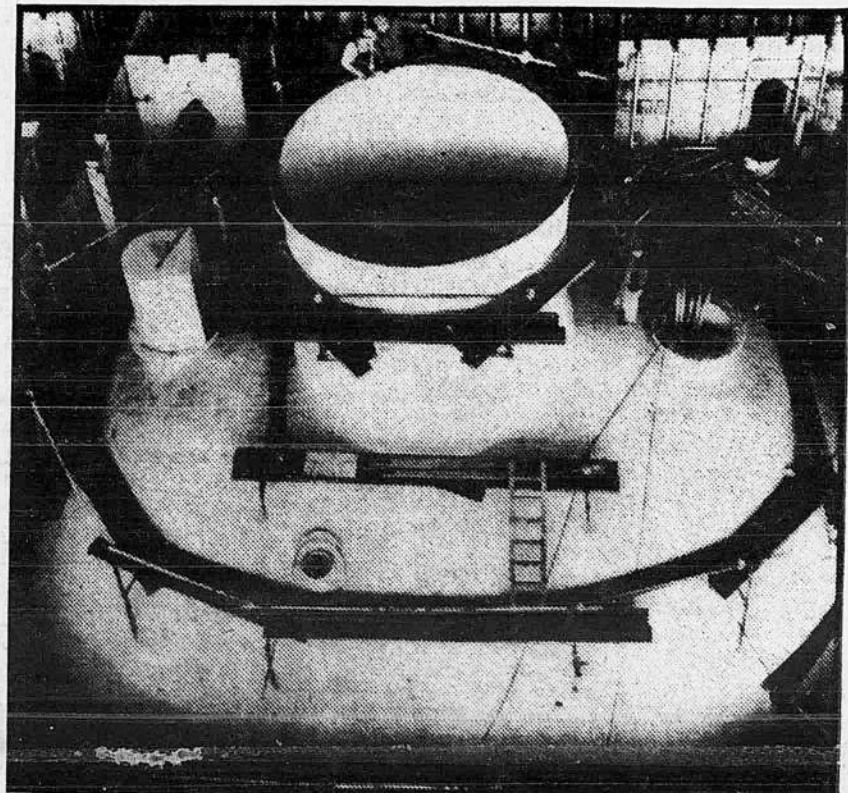
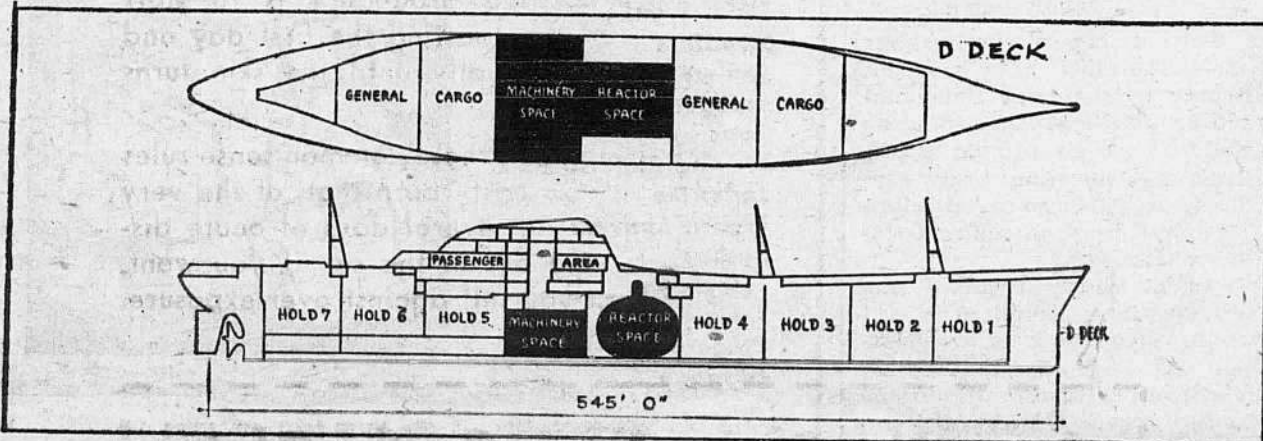


Photo shows actual containment vessel under construction. It is 35 feet in diameter and 50½-feet long. The upper half has up to 14 inches of shielding; the bottom rests on concrete.



Top and side view of ship shows relationship of reactor to machinery and other shipboard installations. Machinery spaces have a glass wall which permits passengers to view machinery compartment and the main control room. Machinery consists of conventional steam turbines and reduction gear.



# Labor Pushes Fight For Medical Care For Aged

WASHINGTON—The battle for Government-sponsored hospital-surgical coverage for retired Americans over 65 is in its preliminary stages with organized labor and the American Medical Association lining up on opposite sides on the issue.

The AFL-CIO, former President Harry S. Truman and two former officials of the Social Security System, Charles I. Schottland and Arthur J. Altmeyer, have come out in favor of such a program. However, President Eisenhower refused to commit himself on the issue at his last week's press conference, and the present Secretary of the Department of Health, Education and Welfare, Arthur S. Flemming, has also opposed the program.

At stake is the proposal by Rep. Aime J. Forand (Dem.-RI) that hospital-surgical insurance be provided to retired Americans on the Social Security rolls. The Forand bill is prompted by the fact that it is next-to-impossible for people in the 65 or over age bracket to purchase health insurance. In a great many instances, where they are able to purchase such insurance, it is cancelled on them as soon as they become ill.

## Seafarers Covered

Retired Seafarers on the disability-pension and members of their families, as well as dependent parents of active Seafarers, are covered by the hospital-surgical benefits of the Seafarers Welfare Plan.

There are an estimated 15½ million Americans in the 65 or over age bracket, most of whom cannot afford to pay the heavy medical care costs that are normal for older people. Altmeyer estimates that "only five percent . . .

have full medical, surgical and hospital coverage. Furthermore, persons who had coverage when they are working no longer have it when they are retired. Private insurance plans have to charge so much that few retired persons can afford them."

Speaking on the same AFL-CIO radio program as Altmeyer, Secretary Flemming conceded the severity of the problem, declaring that "Older persons use about 2½ times as much general hospital care as the average for persons under age 65." Nevertheless, Flemming insisted that voluntary insurance plans are the answer to the problem, although most such plans will not accept applications from oldsters.

Commissioner Schottland, who was appointed by President Eisenhower in 1954, disagreed with Flemming, declaring that voluntary insurance "cannot be the answer to the total problem of medical care for the aged."

The American Medical Association, which traditionally opposes health and welfare measures, has trotted out its standard argument that Government health insurance would lead to "socialized medicine," even though the Forand proposal would not disturb the present patient-doctor relationship, or the present administration of hospital care. It's been pointed out that in the end, the Government and the community wind up paying medical care costs for oldsters who are unable to pay for their own.

## Relaxing At Marine Cooks' Ranch



Retired members of Sailors Union of the Pacific and Marine Firemen's Union at open house at Santa Rosa MCS center include (l to r) Pat Dardis, SUP, and Mrs. Dardis; Ernest Rowlandson, SUP; Mike Lenehan, MFO; Fred Helmer and Lincoln Norby, SUP.

## SIU Student Hailed As 'Natural Leader'

Described enthusiastically by former teachers and supervisors as a "natural leader," a "sincere and hard worker" and one whose "scholarship has been of high quality," Virginia Lee Magboo seems destined for a successful college career. The 19-year-old daughter of Eleuterio Magboo, a veteran Seafarer with 21 years in the Union, is enrolling at St. Johns College, Annapolis, Maryland, with the aid of the SIU's \$6,000 scholarship award.

At Southern High School in Baltimore, Miss Magboo excelled in languages and history and was active in many of the school's music and dramatic programs as well. She was the school's representative to the Mayor's Youth Advisory Council and placed second in her graduating class in National Merit Scholarship Competition.

## Union Oldtimer

Virginia's father is one of the Union's oldtimers, joining in December, 1938, a few weeks after the SIU was first chartered. He sails in the engine department and was a crewmember aboard such well-remembered ships as the old Pipestone County which went down in 1942 under U-boat attack as well as the pre-war Bull Line ships Barbara and Carolyn. He has sailed mostly Bull and Waterman ships down through the years.

## Skipper's Letters Do Not Count

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

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

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

## Hurt? Read 'Das Kapital' To Recover

The degree to which Chinese Communist authorities will go to prove their "superiority" has been shown in a report which appeared in a Chinese medical journal last November and has been recently translated.

According to the Chinese report, a steelworker in Shanghai was burned by molten steel on almost 90 percent of his body surface. Despite the fact that such burns are fatal in almost all instances, the Communist journal declared that the attending physicians were spurred on by the local Party committee to do the impossible. "What could not be done in Capitalist countries we could do."

Forty physicians then decided on 15 methods of treatment and 60 medical students were sent out to round up specimens of a virus. Skin grafts were done earlier than usual at the suggestion of Communist Party officials. The patient was quoted as saying, "Cure me, I'm needed in production. I can leave my wife and child but not my furnaces."

Further, he reportedly declared to his wife, "You have brought my pain, did you pay my party dues?"

As a result of the treatment of disease by "Marxism Leninism" the patient is reported to have recovered.

Medical experts here in the States noted that the treatment procedures described in the article did not involve innovations and that some of them went out of style more than 30 years ago as ineffective.



Virginia Magboo and dad.



## SIU SHIPS AT SEA

Chow is always interesting news, but, on some ships, it is more than just that. "Here is something of interest," the ship's minutes from the SS Massmar noted. "We have a good steward, good steward department, the food is tasty and there is plenty of it."



Fort

In addition, James Fort, meeting secretary, wrote, the crew went on record as describing the food made by chief cook Gaetano Pagano as "out of this world." The other members of this top class galley gang are Peter Garvin, baker; Bill Schafer, 3d cook; messman Willie Ford; pantryman Daniel Moylan and of course, steward James Eichenberg.

Attempts by the natives to "lift" articles from the crew's quarters is a fairly common occurrence in most Far and Middle East ports. However, the situation got pretty bad in Saigon recently when the crew of the Steel Flyer were forced

to put hoses over the side to "repel boarders" that were raiding the ship. They must have been successful, for nothing more was said about the incident in the report.

We don't know just whose birthday it was, but the crew of the Frances went on record thanking ship's baker Nick Goersh for the big birthday cake he baked to help celebrate the 65th birthday of Brother Bill, the crew mess.

From the Elizabeth is the recommendation that the ship stop using the fish oil now aboard the vessel as it is very slippery. It was suggested that some other type of oil be ordered.



## Your Gear . . . for ship . . . for shore

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T-Shirts  
Shorts  
Briefs  
Swim Trunks  
Sweaters  
Sou'westers  
Raingear  
Caps  
Writing Materials  
Toiletries  
Electric Shavers  
Radios  
Television  
Jewelry  
Cameras  
Luggage



the SEA CHEST



## 'Prescription'



## Houston Has Slack-Off

HOUSTON — Shipping for the past two-week period has been fair, and the next two weeks do not seem to offer much more. At the present time there are no pay-offs scheduled. During the last two weeks only one ship was paid off, the Steel Designer (Isthmian). The following ships signed on: Pacific Venture (Pacific Venture); John B. Waterman (Waterman); and Steel Age (Isthmian).

Ships in transit were the Del Aires, Del Santos, (Miss.); Hastings, Young America, Jean Lafitte, John B. Waterman (Waterman); Fort Hoskins, Bents Fort, Bradford Island, Chiwawa (Cities Service); Seatrain New York, Seatrain New Jersey; Seatrain Savannah (Seatrain); Beauregard, Bienville (Pan Atlantic); Steel Traveler, Steel Designer (Isthmian); Mae (Bull); Valiant Enterprise (Enterprise); Valley Forge (Peninsular); Seafair (Orion), and Pacific Venture (Pacific Venture).

## Wilmington Up

WILMINGTON — Wilmington agent Reed Humphries reports shipping has held up well during the last two-week period. Of the 35 men registered, 23 shipped. The next couple of weeks promises more of the same.

Everything is running more smoothly now with the installation of a new registration board, a big improvement over the old method.

The following ships were in transit: the Alamar and Portmar (Calmar); Rebecca (Intercontinental), and Wild Ranger and Maiden Creek (Waterman).

A couple of years back, there was a proposal—which has since passed—to provide Social Security benefits for disabled Americans over the age of 50. This was bitterly opposed by the American Medical Association on the somewhat far-fetched grounds that providing Government financial aid to disabled Americans was a step toward "socialized medicine."

Now along comes another proposal, this time to provide Federally-sponsored hospitalization and surgical coverage for men and women over 65, and again the AMA is in the vanguard with the old cry "socialized medicine."

The sponsors of the proposal, which has been submitted by Rep. Aime J. Forand (Dem.-RI), have taken great pains to make it clear that nothing in the bill would disturb the present relationship between patient and doctor and patient and hospital.

What is the real reason for the AMA's concern? One would appear to be that the Federal Government, having undertaken a responsibility to provide medical care for the aged, might begin putting the squeeze on some of the exorbitant fees and charges imposed by private hospitals and by some doctors and surgeons. If the Federal Government, for example, found that a hospital was charging a \$1 or \$1.50 to a patient for an aspirin tablet or \$25 to \$30 a day for a semi-private hospital bed (four in a room), there might be pressure brought to bear.

The next thing that might happen is that the Federal Government would start regarding medical care as a kind of public service like water supply, education, electricity and gas, public transport and the like, and might start to regulate some of the free-wheeling practices accordingly.

That, perhaps, is the real reason why organized medicine is rolling out its big guns against the Forand Bill.

## Everybody's A 'Reformer'

The current effort in Congress to pass a "labor-management reform bill" has degenerated into a free-for-all. It's become apparent that no bill at all is likely to be passed.

The bill has reached such a ridiculous pass, that an AFL-CIO analysis finds that as it presently stands in the House, it would, among other items, encourage "sweetheart" contracts and exempts so-called "labor relations" counselors from reporting their activities.

This has come about simply because "labor reforms" have become a vote-catching item and every member of Congress is anxious to have his name attached to a "labor reform" bill.

Amid all the fuss about corruption in labor-management relations, it is ironic to note the case of the Wall Street financier who was picked up in Brazil on charges of defrauding stockholders of some \$7 million. No outcry here for "reform" legislation. It apparently doesn't catch the headlines.

## Congress Exposes \$ Foreign Aid Waste

WASHINGTON—Foreign aid and military cargoes that have been hauled by US ships to such countries as Korea and Pakistan have often been permitted to rot on the ground or have gone into the black market. A 1,781-page transcript of testimony released by a House Appropriations subcommittee showed such items of mismanagement as 70,000 tire chains and a million machine gun clips dumped out in the open to rust; a 20-year supply of Woman's Army Corps uniforms on hand at one depot; 4,000 ton of excess gunnery equipment at another location; and wholesale thefts of tires, hand tools, clothing, construction material, auto parts, petroleum products and other equipment.

## Congress To Vote

In the face of these diversions and thievery, troops in the forward areas in Korea, for example, were short on some essentials that were needed for military operation.

The testimony was presented by Controller General Joseph Campbell, who also discussed excessive spending and lavish living by American representatives in many Far East countries.

The release of this information is expected to have its effects when Congress votes actual spending for foreign aid purposes. An authorization bill calls for over \$3.5 billion for this purpose in the fiscal year,

but it's expected that actual spending allowed will be cut well below that figure.

Foreign aid, including military aid, is a major source of cargo for US-flag ships under the "50-50" law.

## US Jobless Aid Halted For 45,000

WASHINGTON—More than 45,000 unemployed workers stopped receiving Federal aid last week when the Government's anti-recession program came to an end, the Department of Labor reported. The extra Federal aid was to aid those unemployed who had exhausted their regular state benefits.

## Change Of Mind

The Federal aid program was originally scheduled to end March 31, when a total of 400,000 unemployed workers were still receiving benefits but, rather than accept a one-year extension, Congress voted to continue payments for an additional three months.

During the 13-month life time of the program, more than 2,000,000 unemployed workers received \$600,000,000 from the Federal Government to supplement their exhausted state benefits. At the recession's peak, a total of 685,000 persons were collecting the benefit.

Seventeen states had accepted the Federal aid to provide for additional benefits while five other states provided for the coverage on their own.

## Among Our Affiliates

The SIU Canadian District reports new contract successes, with Algoma Central and Hudson Bay Railway Company signing agreements with the union's licensed division. Union members also have gained over 150 new jobs with the purchase of Gayport Shipping Ltd. by the SIU-contracted Hall Corporation, the "Canadian Sailor" adds.

✦ ✦ ✦

Two new halls have been opened by the SIU Great Lakes District in its drive to organize non-union Lakes seamen and to service its contracted fleets. The new halls are in Toledo, at 120 Summit Street, and in South Chicago at 9383 Ewing Avenue.

✦ ✦ ✦

Pressing hard on the issue of the Navy manning West Coast missile ships, the Sailors Union of the Pacific has written to Vice-President Richard Nixon detailing the refusal of Navy authorities to change their plans in the face of the use of civilian seamen on the East Coast missile range.

✦ ✦ ✦

Six more members of the Marine Cooks and Stewards Union have had their pension applications approved. They are Aberdeen B. Lynch, H. E. Savage, C. Bautista, R. G. Fry, R. A. Adams and Stanley Haynes.

## Lake Charles Has 'A' Cards

LAKE CHARLES — Although there were quite a few ships in this area, it turned out that not too many jobs were to be found. The ships in the area were the CS Miami, Winter Hill, Bents Fort, CS Norfolk, Chiwawa, Council Grove, CS Baltimore (Cities Service); Del Santos (Mississippi); Steel Traveler (Isthmian), and Mermaid (Metro Shipping).

Agent Leroy Clarke reports all of the above-mentioned ships were in good shape with the exception of a couple that had to square away some OT.

In light of the relatively slow shipping there are enough class 'A' men on the beach here to handle expected business although the number of "B" men is on the skimpy side.

## Stay Put For Jobless Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address.

An average delay of a month is reported in most cases, causing considerable hardship to the men involved.



## LOG-A-RHYTHM:

## Nothing Else To Do

By Jim Morgan

I went down to the hall one day  
To see a friend or two,  
And register for some good ship  
That was signing on a crew.  
I wasn't keen to leave so soon  
For my days ashore were few,  
But I felt a little bored  
somehow,  
And I had nothing else to do.

Through the big glass door I  
strolled,  
Into our Union hall,  
With my book in hand for the  
doorman to see,  
Who sat there near the wall.  
And up the granite steps I went  
Onto our shipping floor,  
Nodding hello to some I knew,  
And some I'd seen once before.

As t'was close upon the hour,  
Near time for a job call,  
I thought that was why,  
So many were there in the hall.

The shipping board was  
numbered with jobs,  
For those who wanted a berth,  
And the ships were waiting for  
them to sail,  
To faraway ports of the earth.  
Where many a tiny waist  
awaited

A strong Yankee arm to girth,  
With a cup of brew and sweet  
meats to chew,  
And relish for all they're worth.

I had my name put on the list,  
And though my card was new,  
Shipping was good and I knew I  
could,

Leave with any merry ole' crew.  
So I went on down to the bar  
To have a drink or two,  
And pass some time with Hank  
or John,  
While I sat and quaffed my  
brew.

The bar was filled with many  
Down from the shipping floor.  
T'was easy to see who got the  
jobs,  
By the smiles their faces bore.  
Some would be off to Europe,  
And some to Singapore,  
While others were happy with  
the thought,  
That their berths were secure.

I joined the boys at the bar,  
And drank to their safe trip.  
And, I thought of the date I had  
that night,  
With a girl down on the strip.  
I knew she had no thoughts  
For a sailing man like me,  
For it was all take and no give,  
On one big spending spree.  
For I was just a guy with dough  
to spend,  
And she didn't come for free.

It wasn't long when up the  
stairs,  
Once more I went again,  
To look at the shipping board  
And see what might remain.  
Not to take a ship of course,  
As I wasn't ready to go,  
But I had nothing else to do,  
And frankly, felt kinda' low.

Well on the board was an AB's  
job,  
On a ship bound for Honolulu.  
And I thought I may as well  
make it,  
For I had nothing else to do.

## Tell it to the LOG



## Ladies Man



Showing all of the attributes  
required of a ladies man is  
Bruce Edgar Cousins, son of  
Seafarer Clarence Cousins,  
a member of the deck de-  
partment. Bruce, who resides  
in Pennsylvania, hasn't made  
any definite plans about the  
future as yet.

## 'Sea Spray'

—by Seafarer "Red" Fink



"Here, the mate said to use these big brushes, do a fast job, and  
don't drip any paint on the deck!"

## Homesteaders? Cites Abe Lincoln

"This would be a pretty dull world without a good salty argument," Seafarer William Calefato writes, and a good "salty" beef up and down the coast right now is the homestead issue, he said.

Homesteaders have their  
side of the issue, and the anti-  
homesteaders have theirs,  
Calefato said, but most men would  
find it much clearer if it was  
remembered and respected that we  
all live together in a country that  
was founded on the soundest prin-  
ciples of humanity.

## Cites Declaration

When the Declaration of Inde-  
pendence was drawn up, he wrote,  
it specifically used the words "that  
all men are created equal" to point  
out the things we are indebted for  
and what we discuss very often.

The Union refers to its members  
as "we Seafarers." Calefato holds

that it is an organization built so  
closely to the fundamentals estab-  
lished by the forefathers of our  
country that they can't be easily  
ignored. "To see how closely our  
Union is related to these principles  
of human dignity, we should recall  
the words of Abraham Lincoln,  
'government of the people, by the  
people and for the people.' Since  
our Union is held together by its  
members, it is our organization, by  
us and for us and we should decide  
the issue."

Homesteaders claim they have  
the right to stay on a ship for as  
long as they wish. But, the other  
side states, getting off a ship after  
a year of service should be no

handicap to homesteaders. Rather  
it would benefit them. They could  
take a rest.

In addition, another Seafarer  
who sorely needs a job and who  
has a family to support, would  
have a chance.

And after all of the preceding  
questions, it boils down to this:  
Just exactly what is a homesteader?  
"How anybody could call a ship a  
home for a number of years is a  
little puzzling. But if it is a home  
to a homesteader, he is indirectly  
harming himself by keeping out of  
circulation, like a hermit. Maybe  
the best thing to remember is that  
generally speaking, this whole  
country of ours is our home."

Ease Burden  
Of Hospital Bill

To the Editor:

I am saying it now, and will  
say it over and over again, many  
thanks to the SIU Welfare Plan.  
The things the Plan has done  
for so many needy members like  
myself are really something.

Not so long ago, my little  
girl took sick and had to go to  
the hospital. That, of course,  
had to happen while I am still  
a patient here in the USPHS  
hospital in Brooklyn. It's  
a big problem for anyone. As  
a matter of a fact, it almost  
threw myself and my fam-  
ily into a panic.

However  
thank God we  
have the Welfare Plan. They  
took care of everything includ-  
ing my child's hospital bills. It  
is the biggest help I have ever  
received. It is really some-  
thing, and it can make a guy  
feel like saying "thanks."

I would also like to extend  
a special thanks to the welfare  
representative in Philadelphia  
for the quick service in getting  
my little girl into the hospital.  
Leo Carreon

✂ ✂ ✂

Moving, Wants  
LOG To Follow

To the Editor:

Please make the noted change  
in my address for the SEA-

FARERS LOG. We are moving  
and I would like you to please  
continue sending the LOG to  
me.

I enjoy reading the LOG very  
much and look forward to re-  
ceiving it. You have made great  
progress. May you continue to  
expand and help those who need  
help, and render assistance to  
all ailing seamen and those who  
are disabled and on pension.

Mrs. G. Turman

Letters To  
The Editor

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

Union Benefit  
Right On Time

To the Editor:

I sincerely regret the delay in  
acknowledging the Union's let-  
ter with the accompanying  
check in the amount of \$4,000.  
However, circumstances beyond  
my control prevented me from  
acknowledging same immedi-  
ately. Due to these circumstances,  
this benefit could not have been  
received at a more needed time.

The sympathy expressed by  
the Union is most graciously  
accepted and appreciated.

Teddie E. Ritchie

Sailing Since '23,  
Says SIU's Tops

To the Editor:

I've been going to sea since  
1923 and have been a member  
of the SIU since 1945. Before  
that I was in another seamen's  
union.

I'd like to say that the SIU is  
a godsend to all its members,  
and it certainly is a wonderful  
feeling to know that we have  
the officials and staff members  
that we have, constantly work-  
ing in the interests of the mem-  
bership.

Stanley T. Lowery

✂ ✂ ✂

Pension Plan  
Change Asked

To the Editor:

This letter is in reference to  
my many trips at sea when I  
often asked why we do not have  
a retirement plan, in addition  
to a disability retirement.

As most other industries have  
a 20 to 30 year plan, the dis-  
ability retirement is a godsend  
to a lot of  
members, but  
many of us  
may never be  
classified for  
a disabili-  
ty benefit.



Dunn

Would you  
please publish  
this and ask  
for comments  
from the other  
brothers as I think this would  
be the best way for the mem-  
bers to understand the pros and  
cons of it and then maybe we  
can work for such a plan.

I have been a full member  
of the Union since 1943 and I  
know many other brothers are  
for the same plan for retirement  
as I am.

William Dunn

✂ ✂ ✂

Go West For  
Hot Shipping

To the Editor:

I just wish to let the rest  
of the brothers on the beach  
know that shipping is really  
good here on the coast.

I had to get off my ship here  
and undergo some treatment for  
a slight back injury, so I spent  
two weeks in San Pedro.

Our agent here in Wilming-  
ton, Reed Humphries, has been  
having quite a time finding men  
to fill all of the jobs, but I must  
say he is doing a swell job and  
is on the go around-the-clock.  
It is so busy here that when  
the doctor gave me a "fit for  
duty," I landed a job on the  
Alamar at the first call I made.

Also if any brother is stop-  
ping off here in San Pedro, I  
wish to say that they have a  
swell YMCA here which will run  
him around \$8 per week. Also,  
as many know, San Pedro  
has more than its share of gyp  
joints, where you can get taken  
over. But there is one place  
here, Bill's Criterion, on Har-  
bor Blvd., where you can get a  
square deal. It is run by an  
ex-black gang seaman, and his  
wife. They will mail your let-  
ters, dig up a LOG for you and  
what not and no one will roil  
you there.

James A. Ray  
Chief cookSpare Stamps?  
Send 'Em Here

To the Editor:

I am writing this letter to you  
in hopes that you can and will  
help me. I am a reader of the  
SEAFARERS LOG, which I en-  
joy very much.

My reason for writing to you  
is that I need some help. I have  
just started the hobby of sav-  
ing stamps, and I would appre-  
ciate it very much if you would  
be able to get me in touch with  
some of the Seafarers who  
might have the same hobby or if  
possible, would you print in  
your paper that I would be in-  
terested in any stamps from any  
country, regardless if the stamps  
are old or new, used or not.

I will answer every letter  
right away and will appreciate  
any help you can give me.

Daniel W. Yore  
Box 100  
South Walpole, Mass.

✂ ✂ ✂

Death Benefit  
Eases Expenses

To the Editor:

Will you please extend our  
sincere thanks to the trustees  
of the Seafarers Welfare Plan,  
for their check of \$4,000 which  
was sent to my mother on the  
death benefit for her son and  
my brother, Charles Ross Nich-  
olson.

This money will help defray  
many expenses and tide us over  
this difficult period. We ap-  
preciate it very much.

Helen J. Nicholson



**ALCOA PIONEER** (Alcoa), July 5—Chairman, J. Diaz; Secretary, E. Canizade. Ship exterminated while in NO. One man missed ship in Brooklyn. Ship's fund \$30. New delegate elected. Discussion re-delayed sailing.

**PENN TRANSPORTER** (Penn Shipping), May 24—Chairman, W. Knapp; Secretary, F. Giananni. Vote of thanks to steward dept. for good food.

**DEL AIRES** (Mississippi), June 27—Chairman, I. Morgavir; Secretary, J. Gersey. One man left behind, but caught ship in Santos. Messhall to be painted next trip. New delegate requested. Ship's fund \$16—donations appreciated. Several logs in deck dept. Some OT disputed in engine

## Digest Of SIU Ship Meetings

department. Fruit not exchanged as promised in Houston. Request more ice cream.

**EVELYN** (Bull), July 5—Chairman, R. Hammond; Secretary, D. Forrest. No beefs. One man paid off in San Juan, another shipped. New delegate elected. Members offered \$2 in lieu of launch service. Vote of thanks to steward dept. for job well done. Repair lists to be turned in. Request adequate stores. One minute of silence observed for departed brothers.

**USAF C-50-1816** (Pan American), July 1—Chairman, A. Phillips; Secretary, D. Knight. One man fired in Mayaguez, PR. Offered transportation, but refused same. Some OT disputed. Dump butt cans daily. Refrain from scattering books & papers on deck in foc'sles. Turn off bunk lights when leaving foc'sles. Keep head door closed at night.

**STEEL APPRENTICE** (Isthmian), July 5—Chairman, J. Kari; Secretary, J. Olive. Two men hospitalized. Ship's fund \$60—\$4.56 spent for telegrams; fund to be raised at beginning of trip. Disputed OT re shore liberty. To see about fumigation of ship. Request more DDT bombs.

**ALCOA PURITAN** (Alcoa), June 29—Chairman, F. Murray; Secretary, A. Ferrara. New bunks requested and chairs in recreation hall need repairs. No beefs. Some OT disputed. Request more interest be taken in steward dept. Repair lists to be turned in.

**MASSMAR** (Calmar), June 28—Chairman, J. Eichenberg; Secretary, J. Fort. No beefs. Vote of thanks to steward dept. for job well done. Request better sanitary conditions.

**ALCOA PLANTER** (Alcoa), July 5—Chairman, N. Flowers; Secretary, Z. Ching. Two men injured due to lack of safe catwalks—one of them hospitalized in Azores and repatriated. Catwalk improved—no further accidents. Ship's fund \$42.55—expect \$20 donation from winner of Phila. arrival pool. No beefs. Men warned against unauthorized entry into electrical distribution panels. New washing machine requested.

**OCEAN EVA** (Maritime Overseas), June 29—Chairman, K. Collins; Secretary, S. Johnson. US dollars or travelers' checks available in event vessel is out for lengthy period. Request more cigarettes.

**CS BALTIMORE** (Cities Service), July 5—Chairman, C. Jennette; Secretary, F. Jones. Fans repaired; mattress covers for crew. Draws to be put out per contract agreement. Ship's fund needed. Meeting to be held re beef concerning chief mate. New treasurer elected. Repair lists to be turned in. Laundry room to be kept clean. Spray messhall after back port. Request more fans in messhall, also more milk, and more money to

be carried by captain so crew may have draw before port entry.

**OREMAR** (Marven), July 5—Chairman, M. Lanier; Secretary, A. Severe. One man missed ship in Baltimore and one in Venezuela. No beefs. Rust in wash water.

**ALMENA** (Penn Shipping), July 2—Chairman, W. Souder; Secretary, R. Brady. Two men missed ship at Hilo, Hawaii. Few hours OT disputed. Repairs to be made now, and before departure.

**CS NORFOLK** (Cities Service), June 27—Chairman, W. Cassidy; Secretary, Nene. Delegate to receive all Union mail—not to be opened by anyone else. 1½ hours OT to be settled at payoff. Vote of thanks to steward dept. for job well done.

**PACIFIC OCEAN** (World Tramping), June 29—Chairman, J. Morris; Secretary, L. Thomas. Most repairs completed. Ship's fund \$5.67. Few hours OT disputed. No one allowed in passageways, rooms & messrooms except crew. Suggest quiet while men are sleeping. Welfare & enrollment cards available to men who need them.

**STEEL FLYER** (Isthmian), July 5—Chairman, D. Keddy; Secretary, C. Mathews. Draw in Hallux to be given in US money—last before payoff. Repair lists turned in. Ship's fund \$10.28. No beefs. Request letter be written to Union re raise in OT rate, also proposing one quarter's free dues for delegates if trip exceeds 65 days. Shortage of cigarettes.

**FAIRLAND** (Pan-Atlantic), July 13—Chairman, P. Morris; Secretary, F. Kustura. No beefs; everything running smoothly. Ship's fund \$1. Some OT disputed. Chief cook asks if anything can be done about his room regarding heat. See chief mate about keys for foc'sles.

**EAGLE TRAVELER** (Sea Transport), June 14—Chairman, M. Cooper; Secretary, J. Morgan. Men reminded that smoking forward of house forbidden. Cooperation requested in keeping rec. room clean. Return cups to pantry. Ship's fund \$20.50. Few hours OT disputed. One replacement for man in San Pedro. New delegate elected. Beef made concerning preparation of meats. Discussion on duties of galley force.

**BEAUREGARD** (Pan-Atlantic), July 12—Chairman, E. Yates; Secretary, S. Doyle. New delegate elected. Few hours disputed (delayed sailing) in deck dept. 92 hours disputed OT in engine department. One man missed ship in Houston. Request fumigation of ship.

**ALCOA CORSAIR** (Alcoa), July 12—Chairman, M. Graham; Secretary, M. Cox. Collection made for wreath for member of brother's family. No beefs. One man left ship due to illness in family. Ship's fund \$367. Movies to be run per schedule.

**BENTS FORT** (Cities Service), July 12—Chairman, W. Wallace; Secretary, D. Lelyveld. Sailed one man short. No beefs. Broken washer in engine room. Vote of thanks to steward department for job well done. Return cups. Deck dept. to clean laundry; black gang to clean passageway.

**PETRO CHEM** (Valentine), July 3—Chairman, J. Hoggie; Secretary, D. Peterson. Some OT disputed. Suggest dept. delegates keep written record of all beefs. Some OT disputed in engine department. Difficulty re obtaining stores.

**ALCOA RANGER** (Alcoa), July 5—Chairman, G. Crawford; Secretary, C. Jones. Everything running smoothly. Discussion re screens for galley and pantry. General meeting to be held every two weeks. Donation to be taken up for injured man on previous trip.

**CITIES SERVICE MIAMI** (CS), July 14—Chairman, Padgett; Secretary, J. Rudolph. Repair list turned in. Everything running smoothly. Ship's fund \$9.43. No beefs. Mess men to carry garbage and dump it over stern. Sign to be placed over washing machine to shut it off when finished.

**BALTORE** (Marven), July 14—Chairman, McLaughlin; Secretary, R. Obidos. One man missed ship in Baltimore. No beefs. Seven hours disputed OT. Crew gave radio operator vote of thanks for the radio news every day.

# Steam Blast Fatal To Seafarer

The evening of July 7 started off just as any other night aboard ship, but before dawn, it was one of those "nights to remember" to the crew of the SS Del Sud, especially to Harry Wolowitz, the 12-to-4 fireman on the Mississippi Steamship Co. passenger vessel.

It was just past 6 PM, while the vessel was at sea heading for New Orleans when it all started, Wolowitz noted. Most of the crew was in the engine lounge watching a movie, when they first heard a sort of hissing sound, as if an air hose had torn loose from its connection.

A few minutes later the door to the engineroom opened and James "Sloppy" Creal, the 4-to-8 oiler, staggered into the lounge yelling for everyone to clear out as the connection on the main steam line on the starboard boiler just let go.

In a matter of seconds the movie was empty as all of the gang headed for the engineroom door to see if they could help the men who had been working below.

First to come up was J. Smith, the 4-to-8 reefer, Wolowitz said, and when he opened the door, all could see that the whole engineroom was already filled with steam.

"Just imagine the nerve-shattering noise of that steam escaping and the intense heat from 450 pounds of superheat steam filling the engineroom," the fireman added. "It was really something to see, and I hope I never see it again."

First to attempt to bring up the other men was chief engineer George Kramer and his 1st assistant Joseph Bradley who had



Wolowitz



DeLorenzo

wet down large towels and bedspreads to protect themselves from the searing heat and steam. All but two of the men working below when she blew were accounted for. Still missing were the 2nd assistant engineer and the FWT, Seafarer Frederick "Sal" DeLorenzo.

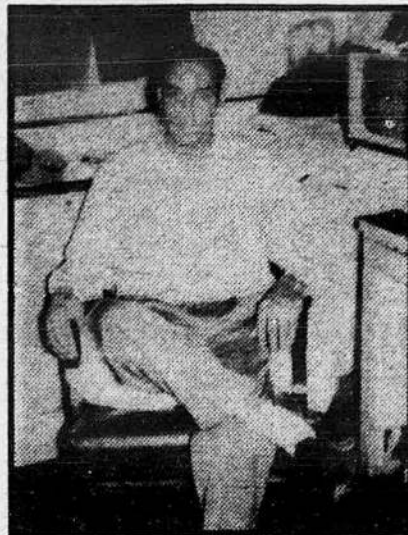
In what seemed a long time, but was actually just a few minutes, Kramer, who looked about out on

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

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

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

## At Ease



Taking it easy in his foc'sle is chief steward William Chandler, presently handling the food problems on the Yaka. Chandler is a veteran Seafarer, having joined the Union as a founding member back in Mobile in November, 1938.

his feet, staggered back up the passageway and said that the two men were safe. The ship's doctor, who was treating Creel for burns, gave the chief a shot and he went back down again. Creel's hands and feet were badly burned from holding on to the white-hot rails and his face was blistered.

By this time, bosun's mate Kelly Shaunessey had brought up the kit with the breathing apparatus and along with the other engineers and engine cadet and some of the unlicensed crew, went below.

Kelly later said that he had had DeLorenzo by the hand but couldn't hold on to him as the fireman, saying he had to shut off his burner valves, turned and ran back into the steam-filled fireroom.

Louis Anderson, the ship's machinist-plumber, who had also gone below, reported that he tried to get hold of DeLorenzo but had to let go because of the heat.

After making several more rescue attempts, crewmembers finally found the body of the fireman in front of the master switchboard.

"You see something like this on TV or read about it and think nothing of it at all," Wolowitz said, "but when the chips are down and you actually see it unfolded before your eyes, you realize what a fine bunch of officers and men we have aboard the Del Sud."

Each member of the crew wanted to go below, Wolowitz said, but that was impossible, so the rest of the crew tried their best to aid the burned men, or to keep the ice water and buckets full so as to water down the men going into the engineroom.

"Now that it's all over, I shiver when I know that but for the grace of God, it could have been myself

down there," Wolowitz added. DeLorenzo had relieved Wolowitz at 4 PM, and he had just settled down to watch the movie when it happened.

In a letter to the engineers aboard the Del Sud, the members of the black gang expressed their gratitude for their aid in trying to rescue DeLorenzo.

"We, the men of the black gang," they said, "want to go on record as giving a vote of confidence and thanks for a job well done beyond the call of duty—going down into a steam filled engineroom, trying to save the life of our late brother, Frederick DeLorenzo . . .

"We want you to know it's an honor and a privilege to work and sail with men like you, knowing we're working with honest-to-goodness men.

"In conclusion, we want to repeat again, many thanks for a job well done."

The letter was addressed to George Kramer, chief engineer; Joe Bradley, 1st assistant; John Seibert, 2nd; J. Nelson, 3rd; R. Ennis, junior 3rd, and Tony Walker, engine cadet.

Another letter from the passengers on the Del Sud was presented to the ship's captain offering their grateful appreciation for "the devotion shown by the ship's company to their duties.

"... the master of the vessel, his officers and crew displayed courageous calm and performed their hazardous duties in the finest tradition of the sea," it said.



MEET YOUR OLD SHIP  
MATES AT THE SUI'S OWN

**But O'Call**

IN THE BALTIMORE  
AND N.Y. HALLS, SWAP

YARNS AND WATCH  
THE FIGHTS ON TV.  
NEW LOW PRICES  
AND YOU'RE ALWAYS  
WELCOME HERE AT  
YOUR OWN PLACE.  
OWNED AND OPERATED  
BY THE SEAFARERS  
INT'L UNION-AEG-AFL





# Safety's The Cavalier Motto

"Safety-conscious" would be the best way to describe the crew of the SS Alcoa Cavalier, and with good justification. In addition to running a monthly safety slogan contest, the ship also has an inspection committee composed of officers and members of the unlicensed departments whose job it is to make regular tours of the vessel to see that standard safety procedures are being followed.

Seafarers participating in the program are Max Fabricant, chief steward; W. M. Parker, bosun; L. C. Hanson, QM; Anne Blizzard, stewardess, and department representatives L. B. Duracher, deck; L. P. Kelly, engine, and E. J. Lynch, steward.

Making safety a full time job has paid off on the Cavalier, as was seen in the committee's latest report in which it was noted that there were "no unsafe conditions or practices detected during their inspection," and "no lost time accidents or accidents of a serious nature were reported since their last meeting." The only accidents occurred, they said, when a pantryman cut his finger with a knife while slicing food, and the other when a crewmember strained himself while cranking up a lifeboat.

To keep the crew of the Cavalier "safety-conscious" the committee holds a monthly safety slogan contest which is open to all crewmembers. The winner for the month of June was Albert Nevers, 2nd radio officer.

The winner for the month of May was Seafarer Henry Kopper-smith, a wiper on the Cavalier.



Anne Blizzard

## The 'Missile Hunters'



Turning his talents to portrait photographs, Seafarer Chester Coumas found excellent subjects among his shipmates on the MV Sword Knot, one of Suwannee Steamship Company's missile-tracking ships in the South Atlantic. Always smiling is the description for Danny Nelson, top left, deck maintenance on the Knot. On the right, AB Tommy Klein shows concentration and doubt as he scans the sky, looking for a missile no doubt. Left, giving the conversation all of his attention is Leo Bruce, messman.

## SEAFARERS IN DRYDOCK



Two recent additions to the roster of Seafarers in the Seattle USPHS hospital are reported doing well. One of them, J. B. Tierney, who last shipped as an AB on the De Soto, entered the hospital early this month for a bladder operation and expects to be discharged within a week or so.

AB Earl Taylor also entered the Seattle hospital this month, but to have a cyst removed from his back. Taylor's last vessel was the Valley Forge. Still undergoing an extensive checkup on the West Coast is Seafarer Joe Prabech of the black gang. Prabech was a former wiper on the SS Marymar.

Down in Texas the reports on the men in the Galveston hospital all look good. Shipmates of steward Albert Canter who had to get off the Steel Apprentice in Iran with internal bleeding will be glad to hear he is recovering nicely. Canter was repatriated to Galveston and expects to be out and back on his feet in a couple of days.

A hernia laid up Thomas Bowers in the Galveston hospital but he is recuperating rapidly after an operation and should be back on the beach in about a week. Bowers last shipped as steward on the Del Oro.



Tierney



Prabech



Regan



Bowers

Evidently responding to treatment in the Galveston hospital is Francis Regan, former messman on the Atlas. Regan, who entered the hospital because of a numbness in his arm, says he will be discharged any day now.

News of shipboard activities is always welcome to the men in the hospitals throughout the country. If you are ashore on leave with time to spare, or if you have time on your hands while at sea, drop them a line. The following is the latest available list of hospital patients:

**USPHS HOSPITAL  
MANHATTAN BEACH  
BROOKLYN, NY**  
Joseph J. Bass, Thomas R. Leahy  
Matthew Bruno, Leo Mannaugh  
Gregorio Caraballo, Primitivo Muse  
Leo V. Carreon, Jeremiah O'Byrne  
Wade Chandler, George G. Phifer  
Joseph D. Cox, Winston E. Renny  
John J. Driscoll, Manuel B. Silva  
F. O. Fondila, Almer S. Vickers  
Bart E. Guranick, Luther E. Wing  
Taib Hassan, Pon P. Wing  
Frank Hernandez, Royce Yarbrough  
William D. Kenny, Pacifico S. Yuzon  
Ludwig Kristiansen

**USPHS HOSPITAL  
SEATTLE, WASH.**  
S. J. Anderson, Earl Taylor  
Benjamin LeBlanc, J. B. Tierney  
Joseph A. Prabech

**USPHS HOSPITAL  
FT. WORTH, TEXAS**  
Lawrence Anderson, Max Olson  
R. B. Appleby, John C. Palmer  
B. F. Deibler, Leo Watts  
James Lauer, Joseph P. Wise  
Woodrow Meyers

**USPHS HOSPITAL  
STATEN ISLAND, NY**  
R. W. Bunner, Jose Reyes  
R. G. Cowdry, Juan Reyes  
Everette A. Hord, Angel L. Rios  
Fidel G. Lukban, Jose Rodriguez  
Pablo Mendez, Manuel Sanchez  
Herman Meyer, Joseph A. Wehe  
Stavros Papoutsis

**USPHS HOSPITAL  
SAN FRANCISCO, CALIF.**  
Grover F. Cobble, Joseph Prindezls  
Michael J. Coffey, Arthur J. Scheving  
Mike Goins, Edward J. Smith  
Carrol E. Harper, Joseph Neubauer

**USPHS HOSPITAL  
NORFOLK, VA.**  
Frances Boner, Bernie Watson  
Harold V. Riley, Albert I. Williams

**STOCKTON STATE HOSPITAL  
STOCKTON, CALIF.**  
Dan M. Christolos

**SAILORS SNUG HARBOR  
STATEN ISLAND, NY**  
Victor B. Cooper, Thomas Isaksen

**USPHS HOSPITAL  
NEW ORLEANS, LA.**

R. G. Barrett, Edward Knapp  
Claude Blanks, Leo H. Lang  
Carter Chambers, Crawford Lightsey  
Fess T. Crawford, D. E. McCollum  
Eugene Crowell, D. H. McCrary  
Almarion L. Davis, Wm. Marjenhoff  
J. Fitzpatrick, Elzlar Myrtell  
Clarence Fontenot, William E. Nelson  
James C. Glisson, Louis W. Peed  
Francis F. Gomez, Winford Powell  
Herbert E. Grant, Edward Roig  
Albert Hammac, Harold Spicer  
Wayne Harris, J. R. Von Holden  
Raymond Hodges, Roland E. Wilcox  
Arthur R. King

**MT. WILSON STATE HOSP.  
MT. WILSON, MD.**  
George Davis, G. Richardson

**VA HOSPITAL  
KECOUGHTAN, VA.**  
Joseph Gill

**VA HOSPITAL  
HOUSTON, TEXAS**  
Harry McClernon

**USPHS HOSPITAL  
BALTIMORE, MD.**  
Joseph Ardillo, Justin Burdo  
James Armstrong, Edward Burton  
Julian Autencio, Thomas Clough  
Ben L. Bone, Louis Filie  
R. V. Boston Sr., Otis L. Gibbs

**Gorman Glaze, Abner Raiford  
Emanuel Jones, Jose Soares  
Kenneth Miller, John Stiegfort  
Endel Pappel, Dolphus Walker  
Jesse Puckett, Levi Warner  
Harry Pule**

**USPHS HOSPITAL  
BOSTON, MASS.**  
Dominic Newell, Edward Slegler  
Charles Robinson, Joseph M. Thomas  
John C. Roblee

**USPHS HOSPITAL  
GALVESTON, TEXAS**  
Morris J. Black, Frank B. Rowell  
Thomas Bowers, Cecil Saunders  
Albert W. Canter, James Sheppard  
Francis Reagan, John Spearman

**USPHS HOSPITAL  
TUCSON, ARIZ.**  
Frank J. Mackey

**TRIBORO HOSPITAL  
JAMAICA, LI, NY**  
James Russell

**VA HOSPITAL  
DENVER, COLO.**  
Clifford C. Womack

**USPHS HOSPITAL  
SAVANNAH, GA.**  
Jose A. Blanco, George Kitchens  
R. W. Centchovich

## DIRECTORY OF SIU HALLS

### SIU, A&G District

**BALTIMORE**.....1216 E. Baltimore St.  
Earl Sheppard, Agent Eastern 7-4900  
**BOSTON**.....276 State St.  
G. Dakin, Acting Agent Richmond 2-0140  
**HOUSTON**.....4202 Canal St.  
R. Matthews, Agent Capital 3-4089; 3-4030  
**LAKE CHARLES, La.**.....1419 Ryan St.  
Leroy Clarke, Agent HEMlock 6-5744  
**MIAMI**.....744 W. Flagler St.  
Louis Neira, Agent Franklin 7-3564  
**MOBILE**.....1 South Lawrence St.  
Cal Tanner, Agent HEMlock 2-1754  
**NEW ORLEANS**.....523 Bienville St.  
Lindsey Williams, Agent Tulane 8626  
**NEW YORK**.....675 4th Ave., Brooklyn  
HYacinth 9-6600  
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Marty Breithoff, Agent Douglas 2-5475  
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Keith Terpe, Hq. Rep. Phone 2-5996  
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William Morris, Agent Adams 3-1728  
**SEATTLE**.....2505 1st Ave.  
Ted Babkowski, Agent Main 3-4334  
**TAMPA**.....1809-1811 N. Franklin St.  
B. Gonzalez, Acting Agent Phone 2-1323  
**WILMINGTON, Calif.**.....505 Marine Ave.  
Reed Humphries, Agent Terminal 4-2528  
**HEADQUARTERS**.....675 4th Ave., Bklyn.  
Paul Hall  
**SECRETARY-TREASURER**  
J. Algina, Deck W Hall, Joint  
C. Simmons, Eng. J. Volpian, Joint  
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**NEW YORK**.....675 4th Ave., Brooklyn  
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Capital 3-4336  
**SAN FRANCISCO**.....450 Harrison St.  
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Phone 5-1714  
**NEW ORLEANS**.....523 Bienville St.  
RAMond 7428  
**NEW YORK**.....675 4th Ave., Brooklyn  
HYacinth 9-6600  
**PORTLAND**.....211 SW Clay St.  
Capital 3-4336  
**SAN FRANCISCO**.....350 Fremont St.  
EXbrook 7-3600  
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Phone: Randolph 2-4110  
**FRANKFORT, Mich.**.....PO Box 287  
ELgin 7-2441  
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SAGinaw 1-0733  
**TOLEDO**.....120 Summit St.  
CHerry 8-2431

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Ontario Phone: 3-3221  
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Phone 3-8911  
**MONTREAL**.....634 St. James St. West  
Victor 2-8161  
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LAFontaine 3-1569  
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Canal 7-5212  
**TORONTO, Ontario**.....272 King St. E.  
EMpire 4-5719  
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OX 2-5431  
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EAStern 7-3383  
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**NEW ORLEANS**.....523 Bienville St.  
MAGnolia 0404  
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Cortland 7-7094  
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Capital 3-7297-8  
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DOuglas 2-4592  
**SAN PEDRO**.....296 West 7th St.  
Terminal 3-4485  
**SEATTLE**.....2333 Western Ave.  
MAIn 2-6326

## Speak Out At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting — chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service.

And, of course, all members have the right to take the floor and express their opinions on any officer's report or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their minds.

## SEAFARERS

**Sea Chest**  
NOW IN BOTH

**NEW YORK-BALTIMORE**



**675-4th Ave. 1216 E. Balt.  
BROOKLYN BALTIMORE**



## 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:

Jeffrey Armstrong, born June 16, 1959, to Seafarer and Mrs. James Armstrong, Jarvisburg, NC.

✠ ✠ ✠

Deborah Joan Bacon, born May 19, 1959, to Seafarer and Mrs. Robert Bacon, Baltimore, Md.

✠ ✠ ✠

Joann Bracht, born July 17, 1959, to Seafarer and Mrs. Joseph Bracht, San Juan, Puerto Rico.

✠ ✠ ✠

Lisa Durmo, born June 27, 1959, to Seafarer and Mrs. John Durmo, Bronx, NY.

✠ ✠ ✠

Douglas Wayne East, born July 1, 1959, to Seafarer and Mrs. Harry East, Houston, Texas.

✠ ✠ ✠

Robert Eschrich, born May 21, 1959, to Seafarer and Mrs. Robert Eschrich, Brooklyn, NY.

✠ ✠ ✠

Shannon Gleen Fagan, born May 23, 1959, to Seafarer and Mrs. Fred Fagan, New Orleans, La.

✠ ✠ ✠

Margaretha Kreiss, born July 16, 1959, to Seafarer and Mrs. Clyde Kreiss, Lindenhurst, NJ.

✠ ✠ ✠

Lois Marie Latapie, born April 21, 1959, to Seafarer and Mrs. Jean Latapie, New Orleans, La.

Charlotte Ann Granger, born July 4, 1959, to Seafarer and Mrs. Antoine Granger, Basile, La.

✠ ✠ ✠

Linda May McCarthy, born May 12, 1959, to Seafarer and Mrs. Gerald McCarthy, Yarmouth, Nova Scotia.

✠ ✠ ✠

Cheryl Elizabeth Moore, born May 21, 1959, to Seafarer and Mrs. Irvin Moore, Marshallberg, NC.

✠ ✠ ✠

Scott William Mozden, born March 8, 1959, to Seafarer and Mrs. Jan Mozden, New Britain, Conn.

✠ ✠ ✠

Terry Joseph Rakowski, born June 23, 1959, to Seafarer and Mrs. Joseph Rakowski, Baltimore, Md.

✠ ✠ ✠

Paul Anthony Raynor, born July 2, 1959, to Seafarer and Mrs. Oscar Raynor, Galveston, Texas.

✠ ✠ ✠

Anthony Roman, born June 28, 1959, to Seafarer and Mrs. Leonard Roman, Baltimore, Md.

✠ ✠ ✠

Beverly Ann Young, born June 23, 1959, to Seafarer and Mrs. John Young, Mobile, Ala.

✠ ✠ ✠

Timothy Zimmerman, born March 26, 1959, to Seafarer and Mrs. Lloyd Zimmerman, Bedford, Va.

## Proud Papa



Augustine Rodriguez, AB, proudly displays daughter, Sara, at family's NY home.

## Plan Joint Runaway Organizing Set-Up

(Continued from page 2)

jurisdiction would be submitted to a special three-man ITF committee already set up in London. This committee, including ITF Secretary Omar Becu and Tom Yates of the British Seamen's Union, would advise ITF affiliates of the status of each ship, based on its true ownership, capitalization and the service in which it was operating.

Ships in American trade and financed by American capital, regardless of the nationality of the crew and the runaway flag, would then be serviced by the joint American committee as the au-

thorized bargaining representative of the men. The plan would work similarly where the financing and true ownership of the vessel was found to be Norwegian or British, for example. In such cases, the proper Norwegian or British unions would take jurisdiction.

One major point of agreement reached earlier between the various ITF affiliates is that no organization will tolerate any shipowner move to dump a runaway in favor of a European flag to escape American organizing. Such moves, it was agreed, could not be allowed once the question of true jurisdiction had been cleared up. Some 800 ships of all types are believed to be involved.

## PERSONALS AND NOTICES

Erwin Max

Urgent you contact your brother George at Richey Inc., 1223-27 South Wabash Ave., Chicago 5, Ill., Telephone Webster 9-2040. Your brother Edward is seriously ill.

✠ ✠ ✠

Leonard A. G. Smith

Very important you contact your wife, c/o D. Angeli, 89 Campbell Ave., West Haven, Conn.

✠ ✠ ✠

Earl Jackson Fuller

Contact your wife at 3707 Avenue S, Galveston, Texas.

✠ ✠ ✠

Edwin Spence Harris

Please contact your wife, Mrs. E. S. Harris, General Delivery, Natchitoches, Louisiana.

✠ ✠ ✠

Ellis D. Knowles

Please contact your mother at 108 Channing Ave., Portsmouth, Va.

✠ ✠ ✠

Following crewmembers have had their gear deposited in Philadelphia SIU hall by Calmar Steam-

ship Corp: Oliver F. Martin, P. J. McCarey, Leslie Lord, Odis Stout, Frank Adkins, Earl Gates.

✠ ✠ ✠

James Barrett

Please get in touch with Frank Shandl, ex-Alcoa Pilgrim. Write to the Baltimore hall. There is a letter waiting for you at the New York hall.

✠ ✠ ✠

Paul Higgins

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

✠ ✠ ✠

Following men have income tax refund checks waiting for them at the office of Jack Lynch, room 201, Sailors Union of the Pacific, 450 Harrison Street, San Francisco: Richard P. Bowman, Theodoros G. Calapothakos, Arthur L. Craig Jr., John J. Doyle, Tom Evans, Steve Krkovich, Milford H. McDonald, Hubert Partridge, Leo Rondario, Ding Hai Woo.

## FINAL DISPATCH

Charles F. Dwyer, 53: Brother Dwyer died of heart failure on June 8 in Weymouth, Mass. A steward, Dwyer joined the Union in 1946. He was buried in Holy Cross Cemetery, Malden, Mass. Brother Dwyer leaves no known survivors.



Harry Dossett, 29: On May 29 Brother Dossett died of a cerebral rupture at the Mobile Infirmary. A member of the engine department, Dossett joined SIU in 1957. Burial was held in Howell Cemetery, Miss. Dossett is survived by his wife, Mrs. Mary Fay Dossett, and his son, David H., one year old, of Wilmer, Alabama.



Alois Mauffray, 56: At sea, aboard the Del Sud, Brother Mauffray died of coronary occlusion on April 27. Mauffray joined the Union in 1947, and worked in the engine department. He is survived by his wife, Thelma Mauffray, and a four-year-old son, Phillip, of New Orleans, Louisiana.



Thomas B. Massey, 43: As a result of an acute heart ailment Brother Massey passed away on May 28. He was a patient at the Grady Hospital, Atlanta, NC. Brother Massey is survived by his wife, Mozelle Virginia Massey of Pilot Mountain, NC.



## Ship Diversion Slows Philly

PHILADELPHIA — After a 16 day walkout, during which the harbor had been closed down, the longshoremen finally won their dispute in this port. However, during the time the waterfront was completely tied up, every ship due to call here was diverted. Only one ship called in transit, the Evelyn (Bull). One ship paid off, the supertanker CS Baltimore (City Service), and one ship signed on, the Edith (Bull).

Steve Cardullo, Philadelphia agent, reports that the MAWD's organizing program is going full blast at several new companies.



EVERY |  
SUNDAY | DIRECT VOICE  
| BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN  
AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

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

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

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

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

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

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

WCO-16908.8 KCs  
East Coast South America

WCO-22407 KCs  
West Coast South America

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

WMM 25-15607 KCs  
Australia

WMM 81-11037.5  
Northwest Pacific

MARITIME TRADES DEPARTMENT

## Barge Line Votes SIU

BOSTON—The SIU Harbor and Inland Waterways Division scored an election victory here recently when employees of the Boston Sand and Gravel Company voted for Union representation. Negotiations will get underway soon for a working agreement with the company.

Eugene Dakin, acting agent, wishes to remind all hands that when leaving a vessel to receive medical attention they should report to the hospital or doctor as soon as humanly possible. Unnecessary delay, he warned, can result in loss of maintenance and cure benefits.

Ships paying off during the last two weeks here were the Winter Hill and Bents Fort (Cities Service). In-transits consisted of the Steel Flyer (Isthmian); Atlantis (Petrol Shipping) and the Robin Kirk (Robin). The Winter Hill had a few beefs which were settled promptly and a clean payoff resulted.

## 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.



## Italian Seamen End Strike, Get Nine Percent Raise

The six-week-old strike of Italian-flag merchant seamen came to an end last week with an agreement providing a nine percent increase in base wages for the crews. Translated into dollars, the nine percent amounts to \$5.40 to \$7.20 per month for most ratings who were previously being paid \$60 to \$80 monthly.

Details on other aspects of the settlement were lacking. Striking crewmembers of the passenger ships *Vulcania* and *Julio Cesare* had told the SIU that they were seeking recognition of shipboard delegates, grievance procedure, improved living and feeding condi-

tions, hiring preference for union seamen and an increase in manning scales.

The strike, which began June 8, had tied up more than 100 Italian-flag vessels throughout the world, including the two passenger ships in New York plus the freighter *Punta Alice*.

In the course of the strike, crew-

members of the two passenger ships in New York sought assistance from the SIU when the US Immigration Service instructed company officials to confine the crews in their custody because their landing permits had expired. SIU intervention won agreement from the company to permit the crews to go ashore on "good behavior." In addition, the SIU handled the crews' mail and supplied them with cigarettes. The SIU's assistance won warm thanks from the ships' crews.

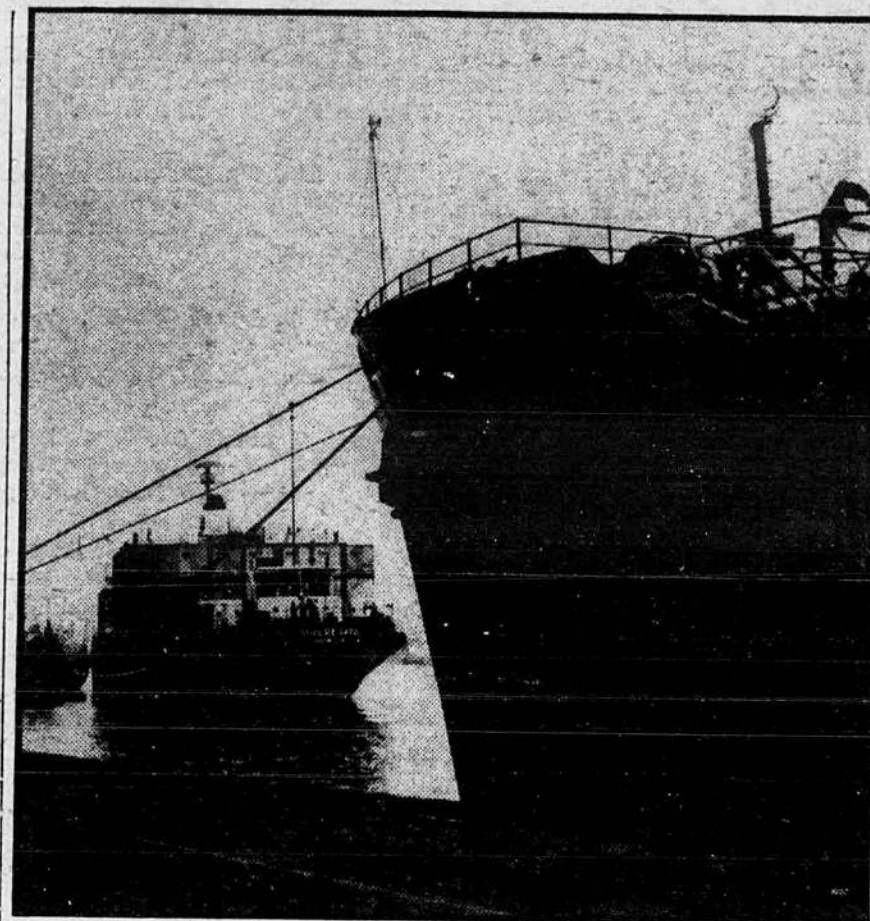
### SIU Took Responsibility

The company had been reluctant to let the men go ashore because they would be subject to \$1,000 fines for every crewmember who jumped ship. However, they agreed to do so when the SIU said it would accept responsibility for the crewmembers being aboard on sailing day.

As it was, not a single crewmember ran afoul of the law during their strike and all were aboard when the ships finally sailed, fully justifying the SIU's position that it was okay to grant them shore leave.

The lengthy strike, a rarity among European maritime unions, was as much the result of an accumulation of serious grievances as over monetary matters. In addition to subnormal wages, even in terms of the Italian living standard, the crewmembers on the passenger ships had to pay for their own uniforms and laundering, waiters had to pay all breakage costs plus losses of silver and utensils through pilferage, and overtime was virtually non-existent. Workdays of 11 hours or more are commonplace enabling the owners to cut manning scales.

The strike began when the shipowners, in response to demands for wage increases of 15 to 20 percent, offered the men \$1.25 a month.



Tug pushes SIU-manned *Beauregard* off Port Newark pier as ship, loaded down with trailer boxes, starts on southbound journey. Sister ship *Fairland* is tied to the pier.

## Attack House Labor Bill As Threat To All Unions

WASHINGTON—The House version of the labor-relations bill to control corruption in labor-management affairs has been denounced as unacceptable by AFL-CIO President George Meany. Meany declared that the bill would do serious harm to legitimate unions under the guise of dealing with corruption.

The bill reported out of the House Labor Committee is now on the floor for amendments. The House version differs considerably from the Senate bill, which was also denounced by the AFL-CIO and by many unions, including the SIU of North America at its last convention.

An even stricter measure proposed by the Administration is being introduced at this late date. It would impose criminal penalties on union officers who allegedly violated the membership's rights and would stiffen bans on organizational picketing and on "hot cargo" agreements.

Meany's criticism repeated labor objections to the so-called "bill of rights," written into the bill in the Senate, which would place the Government and the courts squarely in the middle of routine union operations and meeting procedure. He also pointed out that the House bill exempts the main targets of any drive on labor-management corruption, the so-called labor relations counselors, from reporting on their financial activities. Employers would also get wide

exemptions from reporting on funds spent in the labor relations arena.

He attacked limits on the rights of certain individuals from holding union office without comparable limitations on the other side of the bargaining table and declared that a ruling barring organizational picketing would make it easier for employers to obtain "sweetheart" contracts. Any kind of organizational picketline could be prevented simply by signing a contract with a compliant union.

In prefacing his point-by-point objections to the legislation as it now stands, Meany rejected the idea that labor should accept the bill because "people demand legislation this year, no matter what kind of legislation it be." On the contrary, Meany said, "We do not for a moment consider the public a moronic body demanding a measure which will hamstring free democratic trade unionism under the guise of getting at the crooks."

## PENSIONERS' CORNER



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

**Adrian Guns . . . 67 . . .** started sailing in his native Belgium in 1921 . . . later joined the SIU working in the steward department . . .

after sailing on Belgian, Dutch and British-flag ships, Brother Guns says, "There's nothing in the world like an American ship" . . . didn't have any special run, whichever got back to the States fastest suited him . . . why?—because racing is his fancy and "there's plenty of that here" . . . doesn't see or correspond with former shipmates during the year, but during the summer he manages four or five visits to the Union hall, where he passes many an hour recalling the past . . . an indoor and outdoor man, Guns takes to baking and cooking as well as gardening . . . he is married and has one daughter, who has already brought Guns three grandchildren . . . lives in Kingston, Jamaica.



Adrian Guns and family.

**Knut Berger Cato . . . 65 . . .** now residing at 809 N. Broadway, Baltimore, Md. . . . Sailed Ore Line, Liberty, and Hog Islanders, the former fireman preferred no special run . . . joined the Union in 1932, and first started sailing in 1913 aboard the *SS George E. Warren*.

## 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:

August 5  
August 19  
September 2

## Company Cites SIU Men As 'First Rate'

Seafarers aboard the Pan-Atlantic trailer-carrying ships have been applauded by the company for "a first rate job" in their cooperation with the company's customer-promotion program.

A letter from Captain Hans Schroeder, the company's marine operating manager, to the Union explained the importance of the company's promotion program in which groups of potential customers are taken on a guided tour of the trailership operation as a business-solicitation device.

"A primary reason for the program's success," he wrote, "is the complete cooperation and desire to do a first rate job exhibited by all members of the Seafarers International Union. The men who have joined us each day from the hall and the members of the shipboard steward departments, have made every effort to make the day one to be long-remembered by each of our guests. The meals have been outstanding, the service has been excellent and the general attitude of all concerned has been exemplary. Everyone concerned with this service has tried with his individual best to do the best possible job."

"May we thank you and all of the men who have worked on this program for the keen attention toward a most important mutual goal—increasing business so that more and better jobs will be created."

A related company of Pan Atlantic's, Sea Land Inc., has announced plans to build four new trailerships on the same principle as the ships now being operated in the coastwise trade. The new

vessels, which would have about twice the capacity of the present trailerships, would be used in the intercoastal trade. An application is being made for Government mortgage insurance on their construction.

## N'Orleans Has Plenty Of Activity

NEW ORLEANS—Shipping had a lively two weeks during the last period at New Orleans. New Orleans agent Lindsey Williams reports six payoffs, six sign ons and twenty two ships stopping in-transit. For a comprehensive breakdown, the following ships were paid off: *Alcoa Pilgrim* (Alcoa); *Del Santos*, *Del Monte*, *Del Sud* (Mississippi); *Steel Age* (Isthmian); *Arizpa* (Waterman).

The vessels signing on were the *Alcoa Pilgrim* (Alcoa); *Del Aires*, *Del Sud* (Mississippi); *Steel Traveler* (Isthmian); *John B. Waterman* (Waterman); and *Penn Vanguard* (Penn Marine). The following ships were in-transit: *Alcoa Ranger*, *Alcoa Clipper*, *Alcoa Roamer*, *Alcoa Corsair* (Alcoa); *Seatrains Georgia*, *Seatrains Louisiana* (Seatrains); *Del Aires*, *Del Sud* (Mississippi); *Elizabeth*, *Frances* (Bull); *Alice Brown* (Bloomfield); *Steel Designer*, *Steel Traveler* (Isthmian); *Monarch of the Sea*, *Hastings*, *Young America*, *Jean Lafitte*, *John B. Waterman* (Waterman); *Glaiborne*, *Raphael Semmes*, *Gateway City* (Pan Atlantic); *Valley Forge* (Peninsular Navigation).



FOR ALL  
YOUR GEAR  
the  
SEA CHEST