

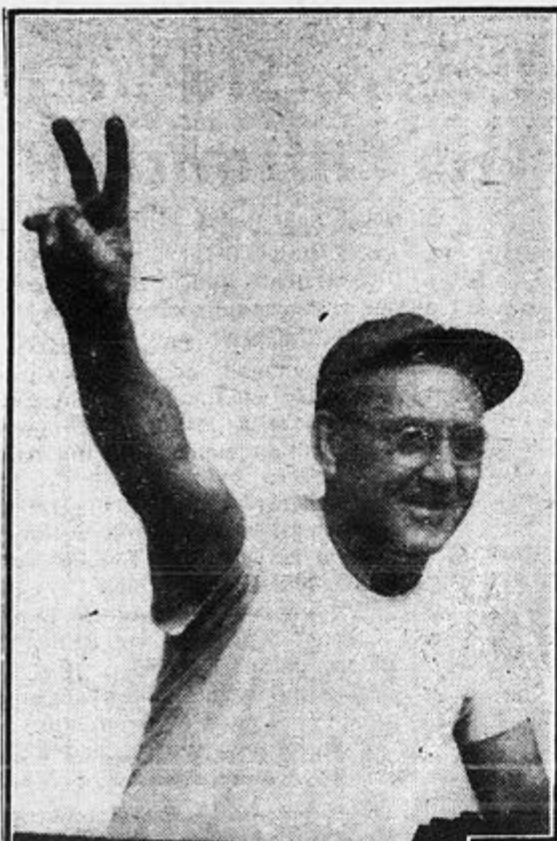
• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO •

PHS THREATENED BY ECONOMY MOVE

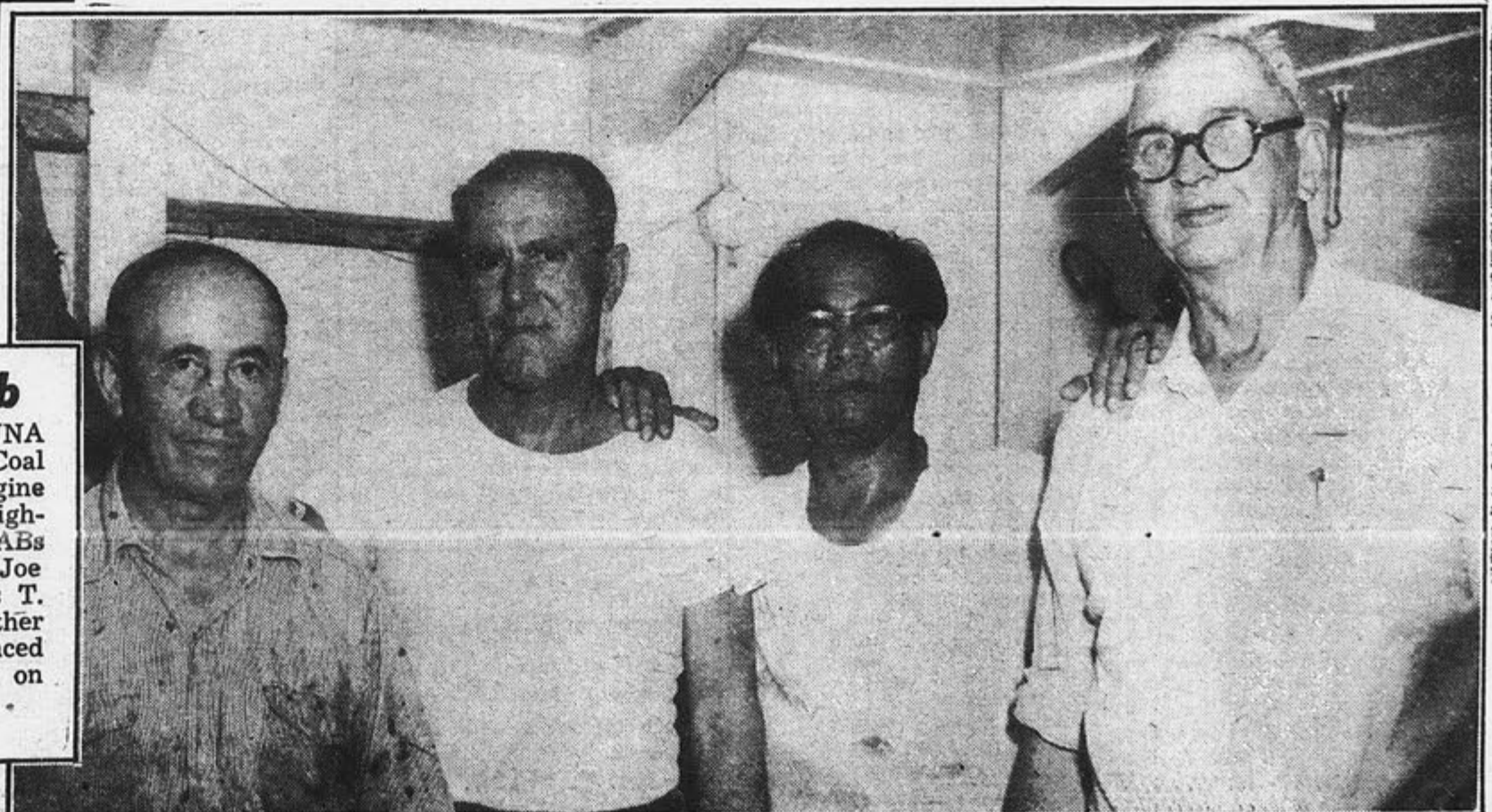
Story on Page 3

12 Ships Now Idle In Bull Strike

Story on Page 2



River Queen. Straddling almost all of the Savannah River, the SIU-manner tanker Cities Service Miami, the largest ship ever seen in Savannah, created quite a stir in the Georgia port city this month. Tugs are shown turning the 32,500-ton vessel around to head her out to sea again after discharging.



Oldtimers On Job

Spirit remains high among SIUNA oldtimers in the American Coal beef, as Carey J. Beck, SIU engine utility (top), gives victory high-sign on Harry L. Glucksman. ABs Robert Dunkelberger, SUP; Joe Savoca, SIU, and SIU bosuns T. Cepriano and E. Anderson gather in messhall. Cepriano replaced Anderson on the ship. (Story on page 5. Feature on page 8.)

Mr. 'Ethics' Plays 'Position'



Curran Now Admits Blacklist

After vehemently denying that he or the National Maritime Union had anything to do with the American Merchant Marine Institute's industry-wide blacklist, NMU President Joseph Curran now blandly admits its existence in the latest issue of the "Pilot."

What's more, Curran concedes that individual companies have been blacklisting NMU members for many years now. NMU's action in such instances, Curran says, consists of taking a "trade union position"—whatever he means by that.

Curran's latest on the subject in the September 12 "Pilot" followed weeks of indignant denials that he had anything to do with the blacklist machinery set up by the AMMI and the Marine Index Bureau. The latter is an investigations agency used by company agents in dealing with seamen's injury claims. Curran had persisted

in this position in the face of AMMI President Ralph Casey's written statement to the steamship companies to the contrary. Casey wrote that the matter was taken up with the NMU, which entered into negotiations and amended its employment clause to pave the way for the blacklist as "a corollary to this revised employment clause . . ."

Denounced Casey

Curran even carried his pretense to the point of writing Casey a letter "denouncing" him for setting up the blacklist—all this after NMU had agreed to it in negotiations.

Now, Curran openly admits, not only is there a blacklist but, as the LOG had pointed out many times, it existed for years on the basis of individual company action. The companies, Curran says, "simply kept files on the man and when he came down to the ship for employment, they rejected him . . . the shipowners were in the habit of maintaining a lifelong penalty against men guilty of only one infraction of their rules."

Of course, the industry-wide blacklist means the companies have refined the whole operation by setting up a central bureau for that purpose. The idea was simplicity itself. In the SIU and affiliated unions there were pioneering moves in past years in the area of industry-wide vacation and welfare plans as the most efficient system for the benefit of the membership. The NMU, by making use of the industry-wide formula for the shipowners' purpose has earned itself the dubious distinction of being first (and only) with an industry-wide blacklist.

Curran Kids Membership

In attempting to excuse this procedure to his membership, Curran declared that "when we receive such letters [notices of blacklisting—ed.] from the companies, the union attempts to determine the facts and takes a trade union position on them."

What Curran doesn't tell his membership is that no other union in maritime would permit any company to operate any kind of

No Break In Bull Strike; Court Sessions Continue On Co. Injunction Move

The SIU's strike against Bull Line was in its sixth week today with picketing continuing on three fronts despite company moves for an injunction. Seafarers now have picketlines up in Baltimore and San Juan, as well as New York.

A second company try for an injunction is still under study following a hearing Wednesday before a court-appointed referee. A similar hearing is scheduled for Monday on a Bull Line petition to bar picketing by the Masters, Mates and Pilots and the Marine Engineers Beneficial Association.

The licensed officers went out on strike in separate wage disputes with the company two days after the SIU strike was called on August 19th. All three unions have had their own picketlines up since that time.

All but a handful of the company's ships are still in operation and are expected to be tied up on arrival. The Ines heads the list of ships due back from offshore voyages and should be in New York this weekend. The others

are the Arlyn, Hilton and Suzanne.

The remainder of the Bull Line fleet is idled either in Norfolk or in one of the struck ports. In addition, the Dorothy is laid up in a Chester, Pa., shipyard, and the cablelayer Arthur M. Huddell is inactive at Port Angeles, Wash.

Unable to get the SIU's peaceful picketing barred by an injunction in its first attempt in Brooklyn Supreme Court, Bull Line is trying again with a petition. Following preliminary hearings, Justice James S. Brown named former Justice John MacCrate of the Appellate Division as a referee to hold further hearings on the amended Bull Line petition. One hearing has already been held this week.

The strike began following a breakdown of negotiations that began last June between an SIU committee and the company. The talks got underway after the SIU moved to reopen its agreement on wages and other monetary matters under the standard reopening clause in SIU contracts. Negotiations reached an impasse over Union demands for parity with the West Coast on overtime and penalty rates plus a 20 percent across-the-board wage increase, all retroactive to July 1, 1957.

Picketlines went up two days after the 60-day strike notice required under the Taft-Hartley Law expired on Saturday, August 17. The membership had previously authorized strike action in the event the wage talks broke down.

Separate negotiations by the MM&P and MEBA bogged down on the officers' demands for a six percent general wage increase plus additional compensation for the mates and engineers under a June 15, 1957 wage review.

First ship affected by the strike

was the Frances, which was tied up on arrival the day the strike began, and then the Kathryn, Beatrice and Elizabeth. The Carolyn and Jean were struck in San Juan two weeks ago. Ships' radio officers and pursers, as well as longshoremen and teamsters, have all respected the various union picketlines.

Turn Back 45 Vessels To Reserve

WASHINGTON—One-third of the 134 Government-owned ships bareboated by private operators last year are already back in lay-up or heading back to the boneyard.

The current cargo slump will re-idle 45 ships operated by ten companies under the charter program. None of them are operators under contract with the SIU.

An additional seven ships now being used by the Military Sea Transportation Service will be re-delivered in the near future, leaving a total of 87 still under charter. About half of them are carrying Government-sponsored cargoes. The rest are split between the coal trades and berth operators.

The companies, covering all coasts, and the number of ships involved, are as follows: American Export, 6; Arrow, 2; A. L. Burbank, 2; Greece, 1; Isbrandtsen, 10; Luckenbach, 4; Lykes, 6; Marine Transport Line, 4; Pacific Atlantic, 1; Pope & Talbot, 5; T. J. Stevenson, 1, and Stockard, 3.

Ask Curran Boot From Ethics Body

Objections are increasing within AFL-CIO Maritime ranks to NMU President Joseph Curran's membership on the AFL-CIO Ethical Practices Committee. Additional unions are raising questions following the stand taken by the SIU, the IBL and others that Curran is unfit to serve on the committee.

The objectors point to several actions by Curran which reflect unfavorably on him and could be used to embarrass the committee and undermine its authority. They cite as examples Curran's open support of the AFL-ousted International Longshoremen's Association against the AFL-CIO, his cooperation with steamship management in the blacklisting of seamen, his intimate relationship with the president of United States Lines, as reflected in his membership on the so-called maritime "labor-management committee," his endorsement of sweetheart contracts and paper locals as in the District 50-American Coal Shipping set-up.

Under those circumstances, they point out, an accused individual brought before the committee could raise embarrassing questions about the fitness of one of the judges.

blacklist. They realize that seamen, being hired out of the union hall several times a year in the normal course of events, are particularly vulnerable to loss of livelihood if a company could arbitrarily reject them. A true trade union position is "no blacklist allowed."

Instead, responsible union procedure is to set up union machinery for dealing with performers and foul-ups. Such machinery, under the control of rank-and-file membership committees, assures protection against personal grudges of ships' officers or company administrators.

Whatever Curran means by a "trade union position" (and judging from his "trade union positions" on the ILA and District 50, that's a pretty elastic term in his book) it is obvious that NMU men have been blacklisted in the past and are being blacklisted today, with the consent and approval of the NMU.

Curran's Excuse

As would be expected, Curran excuses the whole system by claiming that it is aimed at the "performers" of whom he says, "We want to see them eliminated from the industry."

It doesn't take much figuring for any seaman to realize that all a shipowner has to do to get rid of militant union men is to label them "performer" and make them walk the plank. Curran found the blacklist mighty handy in the past to deal with some of his opposition on the ships. It is a powerful club to have around whenever any crewmember talks back on a beef or speaks critically of the NMU's policy.

Who is Herman E. Cooper?

What is his role in the trade union movement? These questions will be developed in future issues of the SEAFARERS LOG.

Second US Gas Turbine Vessel Sails

A converted Liberty ship powered by the world's largest free piston gas turbine sailed from New York last month for operating tests.

The gas turbine ship William Patterson, which is propelled by a 6,000-hp engine, will carry military cargo to Northern Europe during the experiment. It is the fourth Liberty in the Government's \$12 million experimental conversion and engine replacement program, and the second powered by a gas turbine.

Power for the Patterson is supplied by six free piston gas generators, or "gasifiers" on a common piping, and a turbine. The gas generator produces hot gases for the turbine, which supplies shaft horsepower.

The gasifiers can use Bunker C and other low grade fuels, and have high thermal efficiency. General Motors, which developed it, believes that the plant will be approximately 20 percent more efficient than equal size steam or centrifugal gas turbine installations.

The Maritime Administration believes that the free piston plan offers "exceptional possibilities" for future applications.

Strike Ends At Union Oil

SAN FRANCISCO—Members of the Sailors Union of the Pacific have started manning vessels of Union Oil's Pacific Coast Transport fleet after the company signed a contract with the Radio Officers Union settling their 11-week strike.

The ROU struck the company in June. The union sought wages in the Union Oil fleet on a scale with those paid in other fleets. The contract grants immediate wage and benefit increases, with parity being achieved by a second wage increase on January 1.

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Back Door Attack Hits PHS

Savannah, 3 Other Hospitals Threatened In Economy Move

WASHINGTON — A renewed attack on Public Health Service hospitals for seamen has been launched by the Bureau of the Budget. After allowing this year's appropriation for the hospitals to go through without a murmur of opposition, the Bureau is now sharpening the ax for next year.

The first step in the campaign is a move to shut down Public Health hospitals in Savannah and three other cities. The move is in the form of a "survey" which will "determine the most effective and economical means of providing medical care for its beneficiaries now receiving care through Service hospitals located in Chicago, Detroit, Memphis and Savannah . . ."

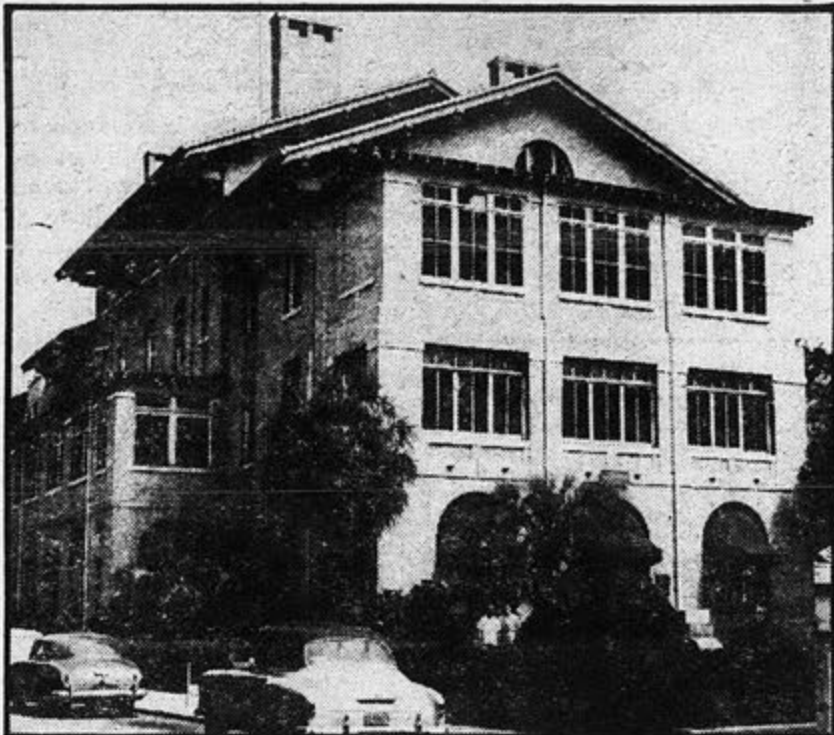
The announcement adds "The new studies will be made as a result of a suggestion by the Bureau of the Budget that perhaps other medical care facilities in these areas could provide satisfactory medical care more economically."

PHS Now Target

While the Service announcement tried to soften the blow by stating that "no immediate changes are contemplated in the existing program," SIU headquarters is convinced that the PHS hospitals are now the target for Administration forces who are out to shut them down.

The point of the proposed survey is to determine whether seamen and others eligible for PHS care could be treated more cheaply by entering into contracts with private doctors and private facilities. If the survey were to come up with figures "proving" a saving, it is expected that tremendous pressure would be brought to bear to bring about abolition of the present PHS program.

Union reaction to the latest attack on the hospitals was swift. "The SIU serves notice," Secretary-Treasurer Paul Hall declared, "that it will oppose very strongly any renewed efforts to whittle away the PHS medical care program for seamen. Destroying Pub-



Under fire once before, Savannah PHS hospital is one of four such facilities which could be closed if survey ordered by Bureau of Budget finds that private treatment is "cheaper."

lic Health Service facilities for the sake of paper savings is the falsest kind of economy which will only result in added costs to the Government and the shipowner in the long run."

Cut Rate Medical Care

Experts on medical care and hospital administration agree that it would be practically impossible to provide services the hospitals now offer under the proposed contract system. What it would mean is that existing medical services to seamen would be sharply cut back because an adequate private program would cost far more than the present cost of the hospitals. The real target of the survey then, is reducing or doing away with medical services for seamen.

The high cost of private medical services for seamen has been confirmed by the experience of PHS in cases where seamen have been hospitalized elsewhere because of an emergency. (See story adjoining).

Once before, in May, 1953, the Savannah hospital was the target of the economy ax when Mrs. Oveta Culp Hobby, then Secretary of the Department of Health, Education and Welfare, proposed closing the Savannah, Fort Stanton and Cleveland hospitals. The last two were shut down, but a vigorous SIU campaign saved the Savannah hospital.

It was admitted at the time by a Department spokesman that closing of the Savannah hospital would be a serious reduction of medical services to US seamen since it is the only such facility existing between Norfolk and New Orleans.

Lundeberg Intervened

After the Savannah closings were rescinded, Mrs. Hobby came up later in the year with a proposal to shut down all medical treatment facilities for seamen. That proposal blew up a storm of protest in maritime quarters. The Hobby plan was dropped in 1954 after the late Harry Lundeberg, SIU of NA president, had a conference on the sub-

ject with President Eisenhower at the White House.

Now the Budget Bureau seems bent on resuming a piecemeal attack on the hospitals in the hope that such a move would stir up less opposition than the wholesale shutdown.

Aside from providing medical care to seamen, Coast Guardsmen and to several groups of Federal employees, the PHS hospitals have served as training centers for MDs, specialists and technicians, many of whom later go out and serve the community in private practice. Closing of the hospitals would add to the serious shortage of such training facilities. The hospitals have also made notable progress in many medical research areas.

Emergency? Notify PHS, Crews Told

Seamen who are hospitalized in emergency cases in facilities other than those of the Public Health Service are urged to contact the PHS as soon as possible so that a transfer can be arranged.

The rules of the Service permit the hospital to take financial responsibility for seamen's care at other facilities in genuine emergencies. However, the Service is anxious to reduce such situations to a minimum. In many instances, the cost of such emergency treatment at private facilities has proven to be excessive.

Consequently, ship's officers, crewmembers and others are urged to contact the nearest PHS facility immediately in an emergency to prevent hospitalization of seamen at other facilities or to secure transfers as soon as possible. The PHS maintains ambulance services for such cases.

In New York, the hospital telephone is Gibraltar 7-3010.

How To Help The Hospitals

The latest threat to the Public Health Service hospitals can best be answered if Seafarers, members of their families and friends let Congress and the Administration know where they stand. The SIU is convinced that closing of the Savannah hospital, should it take place, would be followed by further cutbacks in the Public Health Service. Write now to the officials and Congressmen listed below as well as to your own Senator and Representative.

Marion B. Folsom, Secretary, Department of Health, Education and Welfare, Washington, DC.

Dr. Leroy Burney, Surgeon General, US Public Health Service, Washington, DC.

Sen. Lister Hill, chairman, Senate Committee on Labor and Public Welfare; Senate Office Building, Washington, DC.

Sen. Warren G. Magnuson, chairman, Senate Interstate and Foreign Commerce Committee, Senate Office Building, Washington, DC.

Rep. Herbert C. Bonner, chairman, House Committee on Merchant Marine and Fisheries; House Office Building, Washington, DC.

Rep. John E. Fogarty, chairman, House Subcommittee on Labor, Health, Education and Welfare; House Office Building, Washington, DC.

Wage, Pension Benefits Gained In Pacific Pact

SAN FRANCISCO—Joint negotiations by the three unions of SIU Pacific District with West Coast shipowners has again paid off for the membership, this time in increased wages, pension payments, logging limits and pre-shipping medical examination facilities.

The new pension which will apply to the members of the Sailors Union of the Pacific, the Marine Firemen, and the Marine Cooks and Stewards have been ratified by the respective memberships.

Under the new agreements wages were increased \$20 to \$37 a month with cargo and freight handling penalty rates going up ac-

ordingly. Overtime rates for entry ratings was increased to \$2.25 an hour while they jumped to \$2.98 cents and hour for rated men.

Under the new scales, a bosun on a passenger ship will make \$707 a month while a bosun on a small freighter will draw \$574 a month. AB watch-stander rates are now \$478 per month.

Payments under the three-union combined pension plan were increased by 25 percent, bringing the maximum payment up to \$125 a month. Also accepted was the abolition of two-for-one loggings as of the first of October.

In addition to wage and pension increases, the operators agreed to pay five cents a day per man to build medical clinics. The clinics, which will be named the Harry Lundeberg Memorial Clinics, will furnish pre-hiring medical examinations to all union members returned to jobs. Examinations by the clinics will be accepted by all of the contracting companies.

It was also announced that a joint approach would be held with the Internal Revenue Department to work out a more equitable system of taxing seamen's wages. The Department now considers wages as earned when paid. But in some fields, especially the maritime industry, this results in a seaman being taxed in one year for money earned during an earlier period, often pushing up the tax rate accordingly.

Some recommendations to remedy this situation, outside of a Government ruling, would be to have the company pay a seaman his earned income before the end of the tax calendar year, or to adopt a pro-rata payment system.

Seattle Slows, Ratings Ample

SEATTLE—A proposal was made at the last membership meeting, reports Jeff Gillette, port agent, concerning the possibility of having a patrolman stationed in Portland, Oregon, to service vessels docking in that area. As it now stands the patrolmen have to work out of the Seattle hall and spend most of their time traveling anywhere from the Canadian border to Coos Bay.

It has been a slow period on the shipping front. Although registration has dropped off slightly, the port has plenty of rated deck and steward department men.

The SS Wild Ranger, Fairport, Yaka (Waterman) and Ocean Joyce (Ocean, Trans.) paid off during the past two weeks. The Wild Ranger, Fairport and Ocean Joyce signed on again while the Yaka went into temporary lay-up. She is expected out again in approximately two weeks.

The Texmar, Seamar (Calmar) and Rebecca (Intercontinental) put into port to be serviced.

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:

- October 2
- October 16
- October 30
- November 13

St. Louis MTD Council Chartered



Charter for newest MTD port council is presented in St. Louis by Harry O'Reilly, executive secretary of the AFL-CIO Maritime Trades Department (right), to council president John Nabor, secretary-treasurer of Teamsters Local 688. Looking on (l. to r.) are council secretary Edward Adams of the Masters, Mates & Pilots and Edward Weber of Firemen & Oilers Local 6, council vice-president.

Pocket-Size 'Bug' Is Business Must

Minature tape recorders that can be carried in a pocket are becoming a popular item among business and labor spies the "Wall Street Journal" reports. The "Journal" calls tape-recorder eavesdropping a "rapidly growing development" in the business world and cites figures showing that one manufacturer of a midget recorder tripled his sales in two years.

The midget recorders, the paper says, "are finding much use in give-and-take labor negotiations." It quotes a New York "security consultant" (ex-lie detector specialist for the Armed Forces) as reporting that they sometimes are planted in rooms "where labor negotiators are planning strategy." In addition, recorders find a multitude of uses in the business

be carried in a briefcase and cover a 60-foot range. A tie-clasp usually serves as a convenient place to hide the mike.

It seems the only way to make sure conversations are not being "bugged" is to hold meetings in bathing suits in a rowboat 40 yards from shore. But somebody had better check that rowboat first.

'Worker' Down To Four Pages

The New York "Daily Worker," voice of the Communist party in America has become a victim of capitalism and is forced to make "drastic changes" in its fight for survival. The newspaper is now going to publish only a four-page edition, four days a week.

In a front page editorial, the Worker announced that "constantly falling circulation and a virtual ban on advertising" with "mounting publication costs," were major causes behind the cutback.

The paper, which had been the official organ of the US Communist party since 1924, has "reached bottom" financially. Instead of its usual eight-page, five-day-a-week publication, the paper will now come out with a four-page edition, Monday through Thursday, and its 12-page weekend edition on Fridays.

According to figures quoted in the editorial, the paper's deficit is approaching the quarter million mark while its income for the past year is running \$50,000 below last year's. A major setback was the failure of the paper's spring fund raising drive to meet expectations. Of the \$100,000 goal, it has been able to raise only \$45,000 so far.

It was just over two weeks ago that the Communist party in the US announced that its membership had dropped down to 10,000, a loss of some 7,000 members in the past year alone. As for circulation, the paper, which had boasted of a reading public of 100,000 in the '30s, now moans of "slightly under" 10,000 daily, and "slightly over" 13,000 on the weekends.

Let's talk... man to man!



arena whether it is spying out information about a competitor's plans or making sure the prices quoted by salesmen are on the level. The recorders are so efficient that the chairman of a New York State legislative committee said that "wire tapping is small potatoes."

A typical unit, one of the smallest available, is less than seven inches long, four inches wide and 1 1/2 inches deep. It can pick up sound from 20 feet away and record 20 minutes' conversation. Other, larger-sized ones can easily



Shipping Round-Up & Forecast

September 4 Through September 17

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	7	2	4	3	4	2	15	7	22
New York	78	18	36	13	52	10	166	41	207
Philadelphia	26	5	16	11	8	6	50	22	72
Baltimore	53	17	46	17	33	13	132	47	179
Norfolk	17	5	9	3	10	6	36	14	50
Savannah	10	1	8	2	4	0	22	3	25
Tampa	5	6	2	3	3	3	10	12	22
Mobile	26	5	15	10	24	1	65	16	81
New Orleans	74	17	58	25	67	28	199	70	269
Lake Charles	13	7	10	6	2	5	25	18	43
Houston	32	19	29	12	17	10	78	41	119
Wilmington	20	9	7	10	17	2	44	21	65
San Francisco	30	14	28	22	27	14	85	50	135
Seattle	16	14	19	19	20	4	55	37	92
Total	407	139	287	156	288	104	982	399	1381

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	2	1	0	1	2	0	4	4	0	8
New York	44	6	6	44	5	5	37	9	4	125
Philadelphia	13	4	0	10	6	1	7	3	0	30
Baltimore	35	8	2	27	6	1	25	2	0	87
Norfolk	10	5	1	5	8	5	5	4	0	20
Savannah	10	2	0	4	3	0	5	2	0	19
Tampa	5	1	0	2	1	1	0	1	0	7
Mobile	30	7	0	27	11	1	33	3	0	90
New Orleans	51	5	0	43	16	2	35	12	0	129
Lake Charles	10	8	1	10	5	0	4	5	2	24
Houston	31	16	0	14	13	0	15	12	0	60
Wilmington	7	8	1	3	8	1	5	8	1	15
San Francisco	35	17	0	28	20	0	29	10	0	92
Seattle	18	3	0	16	8	1	11	4	0	45
Total	301	91	11	234	112	18	212	76	7	747

SIU shipping hurdled the 1,000-job mark once again during the last two weeks despite the idling of the bulk of the Bull Line fleet. The total number of jobs dispatched was 1,062. Registration totalled 1,381, showing a slight rise over the previous period.

Seven ports listed shipping gains and three others held to the status quo. Improved job activity was marked in Baltimore, Norfolk, Savannah, Mobile, Houston, Wilmington and San Francisco. "Steady" was the word for New Orleans, Lake Charles and Seattle. The West Coast ports seem to have snapped back after a brief lull and the Gulf, except for Tampa, remains busy. New York, Boston, Philadelphia and Tampa were the only areas showing a decline.

The greatest activity was still in the deck department, with the widest spread between registration and shipping. Black gang registration generally kept pace with the jobs available, while the steward department was the least active.

Jobs for class A men rose to 70 percent of the total shipped, as class B dropped to 26 percent. Four ports shipped no class C men at all. Class C shipping dropped to four percent of the total.

The following is the forecast port by port:

- Boston: Fair . . . New York: Steady . . . Philadelphia: Fair . . .
- Baltimore: Fair . . . Norfolk: Slow . . . Savannah: Slow . . . Tampa: Quiet . . . Mobile: Good . . .
- New Orleans: Good . . . Lake Charles: Steady . . . Houston: Good . . .
- Wilmington: Fair . . . San Francisco: Good . . . Seattle: Good.

Notify Union About Sick Men

Ship's delegates are urged to notify the Union immediately when a shipmate is taken off the vessel in any port because of illness or injury. Delegates should not wait until they send in the ship's minutes but should handle the matter in a separate communication, so that the Union can determine in what manner it can aid the brother.

It would also be helpful if the full name, rating and book number was sent in. Address these notifications to Welfare Services at headquarters.

Seafarers' A-1 Job On Beefs Applauded

NEW YORK—Shipping has remained fairly steady in this port during the past two weeks, reports Bill Hall, assistant secretary-treasurer. With the exception of a few key ratings, class A men should be able to ship out without much difficulty since many of the berths are still being filled by Class "B" and "C" men.

Headquarters, Hall said, would like to extend its thanks to all of the brothers who are doing more than their share in the beefs and organizing drives now going on in the various ports. There has been no trouble getting men to take turns on the picketlines down at the Bull Line pier, and around a few of the hold-out companies being organized by the MAWD.

He praised the men working on the Robin Line fleet ships under adverse conditions. They are continually being swamped with propaganda from the NMU, he said, but are doing their jobs in true SIU style.

There were 33 ships in port during the past period. The Alcoa Ranger, Alcoa Runner, Alcoa Partner (Alcoa); Ideal X, Coalinga Hills, Almena (Pan-Atlantic); Hurricane, Madaket (Waterman); Steel Rover, Steel Executive (Isthmian); Robin Mowbray (Robin Line); Cantigny (Cities Service); Seatrain Georgia ((Seatrain); Pan Oceanic Transporter (Penn. Nav.), and Mankato Victory (Victory Carriers) all paid off. The Barbara Frietche (Liberty Nav.), Robin Mowbray (Robin); and Steel Advocate (Isthmian) signed on.

Among the vessels in port to be serviced were the Young America (Waterman); Val Chem (Heron); Seatrain's Georgia, New York, Texas, Louisiana and Savannah; Yorkmar, Massmar, Calmar (Calmar); Alcoa Runner and Partner (Alcoa); Steel Maker (Isthmian); Robin Sherwood (Robin) and Cities Service Baltimore (Cities Service). Shipping for the next period

should be good. The Josefina (Lib. Nav) was in port after an 11-month tramping trip in the Far East. Needless to say most of the men were anxious to stretch their legs on the beach for awhile before shipping out again.

New Financing Sought By TMT

New financing is being sought by the SIU-contracted TMT Trailer Ferry Inc. to overcome a financial loss suffered during 1956. Eric Rath, president of the company, has informed creditors that he was seeking funds to pay outstanding debts and continue the company's program of establishing trailership services between the US mainland, Puerto Rico and the West Indies.

Rath attributed the company's 1956 losses to delays in converting the Carib Queen and Florida Queen for trailership service, as well as operating difficulties on the Carib Queen, including a boiler explosion.

The Carib Queen had made two trial voyages to Europe on MSTs charter before going into service on the islands run.

In addition to the Carib Queen, TMT had been operating a number of smaller vessels as well as some unmanned LSTs which were hauled by tugs on charter from the US government.

The Carib Queen is the first true "roll-on, roll-off" ship in commercial service carrying trailer trucks and private cars on three deck levels. It was originally a Landing Ship Dock that had been converted for roll-on service.

Navy May Discard 'Effective Control', Magnuson Reports

The "effective control" theory used to justify the Government's ship transfer policy may finally be on the way out. Sen. Warren G. Magnuson said last week he expected the Navy to reverse itself and torpedo the whole idea.

Since the start of the transfer program, US approval for the runaway registry of American ships has been based on the belief that, in an emergency, the Government could find them "available" even

though they were under the Panamanian or Liberian flags. Thus, though scores of transfers had reduced the US tramp fleet to dangerous levels by 1956, defense needs were still said to be safeguarded.

Now, says the chairman of the Senate Foreign Commerce Committee, top Government defense planners appear to be taking another long, hard look at the whole shipping picture. The White House announced some time ago that the future status of the privately-operated merchant fleet was being studied by the National Security Council, the nation's top policy board, in connection with overall defense planning.

Conflicting views voiced by Government officials at Congressional hearings earlier this year finally drew assurances from the Pentagon that the merchant marine still was considered "vital" and was not being abandoned. However, no major effort was put forth at the last session to salvage the shipbuilding budget, and it emerged finally as a meager \$3 million item.

A reversal of the "effective control" principle would mean greater chances of success for a sizable shipbuilding appropriation next year. Sen. Magnuson said he was optimistic this would come about.

He sharply criticized the Department of Commerce for the failure of the last budget and for "putting the American merchant marine under wraps." Magnuson said "if we don't do something next session, our ship construction program will drop to nothing."

Seafarers In Action

The increasing number of "no beefs to report" appearing in the ship's minutes points out the fine job being done by the various shipboard delegates to keep their vessels running in true SIU style. Special mention went to the delegates of the Steel Maker.



Padgett

The crew wants to go on record as saying they appreciate the time and energy put in by W. A. Padgett as ship's delegate, Fred Umholtz of the deck department, Lawrence Mitchell of the stewards and Leonard Pardeu who represents the black gang. To summarize their report: "No beefs, everybody happy."

Also brought into the spotlight were the delegates of the Del Sud, Thomas Liles, Nick Funken, H. Green and Paul Huseby. Ship's delegates Thomas Hill of the Oceanstar and John Jelletto of the Grain Shipper were also cited by their shipmates for doing "a fine job."

As reported in the September 13th edition of the SEAFARERS LOG, brothers on the SS Seamar got roused up over a year-old misdated report which was sent in and printed under a current date. "Not only do we have one of the best stewards afloat, writes



Hunter

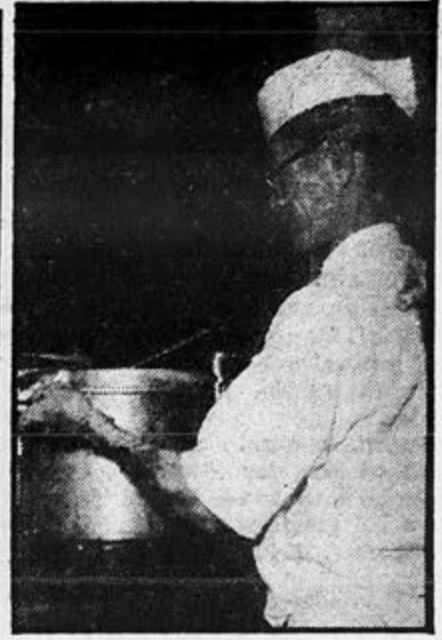
ship's delegate B. Hunter, but we want to straighten out the record and let you know that this ship is in very good shape with good cooks and messmen and a top-notch deck department. "And, he added, "don't forget our fine engine department. They are doing a great job considering the ups and downs they have on these Libertys."

Quitting Ship? Notify Union

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



Now standing by while ship is in lay-up, these three SIU oldtimers are shown aboard the Cleveland Abbe (l to r) J. Davis, wiper; John Olsen AB; Aldifonso Galindez, bosun. At right, Felix Villiran, steward utility on the Harry Glucksman, is shown at work in the galley.



New Coal Fleet Lay-Ups Cloud Company's Outlook

NORFOLK—Plagued by a declining coal market, the American Coal Shipping Company has placed two vessels in indefinite lay-up in the past two weeks. A third ship, the company-owned Coal Miner, has been in lay-up for the past four weeks but is scheduled to

take on a crew sometime today or over the weekend. The ships in lay-up are the Martha Berry and the Cleveland Abbe. There is some question as to whether or not the ships will be decommissioned as there is no cargo in sight for them. Coal rates on the European run have been fluctuating at or under \$4 a ton, which is far below the break-even figure for US-flag Libertys.

Lay-up Helps NMU

The effect of the lay-up, by coincidence or not, was to throw the lead in the fleet to the NMU. Two of the three ships now inactive, the Abbe and the Coal Miner, had SIU majorities on board. The Berry was split down the middle, 14-14. Meanwhile, other ships have come and gone since the Abbe was

laid up. It had 18 SIU men in the crew.

As a result, the count on the four ships still active at the moment stands at NMU 60, SIU 52. In addition, the company has been following the NMU's tack on challenges to the discharges of SIU oldtimers. The company has been refusing to rehire SIU men whose discharges have been questioned by the NMU and the Coast Guard. This, of course, has helped NMU in its efforts to grab the lead.

Fleet-Wide Majority

Even with this latest NMU tactic, the SIU would still be holding a 99-96 lead if ships in lay-up were all running with their original crews. It was noted that the company had laid up the Abbe, a ship with a heavy SIU majority, and then, a few days later, found cargo for the Walter Hines Page, a ship on which NMU leads by a good margin.

Originally, just one year ago, American Coal Shipping had re-

quested 30 ships from the Government. Six were broken out, and then breakouts were halted because of labor disputes involving AFL-CIO maritime unions, including the SIU, Masters Mates and Pilots and Marine Engineers Beneficial Association. Of the six, there are just four left in operation today.

The bottom has dropped out of the coal export market, with some moves in Europe to rent Liberty ships as dead storage for huge coal stocks that cannot be moved off the docks over there.

Argue Over NY 'Subsidy' Aid To Dutch

The spectre of a New York City subsidy for a foreign-flag shipping company is being created by the conflicting cost estimates on a new municipal pier for the Holland-America Line.

At odds are the city's Department of Marine and Aviation and the Port of New York authority, a bi-state body created by the New York and New Jersey state legislatures. The Port Authority claims the city agency underestimated the costs of the proposed West Side terminal for Holland-America by \$7 million.

The difference, it contends, will mean a loss of almost a half million dollars in annual rentals to the city under its lease agreement with the foreign line. The Department of Marine and Aviation has countered with a charge that the PA's figure was a "guesstimate," since its engineers had no way of checking the actual plans. The city's figure is \$18 million-plus; the Authority's, \$25 million-plus.

Previous municipal waterfront projects have not always been self-supporting. One completed in 1953 under a different city administration is still operating at a loss. However, the city agency said its present \$187 million waterfront program would be self-sustaining and that terms for the Holland-America lease were based on that principle.

Hearings End On Robin Line Vote, Await Decision

A week of hearings on the SIU's petition for collective bargaining voting on Robin Line ships has come to a close in New York. The National Labor Relations Board regional office is passing the testimony to Washington headquarters for final decision.

Both Moore-McCormack, the current owners of the Robin Line, and the National Maritime Union intervened in the case to oppose giving Seafarers on Robin Line ships the right to vote for the union of their choice by secret ballot. Meanwhile, the NMU has unleashed a propaganda barrage on the ships in efforts to win allegiance from the crewmembers.

Filed August 9

The SIU filed its election petition on August 9 in order to protect the job rights of Seafarers on the Robin vessels after Moore-McCormack attempted to turn the crews and the ships over to the NMU. Seafarers on the ships have been forced to work under NMU contract conditions without the opportunity of deciding which union shall represent them.

The SIU has represented the fleet since 1940 when it won an election by a count of 199 to one.

It was one of a series of SIU election victories in many of its contracted fleets following NMU challenges to SIU representation.

Frisco Boasts Lots Of Action

SAN FRANCISCO—Seafarers in this port have continued to enjoy another period of good shipping and from the number of vessels expected in, future shipping also looks good in contrast to what other ports have been reporting lately.

There were four vessels paying off, five signing on and eight in-transits during the past two weeks. The John C (Atlantic Carriers), Rebecca (Intercontinental), Iberville (Waterman) and Alcoa Pointer (Alcoa) paid off while the Maiden Creek, Iberville, Wild Ranger (Waterman); Alcoa Pointer (Alcoa) and Natalie (Intercontinental) signed on.

In-transits were the LaSalle, Chickasaw (Waterman); Pacific Cloud (Compass); Lawrence Victory (Mississippi); Arthur M. Huddell (Bull); Steel Worker (Isthmian); Ocean Evelyn (Ocean Carriers) and the Texmar (Calmar).

SEAFARERS

Sea Chest

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Seafarer A Citizen After 10-Yr. Fight

A ten-year fight to block deportation and win American citizenship wound up in success for Seafarer Felix Dayrit. He was sworn in as an American citizen after President Eisenhower signed a series of private bills passed at the last session of Congress giving him and several other aliens permission to reside in the United States.

Dayrit, who sails as wiper, has been bucking for citizenship ever since he came to the United States on a US vessel, the Staghound, in September, 1946. At the age of



Dayrit

29, Dayrit had enlisted in the US Army in Australia back in 1943 and served for three years. His wartime service qualified him for citizenship but because he was sailing on merchant vessels he missed out on an Immigration hearing in 1946.

Then, he said, his wartime eligibility expired and Immigration started putting pressure on him to be deported to the Philippines. Following the passage of the McCarran Act, he ran into serious difficulties.

"The Union was very helpful to me then," he said, "very often giving me letters to Immigration assuring that I could ship out so that they would give me the necessary shore leave."

After previous attempts had failed, Dayrit succeeded in getting legislative relief through Congress. He took his oath of citizenship on September 10th.

Dayrit came to the United States originally on an NMU-contracted ship but being dissatisfied with conditions aboard there, switched to the Isthmian fleet. He participated in the organizing drive and the subsequent Isthmian strike of

Storm Skips Lk. Charles

LAKE CHARLES—Residents of Lake Charles and neighboring towns are breathing a lot easier, reports Leroy Clarke, port agent, since Hurricane Esther decided not to stop and pay a visit. The port got hit with some of her tail winds but there was no damage reported. Meanwhile union leaders from here and New Orleans are in a huddle working out plans for their next move in the building bee in Cameron Parish.

Shipping held its own during the past two weeks, with a few Class "C" men scuring berths. Calling into this area were the Government Camp, CS Baltimore, Council Grove, Cantigny, Chiwawa and the Bents Fort (Cities Service); Maxton, Ideal X, Warrior (Pan-Atlantic); Pan Oceanic Transporter (Penn. Nav.); Del Campo, Del Rio, Del Santos, (Delta); Lucille Bloomfield (Bloomfield); Petro-Chem (Valentine); Val Chem (Heron). All were reported in good shape with no major beefs.

Be Sure To Get Dues Receipts

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

1947 and came into the Union accordingly.

Now that his long fight for citizenship has been won, Dayrit will be able to take time out to study for a rating in the engine department.

ROU, ARA Sign Mutual Help Pact

The Radio Officers Union and the American Radio Association have jointly announced the signing of a no-raiding pact calling for a program of mutual assistance on common problems.

A series of joint meetings led to the pact-signing September 12. It will be implemented by a three-man committee representing each union.

The ROU-ARA agreement follows a similar pact announced last fall between the SIU-affiliated Brotherhood of Marine Engineers and the Marine Engineers Beneficial Association.

Agreement among the engineers' unions followed shortly after the MEBA announced the severing of its ties with the National Maritime Union and the "AFL-CIO Maritime Committee" composed of former CIO organizations. The MEBA-NMU break after a 20-year alliance erupted over the refusal of the NMU to support the engineers in the American Coal Shipping beef.

The alliance among the radio officers' unions calls for cooperation on the economic, public relations and technical fronts "to oppose any efforts to water down the radio safety provisions of the law . . ." The unions also agreed to draw up a joint code of professional ethics for the seagoing radio officer.

General chairman Andrew MacDonald and secretary-treasurer Joseph P. Glynn signed the pact for the ROU, and president W. R. Steinberg and secretary-treasurer Bernard L. Smith for the ARA. West Coast ROU representative Lester Parnell and ARA vice-president Philip O'Rourke will round out the three-man committee for each union on the joint council.

Both unions are outgrowths of earlier organizations, from which the ROU seceded about 1940 due to alleged Communist control and then received an AFL charter through its parent Commercial Telegraphers Union. The ARA group broke off later, in 1947, and was part of the CIO. Both are members of the AFL-CIO today.

Tampa Hopes For Pick-Up

TAMPA—Although it was a poor period for shipping in this area with only two in-transit vessels constituting all of the business, it is expected to pick up somewhat during the next two weeks.

The Warrior (Waterman) and Alcoa Pilgrim (Alcoa) called into port to be serviced. Both vessels were in good shape with no reported beefs.

Courtesy Helps



An invisible but very important factor in shipboard safety is the state of mind of the crew. A ship that is relatively free of irritations and arguments, where consideration for one's shipmates is uppermost, has a better chance of being accident-free. It's been well established by the experts that men who are peeved and upset are more vulnerable to accidents.

That's how courtesy toward one's shipmates can help. It means showing those little considerations of daily shipboard life like keeping quiet in the passages so others can sleep. A sleepy seaman finds it tough to be alert on the job. It means reducing personal beefs and arguments to a minimum and making allowances for other's likes and dislikes.

What it all adds up to is that a happy ship is a safer ship. Safety and shipboard courtesy go hand in hand.



An SIU Ship is a Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Bald? Toupee Is Only Answer

People have a lot of trouble with hair. Men often feel they don't have enough. Women worry about superfluous growth.

All this concern has made the public a target for television, radio and newspaper ads from hair "consultants" and sellers of tonics, and dandruff removers, shampoos and other products.

Bald-headed men are special game. Scalp "specialists" sell them everything from expensive "treatments" to bottled lotions and shampoos for home use.

In one case, Frommes Scalp Specialists ran an ad (in the "Buffalo-Courier Express") showing before-and-after photos of customers who apparently had grown new hair. The ad claimed the photos were not retouched. But one man whose photo was shown told the Buffalo Better Business Bureau the picture was "highly exaggerated, misleading and untrue." He stated he had paid \$150 for a series of treatments with a verbal (not written) guarantee of results, but still was bald, as the BBB officials could plainly see. The Frommes representative retorted that the customer had lost the growth shown in the photograph because he had stopped the treatment.

A whole string of hair-treatment firms, some with offices in a number of cities, recently have been charged by the Federal Trade Commission with exaggerated claims. Among them are Keele Hair and Scalp Specialists; Rogers Hair Experts; Bishop Hair Experts; Merrill Hair and Scalp Consultants; Kelvex Inc.; Collins Hair and Scalp Experts; Winston, Ltd.; and Loesch Hair Experts.

Bishop, which has offices in several cities, had advertised that "Baldness can be prevented in almost every case . . ."; "in almost every case, baldness starts with some local scalp disorder . . . can be corrected quickly by Bishop Hair Experts." Bishop has denied the FTC charges and insists its treatments are "beneficial." Similarly, Merrill, Kelvex, Collins, Carey and Winston have denied they misrepresented the benefits of their hair and scalp preparations. But, the FTC says, the companies' preparations would have no value in treatment of the most common type of baldness, known as "male pattern baldness."

Keele and Rogers send out salesmen to all parts of the United States and Canada to sell their preparations. The FTC reports that the salesmen are advertised as "famous trichologists." They set up temporary offices usually in hotels, and advertise for people to come in for diagnosis and advice. The complaint charges that the salesmen do not have competent training in dermatology or any other branch of medicine dealing with the diagnosis or treatment of scalp disorders affecting hair.



Another widely-advertised hair and scalp preparation is Persulan, sold by Drake Laboratories, Inc. You may have seen or heard newspapers, magazines or radio ads for Persulan. A typical claim: "I have treated four men with thin temples and bald spots and they can truly say that Persulan really stopped that hair from falling and grew hair on the thin bald spots . . ."

Persulan just won't do these things, the FTC experts say. Loesch Hair Experts advertised products for home treatment with such claims as "Results from home treatment are quickly noticeable . . . usually it takes just a few weeks to cleanse the hair of dandruff . . . kill the bacteria swarming underneath the scalp, correct local disorders and stop excess hair fall." But an FTC examiner found that none of Loesch's products will prevent or overcome any type of baldness or hair loss. Nor will they cure bacteria "swarming beneath the scalp" because bacteria don't exist there.

Peach Fuzz Doesn't Last

It is true that some preparations as Loesch's may cause a fuzz to grow on a bald scalp. This fuzz is known as "lanugo" or "puppy hair." But it is not hair and never grows to real hair. Also, such fuzz subsequently often drops off and is not replaced, the American Medical Association reports.

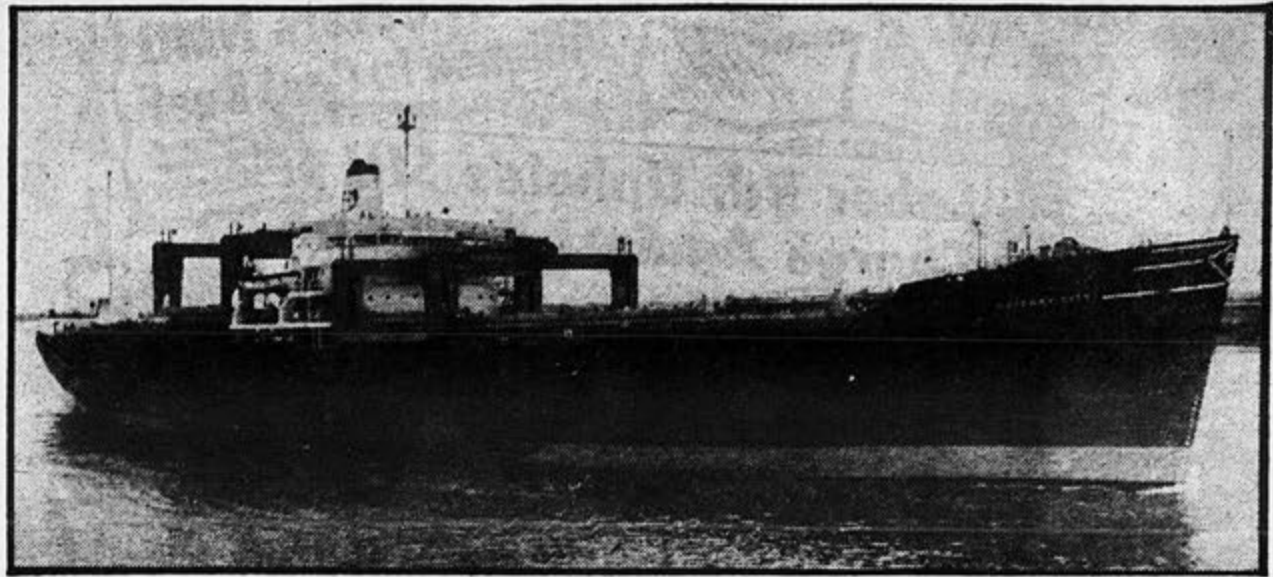
Most cases of baldness derive from three factors: heredity, hormonal balance and simply getting older. These types are what are called "male pattern baldness." There is really no known product or treatment that will prevent this common type of baldness, or grow hair.

There are a number of products useful for removing dandruff scales, although some merely contain alcohol which dissolves surface dandruff. But the relief afforded by lotions and shampoos is only temporary. For example, the FTC has issued a complaint against the Helene Curtis "Enden Shampoo." These ads showed a man scratching his head as a voice asked him: . . . "don't you know there's a new proven way to end your dandruff problems once and for all?" The FTC complains this commercial is misleading because, it says, Enden will not cure dandruff or have any other lasting effect. The condition will return if the regular use of the products is discontinued.

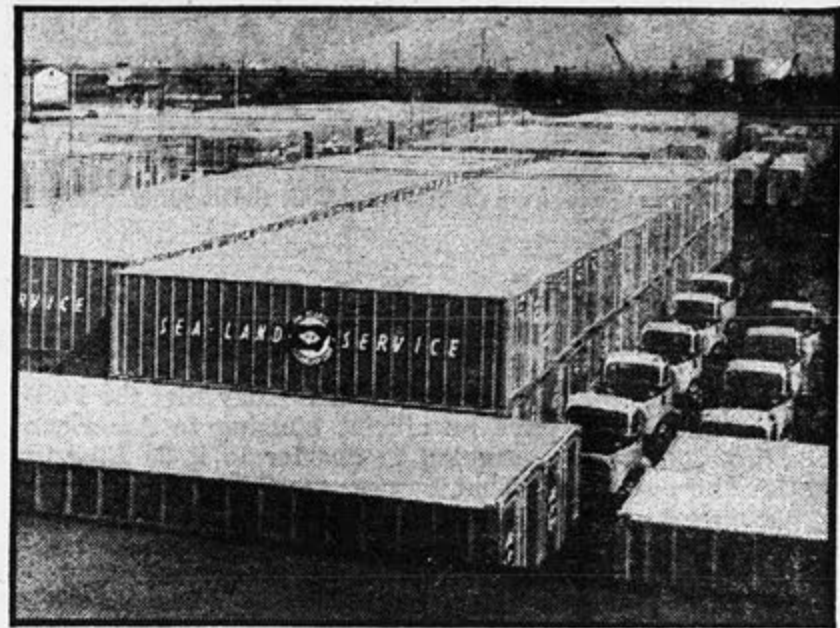
Claims that a hair lotion or "tonic" will "nourish" the hair also should be viewed skeptically, the BBB's warn. The fact is hair gets its nourishment from the blood stream and you can't feed the roots from outside like fertilizing grass.

What is beneficial is the massage you give your scalp when you apply a hair tonic. This may stimulate a flow of blood to the scalp with possible benefit. You can massage without buying a tonic, of course. Many tonics do contain a counter-irritant which further helps stimulate a flow of blood.

Gateway City All Set For Debut



First of the C-2s to be converted into a containership, the SIU-manned Gateway City shows off her radically-different superstructure as she undergoes sea trials off Mobile. Ship is scheduled to open formal coastwise containership service on October 4. At right are a few of the hundreds of trailer bodies and cabs stacked in Waterman-Pan Atlantic's Port Newark terminal in anticipation of the start of the containership run.



AFL-CIO Orders Teamster Clean-Up

The AFL-CIO Executive Council has ordered the suspension of the International Brotherhood of Teamsters for being "dominated or substantially influenced by corrupt influences." The action paves the way for expulsion of the giant union from the 15-million-member merged labor federation, if it does not make changes in its official family.

This week's move against the Teamsters had its forerunner in 1953 when the AFL ousted the old ILA on similar grounds and chartered the International Brotherhood of Longshoremen in its place. **2 Others Face Axe**

The Council's clean-up drive was also directed at the Bakery and Confectionery Workers and the United Textile Workers, which likewise face expulsion by the end of October. A fourth AFL-CIO organization, the Laundry Workers International Union, has been under suspension since May.

Fast-breaking developments shaping up in Washington and Miami will likely produce further action in the AFL-CIO clean-up campaign. The Senate's McClellan Committee resumed its hearings in the capital as IBT delegates continued converging on the Florida resort city for their regular union convention opening Monday.

Voting by the AFL-CIO's top governing body followed the issuance of sharply critical reports against all three suspect unions by the Federation's Ethical Practices Committee. AFL-CIO President George Meany and other Federation spokesmen have made it plain that "corrupt" unions deserve no refuge in the AFL-CIO and can only bring harm to the labor movement as a whole.

Make Checks To 'SIU-A&G'

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

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

A number of Congressmen tried to push through new restrictive legislation against trade unions at the last session and are ready to try again when Congress meets in January. Any failure to act by the Federation would be regarded as an invitation for even stricter measures in Congress.

The Executive Council's suspension edicts emphasized that its findings did not represent an "indictment" of members of the unions involved who "want, and are entitled to have, a clean union." It said its case was basically against officials who refused to explain or answer substantial derogatory charges against them. These dealt with the use of union funds and union position for personal purposes, improper handling of welfare funds, failure to act against corrupt union officials or those charged with corruption and similar grounds.

The Teamsters convention will elect a new union president one week from today, succeeding retiring president Dave Beck. He was suspended as an AFL-CIO vice-president and member of the Executive Council last Spring for refusing to explain charges concerning his handling of union funds. These charges formed part of the basis for the suspension of the IBT itself this week.

Leading contenders to succeed Beck include Thomas J. Haggerty of Chicago, Thomas Hickey of New York, James R. Hoffa of Detroit, and Rep. John F. Shelley, former head of the California State AFL. Hoffa, like Beck, has been a prime target of the McClellan Committee and the AFL-CIO Ethical Practices Committee. Hickey is familiar to Seafarers as the secretary-treasurer of Local 807, composed largely of waterfront teamsters in the NY area.

WASHINGTON—With their bid for a rate boost frozen by the Federal Maritime Board, two SIU-contracted operators in the Puerto Rican trade have asked for an emergency rate increase of eight percent until the Board sets final rates. Attorneys representing Alcoa and Bull, in asking for the emergency rate, promised to reimburse shippers if the FMB should find against them in rate hearings scheduled for January.

Operators Seek Interim Boost In PR Rates

The petition said that the eight percent emergency increase is "the absolute minimum required by the carriers . . . to tide them over the next four months." The argument, was challenged by the Puerto Rican government which declared that the figures used understated company profits.

The operators' action was prompted by a decision of the board to put off a general rate boost that had been scheduled for September 18.

Governor Luis Munoz Marin has threatened to charter ships for the trade under government auspices if the rates are boosted.

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Selection of headlines from Seafarers LOG shows some of highlights of year-long American Coal Shipping beef.

Coal Beef 'Celebrates' Birthday

It was just a year ago this coming Thursday that the Federal Maritime Board gave its official blessing to American Coal Shipping Inc. by agreeing to charter to it 30 Liberty ships for the coal trade. That date, October 3, simultaneously marked the start of an invasion of the maritime union field by John L. Lewis with the active aid and support of the National Maritime Union.

At the time of its formation, American Coal had advertised itself as a \$50 million combine which was going to establish a new American-flag operation and develop the coal-carrying trade, as well as jobs for the United Mine Workers members. What was not advertised was its other objective, that of finding a new outlet for the activities of the Mine Workers District 50, an affiliate of UMW that had been created expressly for the purpose of raiding and harassing member unions of the AFL and CIO. Since the United Mine Workers is part owner of American Coal along with several coal producers and coal-carrying railroads and Lewis, as a member of its board of directors is in a position to push through his own objectives, the formation of the company was just what the doctor ordered for him. Or so he thought.

It is generally agreed that Lewis himself was the moving force behind the formation of the company since he broached the idea originally back in 1952.

Previous M'time Raids

District 50's venture into maritime was not new. It had established footholds in American Export back in 1946 when it signed a back door agreement for ships' officers in that fleet and broke a strike by the Marine Engineers Beneficial Association. It also had contracts with assorted tug, barge and other harbor operations in a number of East Coast ports, although was recently cleaned out of Baltimore by the SIU's Harbor and Inland Waterways Division. And Lewis had established a close relationship with the International Longshoremen's Association after it was ousted from the AFL by loaning it some \$400,000.

With the establishment of American Coal, Lewis saw the opportunity for a new breakthrough for District 50. What's more he found himself an ally in the ranks of the AFL-CIO in the person of NMU President Joseph Curran. Since then, the Lewis-Curran axis has

been struggling vainly to clear the decks for the American Coal operation and pave the way for further District 50 raiding in maritime.

Paper Local Established

As soon as the company had its charters okayed, it created a paper ships' officers union out of thin air and "signed" a dummy agreement with the "union," a previously non-existent Norfolk local of District 50. The non-existent union was given jurisdiction over all officers, deck and engine, to be employed on American Coal ships.

In that same week, ACS huddled with the National Maritime Union and signed a back door agreement which was later invalidated for all practical purposes by the National Labor Relations Board. The NLRB pointed out that the agreement was signed before the company had a single ship or a single unlicensed crewmember for the NMU to represent. It wasn't until December 13, 1956, two months later, that American Coal got a ship. This was the Chian Trader, the only ship the company owns which was purchased from Arc Steamship Company, renamed the Coal Miner and crewed by the NMU with the ship's officers hired off the street.

One of the unanswered questions about American Coal is how it managed to get charters from the US Government when it did not own or operate any ships of its own.

Sharp Reaction

The reaction to District 50's invasion was sharp. The Masters, Mates and Pilots and Marine Engineers Beneficial Association (who as licensed officers, do not come under NLRB jurisdiction) had been meeting with the company seeking contracts when District 50's paper Norfolk local was sprung on them. The officers unions started picketing the company's offices and later it ships, when ACS started breaking them out of the boneyard. (All the ships' officers on the Chian Trader, who were MM&P-MEBA members, were fired when ACS took possession of the ship).

The MEBA, which had a close relationship with NMU for 20 years, approached that union seeking its support. NMU had not placed any crewmembers on board

any ACS ship at the time, but Curran informed the MEBA he would order his membership to cross the picketlines and berated the officers for striking against the company union set-up. He had decided, for his convenience, that District 50 was a "recognized" maritime union.

MEBA Breaks Away

MEBA's response was to break its tie with the AFL-CIO Maritime Committee (the old CIO Maritime Committee). It went on record to "condemn the policy of the National Maritime Union . . . as being completely inconsistent with the time-honored obligations of a sister maritime union . . ."

Meanwhile, the SIU had gotten into a beef with the company on its own hook. When the SIU learned of the company's success in bidding for Government charters, Seafarers started approaching the company to apply for jobs with a view toward organizing the ships. Approximately 300 men applied and all of them were rejected, with many being refused a job application even though the company was scheduled to fill some 900 jobs on 30 ships. It was then that the SIU filed charges against the company at the NLRB and started to picket American Coal ships.

Late in January, 1957, Maritime Administrator Clarence Morse halted further breakouts to ACS because of the labor disputes involved. A few days later, the NLRB, on the basis that the company had discriminated against Seafarers, went into Federal Court and got out a temporary restraining order forbidding the company from refusing employment to Seafarers.

It was at this time that AFL-CIO President George Meany intervened and invited all AFL-CIO unions involved to meet with him on February 21. At the meeting, Meany put forth a package proposal calling on the SIU to withdraw from the fleet, in return for which the MU was to support the officers' unions.

SIU Agrees To Settle

The SIU agreed to do so in the interests of AFL-CIO harmony although it felt it had a solid beef against the company. Nevertheless the NMU refused to withdraw even with a guarantee of a free hand in the fleet. That convinced the SIU and the officers unions that

States Still Lax In '57 On Base Pay, Child Labor

A majority of the states have been negligent during the past 20 years in providing up-to-date standards covering minimum wages and child labor.

Statistics from a recent survey published by "Labor's Economic Review" revealed that 22 states have no minimum wage provisions at all while all but six fail to provide legislative protection for children doing agricultural work outside of school hours.

In 1956, it was pointed out, 70 percent of the women studied in the retail trades field in Pennsylvania earned \$1 an hour or less, while in Arkansas a similar study uncovered wages as low as \$7 per week in some counties.

While about 24 million workers are covered by the Federal minimum wage law, the article contended, another 20 million must depend on their state laws for any protection. This situation, it continued, is due to the "delays and in-

consistencies" in the procedure of setting wage on an industry-wide basis through wage boards.

Instead of adopting the wage board type of protection, more and more states are adopting the basic minimum wage for all types of work. This procedure, they said, is much easier to administer than a number of separate regulations.

As for child labor laws, the article reflected, they were written when farming was considered a "family business" and thus exempted from these provisions. But the states have failed to take into consideration today's modern farm factories and are leaving children of all ages open to vicious exploitation.

Today 22 states exempt agriculture completely from child labor laws while 20 other states and the Federal government exempt such work when done outside school hours. But in many areas from Maine to California, farmers are relying on so-called "crop-vacations" to cut up the school term so as to completely nullify even these bare minimum standards.

The effect of these reduced and cut-up school terms was reflected in a 1956 survey by the Department of Labor on the scholastic achievements of working farm children. Over 57 percent of the 4,000 children studied were in grades below normal for their age.

Balt. Union Drive Gains

BALTIMORE—Although shipping has picked up somewhat during the last two weeks over the prior period, it is still considered slow for this port. But the next period offers promise of increased job activity as three vessels, the SS Mermaid (Metro Petroleum), Oceanstar (Ocean Clippers) and the Winter Hill (Cities Service) are expected to take on full crews very soon after a short lay-up. The regular calls for Ore line vessels should add to the pick-up.

Organizing in this area has continued to meet with success. Three more companies have been canvassed and pledge cards are being signed in rapid order. An election bid is expected in the near future.

There were 11 ships paying off during the last period. They were the Feltore, Oremar, Cubore (Ore); Mae, Jean, Edith, Emilia (Bull); Young America (Waterman); Oceanstar (Ocean Clippers); Winter Hill (Cities Service); and the Steel Apprentice (Isthmian). Signing on were the Feltore, Oremar, Cubore (Ore); Kenmar and the Bethcoaster (Calmar).

Fourteen vessels called into port to be serviced. They included the Cubore, Alcoa Planter, Alcoa Runner, Flomar, Santore, Steel Rover, Venore, Steel Executive, Baltore, Venore, Alcoa Partner, Alcoa Pegasus, Alcoa Roamer, Marore and the Robin Goodfellow.

LET 'EM KNOW!
Write TO THE LOG

Another PHS Service: Dental Care for Seamen

One of the unpublicized aspects of the Public Health Service is the complete dental care program offered to American seamen. Seamen who are eligible for PHS treatment are equally eligible for dental repairs. Where necessary the dental department will provide a new set of choppers to those seamen who need them. Like other PHS services, dental treatment is provided cost-free to qualified men.

The PHS dental set-up is geared to the seaman's schedule, since unlike a shoreside resident, a seaman can't stretch out his dental visits over a period of months.

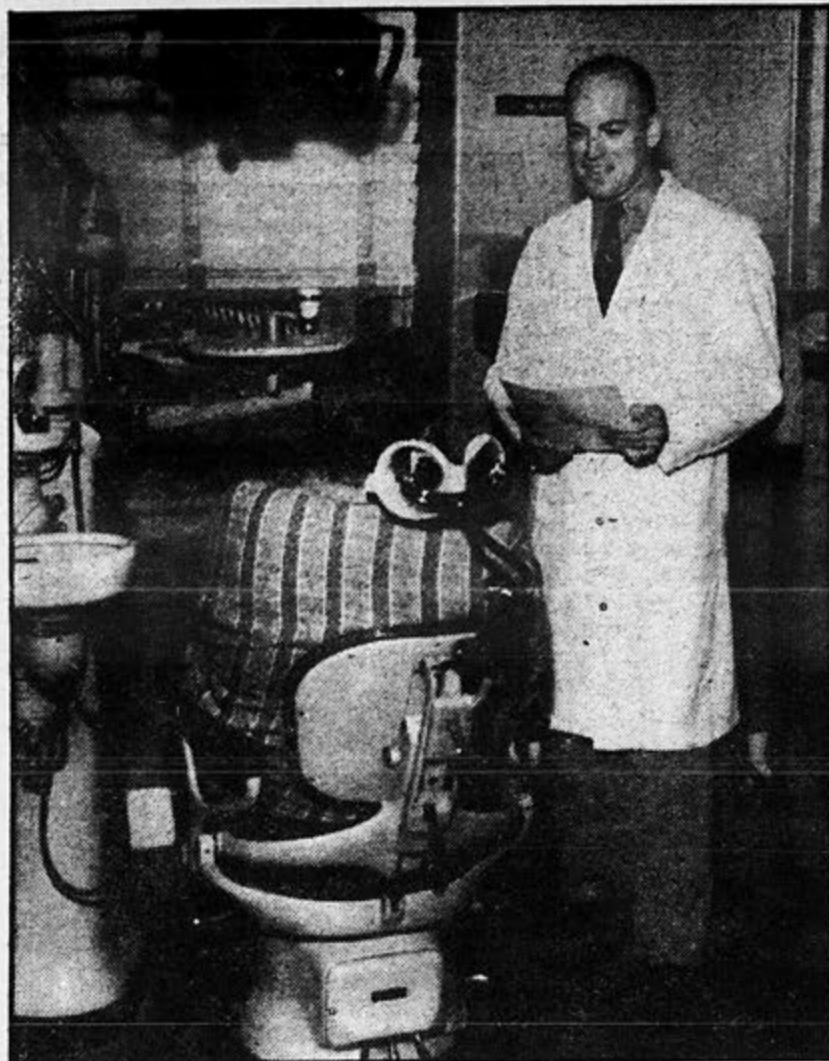
The Public Health facilities are such that in the New York area seamen can get all their dental needs taken care of inside of a month, and that would include the two and a half to three weeks needed to make a new set of dentures when they are called for.

A few figures will serve to illustrate the scope of the dental services. In New York between the PHS outpatient clinic in Manhattan and the Staten Island hospital there are 24 dentists available. Thirteen dental chairs assure little or no waiting for service. Dr. Robert Moore, the chief of dentistry in this area, reports that in 1956 alone the New York facilities handled 36,433 dental visits, making untold thousands of fillings. His department extracted over 11,000 decayed teeth and manufactured approximately 2,500 new dentures. The department also serves as a training center, offering internships to dental school graduates. PHS facilities in other cities, while not quite as elaborate, are ample to take care of seaman's needs.

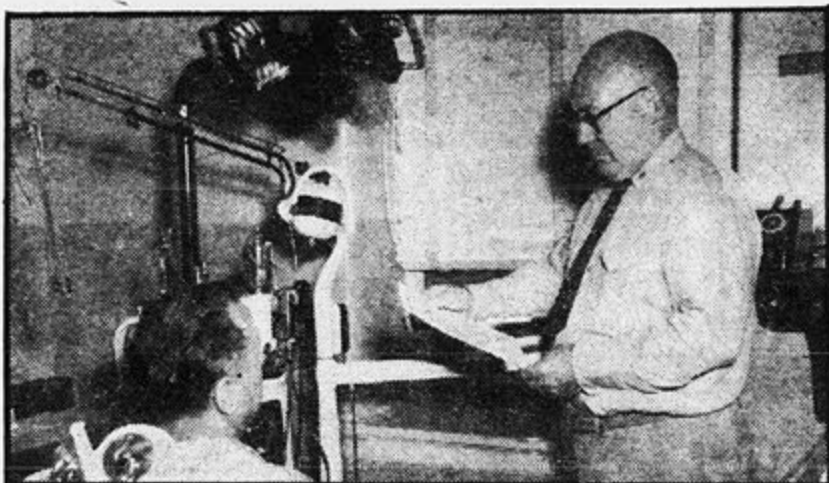
A popular misconception among seamen is that there is a charge for dentures. Some charges used to exist but were abolished six years ago. The PHS will not replace single teeth but will provide dentures where a man's chewing is seriously affected or where the absence of teeth would interfere with his job, such as in the steward departments of passenger vessels.

Any Seafarer who enters the hospital or the outpatient clinic for treatment of another ailment is entitled to a dental checkup if he so desires. Or he can get his dentistry taken care of while waiting for a good run to show up on the board. Unfortunately, seamen, like other mortals, tend to postpone the inevitable visit to the dentist until they really start hurting. While the PHS can, and does, a good job of repair and replacement, the best set of dentures doesn't adequately substitute for nature's own.

The regular dental check-ups offered to Seafarers free of charge are the ideal way to prevent dental troubles and keep teeth in good condition to tackle those shipboard steaks and chops.



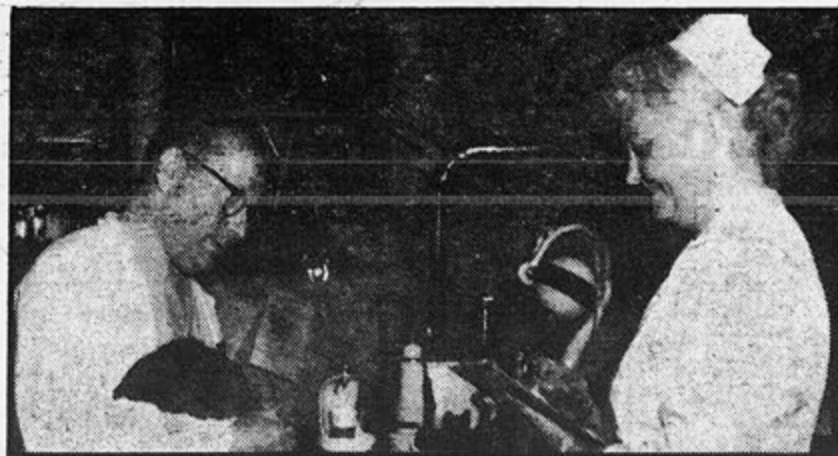
One of the 24 dentists on the Public Health staff in the New York area, Dr. Charles P. White, chats with Seafarer Lowell Harris. An in-patient, Harris took the occasion to get his teeth treated.



Dr. Robert Moore, chief of dentistry in the port, checks Harris' record. Overhead light (top) puts out about 900 candlepower, makes for excellent viewing.



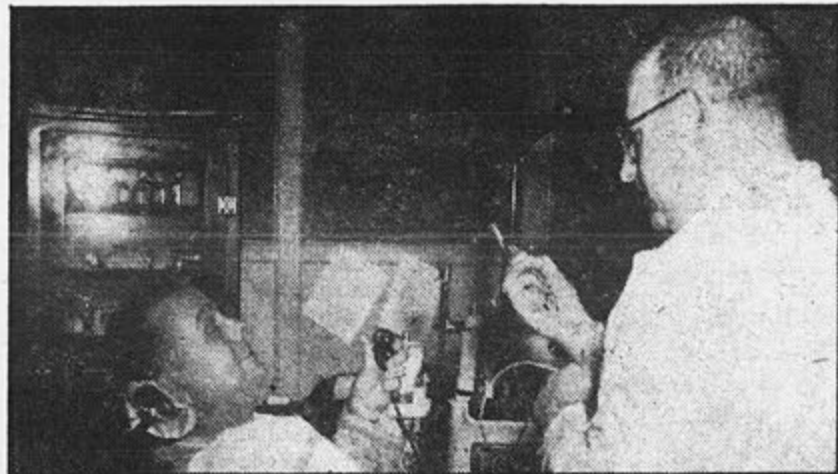
Technician finishes off set of dentures in the hospital lab.



Dr. Alfred Popper checks teeth of Seafarer Rufus Freeman while Mrs. A. Cahill, hospital nurse, stands by with chart.



Seaman coming into hospital intake office can request dental check-up along with other treatment. Outpatients at Hudson Street clinic as well as men in other ports can get same services.



Harris demonstrates device which reduces pain of drilling. By pressing button, water spray is ejected from drill tip, keeps drilling heat down.

INQUIRING SEAFARER

QUESTION: Have you cut down on your smoking because of all the reports about smoking and cancer?

Adrain C. Torres, AB: No sir, and I don't think I could even if I wanted to. I've been smoking too long now and really enjoy a good cigarette with my coffee. I am a very light smoker, less than a pack a day, but as I've said, I just enjoy that smoke. As for its causing cancer, that's something else. I never felt better, and I'm in good health.



Jim Staebler, FOW: I have cut down on my smoking, but not because of these reports. It is seldom that I smoke while on a ship for I am more relaxed there, but I do smoke while on the beach. Guess it's the tension. Smoking probably is a cause of cancer, but I think there are other factors involved too, and it is not cigarettes alone.



Robert Hutchins, cook: I'm not an excessive smoker as it is, so the reports have not caused me to cut down any. But if the reports were proved to be 100% correct I think I would cut down, or cut it out entirely. But from what I've read, it does not affect the light smoker, and that's my class.



Aniello Verdemare, OS: I don't have much faith in those reports. I am a heavy smoker and have been for quite some time. I doubt I could quit even if I did believe the reports. In fact, I should not be smoking right now, but what can I do? As a concession I use filter-tip cigarettes. They are easier on the throat.



Bill Williams, AB: I am smoking just as much as always for I don't believe that smoking causes lung cancer as the reports say. I just can't see why some of these people who worry so much about it use filters and the like. If I had the choice of filters or not smoking, I'd give up smoking entirely.



Dick Geiling, baker: No, I have not cut down any on my smoking because of the reports. I think there must be something to them, but I don't let it worry me. Just as long as I'm not sick, I don't worry. The people who are always worrying end up in that specially padded room.



Sail Ship Sinks; 80 Men Lost

The loss of 80 West German seamen on the bark Pamir in mid-Atlantic Sunday may finally spell the end of Germany's fleet of merchantmen under sail.

Only six men from the sailing ship are reported safe, despite conflicting reports earlier as the Pamir was battered by hurricane winds about 600 miles off the Azores. The vessel carried a crew of 86, including 51 maritime cadets. The Isbandtsen ship Saxon and a Coast Guard cutter picked up all survivors during an international air-sea search.

The 3,000-ton Pamir, a four-masted ship, was built in 1905 and was part of a fleet of cargo-carriers under sail that was broken up six years ago. She and her sister ship were bought by a West German shipowner while bound for the scrap heap and put to sea again as combination freight-ships and training vessels. They were reconditioned under government subsidy contracts.

Unprofitable since then, the ship has been tramping all over the world. Four of the dozen sailing vessels under the German flag in the last 30 years have been lost at sea. The latest loss may finally idle the rest for good.

'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes." No "can-shakers" or solicitors have been authorized by the SIU.

Canada SIU Backs Copper Strike

QUEBEC—Over 100 Seafarers of the SIU Canadian District, joined a motorcade in a "March on Quebec" demonstration protesting the Canadian government's inactivity in the face of violence against striking members of the United Steelworkers Union at Gaspé Copper mines in Murdochville, Quebec.

The strike has resulted in the death of two USWA members, injuries to scores more, and extensive damage to strikers, and union property. With one exception, the strike has won the complete support of a unified labor front throughout Canada. The exception is the United Mine Workers District 50 which has manned two cargo ships and is carrying "hot" copper ore from the struck mines.

The Steelworkers called the strike on March 11 after the president of the union's local was fired by Gaspé, apparently because of his position in the union. This was the climax of a long series of anti-union measures employed by the company in an effort to break the union. The Steelworkers Union, which represents 95 percent of the employees involved, has been trying for the past 12 months to secure certification from the Quebec Labour Relations Board.

After firing the local president,

the company announced that it would not deal with the steelworkers "because the union hadn't been certified," and started importing strikebreakers from all over Canada and Europe. The company built bunkhouses on the top of a hill on company property to house the strikebreakers, while some 200 armed Provincial police mounted guard around the plant and bunkhouses.

Squads Attack Pickets

Company strong-arm squads have attacked pickets and overturned cars while the police stood by. In one instance hundreds of union demonstrators, including Claude Jodoin of the Canadian Labor Congress and members of the Canadian and Catholic Confederation of Labor, were stoned while picketing the company plant.

Scabs, safe behind their bunkhouse walls and police guards showered the pickets with rocks the size of baseballs. Many cars were thrown out of control and damaged, and six visiting unionists required hospital treatment. Armed police fired tear gas at the pickets in warning against an attempt to storm the hill.

After the demonstrators left the lines, company squads broke into the USWA office and wrecked office furniture and equipment. They slashed upholstery, overturned seven cars, and broke windows. The provincial police waited

until they were finished before telling them to return to their bunkhouses.

Dynamite Kills Striker

Earlier in the strike one steelworker was killed and three injured in a dynamite blast.

The "March on Quebec" demonstration was called by the Quebec labor movement to present provincial Premier Duplessis with a brief asking for positive action against the company's tactics.

Scores of automobiles driven by Seafarers joined the procession to Quebec. At one time the line of cars stretched for over 45 miles. In the provincial city tens of thousands of unionists assembled before the legislature building while Roger Provost, president of the Quebec Federation of Labour, Louis Laberge, president of the Montreal Trades and Labor Council, and many other labor leaders assailed the company's anti-labor tactics and the government's hands-off policy.

Assail District 50

In speaking of the action of UMW District 50, the "Canadian Sailor" said "... we feel that by their contemptuous and shabby tactics to nullify the success of a beef which is supported, and is of vital importance to the entire Legitimate Trade Union movement of Canada, UMW District 50 has lost all color of right to be registered by union brethren anywhere, of any affiliation, as a bona fide labour union. ..."

ALCOA PENNANT (Alcoa), Aug. 25—Chairman, A. Abrams; Secretary, H. Ridgeway. Vote taken on present method of job calls. All voted in favor. New delegate elected. Water too hot for baths. Find out why no water was obtained in Trinidad. Pantry to be kept clean at night. Salt and pepper shakers to be returned to messhall.

ALCOA RANGER (Alcoa), Aug. 24—Chairman, P. Whithaus; Secretary, A. Carpenter. One man failed to join ship and asked to be paid off. Repairs not completed. New delegate elected. Keep bathrooms clean. Need new percolator cord, new screens and wind scoops.

CITRUS PACKER (Waterman), Sept. 2—Chairman, A. DeLaney; Secretary, W. Harper. Method of job calls to remain the same. Trash and chains to be removed from deck. Ship needs fumigating. Electrician to be notified when drains are stopped up in wash room.

JEAN LAFITTE (Waterman), Aug. 29—Chairman, L. Meyers; Secretary,

repaired in Texas City. Ship's fund, \$60.44. Some disputed OT. Showers to be painted next trip. Discussion about feeding longshoremen. Request different assortment of crackers. Need clarification on firing men not aboard one hour before sailing time.

ALCOA CAVALIER (Alcoa), Aug. 25—Chairman, G. Wendel; Secretary, L. Guillot. Company to give polo shots. Request better service from ship's doctor and larger water cooler. See what can be done about air conditioning.

MICHAEL (Carras), Aug. 25—Chairman, J. Parks; Secretary, O. McLean. Pay off in NJ. See delegate if you need mattress. Patrolman to make rounds. Ship needs fumigating. Washing machine to be kept clean. Drain lines to be blown out and cleaned. See patrolman about fans.

COUNCIL GROVE (Cities Service), Aug. 4—Chairman, T. Clough; Secretary, W. Lane. One man missed ship in Baltimore. Safety rules disregarded when ship is loaded. This is to be taken up with patrolman. Vote of thanks to Steward dept. Lengthy discussion on repairs.

BALTIMORE (Cities Service), Aug. 25—Chairman, R. Yereze; Secretary, B. Shultz. New York subsistence last trip to be discussed with patrolman. Ship's fund, \$10. Vote of thanks to men organizing American Coal. Repair list to be made up. Vote of thanks to steward dept.

DEL ORO (Miss.), Aug. 11—Chairman, D. Ramsey; Secretary, V. Fitzgerald. Disputed OT and penalty cargo time straightened out and paid last trip. All beefs to be handled by dept. delegates. Members warned about delayed sailing. Ship's fund, \$33.09. Magazines purchased. New delegate and treasurer elected. Hooks to be installed for cups in messhall. Crew instructed on proper use of washing machine. Need more dishes in pantry, more variety of jams and jellies.

STEEL APPRENTICE (Isthmian), May 22—Chairman, W. Velasquez; Secretary, F. Perez. No beefs. Communications posted.

Aug. 9—Chairman, L. Russi; Secretary, J. McMahon. New stores to be taken on in Bombay. Bosun had argument regarding fire hose. Man got sick; doctor recommended giving up the sea. Delegate recommended check-up at clinic. Water situation checked into. Tanks cleaned 6 months ago and should be examined before signing new articles. Water has been salty during hot weather at Damman and Ras Tanura and tanks are rusty. Beef to be handled through dept. delegates first. Repair list to be prepared. New man picked up at Khoramshar.

STEEL ROVER (Isthmian), Aug. 23—Chairman, V. Mlynec; Secretary, J. Fulmers. Crew's quarters to be painted. Beef to be discussed before signing on. Air ducts to be cleaned and filters to be replaced. Discussion on washing machine repair list. Ship to be fumigated for roaches and weevils. Request seats instead of chairs for messhall. Wash down and sougee ship more often and take better care of cups and glasses. See patrolman about pilot ladder. Present one is too heavy.

ROBIN HOOD (Robin), Aug. 8—Chairman, L. Movall; Secretary, E. Dawkins. Telegram from T. Flynn reads re Brother Waters' death. Letter of condolence to Mrs. Waters read. Wiper left ship without advance notice; Union notified. One man hospitalized. Vote of thanks to H. Miller for job well done as delegate. Discussion on collection of funds in memory of D. Waters tabled. Photos and story of burial at sea to be sent to widow. Vote of thanks to steward dept.

OMAR E. CHAPMAN (Boston Ship), Aug. 4—Chairman, C. Hugart; Secretary, N. Lightell. Port discharges to be given at pay off. Hot water checked. See captain about draw. See captain about coca cola and other items if men request same. Ship's fund \$9.20. One man injured in Pusan. Discussion re transportation for B and C men.

ALCOA RUNNER (Alcoa), Aug. 1—Chairman; Secretary, S. Bernstein. Ship's fund \$5. One man quitting in Phila. Two men left ship, no replacements. Outside bathroom to be opened for longshoremen. Vote of thanks to steward dept. for job well done. Also to member who handled two jobs.

CITY OF ALMA (Waterman), July 28—Chairman, R. Meyvantsson; Secretary, J. Holsenbeck. Men to get ration of cigarettes when slop chest open. Specify amount of money on draw list. Messman changed to pantryman for best interest of all concerned. Ship's fund \$33.41. Few hours disputed OT concerning late breakfast. Deck to be painted in recreation room. Vote of thanks to steward dept. for good service. Bathrooms to be kept clean. Cots to be returned after use. Keep laundry locked in port.

IBERVILLE (Pan-Atlantic), July 19—Chairman, J. McGill; Secretary, C. Ridge. Ship's fund \$18.00. New delegate elected. \$22.55 spent for films and lamps. Discussion on projector payments, bathroom repairs.

TOPA TOPA (Waterman), Aug. 12—Chairman, B. Foster; Secretary, D. Ravosa. One man missed ship. Ship's fund \$20. Vote of thanks to resigning delegate for job well done. Bathrooms and showers back aft to be kept clean. Return cups and glasses to pantry.

W. Calefate. Some mixup on replacements. Only delegates can obtain draws from office; no individual draws between draws. Beef to be brought up at meetings, not discussed in passageways. Ship's fund \$22.90. Electric steam iron purchased to be crew's property. New delegate elected. Pantryman to assist messman. Discussion on service in messhall. Beef to be made through proper channels. Laundry not to be hung in recreation room. Use sidley for all laundry.

KENMAR (Calmar), June 23—Chairman, J. Blake; Secretary, J. Marshall. Some disputed OT. Suggestion that company and ship safety committees take action concerning gangway conditions at Sparrows Point. Gangway facilities unsafe and hazardous.

Aug. 15—Chairman, G. Hildreth; Secretary, M. Ward. One man left ship due to illness. Some disputed OT. Rearrange steward dept. foci's; steward should be on mates' deck consistent with other Liberties. Repair lists made up. Vote of thanks to steward dept. for job well done.

MARORE (Ore), Aug. 23—Chairman D. Stone; Secretary, I. Glass. Galley repairs to be done in shipyard. Ship's fund \$3.02. Some disputed OT. Requests cold drinks and butter for night lunches. Knock on doors before entering.

STEEL RECORDER (Isthmian), Aug. 18—Chairman T. James; Secretary, R. Barrett. Crew warned against performing. Offenders will be punished. New sec'y-reporter elected. Ship's fund \$6.40. Each member to donate 50c for sports equipment. Keep messroom clean. Discussion on rusty water. Vote of thanks to steward dept.

STEEL VENDOR (Isthmian), Aug. 21—Chairman, V. Orenclio; Secretary, N. Power. All details taken care of before sailing. Ship's fund, \$27.91. New delegate and reporter elected. Discussion on getting crew's quarters souged and painted, keeping pantry and messroom clean at night and care of washing machine. No spare parts available. Keep all outside screen doors locked in port except one near gangway to keep natives out.

ALMENA (Pan-Atlantic), Aug. 25—Chairman, A. James; Secretary, M. Eschenko. Vote of thanks to steward dept. Fan to be placed in pantry. Portholes to be checked and repaired.

BALTORE (Ore), Aug. 1—Chairman, D. Buck; Secretary, W. Turpin. No beefs. Ship's fund \$15.25.

FORT HOSKINS (Cities Service), Aug. 18—Chairman, E. Bryant; Secretary, Coumas. Some disputed OT. Anyone with information regarding P. Iverson's accident see patrolman. Clean quarters before getting into port. Repair list to be submitted.

LOSAR (Calmar), Aug. 18—Chairman, F. Alcin; Secretary, P. Olson. New delegate elected. Need more silver and cups at night. Suggestion to start ship's fund.

NEVA WEST (Bloomfield), Aug. 20—Chairman, J. Riley; Secretary, W. Rinehart. New delegate elected. Need parts for washing machine. Repair list to be submitted. Check sea chest in New Orleans.

STEEL FABRICATOR (Isthmian), Aug. 11—Chairman, B. Browning; Secretary, F. Myatt. Ship's fund, \$28.50. Library to be kept clean. Request new mattress if needed. Laundry schedule to be made up. Daymen to fumigate ship for roaches. Order new library.

SEATRIN LOUISIANA (Seatrains), Aug. 12—Chairman, S. Garcia; Secretary, C. Kreiss. Ship's fund, \$58.99. New delegate elected. Coke machine to be repaired out of ship's fund. **Aug. 24—**Chairman, S. Garcia; Secretary, C. Kreiss. Coke machine to be



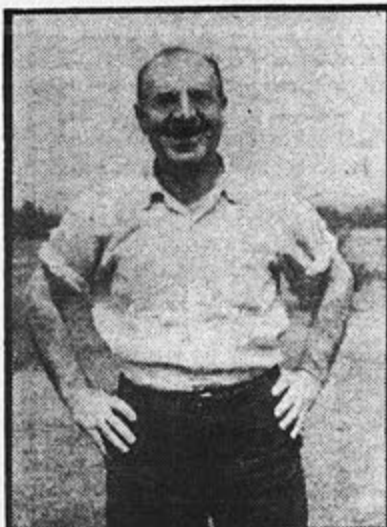
'Get In There And Operate!'



Vic Litardi Dies At 54

Seafarer Vic Litardi, an active Union member of many years standing, passed away last July 27th at the Kingsbridge Veterans Hospital, Bronx, New York. He had been ill for several years and had been hospitalized in various veterans' hospitals for approximately two years prior to his death. He was 54 years old.

Widely-known to many Seafarers,



The late Victor Litardi while at Sunmount, NY, VA hospital last summer.

Litardi had taken active part in many of the SIU's major beefs, particularly the longshore beef in 1953 and 1954 in the Port of New York. Subsequently he served as an organizer for the International Transportworkers Federation in its efforts to sign up runaway-flag ships here.

Burial took place in Pinelawn Cemetery. He is survived by a brother, Angelo.

Once again the chopping block is being readied for a hatchet job on the United States Public Health Service. The immediate victims are to be the Chicago, Detroit, Memphis and Savannah hospitals, but once the "economy" move takes hold there is no telling how it will end.

The actual surgical plan has been devised by the Bureau of the Budget, a longtime enemy of PHS, which has called for a "survey" of private medical facilities in the areas named to see if the Government installations can be shut down. Since statisticians can invariably come up with a set of figures to support any conclusion, there is no doubt they can produce a report to justify the closings.

But this is by no means the whole story. Since the country is already confronted with a shortage of hospital facilities, the PHS shutdowns would only worsen the situation. In addition, the substitution of private facilities for the PHS hospitals, can only mean a reduction in medical services for seamen and Federal employees entitled to Government medical care, and this emerges as the real reason for the "survey" move.

The medical profession is already notorious for its opposition to Government medicine in any form, although it, as well as the public, has benefitted greatly from the use of the PHS hospitals as a proving ground for new techniques and research plus the training of skilled specialists. Previous hospital closings have only served to retard further essential research and to make hospital facilities less accessible to seamen and others who need them.

It is hard to imagine a more costly "economy" move than this one.

Perils Of The Sea

Certainly no one in this business has to be reminded about the accident and injury potential aboard ship. Safety at sea is always complicated by the unknown and unexpected, which is what makes going to sea one of the most dangerous professions of them all.

Whatever the cause, the loss of two SIU men on a Tampa tug; of 94 persons, mostly children and old folks, in a ship collision near Buenos Aires and of a half dozen crewmen on a brand-new Liberian tanker—all of these are grim reminders that the sea is constantly exacting its toll, regardless of precautions taken against it.

Ship safety, as envisioned in the SIU's industry-wide safety program, is a never-ending job for this reason. No one should take it lightly.

An Old Familiar Tune—Living Costs Set Record

WASHINGTON—the cost-of-living index rose to a new high for the 12th consecutive month with increased food and housing costs the main cause of the increase.

According to the Bureau of Labor Statistics, the index for the month of August rose two-tenths of one percent from the July level, bringing the August total 3.6 percent above August of last year. The level is now 21 percent above the average 1947-49 level.

The rise brought the spendable earnings of the average factory worker below the level for the same month last year. This was the fourth month this year that a worker's take-home pay bought less than it had for the corresponding month last year. The other high

months were March, April and May.

Food prices increased four-tenths of one percent while gas and electricity costs jumped nine-tenths of one percent, the highest increase in any month since October, 1948. Also showing marked increases were rents, FHA mortgage rates and medical expenses. The cost of borrowing other money has also been on the upgrade.

The continued rise in the cost index will result in "escalator clause" wage hikes for some 157,000 employees.

LABOR ROUND-UP

The AFL-CIO Executive Council has voted to appropriate \$50,000 for the training of African workers in the basic concepts of free trade unionism. The program calls for the selection of 10 to 12 promising young Africans each year for study in US trade schools and in American union procedures. The trainees, on completion of their courses, will be furnished with subsidies when they go home in order to apply what they learned in training their countrymen. The move was designed to unite the free world with the new independent African nations.

"Rock and Roll" has hit the picket line. Striking members of Steelworkers Local 5501 doing round-the-clock picket duty at Johnson's Spring Co., in Jefferson City, Tenn. have composed a song entitled "Walk Around the Clock." The song, composed of some 20 verses, is sung to the tune of "Rock Around the Clock." One of the verses goes like this:

"We're gonna walk around the clock tonight,
We're gonna walk, walk, walk till broad daylight,
We're gonna walk around the clock tonight.
We'll walk out there till we're soaked to the skin,
We'll walk out there till Johnson gives in."

The average worker in Arizona is losing some 25 to 30 cents an hour in wages because of the state's "right to work" law, charges Eddie Eagle, secretary and business representative of Local 109, Meat Cutters Union. Local 109 has been in Tucson for 20 years and the first contract with employers in 1937 was the same as in Los Angeles. However, he said, "today, they are \$18 to \$21 per week higher in wages, receive health and welfare benefits, a pension plan and many other fringe benefits that we do not have here." Arizona was one of the first states to enact a "right to work" law.

An escalator clause in pension plans or some means of applying bargaining gains to retired em-

ployees is being sought by many unions as a means of providing against inflation for those who will have to live on fixed incomes, announced Al Whitehouse, director of the AFL-CIO Industrial Union Department. The theory was first adopted about eight years ago when more than a half a million members of United Steelworkers struck to force the industry to take more responsibility for the welfare of retired employees. A month long strike brought Bethlehem Steel to accept this principle. Since then other steel operators and automobile companies have adopted similar plans.

The theme, "The union wants your dues," or "What do you get out of it?" as a means of hindering union organization proved unsuccessful among White Hall, Md. mill employees of the Federal Paper Board Company when the United Papermakers and Paperworkers organized the plant. Soon after the union won an NLRB representation election the company answered its own question. The first contract negotiated by the UPP Local 715 gave the mill board employees an average 22 cents an hour increase in wages and benefits, or approximately \$440 a year more for the first year of UPP representation, considerably more than the employees' dues will come to.

Postal and civil service unions have bitterly denounced President Eisenhower's veto of the federal pay raise bill. Labeling the veto as a "crushing blow of devastating proportions," William Doherty, president of the Letter Carriers, said that postal workers have every right to be bitterly disappointed. Proponents of the bill pointed out that more than 50 percent of the postal employees have already been forced to take outside jobs in addition to a full day's work in the post office to stay abreast of the rising cost of living. A stronger bill, Doherty announced, will be proposed next session and will have a retroactive clause to make up, at least partially, for this year's setback.

Shorthanded?

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

Wage boosts have been provided for engineers on 65 railroads after an hour-long bargaining session between the carriers and the Locomotive Firemen and Enginemen. The increases are 49 cents a day for yard engineers on a five day week, 31 cents for those on a six or seven day week, 38 cents per 100 miles for through freight service engineers and six cents per 100 miles for passenger engineers.

Grandpop Shows 'Em How



Seafarer John Zohil gives a few pointers on the angler's art to grandchildren Kathy, Debbie and Sandy in Philadelphia, after his last trip. He caught the brainfood during the intercoastal run on the Texmar.

Dunaif Or Boogabilla — What's In A Name?

After months of pleasant (?) association, it's a little disconcerting to wake up one morning and find your ship dubbed the "Swedish motor ship Boogabilla" in the local press.

The fact that the news photograph of the bogus Boogabilla clearly shows the name "Charles Dunaif" lettered on the stern and the US flag at the fantail is not too troublesome. It's that "Boogabilla" bit. If they were gonna goof, they might at least have tagged you the Queen Mary, or the Graf Spee, for that matter.

None the less, all things are possible in Eureka, Calif., in the words of ship's reporter Truman W. Lane. "We found Eureka in depressed times," he stated, "and proceeded to remedy this in the approved manner."

"The first night ashore we were greeted with sour looks and requests for identification in the local bars, as there are quite a few of us on here under 30. But the next night things moved along in style after our singing troubadour, Herman Whisnant, gave out with one of his famous arias to the accompaniment of the band...I think all of us enjoyed our stay there."

The Eureka episode has since become history and the Dunaif was recently due back in Texas from the Far East "after four and a half



Ship's delegate Herman Whisnant, AB, and a friend in Yokahama. He must have done some singing there too.

months, 18 ports and all kind of yen, hwan and Yankee dollars. Things are running smooth since we picked up some US stores in Hawaii, replacing the Japanese stores we had on board, all of which tasted like fish."

No one knows exactly what happened to the Boogabilla, which apparently was loading for Australia at the same time the Dunaif was also in Eureka, but the gang is hoping their "namesake" had as good a trip as they did.

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Urges Revised Pension Set-Up

To the Editor:
I am writing in regard to the question in the "Inquiring Seafarer" (LOG, Aug. 2, 1957) on "what would you like to see as the next forward step of the Seafarers Welfare Plan?" We as a Union and all unions have wanted our Government to lower the age for Social Security eligibility from 65 to an age

ship and told the captain and steward of our poor circumstances. They responded very kindly by donating quantities of milk, cookies, jelly, molasses, Worcestershire sauce and pudding which we appreciate deeply. We will never forget these contributions for our orphanage and would like to send our regards to the Wild Ranger and its captain and steward. The best of luck to your Union forever.

M. Chung
Catholic Heart Orphanage

Offer Thanks To Cavalier

To the Editor:
The family of Franklin Cain wishes to thank the entire crew of the Alcoa Cavalier for their beautiful wreath, the warm expressions of sympathy, the generous donations and for other kindnesses shown on the occasion of the death of our mother. May God reward you.

Franklin Cain & Family

Hails Kindness Of Phila. SIU

To the Editor:
I am the wife of William Healy about whom an article appeared in the "Final Dispatch" column of the LOG on August 2, 1957. The article said Bill was sailing only two years, although he had been sailing for many more years than that.

Bill was a wonderful husband and father. We had five children and nine grandchildren of whom he was very proud. His brother was the late Lawrence "Red" Healy, who was well-known and well-liked in Philadelphia.

Words cannot describe the kindness and thoughtfulness of the Seafarers of Philadelphia. When Bill was dying in the hospital, "Moon" Mullins was in there at the same time and was always around trying to comfort us. He was wonderful and we will never forget him.

At the funeral they all tried to help in some way and some came a good ways to be there. Steve Cardullo, the SIU agent in Philadelphia, also went out of his way to help and saw to it that I received the limit in welfare benefits. With that help I own my own home and have a fund set aside to send my daughter through college. Bill had intended to try for a scholarship for our youngest daughter, Mary, who is 17.

Bill is greatly missed by all of us, but I want to thank all the SIU men for their kindness. I hope you will also continue sending me the LOG.

Mrs. Edna Healy
(Ed. note: Union records show that Brother Healy began sailing SIU ships in 1950. Sorry for the error. The LOG will, of course, continue to be sent to you.)

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.

where a man can still enjoy a little life. We would be setting an example if we set a seetime limit of say 20 years, with no requirement of disability.

Let's take a look at our Army and Navy. Those men get pensioned after 20 years whether they are 40, 50, or 60. All they need is the 20 years' time. As you know, we have a lot of retired men who came out of the Navy, make a trip or two each year and are at an age where they can still enjoy life.

Therefore this is what I'd like to see in the SIU:

- (1) A pension at any age after 20 years' seetime, with no requirement of disability.
- (2) A disability pension at any age after ten years' seetime.
- (3) A reduction of the \$50-deductible provision in the hospital-surgical plan for SIU families to \$25.

What do you think brothers?
James Eichenberg

Ex-GI Starts Sailing Again

To the Editor:
I had been receiving the LOG while overseas with the Army, but now that I am home and sailing again I would appreciate having it sent to my home instead.

My parents always enjoyed reading the LOG before and I'll be able to keep up with current Union events while at home between trips.

B. E. S. Clontz

Lauds Kindness Of Wild Ranger

To the Editor:
It is wonderful to have the help of your people who have been very generous to our organization here in Pusan, Korea.

It was on Aug. 17 while the SS Wild Ranger was lying at anchor here that I visited this

Burly

By Bernard Seaman



Night Alarm At Dock Ends Okay

Needless to say, the crew of the Steel Voyager was "shook up a little" by a midnight "abandon ship" alarm alongside a dock in the Persian Gulf, especially with no sign of smoke, fire or an explosion. But all turned out well after the ship's boat had retrieved an AB who fell over the side.

Fortunately for the AB, who was being taken out to sea by the current, "the saloon messman made a good throw with a life-ring. This saved his life," reported Scotty Weems. After he had given the alarm, "the crew along with the officers did a good job of getting the lifeboat in the water and picked the man up about a half-mile from the ship." He was apparently in good shape so the whole incident came out okay.

Earlier, in Bandarshapur, one of the wipers passed out from heat exhaustion and it took a doctor several hours to bring him around.

Weems said the crew stood watches with him one night, relieving each other at two-hour intervals.

"This is a good run to save money on," he also pointed out, "as there is no shore leave in most ports. But considering the heat which has averaged about 120° in foci's for the past three weeks and the ports with no shore leave, everyone has done a good job and everything is running very smooth."

He added a word of warning for crews coming to Basrah—where you can go ashore — about the "clipjoints" there. "The girls press you to buy them drinks which cost one dinar (\$2.80) a shot for tea. They'll string you along plenty... But as \$100 is usually only good for two or three hours of drinking, very few have any money left at closing time so the ladies leave you flat anyway... Just because the Persian Gulf is lousy with oil, people there think even the seamen are like Texas millionaires."

Sea-Spray —By 'Red' Fink



Korea-Bound Passenger Was President's Kin

Most of the crew didn't know it at the time, but the Jean Lafitte was carrying something beside cargo to Korea last trip. The ship was also bringing home the grandnephew of Korean President Syngman Rhee after four years' study in the U.S.

Seamen generally regard most passengers as just some more cargo—keeping aloof, always gaping at the crew and making one wonder why they travel on freighters instead of passenger ships. But Kisu Rhee was one of the exceptions to the rule, says Seafarer William Calefato, and enjoyed "the run of the ship" instead of staying

topside. He took a camera everywhere and made friends all over.

What's more, Calefato reports, the Korean president's grandnephew displayed a great deal of interest in the ship's operations and especially in the way the crew lived and worked. Calefato says he is sure that Rhee learned a great deal about the SIU and carried off a fine impression of the Union.

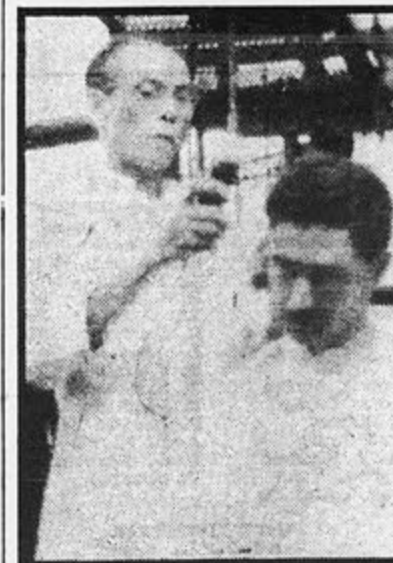
The result was a more than usually pleasant trip all around, with many suspecting Rhee's family connection but none quite sure of it.

Calefato eventually confirmed it but agreed to keep the confidence until the trip was over. Rhee, he noted, was returning from studies here to help at the Taegu School for the Blind and Deaf, the first Christian school of its kind in Korea, which his father founded in 1946.

The younger Rhee was awarded a government scholarship after he invented a standard Braille typewriter keyboard that everyone, including the blind, can use. The original Braille machines had only a few keys.

Only one thing marred his trip home and that happened right in his homeland after a smooth voyage across the Pacific. Customs regulations call for a tax on textbooks brought into the country and every bit of his 400 pounds of luggage had to be inspected.

It took him two days to get cleared in Pusan although his family had come all the way from Taegu to meet him. For the record, Calefato added, this shows you can't beat the "Customs" no matter where you are—or who you are.



Passenger Kisu Rhee, grandnephew of the Korean president (top), poses for SIU crew-member during trip back home on Jean Lafitte. Above, saloon messman Raymond Ventura (left) is kept busy in open air tonorial parlor all the way to Yokohama. Crew pantryman Lacks is on tap here for his turn in the barber chair. Photos by William Calefato.

ALCOA PILGRIM (Alcoa), May 24—Chairman, F. Shandl; Secretary, W. Scott. Discussion on launch service in Maracalbo and Cabimas; matter referred to patrolman. Some disputed OT. Vote of thanks to steward dept. for fine job. Need new washing machine.

AUG. 8—Chairman, F. Murray; Secretary, E. Mooney. Repair list to be submitted. Some disputed OT. Soiled linen to be returned on day of linen issue. Return all cups and glasses to scullery.

MANKATO VICTORY (Victory), July 14—Chairman, M. Lanier; Secretary, W. Barth. Engineer took two new chairs for his office that were purchased for messroom. Ship's fund \$35.40. Some disputed OT. New delegate elected to act as treasurer. Suggestion to permit longshoremen to

Digest Of SIU Ship Meetings

use recreation room but not messroom. Salads not to be placed on tables too soon.

AUG. 5—Chairman, M. Lanier; Secretary, W. Barth. Ship's fund \$36.40. Suggestions to keep ice cream in ice box while serving meal, place milk on table at last minute and clean all condiment containers.

AUG. 14—Chairman, W. Harrell; Secretary, J. Allstaff. Few hours disputed OT; settled. Men who missed ship in Norfolk reported to patrolman. Reports accepted.

ALCOA PURITAN (Alcoa), July 8—Chairman, G. Douglas; Secretary, R. Poole. Few hours disputed OT. Rooms need sougeeing and decks painted. Engine room door to be closed. Gangway watch should stand at all times. Need more variety of fresh fruit. Ship to be fumigated. Beef to be discussed with steward, delegates and company officials at first port.

AUG. 7—Chairman, R. Joy; Secretary, E. Killgrew. Gangway watchmen more dignified as requested by mate. Need fans for bathrooms. Mops not to be washed in laundry sink. Committee to write letters to Union concerning possibility of gaining subsistence during discharge of bauxite on Alcoa ships in Mobile. Objection on safety meetings. Men feel meetings should be held on company time. Deck crew wishes pad-eyes welded to deck port and starboard so pilot ladder may be secured properly. Boat deck for crew to be kept clean by washdown two or three times weekly to eliminate disease-carrying flies and insects. Deck dept. sanitary man reprimanded for not shining brass door jams. Question whether this is his job. Request change of draw time from 10 a.m. to 6 p.m. or 12 noon. Men broken out to dock ship. Put to work one hour before told to go fore and aft. Mate mistaken in so doing on arrival at Guanta. Consult patrolman about washing down vessel during loading of bauxite and securing for sea. Order to wash down deck carried out against crew's wishes who felt order would create hazardous working conditions.

AMES VICTORY (Victory Carriers), Aug. 4—Chairman, C. Starling; Secretary, R. Gielins. Repairs not made. One man lost in Miss. River. Wiper died in N.O. Call hall on articles, signing on, money beefs and delayed sailings in N.Y. New delegate elected. Take collection for ship's fund, \$1 per man. See captain about payoff, discharges and vouchers. Shorts not to be worn in messroom and pantry. One man hospitalized in Panama Canal.

MAE (Bull), Aug. 10—Chairman, J. Emmerick; Secretary, F. Hipp. Report on new ladder. Ship's fund \$27.97. New repair list to be submitted. Air condition all SIU ships especially those running to the tropics. Check OT at payoff; each delegate to check his dept. Dogs on storm doors to be overhauled. Request mosquito bulbs for passageways and "612" mosquito repellent. Steward to be on hand at meal times. Menus have been improved. Thanks to old timers for fine job in American Coal beef.

WILD RANGER (Waterman), July 26—Chairman, D. Ruddy; Secretary, W. Tregembo. Ship's fund \$24.65. New delegate elected.

STEEL VOYAGER (Isthmian), Aug. 17—Chairman, J. Farrand; Secretary, K. Juchter. One man overcome with heat exhaustion. Members cautioned to take it easy during hot weather and not make so much noise. Ship's fund, \$19.26. Endeavor to get ship or messhalls air-conditioned. New reporter elected. Messhalls to be kept clean. Men requested to refrain from bringing natives or anyone from foreign ships on board.

PACIFIC OCEAN (World Tramping), Aug. 22—Chairman, B. High; Secretary, B. Amsberry. Union notified about repatriated member. Request galley range, messhall tabletops, different brand of soap powder. Repair list turned in. Strip bunks and clean foc'sles at payoff; return library

books. More cooperation urged with delegates. See captain and patrolman about hospital supplies, more careful check of ship's stores. Vote of thanks to steward department, especially men in galley.

STEEL KING (Isthmian), July 30—Chairman, N. Flowers; Secretary, C. Presnall. Fireman fired in Mobile to be reported to delegate. Ship's fund, \$14.70. New reporter elected. Repair list to be submitted. Need larger cooler as present one is inadequate. Ship needs fumigating. Delegate urged members to partake in union business, such as accepting official positions on board ship.

PLYMOUTH VICTORY (Isthmian), July 26—Chairman, R. Spencer; Secretary, J. Gleason. Repair lists discussed with patrolman. Items to be taken care of next trip. Members to donate any amount to ship's fund. Put away butter at night after use. Vote of thanks to steward dept. Garbage to be kept away from deck house. Request latches on passageway screen door; keep doors closed in port. Proper attire to be worn in messhall and pantry. Rotation system for cleaning laundry and recreation room.

STEEL ADVOCATE (Isthmian), Aug. 10—Chairman, L. Ciamboli; Secretary, A. Shrimpton. Two members missed ship; hall notified. Two men injured in Kobe, repatriated as workaways. Ship's fund, \$1.01. Vote of thanks to steward dept. for good chow throughout voyage. One workaway shipped from Honolulu. Discussion on room allowance while painting ship in Pusan. No illness reports given to crew for men reported sick during voyage in violation of union instructions. Every man reporting sick should obtain evidence of such before paying off. Request awning aft. Try to adjust cold showers continually running hot. Paint all deck dept. foc'sles bathrooms and showers next trip.

MONARCH OF THE SEA (Waterman), Aug. 11—Chairman, E. Odum; Secretary, F. Mitchell, Jr. Incidents between officers and crew members to be taken up with patrolman. Some disputed OT. Motion to hold meetings once a month. Try to replace toaster. Check with patrolman on time of payoff.

CHILORE (Ore), Aug. 3—Chairman, S. Mills; Secretary, C. Bortz. Ship's fund, \$21.75. Odd pennies received at payoff to be contributed to ship's treasury. Recommended spare coffee pots be secured. Procure cots, new refrigerator. Proper variety and quality of food not being put aboard. See agent while vessel is in drydock.

EDITH (Bull), Aug. 15—Chairman, M. Jones; Secretary, S. Arales. No cots on board. Ice box needs repairing. Have washing machine repaired or secure new one. Need some wind scoops. Vote of thanks to steward dept. for good food and service.

LAWRENCE VICTORY (Miss.), Aug. 4—Chairman, J. King; Secretary, A. Schlavone. All major repairs made. \$5 in ship's fund. Magazines purchased. Discussion on galley stove. Meats not properly cooked. Ovens do not have regulation heat. New half-moon plates to be ordered at first American port.

NEW JERSEY (Seatrains), Aug. 17—Chairman, E. LaSoya; Secretary, A. O'Krugly. Man fired. Special meeting held; beef squared away. Check stores put aboard; getting sour green apples. Return cups to messhall.

JOSEFINA (Liberty), Aug. 10—Chairman, H. Jaynes; Secretary, B. Elverum. Two men hospitalized in Japan. Few beefs. One man picked up in Philippines. Partiality to saloon mess provisions. Complaints that steward neglected duties in not inspecting messhall at meal hours. Washing machine to be kept clean.

OCEAN DEBORAH (Maritime Overseas), Aug. 11—Chairman, J. McElroy; Secretary, P. St. Marie. Various small repairs to be brought to engineer's attention. Some items omitted will be ordered next trip. Discussion on garbage disposals. Do not smear newly painted areas.

REBECCA (Maritime Overseas), Aug. 4—Chairman, G. Flowers; Secretary, M. Culp. New delegate elected. \$5 to be donated to purchase converter for projector. More cooperation urged on fire and boat drill. Laundry to be kept clean.

SANTORE (Ore Nav), July 12—Chairman, S. Wetton; Secretary, W. Franklin. Ship's fund \$8.10. Two men missed ship in Baltimore. Minor beef settled about OS making coffee for watch in morning. New delegate elected. Clothes to be removed from dryer when dry. Keep laundry and night pantry clean. Quiet to be observed in passageways so men can sleep.

SEATRIN SAVANNAH (Seatrains), Aug. 26—Chairman, R. May; Secretary, C. Yaw. New delegate elected. Ship's fund \$44.22. Beef about night lunch; feeding outsiders topside before feeding crew. Insufficient milk on sailing day.

AUG. 17—Chairman, E. Gratsky; Secretary, Y. Bentley. Payoff in Baltimore. Disputed overtime restriction to ship, and money due for launch service to be taken up with patrolman. Ship's fund \$9.00. Showers and rooms to be sougeed. Each watch is to do its own. Use of burning torch by chief engineer to be taken up with patrolman. Captain to hold sanitary inspection to decide whether rooms need sougeeing or painting.

LOG-A-RHYTHM:

The Rainbow

By Harry Wolowitz

There are times I've often wondered

While sailing across the sea,
Where is the end of the rainbow,
That pot of gold for me?

I've often been told

There're pots of gold,
Just waiting for someone to find;
I've searched high and low,
Wherever I go,
Expecting the gods to be kind.

Some think their rainbows mean drinking,

And drown their sorrows in gin;
While others like betting the races,
On horses that never come in.

Some find their rainbow

At cards all night long,
Others shoot dice for their thrill;
Some chase the girls in port
after port,
All sizes and shapes fill the bill.

I'm sailing the seas

With that rainbow in mind,
Hoping and praying
For the day when I'll find,
That elusive rainbow
With its pot of gold;
Like the end of a story
That's never been told.

SS Del Mar

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
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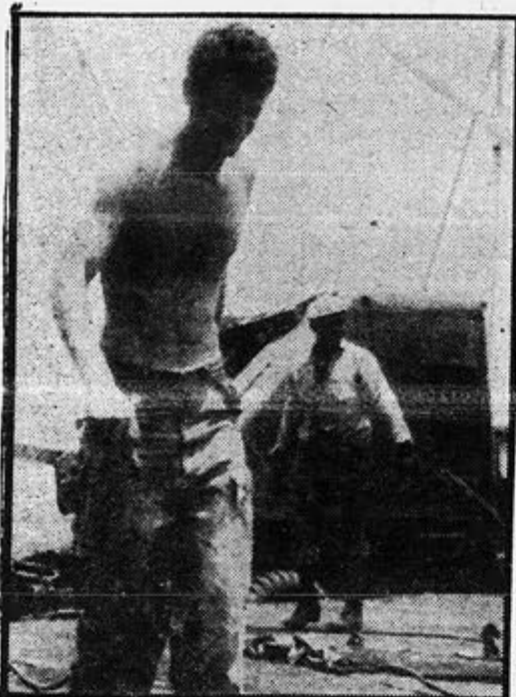
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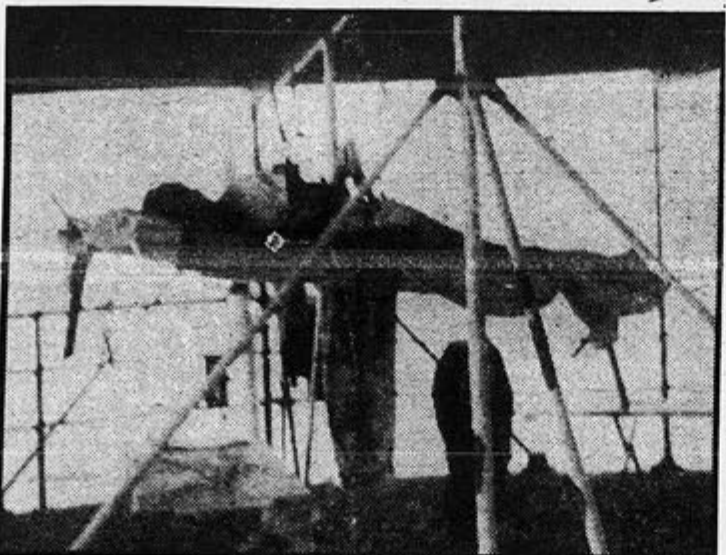
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Seafarers' Scrapbook

Delegate Beau James and Nick Westfall on Steel Recorder (right) keep an eye on jar holding ship's fund. They expect it'll fill up before long.



Hot weather keeps deckhands stripped down while the Steel Artisan's in the Persian Gulf. Photo by Marvin White. Tony Montemarano solves his own heat problem (above, right). At siesta time on Seatrain Louisiana, he sacks down in mid-air.



The Mermaid lives up to her name as tank-tops take a pounding and deck gets a free washdown. In calmer weather (above) at Puerta La Cruz, two ordinaries try their luck at fishing for some of the big ones. John Wunderlich, who took the photos, didn't say whether any of them got away.

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Wife Applauds Union Assist

To the Editor:
Once again I'd like to praise the SIU in general, and especially officials Charlie Kimball in Houston and Harold Fischer in Mobile. They provided splendid cooperation after the recent death of an SIU member who was drowned while out on an outing with us on July 29, 1957. The brother member who drowned was Edward H. Burns of Mobile, who left a wife and

the agent in Boston will tell you that we paid off clean. The second ship was Waterman's SS Warrior. I caught this ship in Houston and stood watch Friday, Aug. 30 as oiler. They (the company) seemed determined to be the contract breakers. The 1st assistant claimed to have ordered a fireman from the Houston hall but when I called there from Galveston none had been ordered, and on my word a fireman was promptly dispatched. But I overlooked one wiper, so we sailed shorthanded to Beaumont. The 1st claimed that he had ordered one but we could not furnish him.

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.

four children. I called Mr. Kimball soon after the accident and asked his advice on notifying Burns' wife and family since he had left no emergency number where someone could be reached. Following his instructions, I then called Harold Fischer at his home, in the wee hours of the morning, requesting him to contact either the wife of the deceased or his brother-in-law, "Whitey" Coker. Mr. Fischer was most helpful despite the early hour and assured me he would have the widow call me immediately. This she did, and then asked me to call Mr. Kimball and have funeral arrangements completed for the shipment of the body back to Mobile.

We sailed three hours late, so two hours delayed sailing for everyone was lost. Then one oiler and one fireman gave due notice (24 hours) to quit in Beaumont, but the 1st passed the word that he could not get replacements so the oiler and fireman had to stay on. I said it was a damn lie and would get the men, so I called Leroy Clarke in Lake Charles and explained the deal. I know personally he had a man to drive to the ship with replacements. My conversation with Clarke over the phone caused the captain and agent to get wise.

Upon the completion of these arrangements, we went to the Howard Funeral Home to view the body. Then at 9:05 AM, July 31, we saw it delivered to the Union Station on its way home. This, besides the floral offering we sent, was the last tribute we could offer a true friend of many years as well as a brother of the SIU.

If this act had not been caught on the Warrior, they would have beat SIU seamen out of delayed sailing in about three Gulf ports. To me, this is an opening wedge for any company to say we cannot fulfill our contract.

Again we take this opportunity of thanking God for a Union as strong as the SIU and for all the personnel connected with it. Thanks to these officials for their kindness in helping me convey such a tragic message to Eddie Burns' family.

I propose therefore that at the last meetings before any ship's delegate leaves a ship that he appoint a temporary delegate and introduce him to the captain as such so he can conduct Union business until a new delegate is duly elected.

We are lax and negligent in our duties when we are dispatched to a ship by officials who gave up their sea life to carry our torch on the beach if we leave our ships in this condition.

Dick Massey

Finds The LOG 'Great' Reading

To the Editor:
I am a seaman and while on my last ship I was in the United States and read some articles of great interest in your SEAFARERS LOG. I am in a union in Georgetown, British Guiana.

We are not as advanced as the SIU, but I am very much interested in the Union and its newspaper. Could you please supply me with a copy of your great SEAFARERS LOG so that I can keep up with developments in your organization?

Bertie McDonald

(Ed. note: Your name has been added to our mailing list so that you can receive all future issues of the LOG.)

Thank You For Miller Crew

To the Editor:
I would like to take this opportunity to thank the crew of the Samuel F. Miller, especially chief steward Higginbottom and fireman "Flash" Fannin for their kindness and attention while I was in sick bay.

Sees Delegates Becoming Lax

To the Editor:
Brothers who know me know that I hardly ever talk but, from what I have heard and seen the past year, I feel forced to sound off.

All the talk I have heard the past few months concerns the situations in Bull Line and Robin. Now I am no connoisseur on negotiations, but I will say that we have no official whom I would not vote for again. I will also say that the discussion about the above-mentioned companies gave me food for thought, as I had a glimmer of what seems to be a move by some companies to get out of line.

Ship number one is the SS Pacific Ocean on a trip from Houston to Haifa, then back to Boston. I was deck engineer and paid off in Boston on August 28. There was no repair list turned in and no minutes of any meeting left on the ship. I made fan brushes out of the cores of flashlight batteries, but

J. H. Berger

Hub Seafarer Dies On Coast

BOSTON—Seafarers in this port wish to extend their condolences to Mrs. D. Moynihan on the death of her husband, Seafarer Jerome Moynihan, while on the West Coast.

Brother Moynihan had collapsed while working with two other Seafarers on the Arthur M. Huddel and died in the marine hospital in San Francisco on September 10th. Brother Moynihan had joined the SIU in Boston on December 21, 1943, and was well known to Seafarers in the Boston hall.

Shipping Fair

It has been a fair two weeks for Seafarers in this port. There were two vessels paying off and signing on, the Council Grove and Bents Fort (Cities Service). The Robin Goodfellow and Robin Hood (Robin Line). Steel Executive (Isthmian) and Government Camp (Cities Service) were in-transit.

All ships are reported in good shape with no major beefs.

Home From The Ponce



Seafarer A. Toujillo, 3rd cook on the MV Ponce, relaxes ashore with his family in Florida. Ponce is on Florida-Puerto Rico run.

PERSONALS AND NOTICES

Bud Tobias

Thomas A. Horne would like you to get in touch with him. He can be reached at 30 Saxton St., Box Hill, Melbourne, Australia.

George F. Martin

Please contact your mother, Mrs. Mary Martin, as she is very anxious to hear from you. Address: Lake Helen, Florida.

S. Zygarowski

It is important that you contact Edward A. Fetting, Hotel Roosevelt, 1005 SW Park Avenue, Portland 5, Oregon.

George O. Eshom

Ex-Robin Mowbray
The Boston port agent is holding a receipt you left in the Boston Hall. Contact him so he can forward it.

Martin Hagerty

Please contact J. F. Coogan, postal inspector, post office department, Baltimore 3, Md. It concerns the possible loss of allotment checks mailed to you.

Jack D. Seratt

Contact your brother, Joe A. Seratt, 3842 Geary Blvd., San Francisco 18, Calif. It is important.

Joseph Zehl

Call Stevens at MURdock 8-2717, Elizabeth, New Jersey.

Hill, oiler; M. Arthur, oiler; Kamienski, wiper; Floyd, oiler; Nils Beck, carpenter; J. Lee and T. Norris.

The baggage room in New York reports that they have been holding laundry and dry cleaning for you for more than six months. If they do not hear from you within the next 30 days, they will have to dispose of the unclaimed clothes.

George Elliott King

It is very important that you contact your Aunt "Dee" at 2826 Burgundy Street, Lake Charles. Your wife is in the hospital.

Seafarer Dick Massey wishes to announce that he is operating as a consulting architect at 103 Park Ave., Lake Charles, La., phone Hemlock 9-8658. He will give free house or remodeling plans to any Seafarer who wants them. Just contact him.

Clyde Calvin Smith

Your wife wants you to contact her immediately at 35 Main St., Yonkers, N.Y. It is urgent.

Dave Albright

Dick left some money for you in the Lake Charles hall.

Victor B. Cooper is now checked in at Sailors Snug Harbor, in case anyone would like to get in touch with him.

Edward M. Cronin

Contact Bernard Rolnick, 320 Broadway, NYC.

Phillip Giordano

Very urgent that you get in touch with your wife immediately at Route 2 Pelzer, South Carolina. Anybody knowing above brother's whereabouts urged to contact him concerning this message.

Errin Johnson

Please contact your brother Clarence at 115-58 220th Street, Cambria Heights 11, NY.

Final Dispatch

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries.

Lionel Peat, 63: On July 2, 1957, Brother Peat died in the USPHS Hospital in Baltimore, Md. Death was due to a malignancy. He became a full member of the Union on May 23, 1955, and sailed in the steward department. Brother Peat is survived by his wife, Bessie Peat of Baltimore. Burial took place in Hopkins Chapel Cemetery, Hopkins County, Md.

Arza Smith Jr., 35: Brother Smith died July 27, 1957, aboard the SS Santa Monica after being transferred from the SS Jean. Death was caused by a head injury received while working aboard the latter ship. He became a full member of the Union on October 18, 1946, and sailed in the deck department. Place of burial is unknown.

Curtis F. Aycock, 53: On May 31, 1957, Brother Aycock died from a heart condition in Cumberland County, NC. He became a full member of the Union on August 6, 1948, and was sailing in the steward department. Brother Aycock is survived by his wife, Ruth Aycock of Fayetteville, NC. Burial took place in Cross Creek Cemetery, Fayetteville, NC.



TO SHIPS IN ATLANTIC · SOUTH AMERICAN · EUROPEAN WATERS

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EVERY SUNDAY · 1620 GMT

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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.



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

EVERY SUNDAY, 1915 GMT (2:15 PM EST Sunday)
Europe and North America WCO-13020 Kcs
East Coast South America WCO-16908.8 Kcs
West Coast South America WCO-22407 Kcs

EVERY MONDAY, 0315 GMT (10:15 PM EST Sunday)
Australia WMM 25-15607 Kcs
Northwest Pacific WMM 81-11037.5

Recent 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:

Darlene Dorothy Williams, born August 8, 1957, to Seafarer and Mrs. Arthur H. Williams, East Meadow, Long Island.

Windell Wade Strickland, born August 24, 1957, to Seafarer and Mrs. Franklin Strickland, Mobile, Ala.

Ruth Darlene Turk, born August 21, 1957, to Seafarer and Mrs. John Turk Jr., Mobile, Ala.

Lanny and Danny Worley, born July 13, 1957, to Seafarer and Mrs. Richard S. Worley, Pensacola, Fla.

Gilbert Camacho, born September 3, 1957, to Seafarer and Mrs. Fructuoso Camacho, Brooklyn, NY.

Francine Teresa Hills, born August 22, 1957, to Seafarer and Mrs. Frank Hills, San Francisco, Calif.

Steve Joel Maldonado, born April 25, 1957, to Seafarer and Mrs. Estaven Maldonado, Alvin, Texas.

David Emmet Cox, born February 24, 1957, to Seafarer and Mrs. James W. Cox, Baltimore, Md.

Mary Ann Gonzales, born July 24, 1957, to Seafarer and Mrs. Gilbert M. Gonzales, Eagle Lake, Texas.

Grayland Andre Mitchell, born July 29, 1957, to Seafarer and Mrs. Lawrence A. Mitchell, Algiers, La.

Mary Kathryn Koski, born June 25, 1957, to Seafarer and Mrs. Frank M. Koski, Philadelphia, Pa.
Edwin Earle Lewis, born August 17, 1957, to Seafarer and Mrs. Odus Clayton Lewis, Jr., Galveston, Texas.

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

'50-50' On Oil Imports Urged As Tanker Aid

A new "50-50" proposal designed to strengthen the US-flag tanker fleet and safeguard America's vital fuel supplies has been put forth in industry circles. Unlike the current "50-50" rule which applies to

US Government-financed export cargoes, the tanker "50-50" plan would require that 50 percent of all oil imports into the US be carried in American bottoms.

The proposal is seen by its backers as the answer to the alarming decline in the American-flag tanker trade, and the growing dependence of the United States on foreign oil supplies. They argue that since the offshore oil trade is growing at the expense of the domestic trade and since offshore runs are dominated by foreign-flags, the US is dependent to a growing degree on foreign ships and foreign oil to keep American industry going. At last report, in fact, the US tanker fleet was 24 vessels less than the previous year, thanks to transfers.

The growing dependence of the United States on foreign oil prompted President Eisenhower to impose voluntary import quotas in July. The quotas have been largely ineffective and the long run trend is toward foreign oil because of the greater cost and difficulty of finding oil in the continental US.

Import 20% Of Oil

At present, domestic production of oil is 6,800,000 barrels a day with imports running about 1,800,000 barrels. That means that about 20 percent of all the oil now in use is coming here from offshore sources, principally Venezuela and the Persian Gulf. At its peak, US oil output got up to 7,800,000 barrels after the Suez Canal was closed. Practically all of the million-barrel-a-day decline since then took place in Texas, Oklahoma and Louisiana and that is what is hitting the coastwise tanker trade so hard.

At the same time, foreign tankers that were carrying oil around Africa to Europe are now back on the US run. The result is very little activity for US-flag tankers, with the chance that there will be additional transfers to foreign flags.

During the Suez crisis, the Maritime Administration made much of proposals to build American flag supertankers and arrangements were made for "two-fers"—transfers of two T-2s for building one larger ship. But the new tonnage is not the answer, because if it is going

to compete with equally-new foreign tonnage, then the operators claim they will have to transfer their new ships as well.

On the other hand, a "50-50" requirement would reverse the transfer process. Industry sources claim it takes 15 to 16 T-2 tanker payloads every day, to handle all the oil coming from overseas. Even if the imports were cut back to the level requested by the President, the import load would be about a dozen T-2s daily. Yet at current estimates, if every American ship was in the trade, it is estimated the US-flag tanker fleet would be unable to supply enough ships to carry even 40 percent of that reduced figure. The long term trend, of course, is for the import figure to rise, year by year.

A "50-50" rule would then mean the following:

- Some ships that transferred foreign would transfer back to the US flag.

- New ship construction would be needed to make up part of the gap—construction which would be accomplished without foreign transfers or cost to the Government

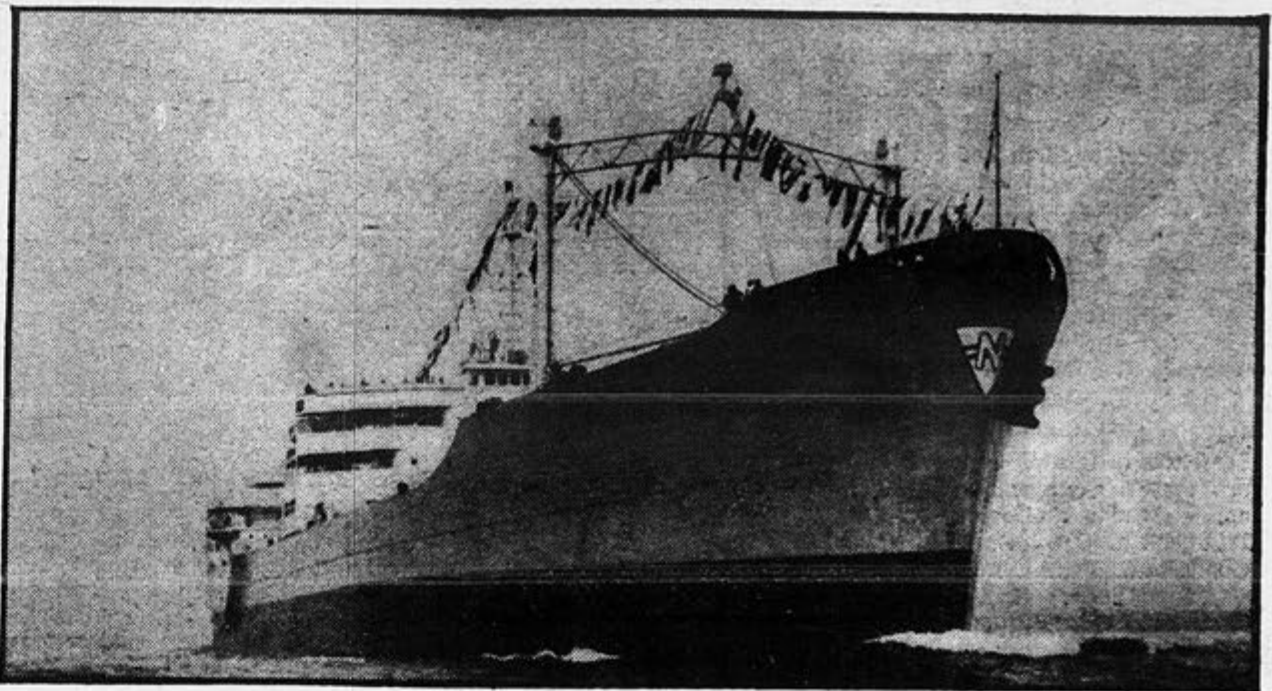
- Ships running under the US-flag would assure tighter US control of its fuel lifelines, tax revenues to the US Government now being lost on runaway ships and additional employment for US seamen.

In taking steps to cut oil imports, the President had acted to promote the domestic oil exploration industry. The import curb has not worked effectively for several reasons. For one thing, it was imposed against crude oil only so that foreign ships have been bringing in increasing loads of refined oil and heating oils, a trend which could hurt jobs and operations in East Coast refineries. Then it only applied to the Atlantic and Gulf Coast because the West Coast is unable to supply its own needs. That boosted imports to the West Coast.

Even if some kind of restriction was written into law, oil imports are bound to rise because of the rise in oil consumption which domestic producers would be hard pressed to meet without draining US known reserves and boosting the cost of all oil products. Foreign oil is cheaper, more plentiful and easier to find.

If national defense is a prime consideration, then the proposal for a "50-50" division on oil imports at least offers the safeguard of employment of American vessels in this trade.

The basis of the Merchant Marine Act of 1936 and of the "50-50" law was to help maintain a sizable merchant marine as vital to the country's security. Acting on that same logic, independent operators see the tanker "pipeline" to overseas oil supplies as equally vital and equally deserving of a boost. At no cost to the Government they argue, a "50-50" rule would be a shot in the arm to the tanker industry and place US oil imports under truly "effective control."



Foreign-flag supertankers like the World Glory (above) of Niarchos fleet now control most of US oil imports. Proposal for "50-50" import split, in view of backers, would result in transfer back to US flag of many such ships now under runaway registries.

SUP Families Get Med. Benefits

SAN FRANCISCO—A broad program of medical and hospital benefits for the wives and dependent children of SUP members will be launched November 1 by the Sailors Union of the Pacific. The family benefits will round out the SUP's welfare program, which now includes numerous benefits

for unmarried members and unique coverage for oldtimers.

Like the existing benefits, the new program will be financed in full by contributions from SUP-contracted operators.

The family program embraces a wide range of medical, surgical and hospital care and services in and out of the hospitals. It includes payments covering the cost of hospital room and board, hospital services directly related to the dependent's injury or sickness, administering anesthetics and ambulance transportation, surgical fees and doctors' fees in the hospital, at the office or at the patient's home.

It also includes payments for laboratory and x-ray examinations for diagnosis of accidents or sickness, medical and special nursing fees, hospital room, board and serv-

ces, and doctor's fees relating to childbirth.

Payments for individual benefits under the program are at a high level. In addition, the benefits can be integrated so that SUP families can be relieved of most or all of the cost of major medical care. A dependent who is injured and requires surgery and extensive hospitalization and nursing care for example could receive benefits exceeding \$2,000.

The program provides two methods of payment: a service plan and a direct payment plan. SUP families living in Los Angeles, San Francisco, Portland and Seattle can obtain coverage by either method. Families in other areas will receive direct payments from the Fund.

If it chooses the service plan, the family will receive medical care at

little or no cost from one of two medical clinics. Hospital care will be provided in a hospital that the clinic is affiliated with, and charged to the clinic, which will bill the dependent for items not covered by the Fund. Under the clinic set-up, members can not choose their doctors or surgeons.

Families using the direct payment plan will be able to choose their own doctors. They will pay their medical and hospital bills in advance and be reimbursed by the Welfare Fund.

The family benefits program is an outgrowth of recent SUP surveys showing that large numbers of SUP members are now married men. Work on the new program was first proposed last year, and dropped because of legal problems. It was authorized again at the August meeting and completed last month.

YOUR SEAFARERS WELFARE PLAN

Training School

Seafarers who are interested in getting lifeboat tickets or in upgrading themselves are entitled to the use of the Andrew Furuseth training school facilities at no cost to them. The training school offers two-week upgrading courses which enable Seafarers to improve their earning powers and increase their job opportunities. The usual requirements—90 days in the preceding calendar year and one day in the last 90—apply to candidates for training.

SEAFARER'S
INT'L UNION,
A&G DISTRICT

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.

Gt. Lakes SIU Elects Farnen

DETROIT—Members of the SIU of the NA, Great Lakes District, cast ballots throughout the month of August to fill the posts of secretary-treasurer and port agents in seven Great Lakes ports. Incumbent Fred J. Farnen was reelected to the office of secretary-treasurer.

All of the incumbent port agents were also reelected. In the race for secretary-treasurer, Farnen's opponent, Wladyslaw Bieniecki, received 260 votes as against Farnen's 568.

In the elections for port agents, Matt Antilla of Duluth, Glen Beacock of Elberta, Stanley Thompson of Detroit, Stanley Wares of Cleveland and Gerald Westphal of Chicago, faced little, if any, opposition for the positions.

In Alpena, Kenneth Shorkey had fairly strong opposition in Palmer Johnson and Robert Oliver. Johnson received 198 votes while Oliver tallied 236. But the split opposition vote was not enough to beat Shorkey who gathered 326 votes.

In Buffalo David Walker received a total of 420 votes, outstripping three opponents.