



**Rescue Award.** Captain H. Bishop of the Maritime Administration presents award to SIU-manned Steel Age for rescue of burning German freighter last year. Accepting the citation (l-r) are Capt. W. Olin; J. Fennell, chief engineer; Seafarers E. Saunders and J. McGuffey; H. Ledford, chief mate, and D. Clifford, jr. 3rd mate. (Story on Page 3.)

## KEY SHIP BILLS AWAIT ACTION BY CONGRESS

Story On Page 3

## SIU, NMU Seek US Tanker Aid

Story On Page 16

## Waterman Subsidy Gains

Story On Page 3



**SIUNA Exhibit Lauded.** Crowds gathered around SIUNA exhibit at AFL-CIO Union Industries Show last May to watch demonstrations by members of the Marine Cooks & Stewards Union. "Certificate of Merit" (right) was presented to SIUNA and affiliates for their role at the week-long San Francisco show. Unions and industry teamed to set up a 120-foot shipping exhibit. (Story on Page 2.)



THE UNION LABEL AND SERVICE  
TRADES DEPARTMENT, AFL-CIO

sponsors of the  
**UNION INDUSTRIES SHOW**

do hereby award a

### CERTIFICATE OF MERIT

TO: *Seafarers International Union of North America*

In sincere appreciation of your valued contribution to labor-management cooperation as shown by your participation in the 1959 Union-Industry Show

*Joseph Lewis*  
San Francisco, California MAY 1-6, 1959



# Rap ICC Rule Blocking New Lakes Service

DETROIT—The SIU Great Lakes District and other AFL-CIO maritime unions on the Lakes have launched a new attack on the Interstate Commerce Commission for "arbitrarily" blocking the start of the first package freight service on the Lakes in almost 20 years.

A formal protest has been filed assailing the ICC for suspending for 90 days a proposed rate schedule posted by the Detroit Atlantic Navigation Corp., a new company sponsored by the Great Lakes District-contracted Browning Lines. The company had planned to put two converted vessels into service this year as container ships

on the Duluth-Detroit-Cleveland run, and to add two more ships next year and extend service to Buffalo and Toronto.

The unions pointed out that due to seasonal conditions on the lakes, the 90-day suspension would block the new service until next year, and could stop it entirely. It noted that the delay "will only serve to hurt" American shipping and force additional seamen out of work.

ICC suspended the proposed tariff without a public hearing following protests by trucker and railroad interests represented by the Middle West Motor Freight Bureau, the Traffic Executive Association and the Eastern Railroad Association. Its action paralleled similar moves made by the ICC against coastwise and intercoastal shipping which were protested by the SIUNA and the AFL-CIO Maritime Trades Department.

In the proposed new Lakes service, aluminum transport vans with general cargo would be carried as containers on deck and iron ore in the holds below. Detroit Atlantic would use shore derricks to hoist the vans aboard. The vans would leave their wheels behind at the ports and be stacked flat.

Two Browning ships, the Norman Foy and the Wayne Hancock, already have been converted at the Frazier Nelson shipyard in Superior, Wis., for the new container run.

## Calif. Labor Reelects Weisberger

SAN DIEGO—Some 2,000 delegates at the second merged convention of the California AFL-CIO Labor Federation this month thundered their disapproval of the anti-union drive in Washington as an effort to undo what voters in California and other states demonstrated last November.

The convention cited the fact that a so-called "right-to-work" law was scuttled by voters in California last fall because its basic aim



was to hamstring unions in their effort to further the economic interests of their members. They said the "labor reform" movement in Congress now hinged on the same premise and was not sparked by any desire to curb "union abuses."

If Congress desires to vote to wipe out corruption, the convention declared, it would not do so by seeking to harass labor unions while leaving employers free to do as they please.

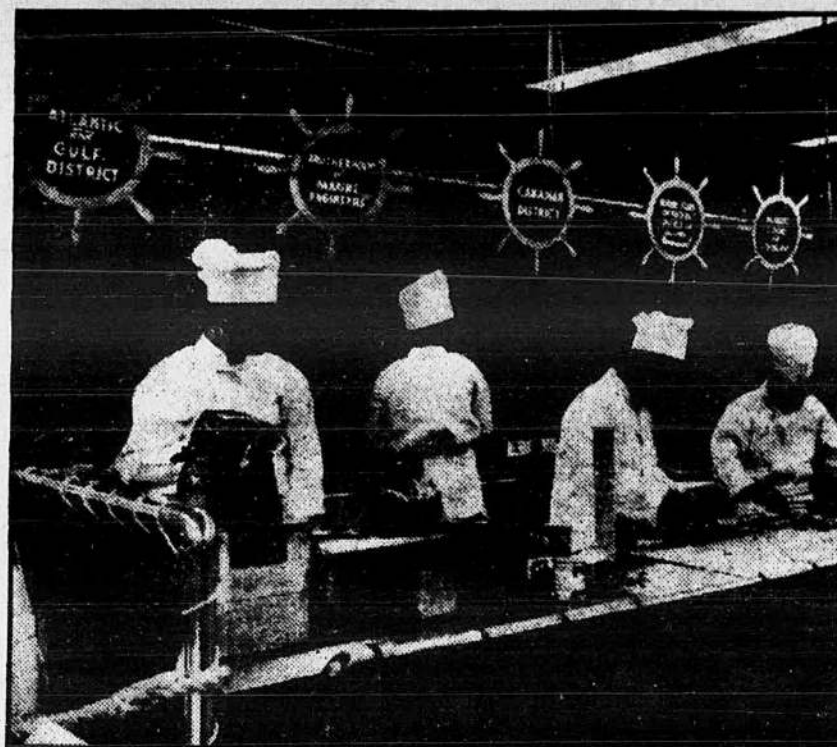
In other action, the convention once again reelected Morris Weisberger, SIUNA vice-president and secretary-treasurer of the Sailors Union, as a State AFL-CIO vice-president.

It endorsed several resolutions on shipping policy submitted by various SIUNA affiliates. Besides the SUP, delegations representing the Marine Cooks and Stewards, Marine Fireman's Union, Inland Boatmen's Union and other SIUNA affiliates in California participated at the sessions.

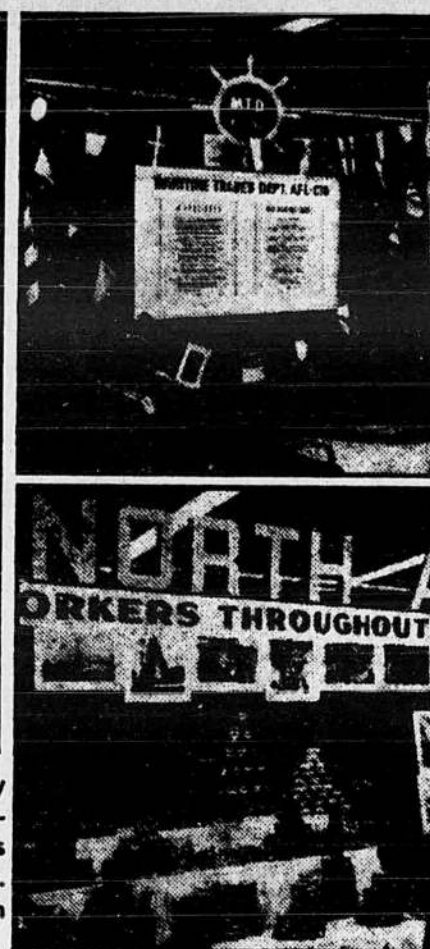
### Stay Put For Jobless Pay

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.



Highlight of the maritime exhibit at the AFL-CIO Union Industry Show in San Francisco were displays and demonstrations by members of SIUNA affiliates such as the Marine Cooks and Stewards Union (above), as well as the Sailors Union and Marine Firemen. SIU-affiliated Fish Cannery Workers showed off union-made fish products (right). The MTD also participated (top right).



## Hail SIUNA Union Show Role

The SIUNA and its affiliated unions have received a special "Certificate of Merit" from the AFL-CIO Union Label & Service Trades Department for their participation in the annual "Union Industries" show in San Francisco last May.

Working jointly with various contracted operators on the West Coast, the San Francisco Port Authority and other local maritime groups, the SIUNA unions staged a mammoth shipping exhibition that proved to be one of the most popular features of the show. The exhibition is staged in a different city each year to demonstrate the products and skill of union men and women in all fields of industry.

In addition to a giant 120-foot exhibit in a special maritime industries section, the show featured all types of union-made consumer goods and machinery plus

demonstrations by union craftsmen in different trades.

Highlights of the maritime section of the show were displays of ship and boat models, dockside cargo-handling equipment and ship gear, alongside various products made by SIU-affiliated Fish Cannery workers.

The show also offered an exhibition of talent by cooks and chefs of the SIU Pacific District Marine Cooks & Stewards Union. A special galley force, including trainees from the nearby MCS training school, supplied thousands of visitors with baked goods and hors d'oeuvres turned out on the spot.

## Air Force Cites Success By SIU Missile Ships

Seafarers manning US missile-tracking vessels in the South Atlantic have received another special letter of commendation. Major General D. N. Yates, commander of the Air Force Missile Test Center at Patrick Air Force Base, Florida, offered praise to all hands participating in recent successful nose-cone recoveries.

"I wish to take this opportunity to express to you my pleasure and satisfaction in the results of capsule/nose cone recovery activities in recent months," Yates wrote R. S. Mitchell, vice president of Pan American World Airways, operator of the missile-tracking ships. "I am fully aware that these successes were not luck; that it took much planning and training to perfect our procedures..."

"What this center (Patrick Air Force Base) is doing, and has done in the past, will contribute much to future operations involving the recovery of manned vehicles. Therefore it is very important that your people continue to perfect recovery methods that will assure that we will be ready to meet any

requirement that may be placed on this range."

Accompanying the letter was an additional note from Mitchell in which he added his commendation to the "officers and crews of each of the CIMAVI vessels," expressing his appreciation together with that of General Yates.

A recent US nose cone recovery, one considered a vital step in the development of America's space program, was the pick-up of an Atlas intercontinental ballistic missile on July 21 by the SIU-manned Rose Knot. The vessel recovered the missile three hours after it was fired from its launching pad at Cape Canaveral, Florida.

Since present plans call for the use of a modified Atlas to put a man into space, the nose cone recovery was an important test of the feasibility of the Atlas missile for this program. The vessels are operated by Suwannee Steamship Company as the contractor for Pan American. The SIU has a contract with Suwannee covering the crews of the missile fleet.

## AFL-CIO Board OKs ILA Affiliation Bid

CHICAGO—Officers of the AFL-CIO International Brotherhood of Longshoremen and the independent International Longshoremen's Association began meeting here yesterday to work out an arrangement

clearing the way for the ILA's return to the main body of the American labor movement in the AFL-CIO. The two dock unions are expected to work out an agreement leading to an eventual merger.

The meeting follows last week's decision by the AFL-CIO Executive Council to approve affiliation of the ILA on a two-year "probationary" basis pending completion of an IBL-ILA agreement and approval by the Federation's upcoming convention and by the ILA membership.

ILA affiliation would increase the number of waterfront workers represented by AFL-CIO unions by some 60,000 longshoremen in Atlantic and Gulf Coast ports. Paul Hall, president of the AFL-CIO Maritime Trades Department, has been designated to attend the talks

to help work out details of the working arrangement between the two unions.

The Council approved readmission of the ILA following the report of a special committee appointed to review the dock union's application for AFL-CIO affiliation. The committee found that the ILA had shown vast improvement in many areas since its expulsion in 1953. ILA was expelled by the AFL for failing to clean house, and was replaced immediately when the Federation chartered a new union, the IBL.

Conditions set by the Executive Council for the ILA's affiliation include completion of a working agreement with IBL and full compliance with AFL-CIO principles and the Federation constitution. The Council retains the right until 1961 to suspend or expel ILA without convention action if it concludes that the union has failed to comply.

The committee which acted on the ILA's affiliation bid included AFL-CIO vice-presidents Richard F. Walsh of the Stagehands, Joseph Curran of National Maritime Union, David Dubinsky of the Ladies Garment Workers and Jacob Potofsky of the Amalgamated Clothing Workers.

## SEAFARERS LOG

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## Steel Age Honored For 1958 Rescue

The SIU-manned Steel Age (Isthmian) has received an award from the National Safety Council's Marine Section and the American Merchant Marine Institute for its assistance to the burning German ship Crostafels in May, 1958.

The vessel has received the Ship Safety Achievement Citation of Merit, awarded jointly by the Marine Section and the AMMI. The presentation was made by Capt. Hewlett R. Bishop, Atlantic Coast Director of the Maritime Administration, in ceremonies aboard the ship at Isthmian's Erie Basin terminal. Capt. W. Olin, the present master, accepted the citation in behalf of Capt. William W. Meyer, who is on leave training for service aboard the N/S Savannah.

The Crostafels was en route from Djibouti to Karachi when her dangerous cargo of calcium carbide caught fire. The German vessel did not have CO2 firefighting equipment aboard, and any water poured on the burning cargo would have created a highly combustible gas.

Answering the freighter's SOS, the Steel Age steamed to a rendezvous in the Indian Ocean and provided the Crostafels with CO2 cylinders to fight the fire. The cylinders were carried by motor lifeboat and hoisted aboard the German vessel, after which the SIU crew cut a hole in the deck and emptied the contents of the cylinders into the No. 5 hold. The fire was brought under control, and both ships continued to Karachi.

The firefighting team consisted of four officers and six SIU crewmembers, including Seafarer Frank

S. Findley, Thomas C. Hopkins, James C. Baudoin and three others not identified who were also in the boat.

Capt. Meyers later commended the crew for its work, declaring



Seafarers R. Saunders, AB (left), and J. McGuffery, oiler, watch as Capt. H. Bishop of the Maritime Administration reads citation commending Steel Age crew.

that "all officers and crewmembers assisting in the operation carried out their duties in a most satisfactory manner." He asserted that the firefighting incident proved the value of the ship's fire drills and training in the use of firefighting equipment.

# Major Ship Bills Awaiting Final Congress Action

WASHINGTON—Congress is now racing toward adjournment, with action uncompleted on most of the major legislation confronting it, including various vital-to-maritime measures. Final action is still pending on foreign aid, farm surplus disposal, subsidies,

a ban against multiple state or local withholding taxes levied against merchant seaman and other key bills. However, no formal adjournment date has been set for this session.

Here's how the principal maritime bills shape up right now.

- The forecast now is that Congress will authorize a compromise two-year extension of the farm surplus program calling for the movement of \$1.5 billion in surplus cargoes each year.

- The foreign aid authorization has already cleared Congress, but action is not completed on the money bill. The proposed appropriation figure right now is almost \$3.6 billion.

Both these measures would mean continued substantial employment for American-flag vessels, since cargoes under both programs are governed by the "50-50" principle, and half of them must be carried on American bottoms.

- On operating subsidies, one major bill would tighten the requirements on applicants for US

ship subsidies and call for public hearings before any subsidies could be granted. Any company or major company executive with foreign ship interests that compete with subsidized US-flag shipping would be barred from receiving US subsidy aid. The House-passed bill is under Senate consideration.

- A House-approved bill ban-

ning withholding of state or local income taxes from seamen's wages is expected to pass with some changes. The Senate-favored measure would limit the ban to two years, so that a study of the multiple tax withholding problem affecting seamen can be made.

New tax laws adopted by New (Continued on page 15)

## Puerto Rico SIU Strike Ties Up Shell Oil Unit

SAN JUAN—A strike by the SIU Puerto Rico Division against Shell Oil, now in its second week, is continuing to prove 100 percent effective.

Some 100 production, maintenance and distribution employees struck the company on August 16 after unanimously rejecting an inferior contract offer. A previous contract between the company and the SIU Puerto Rico Division expired June 30.

### Strikebreaking Fails

Despite attempts by Shell to recruit strikebreakers, the employees are holding firm. Airport operations, as well as the operations of Shell's 210 retail outlets on the island have been seriously affected. Meanwhile, public support for the strikers is continuing to grow.

Texaco and Esso employees have demanded that they not be required to service Shell stations on the island, and the Shell Dealers Association comprising 200 dealers has agreed not to use Texaco or

Esso products during the strike.

Attempts by the Puerto Rico Department of Labor to settle the strike have failed so far because of the company's unwillingness to alter its contract stand, to continue to bargain in good faith, or discuss the issues. The Union has maintained that its demands are not inflexible and that it is willing to negotiate until a satisfactory solution is reached or to present the issues to a government arbitrator.

### Union Demands

The Union's contract terms, presented to the company last June, include proposals for a union shop, a welfare plan, a 10 percent wage increase during the first year of a three-year pact, and cost-of-living increases during the second and third years.

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

## Atlantic Formally Goes SIU

Crewmembers of the American Banner liner SS ATLANTIC formally designated the SIU as their collective bargaining representative in a National Labor Relations Board election held last week in New York. The vote was 267-2 in favor of the SIU.

The NLRB vote was made necessary due to the hiring procedure set up for the Atlantic last year, under which seamen applied at a company hiring office and were selected irrespective of union affiliation.

As a result of the vote, the SIU is now awaiting formal certification by the labor board so that it can proceed to complete a full working agreement with the company. American Banner has been operating with an interim agreement.

## Examiner OKs Waterman Aid

WASHINGTON—A Federal Maritime Board examiner has given almost "across-the-board" endorsement to the Waterman Steamship Company's proposals for operating subsidies on four essential trade routes between the US, United Kingdom, Europe and the Far East. His decision recommending 84 to 120 subsidized sailings per year must be approved by the Board itself.

While granting approval to a majority of the SIU-contracted company's requests, which involved over a half dozen different routes and services, the examiner did cut back on the number of requested sailings. Waterman had asked for approval of 96 to 144 sailings each year.

The company originally filed application back in January, 1957. It requested operating - differential subsidies on three of its present

services, plus permission to offer subsidized services in two other areas not adequately serviced by present US-flag companies.

On its operating-differential subsidy bids, the company requested between 30 and 42 annual subsidized sailings on the US Gulf/United Kingdom and Continent service. The examiner authorized 24 to 30 sailings.

Full approval, however, was granted to Waterman's request for 18 to 30 subsidized sailings on its US Gulf/California-Far East service. This provides for regular sailings from California to Japan, Formosa, the Philippines, Asia, and eastbound from the Far East to US Atlantic and Gulf ports.

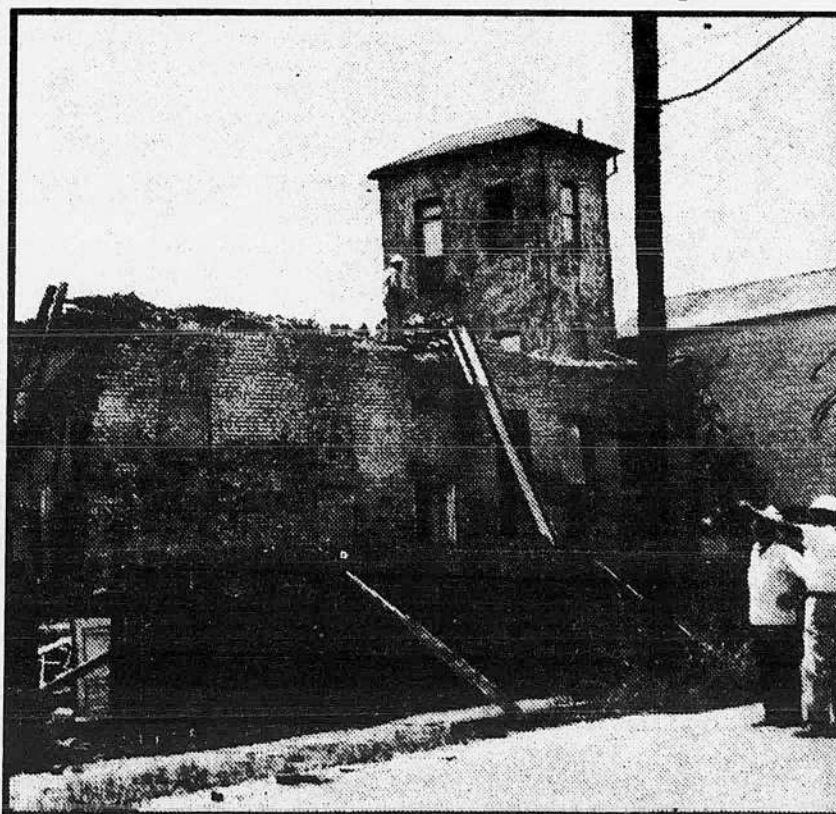
The examiner also approved operating-differential subsidy for 24 to 30 annual sailings a year on the company's Pacific Coast-Far East service. The company had requested subsidies for 30 to 42 sailings annually.

In addition to these services, the examiner also approved the company's request to offer subsidized service on the US North Atlantic-Continent route. Although not presently in that service, Waterman contended that present US-flag services in the area were inadequate and that additional services should be permitted. The examiner approved the company's bid for 18 to 30 subsidized annual sailings.

Meanwhile, action is still pending on an FMB examiner's report recommending approval of three

subsidy bids by Isthmian Lines. The SIU-contracted company received an examiner's approval last November.

### New Orleans 'Sidewalk Super'



Veteran SIU bosun L. J. "Baldy" Bollinger (above, left) picks up a few pointers on building methods from Ed Holmes, project superintendent in charge of construction on the new hall in New Orleans. Since local building code requires new structures to conform to the architecture in the area, 100-year-old bricks from buildings on the site are being salvaged during demolition.

## SCHEDULE OF SIU MEETINGS

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

September 2  
September 16  
September 30





# SEAFARERS ROTARY SHIPPING BOARD

August 6 Through August 19, 1959

Shipping for SIU ports over the past two-week period hit a 26-month high when a total of 1,306 Seafarers were shipped to jobs. The last peak was reached in June, 1957, when 1,447 men were shipped. However, although the overall picture is very good for the period, most of the increases were centered in a few ports.

Five ports—Baltimore, New Orleans, Houston, San Francisco and Seattle, reported the greatest increases and between them, accounted for more than one-half of the total number of men shipped in all ports. Boston also gained slightly.

On the downward side of the picture, six ports showed a decline. The remaining two ports listed little or no change. The biggest drop was in Wilmington, which had jumped from a low 23 to a high of 71 in the prior period and then went back down to 22 this period. The other ports reporting declines were New York, Norfolk, Jacksonville, Mobile and Lake Charles. The ports of Philadelphia and Tampa were fairly steady during the period. However, while reporting on increase, Philadelphia is still riding the crest of a shipping boom, with a number of ore ships being diverted there from Baltimore due to the steel strike.

There was a total of 235 ships calling into the various SIU ports throughout the last two-week period. Of this total, 60 paid off, 30 signed on and 145 were in transit. This represents a good size increase in the number of in-transit ships which also accounts for some of the shipping boom. There were four ports (Boston, Jacksonville,

Tampa and Lake Charles) reporting no vessels signing on, and three ports (Jacksonville, Tampa and Wilmington) with no payoffs.

Shipping seniority-wise also changed over the last two weeks as Class A and B men claimed a larger share of the total number of jobs shipped. Of the 1,306 jobs shipped, class A accounted for 60 percent, "B" men for 27 percent and class C for the remaining 13 percent. This represented a decline of four percent in the number of "C" cards shipped.

On the registration lists, four ports were noticeably top-heavy in class A men in all three departments. They were Lake Charles, Houston, San Francisco and Wilmington. However the "B" registration took quite a drop, with Philadelphia showing no men in that class for the deck department, and only five in the steward and engine departments combined. Two other ports, Tampa and Lake Charles, had only one "B" man registered in the deck department.

There were five ports with 50 or less Class A men on their lists at the start of the new period. They were Boston, Jacksonville, Tampa, Norfolk and Lake Charles.

The following is the forecast, port by port:

Boston: On upswing, should stay that way . . . New York: Steady, good for "A" men . . . Philadelphia: Good, depending on steel strike . . . Baltimore: Promises to increase . . . Norfolk: Slow . . . Jacksonville: Slow . . . Tampa: Steady, but slow . . . Mobile: Should increase . . . New Orleans: Good . . . Lake Charles: Fair . . . Houston: Good . . . Wilmington: Probably slow . . . San Francisco: Fair . . . Seattle: Fair.

## Ship Activity

	Pay	Sign	In	
	Offs	Ons	Trans.	TOTAL
Boston . . . . .	4	—	4	8
New York . . . . .	17	3	28	48
Philadelphia . . . . .	5	1	14	20
Baltimore . . . . .	8	4	7	19
Norfolk . . . . .	2	3	10	15
Jacksonville . . . . .	—	—	6	6
Tampa . . . . .	—	—	7	7
Mobile . . . . .	5	2	4	11
New Orleans . . . . .	4	8	27	39
Lake Charles . . . . .	1	—	7	8
Houston . . . . .	10	5	21	36
Wilmington . . . . .	—	1	5	6
San Francisco . . . . .	2	1	9	12
Seattle . . . . .	2	2	4	8
<b>Totals . . . . .</b>	<b>60</b>	<b>30</b>	<b>145</b>	<b>235</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				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	—	7	1	8	—	2	3	5	1	4	1	6	—	—	1	1	—	—	1	1	6	1	1	8	7	12	4	23	1	2	4	7
New York	24	60	19	103	—	12	15	27	21	51	12	84	1	6	10	17	1	5	3	9	84	17	9	110	88	163	49	200	2	30	37	69
Philadelphia	3	10	3	16	—	—	3	3	5	9	4	18	2	4	5	11	—	1	1	2	18	11	2	31	9	14	7	30	—	—	—	—
Baltimore	10	26	4	40	—	6	10	16	8	29	5	42	3	4	11	18	2	2	—	4	42	18	4	64	48	89	15	152	4	17	27	48
Norfolk	1	3	1	5	1	2	2	5	2	4	—	6	2	1	2	5	—	2	3	5	6	5	5	16	5	13	2	20	1	4	4	9
Jacksonville	8	9	2	19	—	1	1	2	—	3	—	3	—	—	—	—	1	—	1	2	3	—	2	5	9	2	—	11	1	1	—	2
Tampa	1	2	—	3	—	—	3	3	—	2	—	2	—	—	—	—	—	—	—	—	2	—	—	2	6	10	—	16	—	—	1	1
Mobile	3	10	5	18	—	1	7	8	4	4	2	10	—	2	2	4	—	—	—	—	10	4	—	14	25	41	9	75	—	4	12	16
New Orleans	24	38	7	69	1	5	8	14	14	33	10	57	1	4	4	9	—	6	2	8	57	9	8	74	43	61	9	113	—	1	4	5
Lake Charles	2	5	3	10	—	1	2	3	2	1	3	6	—	—	1	1	—	—	—	6	1	—	7	3	15	3	21	—	—	1	1	1
Houston	19	18	4	41	5	7	3	15	18	27	4	49	1	9	11	21	2	1	3	6	49	21	6	76	21	30	5	56	—	7	5	12
Wilmington	2	6	1	9	—	1	—	1	1	1	4	5	—	1	3	4	—	—	—	—	5	4	—	9	11	9	3	23	1	4	1	6
San Francisco	6	11	2	19	—	2	4	6	8	14	5	27	2	11	5	18	—	2	3	5	27	18	5	50	18	16	3	37	—	5	4	9
Seattle	6	10	1	17	—	10	1	11	6	12	3	21	—	6	5	11	—	3	1	4	21	11	4	36	9	10	1	20	—	9	3	12
TOTALS	109	215	53	377	7	50	62	119	90	197	49	336	12	48	60	120	6	22	18	46	336	120	46	502	302	485	110	897	10	84	103	197

## ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	—	3	—	3	—	1	—	1	—	2	1	3	—	1	2	3	—	2	2	4	3	3	4	10	—	11	—	11	—	2	2	4
New York	8	46	10	64	2	12	14	28	10	36	8	54	2	9	7	18	—	4	10	14	54	18	14	86	54	160	29	243	3	2	53	58
Philadelphia	2	12	1	15	—	1	4	5	—	9	2	11	1	8	4	13	—	4	2	6	11	13	6	30	1	17	2	20	—	1	1	2
Baltimore	2	26	3	31	2	11	7	20	3	19	7	29	2	9	6	17	—	5	1	6	29	17	6	52	14	78	11	103	1	15	11	27
Norfolk	—	5	1	6	1	1	3	5	—	4	2	6	—	1	3	4	—	1	—	1	6	4	1	11	2	12	—	14	1	5	1	7
Jacksonville	—	4	—	4	—	1	3	4	—	1	—	1	—	1	—	1	—	—	—	—	1	1	—	2	4	—	—	4	1	3	—	4
Tampa	1	3	3	7	—	2	3	5	1	1	—	2	—	3	1	4	—	1	—	1	2	4	1	7	2	8	1	11	—	2	2	4
Mobile	2	14	3	19	—	—	5	5	—	9	1	10	—	2	2	4	—	—	—	—	10	4	—	14	10	54	6	70	—	1	3	4
New Orleans	7	34	6	47	1	10	19	30	3	31	3	37	—	11	8	19	1	4	5	10	37	19	10	66	22	52	6	80	1	11	7	19
Lake Charles	1	8	—	9	1	—	—	1	—	3	—	3	—	—	—	—	—	—	—	—	3	—	—	3	3	11	1	15	1	—	—	1
Houston	8	27	1	36	1	8	4	13	3	24	4	31	—	10	8	18	—	3	3	6	31	18	6	55	10	27	2	39	1	6	1	8
Wilmington	2	6	3	11	1	3	—	4	1	3	1	5	1	—	—	1	—	2	—	2	5	1	2	8	4	13	5	22	1	2	1	4
San Francisco	7	11	1	19	—	1	5	6	5	12	3	20	—	4	2	6	—	2	2	4	20	6	4	30	11	17	5	33	—	4	2	6
Seattle	1	15	2	18	—	6	2	8	1	17	1	19	1	8	3	12	—	3	1	4	19	12	4	35	1	12	1	14	—	4	2	6
TOTALS	41	214	34	289	9	57	69	135	27	171	33	231	7	67	46	120	1	31	26	58	231	120	58	409	138	472	69	679	10	58	86	154

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	3	—	1	4	—	—	3	3	1	—	—	1	—	—	1	1	—	—	1	1	1	1	3	7	2	7	16	2	—	3	5	
New York	23	13	28	64	—	—	17	17	20	10	34	64	—	—	7	7	—	—	11	11	64	7	11	82	103	33	102	238	3	2	53	58
Philadelphia	7	2	3	12	—	—	—	—	10	3	1	14	—	—	4	4	—	—	6	6	14	4	6	24	7	2	7	16	—	—	3	3
Baltimore	14	6	9	29	1	1	7	9	14	4	17	35	—	—	3	3	—	—	4	5	35	3	4	42	42	19	36	97	2	4	21	27
Norfolk	1	—	4	5	—	—	2	2	2	—	2	4	—	1	3	4	—	—	2	2	4	4	2	10	6	3	4	13	1	3	7	11
Jacksonville	5	2	1	8	1	—	1	2	1	—	1	2	—	—	1	1	—	—	4	4	2	1	4	7	2	1	1	4	—	1	2	3
Tampa	2	—	1	3	—	—	1	1	1	—	1	2	—	—	—	—	—	—	—	—	2	—	—	2	8	3	8	19	—	—	2	2
Mobile	6	—	9	15	—	—	8	8	3	—	16	19	—	—	4	4	—	—	—	—	19	4	—	23	23	10	19	52	—	1	23	24
New Orleans	16	2	30	48	—	—	23	23	12	2	26	40	—	—	19	19	2	—	16	18	40	19	18	77	38	10	46	94	—	—	20	20
Lake Charles	2	3	5	10	—	—	—	—	—	—	5	5	—	—	5	5	—	—	—	—	5	5	—	10	3	2	1	7	—	1	5	6
Houston	6	8	7	21	—	1	3	4	7	5	11	23	1	2	11	14	—	2	11	13	23	14	13	50	14	7	9	30	—	—	4	4
Wilmington	2	2	4	8	1	—	2	3	1	—	2	3	—	—	2	2	—	—	—	—	3	2	—	5	6	5	6	17	2	—	4	6
San Francisco	8	6	8	22	—	1	1	2	5	2	13	20	1	2	2	5	1	—	5	6	20	5	6	31	17	10	16	43	—	1	5	6
Seattle	5	4	6	15	4	1	4	9	7	3	6	16	1	—	4	5	1	—	7	8	16	5	8	29	8	4	6	18	1	1	2	4
TOTALS	100	48	116	264	7	4	72	83	84	29	135	248	3	5	66	74	4	2	67	73	248	74	73	395	284	111	269	664	11	14	154	179



## Eye Leilani In Atlantic Liner Run

American Banner Line has come forward as a possible charterer of the Government-owned liner Leilani as a temporary running mate for the SIU-manned Atlantic on the NY-Europe run.

The Maritime Administration has so far been unable to come up with an adequate bid from a US-flag operator in its effort to sell the ship outright. The only bid so far was one of \$3.4 million by a Mexican corporation interested in putting the cruise ship into service between Los Angeles and Acapulco.

Maritime had earlier limited the bidding to US-flag operators, and has been seeking a minimum of \$4.4 million in the domestic trade and \$3.2 million if the ship was to be used for offshore service. The MA didn't consider the Mexican bid responsive in any event, since it came with no bid guarantee. Use of the 18,000-ton Leilani by American Banner would be contingent on the charter rate set by the Government.

Banner Line, which began its tourist operation to Europe over a year ago, is committed to eventually provide a three-ship service on its present run. The company has indicated that the Leilani would be a suitable fill-in ship while plans for the additional ships are completed.

The Leilani was originally a P-2-type troop transport which saw service during World War II and later was converted for commercial use in the Mediterranean trade as the LaGuardia. She was in service for several years until idled by newer ships, and remained in reserve status until purchased by Hawaiian Steamship about three years ago. The vessel was used in tourist service between California and Hawaii, but was reclaimed by the US when the company defaulted on mortgage payments.

Banner Line has expressed interest in taking the Atlantic off the European run during the slow winter months and putting her in West Indies cruise service, on which foreign-flag ships have a virtual monopoly. Meanwhile, the Leilani would be kept on the European run all year round.

## Jobs Spurt For Frisco

SAN FRANCISCO—Shipping for this port took a much needed turn for the better over the past two-week period, acting agent Leon Johnson reported. This left the port with a shortage of group 2 class B men in both the deck and engine departments.

With a couple of pay-offs due here during the coming period, it is expected that this shipping spurt will continue for the next couple of weeks. There was a total of 10 vessels calling into the port during the report period. Two ships paid off, one signed on and the other seven were in transit.

Paying off were the Coe Victory (Victory Carriers) and the Valiant Force (Force). The Coe Victory later signed on. In transit were the Massmar (Calmar); Morning Light, Iberville, John B. Waterman, Maiden Creek (Waterman); Irene-star (Trader); Steel Flyer (Isthmian); Valiant Hope (Hope) and the Jefferson City Victory (Victory Carriers).

## 'World Scallop Capital'



NEW BEDFORD, Mass.—Some 20,000 persons jammed the two-day New Bedford Scallop Festival and consumed over three tons of fresh scallops donated by union fishermen and the boat owners.

With some 75 boats, the New Bedford fleet, manned exclusively by SIU-affiliated NBFU crews, has earned the port the distinction of "scallop capital of the world."

Theresa Lou Sweeney (left), daughter of ex-fisherman Pat Sweeney, displays charm which won her the title of "Miss Scallop Festival." Throngs of visitors (below) lined up outside of tents waiting their turn for a full-course scallop dinner.

The festival was staged by a local group assisted by NBFU Secretary-Treasurer Howard W. Nicholson. The affair is held annually.



## AFL-CIO Hits Phony Boss-Led 'Reform'

FOREST PARK, Pa.—The AFL-CIO Executive Council held its mid-summer meeting at Unity House here last week to map plans for mobilizing its full strength against the alliance of big business and reactionary political interests which the Council accused of trying to "dismember" the organized labor movement.

A scheduled meeting between the SIU, Steelworkers and NMU, to review the question of Great Lakes organizing jurisdiction, was postponed at the request of the Steelworkers, but is expected to be held as soon as the steel strike permits Steelworkers' officers to attend.

Present for the Lakes' talks, representing the SIU of North America, were President Paul Hall of the A&G District, Vice-President Morris Weisberger, of the SUP, and Vice-President Hal Banks of the SIU Canadian District.

The Executive Council's plans for mobilizing AFL-CIO strength followed passage by the House of Representatives of the harsh Landrum-Griffin Bill. The Council branded this an "anti-labor" measure passed "under the guise of eliminating corruption." The AFL-CIO had previously backed "reform" measures which were designed to fight corruption without harassing all of the labor movement.

In other important actions, the Council:

- Approved the probationary affiliation of the International Longshoremen's Association (Story on Page 3).

- Branded the Administration's anti-inflation campaign as a phony "brain-washing" campaign to un-

dermine America's economic progress.

- Mapped a 5-point program of support for the Steelworkers strike.

These and related matters are expected to be considered by the full AFL-CIO convention which opens in San Francisco on September 17. The AFL-CIO Maritime Trades Department will convene in that city on September 15 for a two-day meeting.

## Rap Foreign Nation Anti-US Ship Bias

WASHINGTON—Efforts by Western European shipping interests to undermine US-flag shipping via repeal of the "50-50" law and other essential industry measures are being met head-on here. The European

campaign reached its peak last June when a "top level" talk regarding US shipping policy was held here between the State Department and various foreign shipping missions.

Since then, British interests particularly have been pressuring the US to set up the inter-governmental "consultative body" allegedly promised them by Washington. The sole function of this group would be to air foreign "beefs" against US shipping policy. The object was to set up a permanent body with headquarters in Paris.

The SIU, NMU and all American

maritime unions, as well as US industry leaders, have strongly protested all moves in this direction. They cited the fact that present US shipping legislation, while inadequate in some areas, was basically designed to assist in maintaining an American-flag merchant fleet and outside interests should have no say on this.

At the end of World War II, when the US had a vast surplus of tonnage, hundreds of ships sold to friendly nations at bargain prices or given away outright formed the backbone for the foreign fleets now competing with American vessels. The result now is that nations whose merchant fleets were rebuilt with US aid and tonnage are now trying to cripple the American-flag fleet entirely.

In an address expressing the view of the US industry on this score, Ralph Casey, president of the American Merchant Marine Institute, reported last weekend on the campaign by foreign interests to have a voice in US ship policy. "This seems rather fantastic . . . imagine an organization set up for the prime purpose of reviewing US shipping policy located in Paris. How ridiculous can you get?" he declared.

"Protests from abroad with respect to merchant marine matters should be submitted through regular Government channels and given no more fanfare and no more special treatment than protests with respect to any other aspect of national policy," he added. US sea unions have repeatedly endorsed this view.

## Lakes Job Panel Holds First Talks

DETROIT—The first meeting of the Great Lakes Seamen's Appeals Board was held August 24-25, the SIU Great Lakes District announced here.

At the same time, the first meeting was held by the trustees of the Great Lakes Seamen's Welfare Plan.

Both the Welfare Plan and the Appeals Board were established as part of the pace-setting interim agreement signed by 14 SIU-contracted companies on the Lakes last June 26. This, besides providing for the Welfare Plan, established a program of guaranteed job security and company-wide seniority unprecedented on the Lakes.

John R. Emery, president of the W. L. Emery Co., who had previously been chosen the seniority officer for the program, was confirmed in this post. He was also named administrator of the Welfare Plan. The board adopted new shipping rules and announced that the offices of the seniority officer would be at 1375 East Jefferson Ave., Detroit 7.

Both the Welfare Plan trustees and the Appeals Board will meet monthly from now on. In addition, the Union intends to meet monthly with its companies to discuss contract clarifications.

## SIU BLOOD BANK AID MOUNTING

Seafarers and their families are making increasing use of the SIU Blood Bank since the program began early this year. One of the latest emergencies met by the blood bank provided 12 pints of blood for the wife of a seaman in San Francisco within less than an hour.

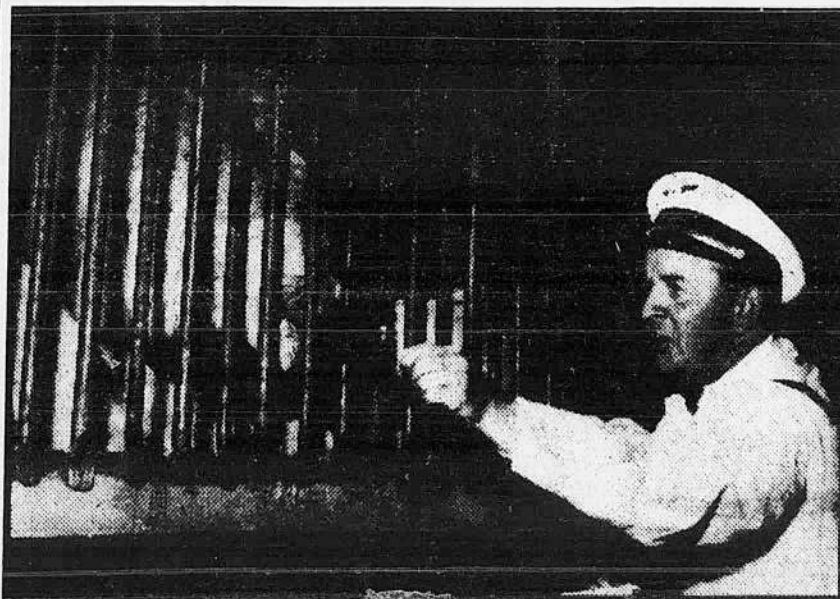
The fast-working system originates at SIU headquarters via the Brooklyn Donor Center, where credits for the SIU blood bank are maintained. At the present time, blood donations are being accepted only at the SIU Welfare Plan's clinic in Brooklyn, just one block from the SIU headquarters hall.

Blood donated at the clinic is processed at the Brooklyn Donor Center where the SIU blood account is kept. Then, in any emergency, a Seafarer or a member of his family anywhere in the US merely has to contact the nearest SIU hall, where arrangements can be made via the Union's teletype network to supply the blood at no charge wherever it is needed.

Use of the teletype system linking all SIU ports assures prompt service. In the San Francisco case, Union headquarters was advised by teletype from that port of the blood requirements for the seaman's wife at SF's Merit General Hospital and, within minutes, a phone call to the Brooklyn Donor Center arranged all details.

The blood was withdrawn from a local blood bank in San Francisco, and the amount used was charged against the Union's account at the Brooklyn center.

## A Real 'Cool' Cat



Looking as domesticated as any household kitten, an 18-month-old male lion licks an ice cream pop offered by pier vendor in New York. The 600-pound lion, a gift of the Lions Club of South Africa to their American brothers, came here aboard the SIU-manned Robin Gray for the recent Lions' convention.



## Canadian SIU Signs New Contract For British Ship

MONTREAL—SIU Canadian District crewmembers aboard the British-flag cablelayer John W. McKay have ratified a new contract which makes them the highest paid crew on the east coast of Canada. The new pact was reached after a long round of negotiations between a crew-elected negotiating committee and the Commercial Cable Company.

It was just two years ago that the SIU Canadian District signed its first pact covering the British-flag vessel following a precedent-setting organizing move. The SIU had won certification as bargaining agent for the ship's crew in the spring of 1957, and the initial working agreement was completed in July.

In winning certification, the union had argued that since the vessel's home port was Halifax and it didn't touch British ports, it should follow the same rules as Canadian ships in Canadian waters. The Canadian Labour Board endorsed this contention and accepted jurisdiction.

At the time, the initial contract provided crewmembers with a 30 percent wage boost and established standard working rules. A major innovation was manning for the first time by messmen. This replaced the old "black pan" system, whereby crewmen had to fill their own plates in the galley and also wash them later themselves.

Among some of the highlights of the new Commercial Cable contract are wage increases ranging from \$30-\$60 per month, penalty overtime for tank cleaning, cleaning freezers, and for crewmembers required to go over the bow or to man the cutter when the vessel is engaged in cable work.

In addition, the agreement provides "shorthand money" when the vessel sails short any crewmembers and calls for overtime when men required to handle food have to

chip or paint. The pact increases subsistence and lodging allowances and provides a day free on full wages to crewmembers when the vessel remains in port for two days or more.

## Union Backing Wins Member Full Pay

A Seafarer's prompt action in notifying the Union when he was discharged from his ship as unfit for duty resulted in his receiving a full month's wages from the company, Bill Hall, SIU assistant secretary-treasurer, reported.

The incident occurred when the Seafarer, a night cook and baker, shipped on a vessel in New York after being passed by the company doctor. After reporting to the ship and putting in a day's work, he was discharged the next day on the basis of a company x-ray report.

Quickly notifying the Union, the Seafarer entered the US Public Health hospital and was found fit for duty again. After he produced the hospital slip, the company paid the man a full month's pay due to the unfair discharge.

Hall urged the membership to keep this in mind anytime they are turned down by a company doctor. Once they advise the Union that they are going to the USPHS to check out their fitness, the job will not be shipped until the hall is advised whether he has secured a fit for duty. In such cases, according to the SIU contract, the USPHS, not the company doctor, has the final say.

Shipping during the last two weeks dropped slightly, when only 278 men were shipped. Although there were two vessels, the Pandora (Epiphany) and the Ocean Dinny (Ocean Clippers), coming out of lay-up, another vessel, the Santa Venetia (Elam), went into

## Throw In For A Meeting Job

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

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

the yards. However, the outlook for the coming two-week period is good, as several ships due in from long trips should be taking a number of replacements.

There were 17 vessels paying off in this port during the last period, three signed on and 20 were in transit.

The following were the vessels paying off here: Josefina (Liberty Nav); Ocean Evelyn (Ocean Trans.); Santa Venetia (Elam); Robin Goodfellow, Robin Locksley (Robin); Beauregard, Fairland, Raphael Semmes, Bienville, Azalea City (Pan-Atlantic); Hurricane, Yaka (Waterman); Beatrice (Bull); Steel Worker (Isthmian); Seatrain Savannah (Seatrain); Alcoa Polaris (Alcoa) and the Fort Hoskins (Cities Service).

Signing on were the Pandora (Epiphany); Mankato Victory (Victory) and the Robin Kirk (Robin).

In transit were the Seatrains New Jersey, Texas, New York, Georgia (Seatrain); Steel Age, Steel Voyager, Steel Architect (Isthmian); Pennmar, Yorkmar, Calmar (Calmar); Alcoa Pointer, Alcoa Runner (Alcoa); Gateway City (Pan-Atlantic); Emilia, Jean (Bull); Pacificus (Colonial); CS Norfolk (Cities Services); Antinous (Waterman) and the Longview Victory (Victory Carriers).

## INQUIRING SEAFARER

QUESTION: What kind of trip did you have?

(Asked of crewmembers of the Josefina on its return from an around-the-world voyage.)

Leonard Bughaewer, AB: I think all will agree this was the best trip they've ever had. Everything was tops—good shipmates, great skipper, terrific food. I was aboard ten months and I'm real satisfied, no beefs and sufficient OT. I hope my next trip is like this baby.

Charles Brinton, AB: It was fine. The captain is the best skipper I ever sailed with. The crew is tops too. Of course you always get some characters like my buddy, Frenchy. Don't let me forget the first mate, chief engineer, chief cook... everything was perfect.

Earl J. Davies, AB: A good one. We did a lot of traveling and visited some good ports. We were in Yugoslavia, Venice, Pusan. We sure covered a lot of ground, or should I say water? I don't recall any beefs. I'd say that we had some choice shore leave.

Frank Reynolds, OS: We did plenty of traveling and personally, I liked Pusan, Korea... great little old place. I would also like to say the chow was tops and the skipper the greatest. I liked the trip, but right now I'm after a coast-wise vessel for my next one.

Frenchy Goulet, MM: I had lots of fun except in Seattle when a guy lifted my roll. This crew was great and as for the skipper, they don't make guys like him anymore. Everything went as clockwork. The next place on my itinerary is my home, Brookline, Mass.

Charles Rice, chief cook: I'd say it was a good trip. We visited a lot of countries and saw many interesting sights. My favorite port was Venice. The old man made the trip as pleasant as could be. I wouldn't mind sailing under him the rest of my days.

## NY Mates Voting On Job Rules

Members of the New York local of the Masters, Mates and Pilots have started voting by secret ballot on a series of proposed changes in the local's shipping rules. The election represents the first step in a program worked out by Trustee Floyd Silverman and national MM&P officers for restoring self-government in Local 88.

Union members are voting on changes in rules governing registration, offshore shipping, night mates, emergency lists, general procedures and tanker relief mates. The referendum is being supervised by a court-appointed referee and will end October 30.

Nominations for officers were due to start this week and close on September 30.

LET 'EM KNOW!  
Write TO THE LOG

## Are You in Good Shape?



Shipboard hazards, like most other kinds, have to be seen to be avoided. The Seafarer who is well-rested, wide-awake and in good physical shape has an automatic advantage in this respect. He is less prone to make mistakes, to stumble or to drop his guard in the event of a dangerous situation.

If something unforeseen should arise, the alert, well-conditioned Seafarer whose reflexes are top notch can move speedily if necessary to avoid getting hurt.

Staying in good shape pays off in two ways: in preserving your health and helping safeguard against injury.

An SIU Ship Is A Safe Ship



## YOUR DOLLAR'S WORTH

### Seafarer's Guide To Better Buying

By Sidney Margolius

#### These Shoes Are Really Paper

If you've been buying low-priced shoes for your children or yourself, as many working families tend to do in this period of rising shoe prices, there's a strong possibility such shoes have paper "insides" or contain other short-lived materials.

You can expect such shoes to wear out quickly, especially if they get soaked, as often happens with children's shoes, and also be almost impossible to repair.

Wilbur Gardner, a Medford, Oregon, shoe repairman, has been conducting a one-man campaign against shoes sold without notice to consumers that they are made with substitute materials. His campaign has won national attention. Now a bill has been introduced into Congress by Rep. Charles O. Porter (Dem.-Ore.) which would require manufacturers to put labels on shoes stating what materials they contain.

Sometimes inexpensive shoes may be good enough for some style or costume purpose. But under the proposed law, at least you would know if you were getting pressed paperboard or other short-lived materials covered by a surface of leather, or sometimes just dyed and finished to look like leather.

You also would be able to guard against paying more than necessary for inexpensively-made shoes. Already, close to a million people have signed petitions distributed by Gardner and other shoe repairmen, urging Congress to enact a shoe-label law, just as wool and rayon fabrics, and soon all fabrics, must be labeled to show their exact fiber content.

Gardner says he has found as much as 40 percent of children's and women's shoes are made with short-lived fillers such as pressed paper. Men's shoes are generally better made and are little or no problem. But in women's shoes, quality is often sacrificed for the sake of style at a low price, and inexpensively-made children's shoes are a particular headache. Mothers bring these in for repair and often are told the shoes can't be repaired because of excessive use of fillers. Heels made with pressed-paper filler even may fall apart from heavy wear, especially if they get wet.

Shoes made with wood shanks sometimes are a problem too. The shank is that section of the sole between the heel and the ball. Gardner's experience is that active children often crack wood shanks when jumping or running. In general, repair experts consider shoes made with steel shanks preferable.

The dilemma is that under present conditions, you can't always tell what's under the leather surface. If paper filler is used, it is generally underneath the outer sole, in the heel counter, or under the heel, where it can't be detected, or in the inside lining where it can be detected only if examined closely. Sometime plastic insoles are used in inexpensively-made shoes. Repairmen say these don't wear as well as leather, but are better than paper.

Nor is price always a reliable clue to construction, Gardner says. He has found some low-priced shoes better made than higher-priced ones. He argues that the only accurate guide to consumers would be labels specifying the materials used.

Shoe manufacturers are opposing the proposed labels and argue that they could be misleading because two shoes both labeled all-leather might be quite different in quality. Admittedly there is poor and good quality leather. But the labels would at least reveal the use of substitute fillers inside the shoe, and leave the choice up to you as to whether such a shoe is suitable enough. Many of us nowadays buy plastic-sole shoes with full awareness, but are satisfied that these are reasonably priced, do at least give long wear, and are satisfactory enough for some purposes. We just don't want to be led to believe they are leather.

Until there is some labeling protection for consumers, here are at least several ways to protect yourself against buying lower-grade shoes unwittingly, and get satisfactory repairs:

- Look for a slightly flexible toe box and heel counter (stiffening material used at the toe and back of the shoe to support the outer leather). The toe box and counter should give a little when you press them but immediately resume their shape.
- Calfskin is the preferred outer leather. Cheaper shoes sometimes use "side leather", which is cowhide split and finished to imitate calfskin. By close examination of the grain of the leather, you can tell calfskin by its fine grain, cowhide by its coarser grain. In children's shoes, sharkskin toes help avoid scuffing.
- As previously pointed out here, the Goodyear welt is the preferred construction in shoes you expect to use heavily and have repaired. In this construction, both upper and lower are attached to a thin strip of leather called a welt. The inside of a welted shoe is smooth.
- Look for a sock lining of genuine leather, not merely paper dyed and finished to look like leather. Also, look for a leather lining in the back of the shoe. The rest of the lining should be closely-woven cotton drill.
- It's best not to wait to replace heels when they run down, else the shoes themselves will be thrown out of shape.
- It doesn't pay to have children's shoes repaired if they are about to be outgrown. You or your shoe repairman can tell by running your fingers inside the toe box to see if the child's toes are pressing against the shoe. But don't pass shoes on to the younger children even if they are not worn-out. Each child's foot is different.



## Life Raft Use Seen OK By '60

WASHINGTON—The United States is now in the midst of preparations for a new International Conference on Safety of Life at Sea, due to be held next year. The impetus for a world maritime conference on sea safety matters to update outmoded rules followed the Andrea Doria-Stockholm disaster in 1957.

In addition to the probable raising of standards, one of the things responsible for bringing about the 1960 convention was the desire by the United Kingdom and other countries to remove the restriction against inflatable lifesaving equipment contained in the 1948 Convention. This would permit the use of inflatable rafts in lieu of, or in addition to, the lifeboats and liferafts required by the present convention.

All present indications are that

## Jax Says All's Well

JACKSONVILLE—Shipping in the port of Jacksonville has been steady and the outlook for the next two-week period promises more of the same. All port services are in operation, following the recent shift from Savannah.

Although there were no ships signing on or paying off, there were seven ships in transit. They were the Fairland, Azalea City (Pan-Atlantic); Seatrain Georgia, Seatrain Louisiana (Seatrain); Winter Hill (Cities Service); Robin Goodfellow (Robin), and Ames Victory (Victory Carriers).

Two weeks ago, Cal Tanner, SIU Mobile agent, officially inaugurated the initial meeting in the recently-opened Jacksonville Hall. William (Red) Morris, former Savannah port agent, was installed as Jacksonville port agent.

The new facilities will provide payoffs from the missile ships of Suwannee Steamship Co. to be held in the hall.

the use of inflatable liferafts will be permitted or required by the 1960 convention, so that the United States would at that time be obliged to amend its regulations. US rules now preclude the use of such equipment.

A Senate-passed bill already approved by a House committee would repeal sections of existing US law concerning various sea safety requirements. This paves the way for American participation in next year's convention.

Independent of any action taken at the 1960 convention with regard to the use of inflatable liferafts on vessels on international voyages, the US Coast Guard and other groups have already endorsed the use of this equipment. They have urged it to be permitted as soon as possible on certain domestic US services not subject to the 1948 convention.

In a recent appearance before a Congressional Committee, a CG spokesman said: "In 1915... suitable inflatable equipment was not in existence. However, since that

time, and particularly in the last twenty years, a great deal of research and development work has been done so that we now have durable and dependable inflatable equipment.

"Equipment of this type was successfully and extensively used by the armed forces during World War II, and the experience from this use has resulted in still further improvements. In the past two years we have made a careful study of their design and capabilities, and following the last annual public hearing of the Merchant Marine Council, detailed specifications covering construction, design, and equipment of inflatable life rafts, were published... "It is believed that properly designed inflatable life rafts offer more protection than the presently required lifeboats for some services."

It was pointed out, however, that the CG cannot permit use of inflatable equipment on inspected vessels other than small passenger vessels until the existing regulations are repealed.

## Houston Moving Up Fast As Major Port In Gulf

HOUSTON—Increased grain, oil and machinery shipments from this port has helped Houston bounce back tonnage-wise to first place among Gulf ports, and may also help the port regain its position as second among US seaports, Bob Matthews, Port Agent, reported.

According to US Army Engineers, cargo shipments from this Texas port were 300,000 tons over

last year's 55-million-ton total. This puts Houston far ahead of its nearest Gulf rival, New Orleans, which reported shipments of almost 52 million tons.

Statewide, Houston was one of six Texas ports to show increased shipments for the past year. The total tonnage for the state in 1958 was 156 million, down four million tons since 1957. However, although Houston was only fourth among US seaports in total tonnage in 1957, the port is expected to bounce into second position because all of the other leading ports have been reporting tonnage losses.

Shipping for the port over the past period has been excellent, Matthews said, and it appears that this will continue for some time. The Producer (Marine Carriers) laid up this past week, he noted, but the ship is due to be out before long. There is also some chance that the Michael (Carras) will be taking on a crew in the near future.

It was a very busy period in this port with a total of 36 ships calling into the area for servicing. There were 10 vessels paying off, five sign-ons and 21 in transits.

The ships paying off were the Pacific Tide (World Carrier); Pacific Ocean (Trans. Utilities); Steel Surveyor, Steel Voyager (Isthmian); Wild Ranger (Waterman); Del Viento (Mississippi); Producer (Marine Carriers); Wang Trader (Rockfield); Margarette Brown (Bloomfield) and the Pacific Star (Compass).

The Pacific Tide, Pacific Ocean, Steel Voyager, Pacific Star and the Elemir (Ocean Pet.) signed on.

The in-transit ships were the Westport (Trans. Utilities); Seatrains New York, New Jersey, Texas, Louisiana (Seatrain); Mermaid (Metro Chem); Del Mundo (Mississippi); Petro Chem (Valentine); Wang Juror (Denton); Beauregard, Bienville (Pan-Atlantic); Fort Hoskins, Bradford Island, Royal Oak, Chiawa, Winter Hill (Cities Service); Chickasaw (Waterman); Alcoa Pioneer (Alcoa), and the Helen (Olympic).

## PENSIONERS' CORNER



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

William P. Driscoll... 63... still receiving mail from his former shipmates, Driscoll is now living in Staten Island, NY. He is continually kept posted as to what's happening to who by frequent letters from Sergeant Hand's Austin Inn at New Orleans, and Mrs. Bobby at the Spot-Light in New Orleans. Brother Driscoll started sailing in 1939, joining the Union the same year, being an SIU regular from the early days of the Union. He vividly recalls what conditions were then and how they've changed.

Roland Rae... 70... this SIU pensioner started sailing with the US Navy during the First World War and didn't become a full-fledged shoresider until 1953, when he retired after his 65th birthday... sailed in deck department on merchant and passenger ships... preferred runs to the Far East (especially Japan and Korea) and Europe (England, Belgium and Holland)... saw plenty of action during World War II, some of it in the water... one of the ships he was on was torpedoed, another hit a mine in the North Sea... writes to Ben Larsen, an old shipmate... lives with wife in Miami.

Alfred Mueller... 58... beset by hard luck almost from the time he started sailing in 1916 until his retirement in 1951... lost several fingers while taking down a mast in 1925... fell in a hold in 1936 and broke an arm... in 1951 he was hit by a heavy sea while fixing a loose pipe on deck and suffered a broken pelvis... caught tuberculosis as a result of last injury and was forced to retire after a pair of lung operations left him short-winded... Brother Mueller was one of the founding members of the SIU, joining in 1938... sailed as a bosun in the deck department, working mostly on cargo ships... preferred Far East run because it kept him out at sea a long time... now taking it easy in his home in Staten Island.







# OLD SHIPS' HOME

When World War II ended in 1945, the US Government had literally thousands of ships on its hands—some 5,400 Libertys, Victorys, T-2s, C-types, and transports—that had been used to keep the supply lifelines open to Europe and the Far East. The Government sold off ships by the dozen to both European and American operators to rebuild their fleets and an additional, but much smaller, number of ships was sold following the outbreak of the Korean War in 1950.

All told, the US sold 1,113 ships of its wartime fleet to foreign buyers and another 843 to American operators. But even then, after scrapping a number of damaged and worn out vessels it was left with well over 2,000 ships on its hands.

Consequently, Congress established the Nation-

al Defense Reserve Fleet, and eight anchorages were set up, three on the East Coast, two in the Gulf and three on the Pacific Coast, to store and maintain the huge surplus supply, over 1,400 of which were Libertys.

The Reserve, known inelegantly to seamen as the "boneyard," proved its worth at the outbreak of the Korean War. In the first 12 months of the fighting from June 1951 to mid-1952, 602 of these ships were broken out and chartered to private operators or run by the Military Sea Transportation Service. Toward the end of 1953, these ships were rapidly retired from service as the US Merchant Marine again went into a tailspin, and except for a limited breakout during the Suez crisis in 1956-57, have not been called upon since.

Now with the bulk of the Reserve consisting of old Liberty workhorses, the fleet is undergoing a transformation. Slowly but surely the Maritime Administration is culling out 1,000 of the Libertys, which, it hopes, it will be able to sell as scrap at modest prices of \$70,000 to \$90,000 each. Meanwhile it is adding to the fleet relatively modern C-type ships when they are traded in to the Government by operators contracting for newer vessels.

In a sense, the composition and size of the Reserve is a mirror of a well-being of the US Merchant Marine. The presence of so many obsolete vessels, most of which have been idle since 1945, testifies to the inability of the US to maintain an active, modern merchant fleet in proportion to the amount of commerce in which the US participates.

Old rustbuckets or not, the Reserve Fleet vessels are kept as close to running condition as possible in what amounts to a massive housekeeping

job. Concentrating on the newer and more useful vessels, the maintenance gangs turn over and lubricate ships' moving parts once a year; paint the decks, bulkheads and other exposed surfaces every two years with a preservative which consists largely of oil, and completely overhaul the ships' engines and electrical systems at four-year intervals.

An ingenious system of cathodic protection is employed to keep vessels' hulls corrosion-free. Carbon anodes are placed in the river bottom below the ships' hulls and a film of hydrogen is created by a flow of electric current through the anodes. This effectively insulates the hulls from corrosion.

The maintenance set-up makes it possible for Reserve Fleet ships to be whipped into operating shape within a few weeks in the event of an emergency.

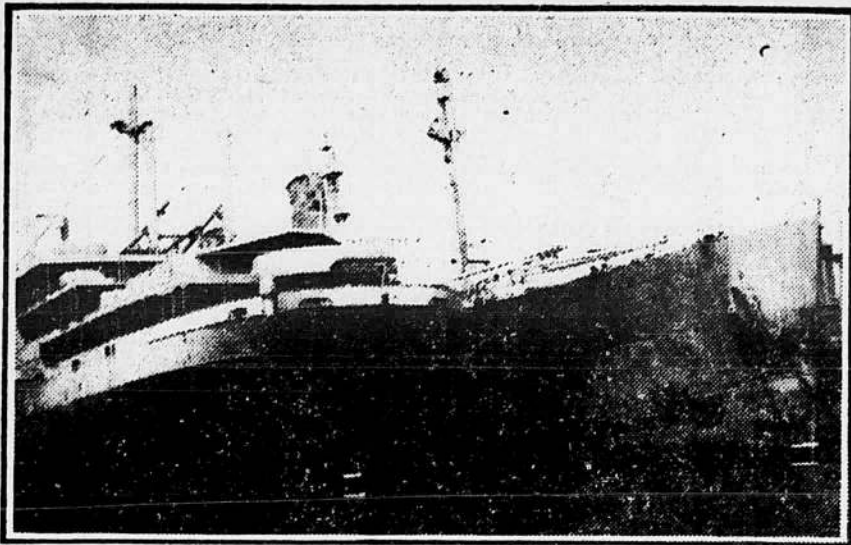
While sitting in a Reserve anchorage, a number of the ships have been serving a dual role—standby for emergency and storage depot for Government grain reserves. A good part of the 1¼ billion bushels of wheat the US now owns is being stored on reserve Libertys, 6,000 tons to a ship, and aside from maintenance gangs, Department of Agriculture men scramble in and out of holds day after day to check the condition of the wheat until the day it can be sold or given away overseas.

Pictured here are some aspects of the Reserve Fleet operation at Jones Point on the Hudson River. This anchorage holds some 180 ships at present, including six trade-in C-types, five MSTs C-2 and C-4 troop transports, 13 Cape-type ships, ten C-1 diesels and the rest largely Libertys and Victorys.

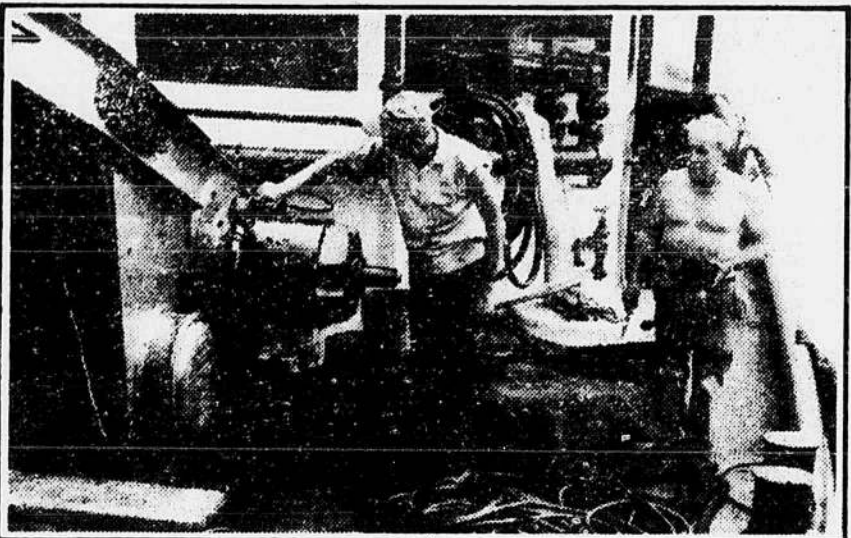


American Export's Excambion is one of the C-type ships recently traded in to the Reserve. US is anxious for more like this.

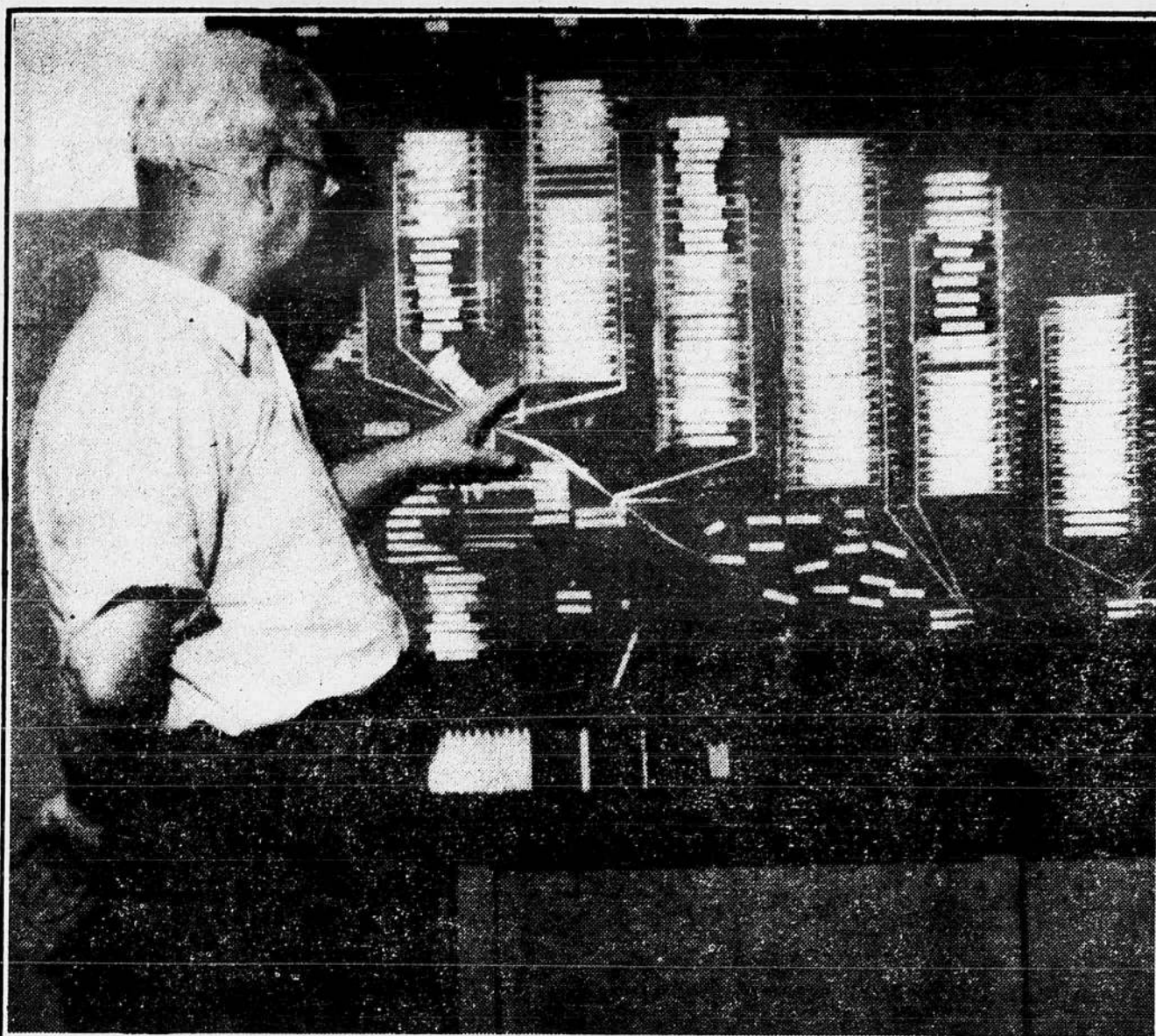




Two oldtimers from way back in the early 1930's are the passenger ships Washington and Manhattan.



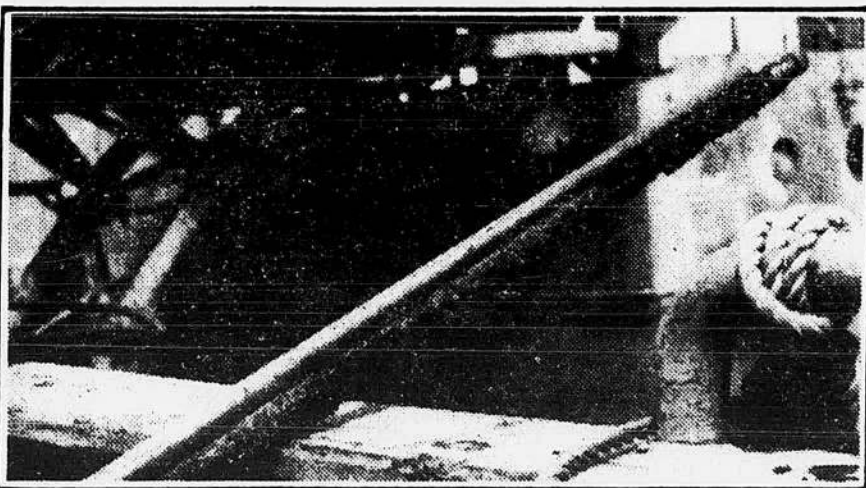
Maintenance boats need maintenance too, and two Maritime Administration employees wield the paint brushes on this one.



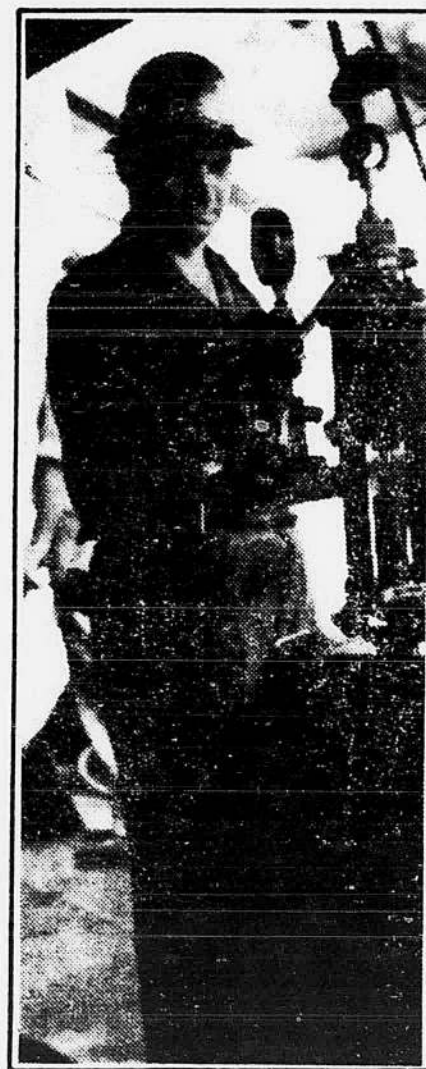
World War II chief engineer Charles Gindroz, now fleet superintendent of the Jones Point anchorage, points to detail on chart which identifies all 180 ships in the anchorage and status of maintenance.



Maintenance man cleans screens as part of biennial deck overhaul. After cleaning and scraping, decks are painted.



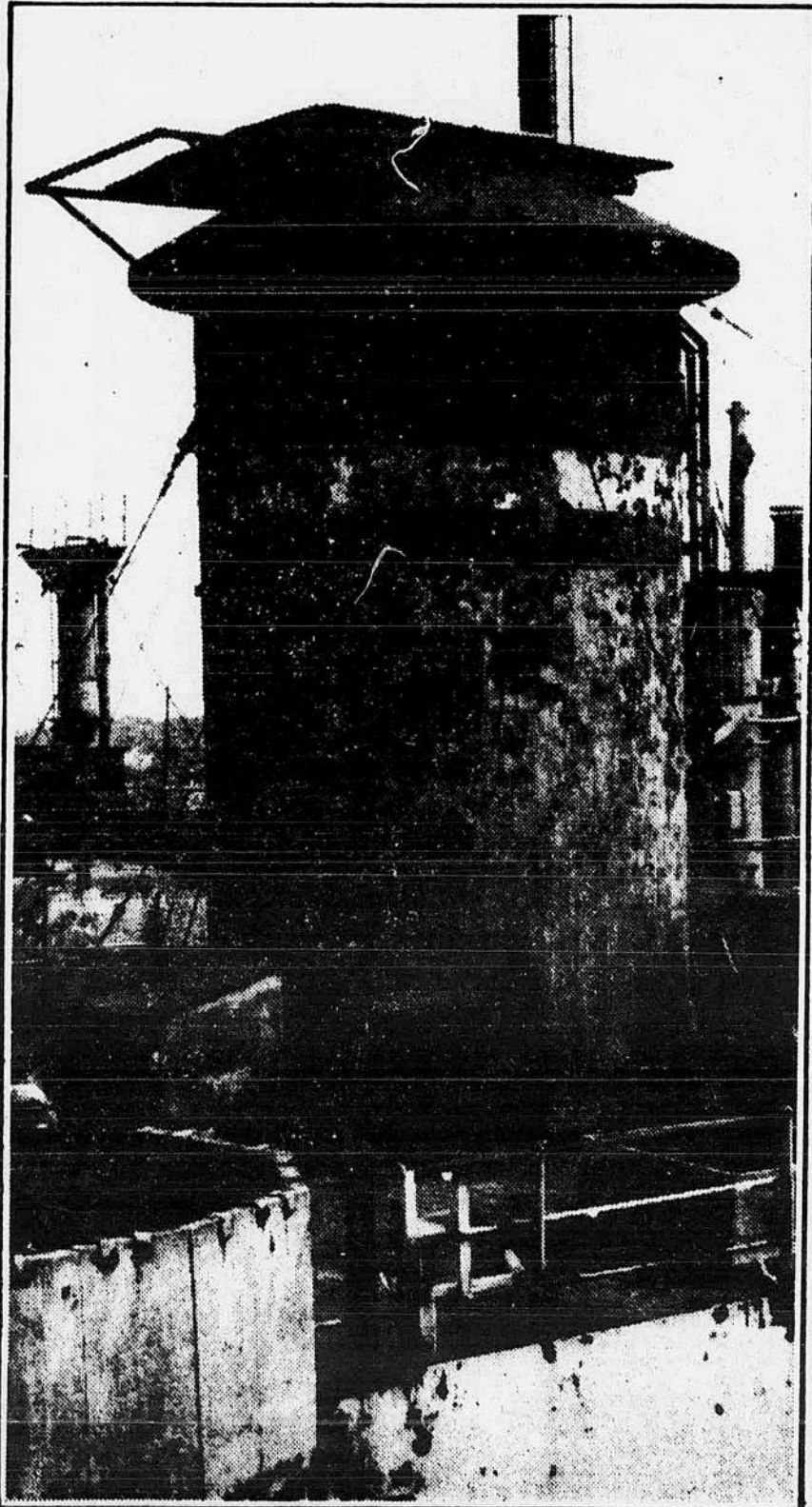
Effectiveness of anti-corrosion methods is shown by difference in charged (left) and uncharged rods.



Worker adjusts control on oil-feeding pump.



Dep't of Agriculture keeps constant check on stored wheat. At left, sample gets "smell test" for spoilage; center, temperature of wheat in hold is taken. At right, grain is examined for weevils and insects.



Stack of old Liberty is melancholy sight, but despite peeling paint outside, hulls are kept corrosion-free and moving parts well-lubricated.



# Health Group Sifts Link Between Job And Cancer

EXCELSIOR SPRINGS, Mo.—Seamen who work in the black gang as well as other classes of workers such as welders and painters were the subjects of a special cancer study, it was disclosed here at an American Cancer Society meeting. The study indicates there may be certain occupational hazards which, coupled with cigarettes, tend to increase the proportion of lung cancer cases. The California State Department of Health is conducting the study, with the theory being that certain occupations prompted the development of cancerous conditions.

Some 70,000 workers in these categories plus lead, zinc and copper miners, cooks, steamfitters, and operators of molten metal conveyors have been questioned as to their health status.

## Cigarettes And Cancer

While most specialists believe there is no doubt that excessive cigarette smoking is a major cause of cancer, the California check-up is looking for occupational hazards that might account for other lung cancer cases.

In doing the tabulating, lung cancer patients in 13 hospitals were tabulated by occupation and com-

pared to hospital patients who did not have cancer. The study came up with the following figures:

• Twelve of the 18 hospitalized black gang members were cancer victims.

• Ten of 11 hospitalized steamfitters were in the same category as were 14 of 16 hospitalized welders and 22 of 34 painters.

The high prevalence of cancer in several of these occupations leads physicians to suspect that the nature of the work has something to do with the development of the disease. However, the specialists emphasized that they were in unanimous agreement as to the major role of cigarette smoking in lung cancer. But, they said, cigarette smoking plus certain occupational hazards could increase the chances of contracting cancer.

## Seaway Visitors



Seafarers Ismael Mazario, bosun, and Juan Nieves, AB, take a breather on the Coeur d'Alene Victory as the ship makes its way through the St. Lawrence Seaway. Photograph by Thomas Willis, ship's photographer.

## AMONG OUR AFFILIATES

The effectiveness of proper fire control training is cited by the Marine Cooks and Stewards Union for the minimum loss of cargo and no loss in life during a recent fire on the SS Santa Eliana. The ship was enroute from San Pedro to Acapulco, Mexico, when an arc from a cable failure caused the surrounding paint work in the engine room to ignite. Prompt work by the SIU Pacific District crew contained the blaze and the vessel was able to proceed to a nearby port after temporary repairs.

Expanded services for the membership of the SIU Great Lakes District are winning warm applause from Lakes seamen. In addition to setting up new and modernized halls in various ports, the Union is providing on the spot service by covering the ships in mid-stream. SIU representatives catch the ships in the Detroit River via a launch and remain aboard to settle beefs, hold a meeting and handle other union business during the 5-6 hours it takes for the vessel to reach Port Huron. In this

way, no shore time is lost by crewmembers by the time the ships dock.

A strike by the Inland Boatmen's Union of the Pacific against tug and barge operators in California ports has moved into its fourth month. IBU men are still awaiting a firm offer from the companies. The only "offer" so far was for the men to go back to work and the operators might then sit down and talk. The boat operations, with SIUNA support, are still tied up.

The SIU Canadian District has signed an agreement with Carryore, Ltd., which operates the largest freighter ever built on the Canadian Great Lakes. The 715-foot SS Menihek Lake is a specially-designed vessel for use on the Seaway between the Quebec ore fields and Lake Erie ports. The ship was organized during her fit-out and trial runs in June. A sister ship is now reported under construction.

## Lull Before The Storm



Sailing day of Monarch of the Seas from New Orleans finds Seafares Paul LaCoste, pantryman, and James Roberts, passenger BR, talking over the fine points of handling passenger linen, while Mike Cazalas, saloon MM (right), plays it cool with a soft drink during a breather before the passengers came aboard.

ROBIN SHERWOOD (Robin), Aug. 8—Chairman, J. Farrand; Secretary, A. Lake. One man missed ship in Trinidad and one in Capetown. Ship's fund \$8.65; \$3.65 spent on wire to NY. Some OT disputed. No beefs. New delegate elected. Vote of thanks to retiring delegate. Vote of thanks to stewards for job well done. Request change in toilet soap.

FELTONE (Marven), Aug. 16—Chairman, W. Murphy; Secretary, F. O'Neill. Four men missed ship in Baltimore. Washing machine to be fixed in first port in US. Request to sougee rec. hall. No beefs. Put washing machine on all repair lists. Vote of thanks to steward Department for job well done.

OCEAN EVA (Maritime Overseas), Aug. 8—Chairman, S. Johnson; Secre-

One man missed ship in San Juan. Three hours OT disputed.

HURRICANE (Waterman), Aug. 2—Chairman, B. Jones; Secretary, G. Griswold. One man left behind in Rotterdam. Five men logged. Ship's fund \$10.80. No beefs. Request less noise in morning. Men getting off to strip bunks and leave foci's clean. Vote of thanks to chief cook and steward dept.

ALCOA PEGASUS (Alcoa), Aug. 8—Chairman, W. Johns; Secretary, H. Koppersmith. Ice machine to be fixed. Everything running smoothly. Check mattresses. Request new wringer for washing machine. Dirty linen to be brought to locker on linen day. Proper attire requested in messhall.

MASSMAR (Calmar), Aug. 2—Chairman, J. Eichenberg; Secretary, Green. No beefs. New delegate elected.

ALCOA PARTNER (Alcoa), July 31—Chairman, D. Parker; Secretary, C. Galt. No beefs. New delegate elected; vote of thanks to previous one for job well done. Return cups and glasses to pantry. Suggest cutting down on grease in food. Keep pantry clean at night.

ANTINOUS (Waterman), Aug. 8—Chairman, F. Travis; Secretary, B. Nielsen. No beefs. Ship's fund \$20.20. New delegate elected. Suggest pantry be kept clean. Longshoremen to be kept out of messhall. Remove screens from portholes before closing. Turn in repair lists.

FORT HOSKINS (Cities Service), Aug. 16—Chairman, E. Bryan; Secretary, R. Hartley. Three men missed ship in Houston. Most repairs taken care of. Sailed one man short. Ship's fund \$16.60. Spent \$2.40 for telegram to NY. No beefs. New delegate elected. See captain re roaches. Report any unsafe conditions. See patrolman re water cooler for crew mess.

ARIZPA (Waterman), Aug. 15—Chairman, J. Kennedy; Secretary, J. Guard. New delegate elected. Two new chairs to be installed in messhall. Some OT disputed. Request cooperation be given to new delegate. Make up repair list before leaving Europe. Engine quarters aft to be souged and painted. Vote of thanks to stewards for excellent menus and fine preparation of food.

PACIFIC OCEAN (World Tramping), Aug. 15—Chairman, B. Kazmieski; Secretary, L. Thomas. New delegate elected. Ship's fund \$4.27. No beefs. Few minor repairs to be done. Received three new lockers, but have no shelves in them. Discussion on toilets not flushing.

EMILIA (Bull), Aug. 16—Chairman, F. Hipp; Secretary, L. Garabedian. Request new refrigerator. New ship's reporter elected. Ship's fund \$13.55. No beefs. One man injured. Vote of thanks to steward and chief cook for courtesy and cooperation. Garbage to be hauled all the way aft in port and not dumped aft of house. Recommend all unauthorized personnel be kept out of passageways in port and not allowed to hang around galley and messroom, especially during meal hours.

GATEWAY CITY (Pan-Atlantic), Aug. 16—Chairman, E. Ligon; Secretary, C. Maynard. Repair lists submitted. Dirty linen to be turned in Wednesday on trip north. Request more bath towels. One man missed ship in New Orleans.

AMES VICTORY (Victory), Aug. 14—Chairman, L. Hanon; Secretary, R. Gelling. Beefs straightened out. Two men got off ship in Hawaii, one on doctor's orders, the other paid off under mutual consent. Ship's fund \$6.00. No beefs.

July 1—Chairman, R. Barnes; Secretary, S. Berger. Safety program to be discussed. Ship's fund \$5.90. No beefs. One hour disputed. Vote of thanks to crew mess for clean messroom. Pantry, library and laundry to be kept in better condition. Don't tamper with new refrigerator. Refrain from making noise in passageway while men are sleeping.

COEUR D'ALENE VICTORY (Victory), July 26—Chairman, G. LeStrange; Secretary, D. Irvine. Request crew fill out SIU crew list. Mail addressed to delegate to be opened by him. No beefs. Sougee engine foci's. Letter to be written to SIU hall to have patrolman settle beefs at Great Lakes payoff.

STEEL CHEMIST (Isthmian), May 24—Chairman, J. Yates; Secretary, R. Black. New washing machine and refrigerator furnished by company. Ship's fund \$22.45. No beefs. New secretary elected. Keep messhall clean. Discussion on 30-minute call to work OT in lieu of 15 minutes.

ATLANTIS (Metro), Aug. 12—Chairman, C. Kaust; Secretary, Taylor. New delegate elected. Turn in repair list. Request change in menus. Food not seasoned properly. Vote of thanks to baker for job well done. Keep poop deck clean.

ROBIN TRENT (Robin), Aug. 1—Chairman, F. Keller; Secretary, C. Ferregna. New delegate and secretary-reporter elected. Money from last trip (\$55) given to three workaways. Money for this trip to be raised by arrival pool. No beefs. Discussion on keeping messhalls clean. Vote of thanks to stewards.

OREMAR (Marven), Aug. 16—Chairman, C. Locke; Secretary, G. Schmidt. Some OT disputed. One man missed ship in Philadelphia. Recreation room to be painted. Discussion on coffee and repair list. Return cups to pantry.

## Digest Of SIU Ship Meetings

tary, M. Paperman. Ship's fund \$4.00. Report to membership on trouble caused by 4th mate. Suggest US cash for future draws. Request more quiet at night by card players in messrooms.

STEEL ARCHITECT (Isthmian), Aug. 13—Chairman, B. Landos; Secretary, S. Pacowicz. New delegate elected. Few hours OT disputed. Request cold drinks in hot weather during mealtime. Proper attire to be worn in messhall. Read instructions before using washing machine. No gloves on tables in messhall. Keep passageways clean.

VALIANT EXPLORER (Ocean Carr.), July 19—Chairman, M. Dunn; Secretary, A. Dunne Jr. No beefs; everything running smoothly. New delegate elected. Request racks for messroom tables.

Aug. 9—Chairman, M. Dunn; Secretary, G. Rhodes. Vote of thanks to steward department for job well done. Milk not up to par.

BIENVILLE (Pan-Atlantic), Aug. 16—Chairman, R. Sulley; Secretary, K. Murphy. No beefs; everything running smoothly. Ship's fund \$52.26. Request more fruit at night. Turn in repair list. Return cups to messhall.

NORTHWESTERN VICTORY (Victory), Aug. 9—Chairman, W. Zaleski; Secretary, J. Thomas. New delegate elected. Ship's fund \$12.37. No beefs; everything running smoothly. Shelve to be put in crew rec. hall for books. Check lockers in bad condition. Request hook on porthole be shortened to prevent accidents. Vote of thanks to delegate and galley.

VALIANT FAITH (Ocean Carr.), Aug. 2—Chairman, M. Jones; Secretary, S. Kollins. Sufficient money this trip for draws. New delegate elected; vote of thanks to previous delegate. Request pantry, messroom and laundry be kept clean. Turn off switch when through with washing machine.

FLOMAR (Calmar), Aug. 2—Chairman, T. Frazier; Secretary, G. Gill. Some OT disputed. Vote of thanks to steward's gang for job well done.

ROYAL OAK (Cities Service), Aug. 16—Chairman, B. Blanchard; Secretary, J. Atchison. Washing machine repaired. Some OT to be clarified. Delayed sailing disputed. Pink slips needed so OT can be checked.

DEL MAR (Mississippi), Aug. 2—Chairman, G. McFall; Secretary, B. Bourgeois. Ship's fund \$336. No beefs. Motion to take sufficient money from ship's fund to buy movies for voyage \$4. Discussion re rented movies. Return cups to pantry.

Aug. 16—Chairman, H. Maas; Secretary, C. Dowling. Delegate left ship in New Orleans. Motion to show movies in deck quarters at 5:30 P.M. Motion to elect new delegate. Use washing machine without dryer until 10 P.M. Workings and benefits of movie and ship's fund explained. Give donation to same at first draw.

COUNCIL GROVE (Cities Service), Aug. 16—Chairman, W. Shell; Secretary, G. Malr. No beefs. Disputed OT on deck. New delegate elected. Proper attire requested in messhall.

ALCOA PATRIOT (Alcoa), Aug. 13—Chairman, A. Donnelly; Secretary, J. Nazario. One man hospitalized in Jobos, PR. Ship's fund \$90. No beefs. One man short on deck. Union to negotiate with companies to have locks. Repair list turned in.

BEAUREGARD (Pan Atlantic), Aug. 8—Chairman, none; Secretary, E. Yate. No beefs. Vote of thanks to delegate. Ship's fund \$8.57. Some OT disputed. Discussion on feeding program. Motion that beefs be settled before payoff and that there be a stop put to the system while ship is in port.

FAIRLAND (Pan-Atlantic), Aug. 10—Chairman, M. Richelson; Secretary, F. Kustura. No beefs; everything running smoothly. Ship's fund \$40.

## Oreboats In Phila. Boom Job Totals

PHILADELPHIA—The shipping situation for this port continued to improve over the last two weeks, with well over 80 men shipped from here for the second straight period.

Most of this boost, Port Agent Steve Cardullo said, is due to the fact that a number of the oreboats which normally run out of Baltimore have transferred operations here for the duration of the steel strike.

While this is helping to cut the registration list for this port, Cardullo noted that the influx of oreboats has caused many of the rated men to hold back on taking jobs when they are put on the board. In some cases, the dispatcher had to call the outports for men.

The result has been that a number of newcomers to the industry have been taking some of these jobs and, not being familiar with the Union's contract and working rules, have posed some difficulties on the ships. These misunderstandings are being cleared up, he added.

In all, there was a total of 19 vessels representing almost every type of ship now under SIU contract, calling into this port the past two-week period. Five vessels paid off, one signed on and the remaining 14 were in transit.

Paying off were the Evelyn, Carolyn (Bull); Marore, Santore and the Chilore (Marven). The Hilton (Bull) was the only ship signing on.

Among the in-transits were the CS Baltimore, Royal Oak (Cities Service); Chickasaw (Waterman); Steel Age (Isthmian); Yorkmar, Penmar (Calmar); Jean (Bull); Robin Locksley (Robin); Petrochem (Valchem); Longview Victory (Victory carriers) and the Pacificus (Colonial).





## 'Sticks 'n Stones ...'



## Balt. Gains; Idle Ships Busy Again

BALTIMORE—The reactivation of a couple of ships has produced fair shipping, although the steel strike has forced Calmar ships to lay up, and Ore ships are discharging in Philadelphia. The Cabins and Bents Fort will be transferred to active status in the near future, but no official date has been selected yet.

Port agent Earl Sheppard advises all Seafarers to snare the jobs as they go up on the board, as shipping should slacken over the next two-week period.

Members here are also requested to include all required information on excuses when they are unable to attend a Union meeting. The communication should include each man's seniority classification, department, group, and registration number. Members whose clinic cards are approaching the expiration date should visit the clinic for a re-examination before their cards expire.

Eight ships were paid off during the last period. They were the Mae, Emilia, Jean (Bull); Calmar, Yorkmar, Flomar (Calmar); Bradford Island (Cities Service), and Feltore (Marven). The sign-ons were the Alcoa Runner (Alcoa), Baltore (Marven), Yaka (Waterman) and Penn Explorer (Penn-Trans).

Ships in transit were the Steel Age, Steel Worker (Isthmian); Evelyn (Bull); Alcoa Pennant, Alcoa Patriot (Alcoa); Robin Locksley, Robin Goodfellow (Robin). All were in good shape.

As Labor Day approaches, the trade union movement is under heavy attack again. On the eve of the holiday set aside to honor labor, anti-union forces are engaged in an all-out battle to cripple American unions and to leave working men and women with fewer defenses against the vast financial resources of their employers.

Under the pretext of protecting the nation against "union abuses," reactionary businessmen and public officials have stampeded the House of Representatives into passing a harsh anti-union bill and are on the verge of pushing similar legislation through the Senate. In their drive to weaken workers' rights, the anti-union forces spearheaded by national employer groups have pointedly refused to pass a bill that would have required management as well as unions to disclose their expenditures in the labor-management field—as provided in the AFL-CIO supported Shelley Bill. They are not trying to enact a bill that will guard against corruption—an aim the AFL-CIO has repeatedly endorsed—but rather to make it tougher for unions to protect the economic interests of their members.

The "killer" bill they want has been pushed by costly lobbying and a no-holds barred propaganda campaign. This is designed to hoodwink the public into believing that a few corrupt union officials were about to take over the country and that pay increases and welfare—not excess profits—were causing inflation.

### Protection For Workers

Though an anti-union bill may become law, union members will not swallow the hogwash the reactionaries are dishing out. The achievements of trade unions for their members in the past 50 years are proof enough that unions are the only protection working men and women have against the kind of employer who can't accept the idea that American workers have a right to say something about their wages and conditions.

This is not the first time the labor movement has been under attack and it won't be the last. The reactionaries decry the eight-hour day, the child labor laws, social security, the Wagner Act and every other piece of social legislation, only to be overruled sooner or later by the American people. With the American trade union movement leading the way, and with union members giving their unions their full support the anti-union forces will have to bow again in the future.

## Lakes MEBA Wins Right To Board Non-Union Ships

Great Lakes District Local 101 of the Marine Engineers Beneficial Association has won the unprecedented right to board the ships of a non-union fleet to organize the company's engineers.

An agreement worked out with Jupiter Steamship Company permits the Union to send representatives aboard the bulk carriers Cornell and Malietoa for a year to talk to the engineers about the benefits of MEBA representation. The union also will have the right to board any other ships the company may operate during the 12-month period.

The company also agreed to let the engineers vote by secret ballot on whether they want to be represented by the MEBA. The election would be arranged within 30 days after the Union requests it and would be conducted by an impartial referee.

The agreement prohibits Jupiter from recognizing or bargaining with any other engineers' union before the MEBA election is held. The company also has agreed to drop a lawsuit it had pending against Local 101 in Buffalo and to withdraw unfair labor practice charges it had filed against the local with the National Labor Relations Board.

The agreement represents a key victory for the union in its battle for the right to talk to the ships' engineers about MEBA contracts and benefits. The terms finally accepted by the company were virtually the same that the union was prepared to offer earlier when the company abruptly laid up the ships and sent the engineers home. Following the agreement, the union pulled down its picket lines in Chicago and Buffalo and the ships were discharged.

The Jupiter agreement marks another step in Local 101's campaign to provide union representation and benefits for engineers

sailing in Great Lakes' fleets. Earlier this year, Local 101 won a representation election in the Wyandotte fleet and gained recognition for the engineers of the tanker L. S. Wescoat after a 14-day strike against Pure Oil. The union also is conducting major drives in several other fleets.

## Hold Talks On Mobile Tug Pacts

MOBILE—Two SIU Harbor and Inland Waterways Division affiliates in the tugboat and dredge field are currently in negotiations with the operators for wage increases under a new contract. Agreement is expected within the next few weeks.

Port Agent Cal Tanner also reported that a new public address system is being installed in the hall to serve both the meeting hall and the dispatch counter. The system is due to be in full operation early next month to provide better service for the membership.

Shipping here has been on the slow bell for the past few weeks, with the following ships hitting port either for payoff or in transit: Chickasaw, Topa Topa, Monarch of the Seas, Claiborne (Waterman); Alcoa Ranger, Alcoa Cavalier, Alcoa Clipper, Alcoa Roamer (Alcoa); Mankato Victory (Victory); Steel Advocate (Isthmian), and Frances (Bull).

Prospects for the coming two weeks indicate a repeat of the past period, with shipping still on the quiet side. Due to hit port are the Monarch of the Seas, Claiborne, Wild Ranger, Yaka (Waterman); Ocean Deborah (Ocean Trans); Alcoa Corsair, Alcoa Roamer, Alcoa Cavalier, Alcoa Ranger (Alcoa); Beatrice, Kathryn (Bull); Steel Voyager, Steel Vendor (Isthmian); Longview Victory (Victory), and Del Sol (Mississippi).

The ships in port during the past period were generally in good shape, with no major beefs reported.

## Seatrain In Bidding For New Service

Seatrain Lines has applied to the Interstate Commerce Commission for authority to provide shipping service between the ports of Savannah and New Orleans. The SIU-contracted company presently maintains service between each of the two Gulf ports and New York, but direct freight movement between the two is not authorized.

Seatrain claims the support of over a score of shippers of general commodities who are unable to meet market competition because of inadequate transportation between Savannah and New Orleans. These products include clay, salt, chemicals, cereals and oil.

The restriction of trade between the two cities causes a considerable amount of cargo space to go unused, the line stated.

## LABOR ROUND-UP

Merger talks between the Chemical Workers and the Oil, Chemical & Atomic Workers have brought the two unions a step closer to eventual merger. Plans are being drawn up by the respective leaders to present to the joint merger committee, which if it accepts the findings, will put the matter before both unions at their next respective convention.

✂ ✂ ✂

The International Confederation of Free Trade Unions has contacted the United Nations Commission on Human Rights and the Intl. Labor Organization as a result of the death of Gen. Sec. Aissat Idir of the Algerian Trade Union Federation. Idir was detained by French authorities for more than two years without a charge and found not guilty when finally tried on a conspiracy charge. However, he was not released, and held incommunicado until his death under allegedly suspicious circumstances.

✂ ✂ ✂

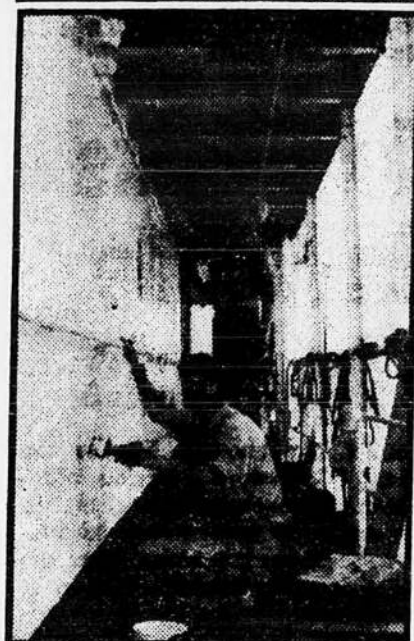
Some 14,000 residents of Evansville, Ind., received polio shots as a result of the efforts by the Evansville AFL-CIO Central Labor Council. The one-day mass Salk polio inoculation campaign was open to the whole community—non-union families as well as unionists. The sole charge was 50 cents per shot to cover the cost of the vaccine.





### Ranger Clean-up

Washdays are no chore, or at least Seafarer M. Osborne doesn't seem to mind them. In fact, Osborne, an AB on the Alcoa Ranger, seems to enjoy using the ship's "old faithful" wringer washing machine. Left, deckmates, Jordan and Terry put the finishing touches to a neat paint job on the bulkhead of the vessel. The Ranger is usually on the Mobile-Puerto Rico run.



### LOG-A-RHYTHM:

## The Grand Finale

By C. W. C.

When I have grown old with the passing of years,  
And the rocking chair bids me retire;  
God, grant me the grace to accept with a smile,  
An old man's place by the fire.

Let me be at peace with myself and the world  
As the tide of life ebbs away;  
Let me ride its crest to the beautiful shore,  
A land that is fairer than day.

Before I recline in the old rocking chair,  
Let me gather some memories sweet,  
Like loving friends, kind words, good deeds,  
For tis there again we shall meet.

When I take my place in the evening of life  
May those friends and deeds of the past,  
Be the glowing coals to keep me warm  
'Til the finale of life is cast.

### Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every two weeks to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, three copies of the LOG, the headquarters report and minutes forms are then airmailed to the company agent in the next port of call.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer so requests it by notifying the LOG office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the LOG and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.

### Want Increase In Hospital \$

To the Editor:

We, the undersigned, believe that a man in the hospital should get more than the present \$21 a week. We think a man in the hospital should be paid by the day, and should get at least five dollars a day.

We hope the present benefit of \$21 per week can be changed to five dollars a day. A family man in the hospital needs more

overtime at all, and then cry at the payoff, or by the ones that are in favor and work all the overtime.

When you take this up the first thing that is brought up is about the choosy overtime, the overtime that nobody wants and only a few will work. This really is not so in most cases, as the word choosy overtime best fits the mates and his boys.

Each ship has a man in the underdog bracket, and it's real easy to be put into that class especially if he happens to be a delegate. Now take a man who has the 12-4 watch. He can work after 4 AM, docking or undocking, then be expected to go on deck at eight. Or he may work after 6 PM to midnight, stand a port watch or sea watch and then be expected to go on deck at eight.

This has happened more than once to get the men to turn down overtime so as to put them in the choosy class. This is not being choosy, it's discrimination against your fellow shipmates.

Overtime originally was a penalty for the company's working us more than eight hours a day, but instead if we don't get up and go to their beck and call, then we're penalized.

This LOG article, "Turned Down Overtime," I know was written in good faith but has been misused time and again. So to get this cleared up, I suggest a clarification to it be written.

I feel that the men riding these ships are best suited for this job as they are the ones

that come in contact with it and have to work under these conditions.

So I suggest to all of the members, with ideas on this subject that they send them to the SEAFARERS LOG and have them published. I believe this will be a big step toward cutting out this back-biting, and a few other names I can think of that arise because of overtime. All of the crew must think as a unit, and not as an individual. By working together as a department we can cut out this discrimination, and put a damper on a lot of this back biting. Let's all work together and make these miserable ships as much a home as possible.

Ernest K. Bryan

(Ed. Note: The item referred to by Brother Bryan appears on page 13 of this issue. It is published to remind the membership that they must take overtime as it is offered and not to refuse it because the job may be unpleasant, and then demand to be equal on overtime when easier jobs come up. In order to try and equalize overtime among all of the men, it is necessary that each take these jobs as they arise.)

~ ~ ~

### Del Mar, Mundo Draw Thanks

To the Editor:

I want to thank each and every member of the crews of the SS Del Mar and the Del Mundo for the kindness shown to my son Lionel B. Miller who passed away enroute to Brazil.

I also want to thank Charles Dowling and Captain Smith of the Del Mar. They have my everlasting gratitude. Many thanks from a heartbroken father, mother and family.

Mrs. John Miller

~ ~ ~

### Thank Union For Solace

To the Editor:

In behalf of the late Charles F. Dwyer, his family wishes to thank the SIU and all of its members for the death benefit check and for their beautiful flowers sent in his memory.

Words can never express our appreciation.

The Dwyer Family

~ ~ ~

### Appreciates SIU Baby Bond Gift

To the Editor:

Jenifer and I would like to thank you very much for your kindness and the gift of the savings bond. It is always nice to be thought of by nice people.

The savings bond will be used to help with her education in later years. Again we say thanks.

Mrs. Paul Devine

## Letters To The Editor

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

than \$21 per week. We hope this letter will bring this problem to the membership of the SIU.

E. C. deBautte, M. O. Tirado, Manuel Sanchez, C. J. Burns, Raul Lopez, Nicholas Sablin, E. Koznowsky, M. S. Trotman, Feliz Quinonez, Angel Reyes, Rodrigo Pelayo, Oscar Sorenson, William Palmar

~ ~ ~

### Questions Equal Overtime Rule

To the Editor:

This letter is about an article in the LOG about equalization of overtime. I feel that you should take this article out of the LOG and in its place, run a clarification on this overtime problem.

This article has been interpreted a dozen different ways, namely to suit a few aboard different ships, those with high overtime. At the present I am sailing on the Fort Hoskins, where this problem has



Bryan

cropped up.

On this ship that article means that if a man turns down overtime (with no excuse), then the mate does not have to call you anymore to work.

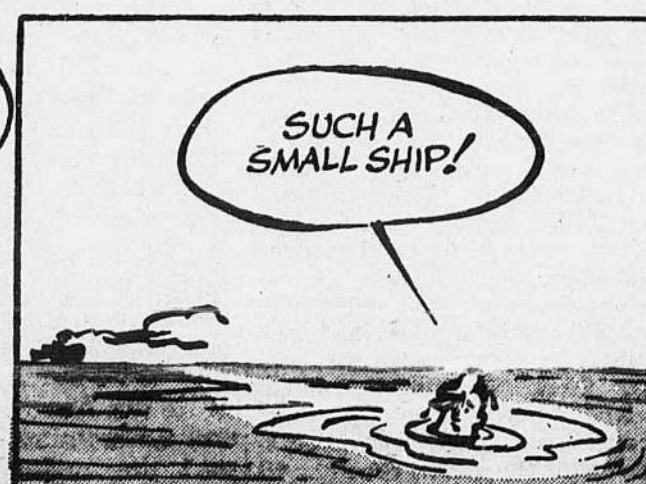
Having gone to sea for several years, I know how this will sound and how many will take it, but give me a minute before you begin with some of the favorite names for a man that will protest unfairness as to the distribution of overtime, such as choosy, etc.

These names are all well-chosen, but used loosely, usually by the few that do not work

### Back Home



"Snorting a few" in a Brooklyn establishment after paying off the Steel Voyager are (standing, l-r) Seafarers Pat Donovan and Tom Bouchard. Kneeling (l-r) are two friends, Tony and Bill. Donovan and Bouchard paid off the vessel when she docked in New York, before going on a round-the world trip.





**SEATRAN TEXAS** (Seatriner), July 25—Chairman, P. Patrick; Secretary, M. Mooney. Company agreed to pay subsistence during sandblasting to watch standers. Ship's fund \$26.44. Some OT disputed. Patrolman to be contacted in Texas City re late mail delivery and sandblasting. If linen soiled by sand to be changed that evening. Water from urn not to be used in making coffee (use tap water). Members not to interfere with line on Lyle Gun.

**ANDREW JACKSON** (Waterman), July 19—Chairman, J. Beyer; Secretary, A. Moulier. No beefs. Few hours OT disputed. Request collection be made for telegram and flow-

to steward for speaker in messroom. Few hours OT disputed. Request renewing lockers in fo'c'sles. Vote of thanks to galley for fine food and service.

**STEEL FABRICATOR** (Isthmian), Aug. 8—Chairman, L. Tarallo; Secretary, M. Principe. New delegate elected. Ship's fund \$41. Check quarters before payoff.

**JEAN LAFITTE** (Waterman), Aug. 7—Chairman, J. Kane; Secretary, N. Matgimiles. Lockers still need repair. One man missed ship in NY. No beefs. Shut off washing machine after using. Turn in dirty linen.

**DEL MUNDO** (Mississippi), July 30—Chairman, C. Ritter; Secretary, W. Walker. \$20 to be given for flowers to departed brother. Some OT disputed. No beefs. Request blackout screens for messroom and icebox. Suggest chief mate lay papers in passageways before applying fish oil on decks. Request ship be fumigated for roaches. Require washing machine for use of passengers and officers.

**PENN SHIPPER** (Penn), Aug. 9—Chairman, G. Tenley; Secretary, E. Tressnick. Request up-to-date medical supplies. One man injured. No beefs. Return cots to steward before payoff. See Captain re draws and issuing American currency instead of travelers checks. Keep pantry and recreation room clean.

**ROBIN HOOD** (Robin), Aug. 2—Chairman, Reck; Secretary, E. Trakimovich. Beef on cigarettes in East Africa. Request new coffee percolator. Suggest improvement in cooking, menus and night lunch. Baker's products not up to par.

**BEATRICE** (Bull), Aug. 3—Chairman, M. Santiago; Secretary, S. Zavadson. Check with patrolman on use of longshoremen's toilet by crew at sea. Toilet would be cleaned without OT on weekdays. New delegate elected. No beefs. Clean cups. Request less noise in alleyways.

**PENNMAR** (Calmar), Aug. 2—Chairman, T. Vablenky; Secretary, T. White. Some OT disputed. Complaint re insufficient food. Rooms need painting.

**COALINGA HILLS** (Marine Tankers), June 3—Chairman, B. Connors; Secretary, R. Garnt. Request new washing machine. No beefs; everything running smoothly. New delegate elected. Request sougeeing and painting crew's quarters, messroom and pantry.

**ALCOA PILGRIM** (Alcoa), July 26—Chairman, Kaviti; Secretary, Ainsworth. No beefs. Short one baker—to be replaced in Norfolk. Ship's fund \$8.20. No beefs. Discussion re setting up FO mess for all three meals—all agreed.

**MADAKET** (Waterman), July 8—Chairman, J. Cabral; Secretary, F. Ballard. No beefs. Crew warned about LOGs. New washing machine obtained, also water fountain. Some OT disputed. Keep laundry room clean.

July 26—Chairman, I. Crows; Secretary, J. Casral. No beefs. Ship's fund \$6.55. Refrain from using plastic glasses. Request more pastry. Vote of thanks to chief cook and crew mess for job well done.

**CHILORE** (Marven), Aug. 2—Chairman, F. Carline; Secretary, W. Smith. New delegate elected. Member delinquent in not paying dues. Request more coffee cups. Vote of thanks to steward dept. for job well done.

**JOHN C** (Atlantic Carriers), June 21—Chairman, P. Sheldrake; Secretary, L. Flax. Ship's fund \$2. Suggest beefs be settled in SIU manner. Suggest safety committee be appointed to check ship for unsafe condition. Men urged to use safety precautions while working.

**DEL AIRES** (Mississippi), July 19—Chairman, A. Doty; Secretary, R. Elliott. No beefs; everything running smoothly. Cooperation requested in keeping washroom clean.

**USAF E-42-1936** (Suwannee), Aug. 4—Chairman, F. Falt; Secretary, F. MacMaster. Discussion re new hall in Jacksonville. Clarification on port OT read and explained. No beefs. Discussed poor meals. Menus to be revised. Shore gang to keep out of messroom.

**AZALEA CITY** (Pan Atlantic), Aug. 10—Chairman, none; Secretary, V. D'Angelo. No beefs. New delegate elected. Vote of thanks to steward department.

**SANTA VENETIA** (Elam), Aug. 1—Chairman, J. Allen; Secretary, T. Conway. One man paid off. Ship's fund \$14.42. No beefs. Vote of thanks to steward department for job well done.

**DEL SOL** (Mississippi), June 7—Chairman, W. Beyer; Secretary, J. Cobb. Beefs settled. Ship's fund \$26. One man short. New delegate elected.

**STEEL SCIENTIST** (Isthmian), Aug. 2—Chairman, A. Maldonado; Secretary, F. Omega. Repairs taken care of. Water tanks to be cleaned upon arrival at Singapore. Ship's fund \$23. No beefs. Seven hours OT disputed. Vote of thanks for splendid food and service.

**TOPA TOPA** (Waterman), July 26—Chairman, M. McCawrey; Secretary, M. Knowles. Better care of washing machine requested. See about painting crews quarters. Vote of thanks

**WACOSTA** (Waterman), June 21—Chairman, R. Pradeaux; Secretary, J. Pursell. No beefs. New delegate elected. Discussion re insufficient screens to portholes. Fans to be repaired. Slop chest to be ordered in NY.

July 26—Chairman, T. Danzey; Secretary, J. Pursell. Some OT disputed. Bosun missed ship in Bremen, Germany. Return cups to pantry after using. Repair list being made up. Vote of thanks to steward dept.

**EVELYN** (Bull), Aug. 3—Chairman, S. Krawczynski; Secretary, D. Forrest. Action being taken by hq re launch service at Aquadilla. Turn in repair list. Ship's fund \$3.20—purchased five deck chairs for \$22.50. No beefs. Request new washing machine agitator.

## He Only Wanted A Night's Sleep

"I thought it was luck when I walked into the Isaiah Bar in Calcutta one hot morning in April," says Seafarer Thurston Lewis, "and the proprietor gave me the address of a hotel where I could sleep in comfort . . .

"It seemed ideal . . ."

What started to be a peaceful night ashore in the Indian port soon turned into a stay in a Calcutta jail and a nightmare for a dozen seamen from almost as many countries.

It all started when Lewis' ship, the Valiant Freedom, docked in Calcutta. Having some time off, Lewis said, he and a friend decided to take in a movie before hitting the sack in their room at the Palm Lawn hotel, the establishment recommended to them.

It was about 11 PM before they got back to their room and, having knocked about the city all day, Lewis said, they were pretty tired. "There seemed to be a party going on in one of the rooms," he wrote, "but the noise was not so much as to disturb a couple of weary seafarers."

A couple of hours later a loud banging on the door woke them, Lewis said, and he hollered for the person to keep going and keep quiet.

He soon came back, this time knocking much louder and with a "definite aura of authority," Lewis noted. When he opened the door, he found a policeman standing there.

"It was a general raid," the Seafarer said, "for it seemed everyone in the hotel was standing in front of the rooms the same as we were. A group of girls huddled together in one corner of the patio was part of the reason for the raid."

It was quite a collection herded down to the local bastille, including three other members of the Valiant Freedom's crew, an engineer and wiper off an Isthmian ship, three

Danish seamen off a Panamanian vessel, a German, a couple of Britishers, three New Zealanders and one Chinese sailor.

Instead of booking them, the police kept all of the seamen in the offices for some time. Around four AM, some four hours after they were taken in, the trouble started.

Some native prisoners were being released or transferred, when

one of the Britishers decided he had had enough of this and decided to walk out. One of the guards stopped him, none too gently, Lewis recalled, and the next thing anyone knew, the officer was blowing his whistle to call reinforcements. They quickly arrived, freely swinging their clubs.

One of his shipmates ran into the room with Lewis, but a gendarme followed and hit him from behind with a brass club. He fell to his knees, blood gushing from a wound on the back of his head. The Ger-



It doesn't seem right that Seafarer Paul Zellner, DM on the Valiant Freedom, should sport such a crop while his shipmate, P. Powers, an AB, doesn't, but that's the way it goes. His shipmates refer to Zellner's beard as an "exaggerated moustache." Powers was deck delegate on the Freedom during its last trip to the Far East.

man seafarer, Hans, was followed into the room and when he tried to protect his head with his arms, the club came crashing down, breaking his forearm and leaving it hanging limp about halfway down from the elbow. The British seafarer who tried to leave got a nasty gash over his eye.

Early the next morning the captains and mates started to arrive to bail out their men, a 500 rupee bail having been levied to hold them for a hearing. "We waited impatiently but no officer came from our ship," he complained. "We knew that the captain had had

trouble getting enough money to put out cash draws for the crew."

The chief mate from the Panamanian vessel came down to bail out his three Danish sailors, Lewis added, and, out of the kindness of his heart offered to pay our bail.

The following day a bail of 2,000 rupees was set and trial scheduled for some days later. Meanwhile, their vessel had sailed without them, Lewis said, leaving the four in the city's jail without any funds.

However, prompt action by the American consul in contacting SIU Headquarters enabled the Union to have the company cable the necessary funds to its agent in Calcutta. The consul was also able to get the magistrate to advance the date of trial so the men could try to get berths and head for home.

Though innocent, the men all pleaded guilty to the charges, rather than run the gauntlet of Indian law and justice. They were fined 150 rupees, and while his three shipmates were flown back to the states, Lewis decided to sign on the Valiant Enterprise to come back with a few bucks in his wallet.

Now on his way to Santos, Brazil, his old "stomping grounds," the Palm Lawn affair is in the past, Lewis added. He hopes nothing even remotely resembling it will ever occur again.

## Turned Down OT? Don't Beef On \$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to come up with equal overtime when the easier jobs come along. This practice is unfair to Seafarers who take OT jobs as they come.

The general objective is to equalize OT as much as possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can make up the overtime he turned down before.

## 'Sea Spray'



"Notice the smooth rhythmic lines, the beauty and grace . . ."

— by Seafarer "Red" Fink



## Dig That Locksley Style!



A recent hula hoop contest held on the Robin Locksley introduced a couple of new steps and twists to the fast growing game. Top right, Pei Sarchio executes a delicate tango-type step.

Jim Mitchell (top, left) uses some heavy "hip english" to keep the hoop spinning. Winner of the contest—the hoop.

At left, ship's photographer Alfred Porcari poses in front of one of the famous statues in Vigeland Park, Oslo, Norway.



## LOG-A-RHYTHM:

## To You

By. B. "Kitten" T.

Although you leave me crying,  
Forsaken and alone,  
My dreams are of you only,  
You'll always be my own.

Believe not what they tell you,  
That my tears are just a pose;  
They can't help being jealous,  
Of the way that our love grows.

I pray that God above,  
Will give me strength to see this  
through,  
And guide me in my lonely way,  
For without you, love, I'm so blue.

May He always keep you safe,  
Wherever you may be,  
From temptation, fear and pain,  
'Til you come back home to me.

Be true to me, my darling,  
No matter what you do,  
For you have my solemn promise,  
That I'll be true to you.

List Details In  
Cables To Union

When notifying headquarters by cable or wireless that a Seafarer has paid off in a foreign port because of injury or illness, ships' delegates should include the following information:

The man's full name, his SIU book number, name of the ship, the port of payoff and the hospital where he is being treated.

The response of ships' crews to the Union's request for these notifications has been very good. Sometimes though, not all of the above information has been included. Be sure to list all of this data so that the SIU can act as promptly as possible.

## SEAFARERS IN DRYDOCK



All it required was a teletype message and, within a couple of minutes, 12 pints of urgently-needed blood was credited to the account of a seaman's wife undergoing surgery in a San Francisco hospital. While prompt action is vital in the majority of these cases, it is just as important that a larger number of Seafarers continue to take the time out to donate blood to replenish the Union's blood bank stock that is being made available for their use and for their dependents.

A combination of back aches, leg pains and dizzy spells caused old-timer Marcellus Van Ryswyk to check into the Brighton Marine Hospital for tests and exams recently. Ryswyk, a member of the SIU since 1944, last sailed as a fire watchman on the SS Atlantic.

Leg ulcers sidelined two other Seafarers in the Brighton hospital during the past month. Seafarer Edward Sieger, former wiper on the Bradford Island, is reported making slow progress with his condition, while Charles Robinson, ex-blackgang member on



Meehan



Ryswyk

the John B. Kulukundis, states he expects to be discharged in the near future.

A bad shipboard spill laid up Seafarer James Meehan in the Norfolk hospital with a number of broken ribs, a sprained ankle and broken wrist. However, the bosun has been making good progress and expects to be released on outpatient treatment sometime this week.

Severe stomach trouble while shipping as fireman on the SS Coe Victory ended in a stay in a Honolulu hospital for Seafarer John L. Griffin. Although he has been transferred to the Norfolk USPHS hospital for further treatment, Griffin expects to be in the hospital for some time undergoing further extensive tests. Prompt treatment has helped Seafarer William Rudd in his fight against a diabetic condition and he also expects to be released from the Norfolk hospital in the next couple of weeks.

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

USPHS HOSPITAL  
NEW ORLEANS, LA.

Robert G. Barrett  
Marvin J. Blanton  
Ludwik Borowik  
Reed R. Burns  
Carter C. Chambers  
Lloyd V. Cox  
Fess Crawford  
Eugene Crowell  
Jeff Davis  
Enoch J. Gaylor  
James C. Glisson  
Herbert E. Grant  
George Hatchett  
Emile Herck  
Raymond Hodges  
Edward Knapp  
Leo Lang

USPHS HOSPITAL  
NORFOLK, VA.

William Meehan  
Claude L. Bibb  
Francis J. Boner  
John L. Griffin  
Louis Cevette

USPHS HOSPITAL  
STATEN ISLAND, NY

David C. Archia  
Charles Burns  
Robert B. Carey  
C. J. Caropreso  
Ernest DeBautie  
Norberto Esquilin  
Friedof O. Fondila  
Thomas J. Gray  
Roman Harper  
Stanley F. Hayes  
Jesse R. Joy  
E. L. Kaznowsky  
Patrick T. Kelly  
Luciano Labrador  
Frank Lijo  
Raul I. Lopez  
Edgar W. Luke  
Desmond McMahon  
A. L. Maldonado  
Granville Matise  
M. Meguisoglou  
Herman Meyer

MT. WILSON STATE HOSPITAL  
MT. WILSON, MD.

George Davis

USPHS HOSPITAL  
BROOKLYN, NY

Joseph J. Bass  
Matthew Bruno  
Gregorio Caraballo  
Leo V. Carreon  
Wade Chandler  
Joseph D. Cox  
John L. Driscoll  
John L. Gibbs  
Bart E. Gurianick  
Taib Hassan  
William D. Kenny

USPHS HOSPITAL  
FT. WORTH, TEXAS

Lawrence Anderson  
Richard Appleby  
B. J. Deibler  
James Lauer  
Woodrow Meyers

SAILORS SNUG HARBOR  
STATEN ISLAND, NY

Victor B. Cooper  
Thomas Isaksen

USPHS HOSPITAL  
BALTIMORE, MD.

Chalmers Anderson  
John Atkinson  
Clarence Banks  
Leo Barrett  
Herman D. Carney  
Gorman T. Glaze  
Emanuel D. Jones  
John Kucharski  
Antonio LaPorte  
William Little  
Anthony Pisan

USPHS HOSPITAL  
GALVESTON, TEXAS

Feyrl W. Ammons  
Clarence Ayers  
Albert W. Canter  
Wilmot S. Getty  
Robert F. Nielsen

VA HOSPITAL  
CENTER HOT SPRINGS, SO. DAKOTA

Clifford C. Womack

USPHS HOSPITAL  
BOSTON, MASS.

Martin J. Crosby  
Stanley F. Ostrom  
C. R. Robinson  
John C. Robles

VA HOSPITAL  
KECOUGHTON, VA.

Joseph Gill

USPHS HOSPITAL  
TUCSON, ARIZ.

Frank J. Mackey

SAN PATRICIO HOSPITAL  
SAN JUAN, PR

Luther J. Pate

TRIBORO HOSPITAL  
JAMAICA, NY

James Russell

US SOLDIERS HOME  
WASHINGTON, DC

W. H. Thomson

USPHS HOSPITAL  
SAN FRANCISCO, CALIF.

George D. Brady  
Chang P. King  
Antonio E. Manes  
Joseph I. Perreira  
Arthur J. Scheving

USPHS HOSPITAL  
SAVANNAH, GA.

Jose A. Blanco  
R. W. Centchevich

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Phone 502-777  
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JACKSON 5-7428  
NEW YORK.....675 4th Ave., Brooklyn  
HYacinth 9-6605  
PORTLAND.....211 SW Clay St.  
Capital 3-4336  
SAN FRANCISCO.....450 Harrison St.  
Douglas 2-8363  
SEATTLE.....2505 1st Ave.  
Main 2-0290  
WILMINGTON.....505 Marine Ave.  
Terminal 5-6617

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Phone 5-1714  
NEW ORLEANS.....523 Bienville St.  
RAMond 7-428  
NEW YORK.....675 4th Ave., Brooklyn  
HYacinth 9-6600  
PORTLAND.....211 SW Clay St.  
Capitol 7-322

SAN FRANCISCO.....350 Fremont St.  
EXbrook 7-5600  
SEATTLE.....2505 — 1st Ave.  
MAIN 3-0088  
WILMINGTON.....505 Marine Ave.  
Terminal 4-8538

## Great Lakes District

ALPENA.....1215 N. Second Ave.  
ELmwood 4-3616  
BUFFALO, NY.....914 Main St.  
GRant 2728  
CLEVELAND.....1420 W. 25 St.  
MAIN 1-0147  
DULUTH.....621 W. Superior St.  
Phone: Randolp 2-4110  
FRANKFORT, Mich.....PO Box 287  
ELgin 7-2441  
MILWAUKEE.....633 S. Second Ave.  
BROADway 2-3039  
RIVER ROUGE.....10225 W. Jefferson Ave.  
VInewood 3-4741  
SOUTH CHICAGO.....9383 Ewing Ave.  
SAGinaw 1-0733  
TOLEDO.....120 Summit St.  
CHerry 8-2431

## Canadian District

FORT WILLIAM.....408 Simpson St.  
Ontario Phone: 3-3221  
HALIFAX, N.S.....128 1/2 Hollis St.  
Phone 3-8911  
MONTREAL.....634 St. James St.  
Victor 2-8161  
QUEBEC.....44 Sault-au-Matlot  
Quebec LAFontaine 3-1569  
THOROLD, Ontario.....52 St. David St.  
CANal 7-3212  
TORONTO, Ontario.....272 King St. E.  
EMpire 4-5719  
ST. JOHN, NB.....177 Prince William St.  
OX 2-5431  
VANCOUVER, BC.....298 Main St.

## MFO

BALTIMORE.....1216 East Baltimore St.  
EAStern 7-3383  
HONOLULU.....56 North Nimitz Highway  
Phone 5-6077  
NEW ORLEANS.....523 Bienville St.  
MAGnolia 0404  
NEW YORK.....130 Greenwich St.  
CORTland 7-7094  
PORTLAND.....522 NW Everett St.  
Capitol 3-7297-5  
SAN FRANCISCO.....240 Second St.  
DOUGlas 2-4592  
SAN PEDRO.....296 7th St.  
TERminal 3-4485  
SEATTLE.....3333 Western Ave.  
MAIN 2-6326

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

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# FINAL DISPATCH

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

**Arthur S. Nelson, 72:** Succumbing to a liver ailment, Brother Nelson passed away on April 19, 1959. He is survived by his sister, Myrtle A. Bergh, of Chicago, Ill. Nelson was buried in the Oak Hill Cemetery, Chicago, Ill. He was a member of the deck department, and joined the Union in 1939.



**James Hudson, 50:** A lung ailment proved fatal to Brother Hudson who died May 9 while a patient at the Public Health Service Hospital in New Orleans, La. He became a Union member in 1951 and sailed in the deck department. His wife, Mrs. Vivian Hudson, of New Orleans, survives him. Burial was in Garden of Memories Cemetery in New Orleans.

**Albert Lambert, 59:** Brother Lambert died on July 14, 1959, at the Jefferson Davis Hospital Houston, Texas, as a result of a lung ailment. He had been a member of the steward department, and joined the Union in 1943. Surviving is his wife, Edith Lambert, of Hoboken, N.J. Burial was at Glenwood Cemetery, Houston, Texas.



**William Fischer, 47:** Brother Fischer died of a heart attack on May 6, 1959. Brother Fischer was buried at the Metairie Cemetery, La. He is survived by his wife, Thelma Fischer, of New Orleans.

**Edward B. Carpenter, 51:** Brother Carpenter died a natural death aboard the SS Alcoa Partner on June 18, 1959. A member of the engine department, Brother Carpenter joined the Union in 1938. He was buried at the Orange Hill Cemetery, Tampa, Florida. Carpenter leaves no known survivors.



**William J. Kramer, 50:** Brother Kramer died of a brain inflammation on April 4, 1959. Kramer joined the Union in 1949, and was a member of the deck department. He is survived by his wife, Koaru Kramer, of Yokohama. Brother Kramer was cremated.



**Carlos Lopez, 43:** Brother Lopez died on January 3, 1958, as a result of inhaling carbon monoxide. A member of the deck department, Lopez joined the Union in 1951. Brother Lopez is survived by his



sister Mara Lopez, of Chichon, Gibraltar.

**Julius Luksewich, 32:** A member of the engine department, Brother Luksewich died of natural causes in Kings County Hospital, Brooklyn, NY. Luksewich passed away on July 25, 1959, and was buried at St. John's Cemetery, Middle Village, NY. He leaves no known survivors.



**John Asavicuis, 56:** On June 26, 1959, Brother Asavicuis died due to a lung condition at the USP-HS Hospital, San Francisco, Calif. He had joined the Union in 1955, and was a member of the engine department. He is survived by his wife, Laura Asavicuis of Long Beach, Calif.



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

## Key Ship Bills Await OK

(Continued from page 3)  
York and Massachusetts, and by some localities, could mean taxation on seamen by several sources in the course of the same year, without regard to where they live or where most of their income is derived.

• Again in the subsidy area, a measure to encourage greater financing of new US ship construction has cleared the House and is expected to pass the Senate. This would broaden the term "alien" under the shipping laws to enable large financial institutions and others with some foreign directors to assist in new US ship financing, but would assure American ownership and control.

With some \$4 billion in new US construction slated by American subsidized operators, a proposal was introduced in the Senate last week to recognize the realities of ship financing today. Due to the differential between construction

costs in foreign yards and in the States, the Government is authorized under the 1936 Merchant Marine Act to pay up to 50 percent of the cost of building here.

Japan is now recognized as the "base" nation for most new construction but, with the differential starting to exceed 50 percent, the bill now proposed would lift the ceiling altogether. No parallel bill has yet been offered in the House on this program.

Other important measures for seamen and SIUNA fishermen and cannery workers affiliates include a bill passed by the House Wednesday (August 26) authorizing for the first time a subsidy on construction of US fishing vessels. The allowance would be up to one-third to meet the differential between costs in US and foreign shipyards. This measure is still to be acted on in Senate committee.

A proposal requiring all vessels over 300 tons to use American

pilots in Great Lakes-Seaway waters has been passed over to the next session. Measures to govern shipping in the Alaskan trade and bar ICC-railroad control over this service are also stalled.

In addition, the omnibus rivers and harbor bill, involving construction in many key port areas on all coasts, is also pending formal action by both houses of Congress. The Seaway ports are seeking prompt passage so that dredging work to make the new waterway fully useful can move ahead.

Action on the farm surplus bill is up for Senate debate early next week. The House has authorized a one-year extension, while the Senate favors a three-year authorization. A fight is still shaping up on authority sought by the Agriculture Department to move US farm surplus cargoes through Canadian Seaway ports, although the Department says "50-50" will still apply. Efforts are being made to amend this section so that loadings can only be made in American ports.

## 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:

**Henry Bonura**, born August 13, 1959, to Seafarer and Mrs. Victore Bonura, New Orleans, La.

**Audrey Brewer**, born July 29, 1959, to Seafarer and Mrs. Jack Brewer, New Orleans, La.

**Rachel Callahan**, born August 16, 1959, to Seafarer and Mrs. Robert Callahan, Irvington, Ala.

**Brenda Canady**, born July 19, 1959, to Seafarer and Mrs. Ronald Canady, St. George, Ga.

**Phyllis Cox**, born July 24, 1959, to Seafarer and Mrs. James Cox, Baltimore, Md.

**Gary Dean**, born August 10, 1959, to Seafarer and Mrs. George Dean, Whister, Ala.

**Gerold Erlinger**, born April 12, 1959, to Seafarer and Mrs. Gerold Erlinger, Trail, Ore.

**Wanda Fillingim**, born August 11, 1959, to Seafarer and Mrs. Ollice Fillingim, Chickasaw, Ala.

**James Grifford**, born July 1, 1959, to Seafarer and Mrs. Thomas Grifford, Brookhaven, Miss.

**Rhonda Hamm**, born May 29, 1959, to Seafarer and Mrs. Jiles Hamm, Newport News, Va.

**Virginia Hartmen**, born June 11, 1959, to Seafarer and Mrs. Donald Hartmen, Seattle, Wash.

**Michael Hommel**, born June 22, 1959, to Seafarer and Mrs. Robert Hommel, Atmore, Ala.

**Priscilla Jordan**, born July 22, 1959, to Seafarer and Mrs. James Jordan, Mobile, Ala.

## NY Maps Big Labor Day Fete

Seafarers and all American workers will mark the 77th observance of the Labor Day holiday on Monday, September 7, this year.

Aboard ship, the annual observance is expected to be noted by festive holiday dinners for all hands as the galley force puts its best foot forward for the occasion. Ashore, the Labor Day holiday has come to mean not only a salute to the working men and women of the nation, but also the signal for the end of the summer vacation season and, for the youngsters, the start of the slow trek back to school.

In New York, where the pioneer Labor Day celebration got underway in 1882, AFL-CIO unions will stage the first Labor Day parade in 20 years with the traditional floats, flags, banners and bands. The SIU and its affiliated unions are expected to participate in the program sponsored by the New York City AFL-CIO Central Labor Council.

The marching will get underway at 10 AM along Manhattan's famed 5th Avenue, beginning on 26th Street and winding up on 60th Street. Participating unions estimate that some 150,000 union members will take part in the demonstration of labor unity. NY Mayor Robert F. Wagner has proclaimed September 7 as "City of New York Trade Union Day."

## PERSONALS AND NOTICES

**Charles Peczack**  
A registered letter for you from M. Lavine of San Francisco being held at the LOG office in Headquarters. Please send forwarding address immediately.

**George Allen Leach**  
Contact your wife as soon as possible.

**Frank Wasmer** would like to have some of his old shipmates contact him at 5227 College Avenue, Kansas, Missouri.

**Edmund K. W. Erickson**  
Your Coast Guard discharges left on the Wacosta are being held

for you by the dispatcher at headquarters.

Anyone with information concerning the whereabouts of Emory Smith, ex-Williams Victory, is asked to get in touch with R. Daugherty Tariner at 127 W. Broad St., Hopewell, NJ.

**Francisco Pacheco**  
Eusebio Rodriguez would like you to get in touch with him in Mayaguez, PR.

**Paul Huggins**  
Get in touch with H. F. Holmes at 7020 North Clark Avenue, Tampa, Fla.



# ITF Drive Cuts Liberian Fleet

The worldwide anti-runaway campaign by maritime unions affiliated with the International Transportworkers Federations is producing significant results—including a sharp decline in new construction for Liberian registry.

Principal post-war haven for American-owned runaway shipping, Liberia is now rapidly losing ground as a sanctuary for the big tanker interests. A report by Davies & Newman, Ltd., British ship brokers, showed that the British flag accounted for fully one-fourth of the net increase of 2.7 million tons in the world tanker fleet during the first six months of this year.

The cut-rate Liberian flag not only lagged behind Britain, but also behind Norway, the US, Japan, Greece and the Netherlands over that period. The decline is attributed to the spotlight focused on runaway operations by the ITF.

SIU and NMU have already announced plans to organize American-owned runaway vessels through a special organization. This group, which would include US officers unions, would move to bring the wages and conditions of runaway ship crews up to legitimate levels.

Meanwhile, despite the depressed state of the oil trade, the American-flag tanker fleet—the only non-subsidized segment of US-flag shipping—has continued to expand. The US-flag tankship fleet now has a tonnage capacity 11.3 percent higher than in mid-1957, and another 28 tankers are on order in American yards for US registry.

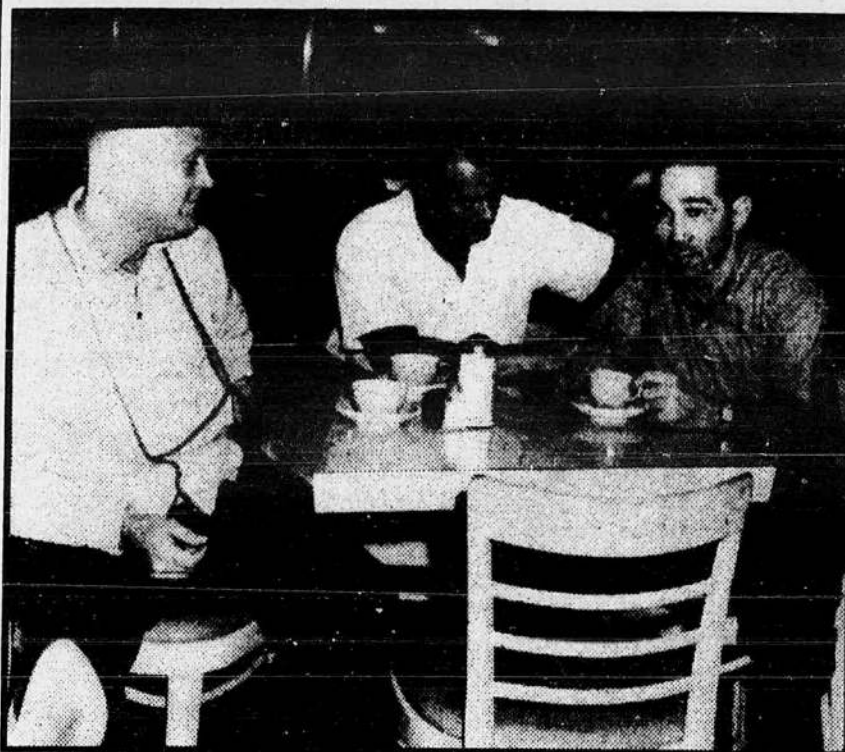
However, one oil company report forecasts that the US, now in second place behind Liberia in world tanker capacity, will drop to fourth place by 1963.

US-flag tonnage has also gained in the dry cargo field, where a total of 29 ships have returned to American registry since the end of 1957, 18 of them in the first six

months of 1959 alone. The return of the dry cargo ships is attributed to the "50-50" law, which US maritime unions have strongly supported, since the competition for "50-50" cargoes is much keener for the foreign flags. At the same time, companies such as Standard Oil of California, are seeking permission to bring their foreign tankers back for use in the domestic oil trade.

The registration of large numbers of new tankers under the British and Greek flags is viewed in some quarters as a challenge to the ITF policy that union jurisdiction over runaway vessels is to be determined by the nation in which the ownership or control of the ship is vested.

## Champ Visits NY Hall



Chief Steward E. Rosado checks the muscles that twice earned veteran boxer Willie Pep the title of "World Featherweight Boxing Champ." Pep dropped into the SIU cafeteria at New York hall with a former amateur opponent, Seafarer Tony Petrillo (left). After a life-time career of over 300 fights, with only 13 defeats, Pep now operates a New York cafe.

## President Signs PHS Fund Bill

WASHINGTON — President Eisenhower has signed the appropriation bill covering activities of the US Public Health Service following its approval by Congress. The measure is the first piece of vital maritime legislation on which action has been completed so far this session.

Funds appropriated for "hospitals and medical care" represent a gain of \$1.1 million over last year's figure, assuring no cut in existing services for the care of merchant seamen at the 16 PHS hospitals now being operated. The final figure is the same one recommended in the President's budget message in January.

A slightly higher figure than in 1958 is also allocated for some 125 out-patient facilities maintained by the Public Health Service. This is supposed to cover new personnel as well as higher food and material costs.

### No Opposition

In all, the PHS appropriation faced no major opposition this time out, despite earlier plans indicated by its parent agency, the Department of Health, Education and Welfare, to shut down some major facilities.

Although the PHS outlay is higher for this 1959-60 fiscal year, which ends next June, there may still have to be some belt-tightening. The increased funds are not expected to be enough to cover cost increases at various PHS installations.

## SIU, NMU Ask Tanker Aid

WASHINGTON—The SIU, NMU and independent tanker-owners have formed a joint labor-management committee to spark long-term employment for American-flag tankers, particularly in the US oil import trade. Co-chairmen of the committee on the labor side are Paul Hall, president of the SIUNA, and Joseph Curran, president of the National Maritime Union.

The joint industry committee has charged that the "un-American policies of the major international oil companies" has virtually excluded the American-flag tanker from the oil import trade.

American-flag participation has declined from a level of 76 percent in 1946 to the present low of 2 percent at the same time the volume of imports has quadrupled. The US imported 20 million tons of oil in 1947. An estimated 85

million tons will be brought in, almost entirely by foreign-flag tankships, during 1959.

As part of its program, the new group will attempt to bring to the attention of Congress and the public the fact that the present exclusionary practices fostered by the oil companies are dangerous to American national defense and imperil US foreign policy in the Middle East.

Most of the big oil companies are keeping tankers under the US flag only for the domestic trade, from which foreign ships are excluded. Independently-owned tankers account for only 10 percent of the

US-flag tanker fleet and independent tanker owners have charged that the chartering practices of the oil company fleets are destroying the small fleets that remain.

One major aspect of the committee's work will be to spotlight the fact that commercial imports are not being carried at "fair and reasonable rates." American consumers are paying the same price for Middle East oil as for domestic oil, the committee pointed out, despite the wide spread between tanker rates.

As a result, "the American consumer is actually paying for using American-flag tankers but they are not being used." The difference pocketed by the oil companies should be more than adequate, the committee said, to assure full employment for US-flag tankers plus substantial profits for the oil companies.

Earlier, Sen. Warren G. Magnuson, chairman of the Senate Foreign Commerce Committee, called on the Government for answers to some "serious questions" regarding the state of the US-flag tanker fleet. He again questioned Government reliance on runaway tankers for US mobilization purposes.

The committee is known as the Joint Committee for American-Flag Tankers. Executive director for the new group is B. B. Howard, Jr., whose father was head of Jersey Standard Oil's shipping operations until 1954.

## SIU Eyeglass Plan Starts In Lake Charles

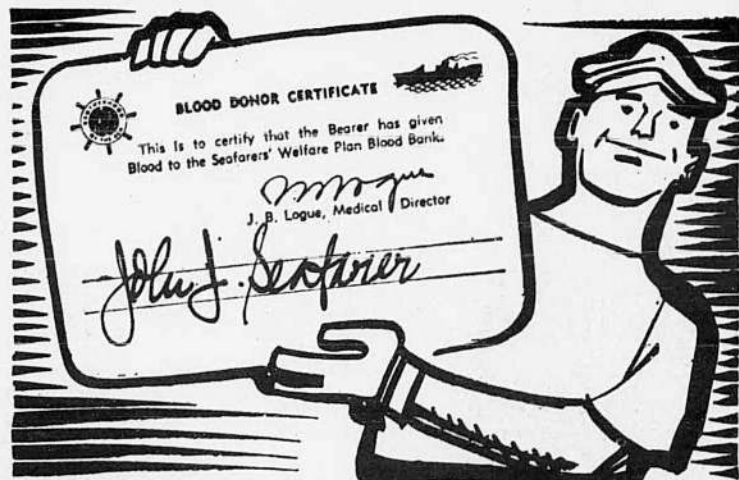
LAKE CHARLES—Seafarers on the beach in this port may now avail themselves of the eyeglass benefit provided by the SIU Welfare Plan. Arrangements have been completed with a local company for all members to have their eyes checked and fitted with glasses, if needed. Seafarers should see the dispatcher and make an appointment, Charles Kimball, acting agent, reported.

Service is fast, Kimball said, and if a man registers for an appointment early in the week, he should be fitted out in no time.

Shipping for the port was only fair during the past two-week period, Kimball said, but should improve in the future. A number of standby calls including one for five men to paint the CS Norfolk, helped ease the lists during the last week, he noted. A number of replacements shipped to in-transit vessels also helped.

There was a total of eight vessels calling in port over the past period. The Chiwawa (Cities Service) was the only vessel paying off, while the remaining seven ships, all Cities Service vessels were in transit. They were the Winter Hill, Bradford Island, Chiwawa (twice), Council Grove, Royal Oak and CS Miami.

## SIU BLOOD BANK HONOR ROLL



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

McAdams, Lawrence  
Punch, Early A.  
Pitt, Charles M.  
Stokes, Jerome F.  
Arscott, David  
Sylvestre, Albert J.  
Crawford, Bennie  
Kelly, Lang M.

Behan, John F.  
Bedgood, William  
Gioelli, Joseph  
Abrams, John B.  
Medina, Marcus E.  
Curran, Hugh D.  
Krause, Paul E. Jr.  
Rodowsky, Joseph P.

Decker, Curtis  
Drozdowski, Paul P.  
Filosa, Michael A.  
De Jesus, Damasoo  
Alexander, Lancelot  
Thomsen, Helger IB  
Trice, William  
Fisher, James H.  
Nelson, Harry C.  
Scaturro, Joseph A.  
Raptakis, Peter  
Larson, Harry T.  
Linker, William G.  
Siems, Hendrik F.  
Starckx, Henri B.  
Goldfinger, Nathan  
Camarda, Frank  
Doak, William J.  
Jugan, John  
Lane, Edward J.  
Mitsis, Nickolos  
Peliksz, Stanislaw  
Sieradzki, Eugeniusz  
O'Mara, Eugene T.  
Jackson, Thaddeus S.  
Bentz, Frederick M.  
McDaniel, Carl Max  
Collins, Herbert  
Bellefontaine, Ronald  
Phifer, Robert D.  
Colon, Juan  
Blues, Frank  
Ravettini, Andrew J.  
Wile, Garret A.

