

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



Backs SIU Stand. Cuban seaman Jose Prado (left) tours SIU facilities in New York with American Coal veteran Ben Tagle before heading home. Prado had been in Baltimore on the Ciudad de la Habana, one of the struck Canadian SIU ships whose Cuban crews were called home when SIUNA exposed strikebreaking. (Story On Page 3.)

'50-50' LURES BACK 5 MORE US RUNAWAYS

Story On Page 3

SIU Voting Starts Nov. 1

Story On Page 2



Check Pact Gains. Sailors Union crewmen on SS President Taft in New York study SUP newspaper report on latest SIU Pacific District contract. Pictured (l to r) are Don Cooper, Bill Korb, Ken Morford, Antonio Gusino, Fred Padillo and delegate Dusty Briscoe.



Dad's A Sailor. Happy to have dad home, Dennis Pages, 2½, maintains a steady perch in arms of Seafarer Frederico Pages on visit to SIU headquarters. Pages was checking the shipping rules, but says Dennis isn't committing himself yet on whether he'll be a sailor too.

More Benefits For All

WEST COAST

JOINT CONTRACT

COOKS FIREMEN SAILORS

S.I.U. Pacific District

SEAMAK

The recent signing of the first uniform contract agreement for the three member unions of the SIU Pacific District is another notable stride forward on the west coast. For many years there existed three separate unions each going their own way with individual welfare, pension and vacation arrangements, working rules and wage scales. Last year, by negotiating jointly, the three Pacific District Unions

(Continued on page 11)



Before union hiring halls were set up, jobs were filled through company-operated "Seamen's Shipping Office," where everyone was at the mercy of the company shipping master. Pre-1938 photo shows scene outside one office in New York.

NOVEMBER MARKS 20th SIU BIRTHDAY

The SIU-A&G District will mark its 20th anniversary on November 1 with the publication of a feature supplement in the next issue of the SEAFARERS LOG. The 20th anniversary "special" will commemorate the historic progress of US merchant seamen since 1938 under the SIU banner.

Historically, the birth of the SIU-A&G followed less than three weeks after the founding of the SIU of North America. The international union was established on October 15, 1938, when the American Federation of Labor convention in Houston issued a new international charter covering seamen and allied marine crafts to the late Harry Lundeberg, then secretary-treasurer of the Sailors Union of the Pacific.

The SUP became the West Coast district of the new international and Lundeberg was elected its first president. Thereafter, organizers in Atlantic and Gulf ports sparked the formation of separate Atlantic and Gulf Districts which, by 1941, were amalgamated in one district.

Born in a period of violent upheaval in the maritime industry and in the labor movement generally, the SIUNA and SIU-A&G went on to pioneer the wages, shipboard conditions and benefits which are looked upon as commonplace today. The supplement in the next issue of the LOG will help recall this 20-year span in maritime and labor history as the forerunner of today's conditions—and what's yet to come.

SUP Maps Vote On New Shipping Rules

SAN FRANCISCO—Members of the Sailors Union of the Pacific will be voting in December on proposed revisions of the union's shipping rules. The new rules, if approved, would spell out a seniority system for shipping somewhat similar to the one existing in the A&G District, and would incorporate the existing seven-month rule.

Previously voted in an SUP referendum, the seven-month rule calls for a maximum of 210 days' continuous service on SUP-manned vessels.

The proposed rules would establish three seniority classes, A, B and C, with the class A group consisting of men who have six years or more seetime on SUP-manned ships. Class B men would have to have at least one but less than six years' time with the union, or be graduates of the Andrew Furuseth School of Seamanship which the SUP maintains.

The class C group would consist of men registered after the union and the employers jointly determined that the number of "A" and "B" men was insufficient in a given port.

Must Take Jobs

One rule calls for class B and class C men to accept any and all jobs offered to them. Refusal to accept such a job without reasonable excuse would lead to cancellation of shipping rights. As in the A&G, a 60-day rule would apply to "B" and "C" men.

Another provision of the proposed rules would bar ABs from shipping as ordinaries unless there were no ordinary seamen available. The proposals also call for six years' seetime as AB to obtain a

bosun's rating and three years as an AB to ship as deck maintenance.

An appeals system to a joint union-employer appeals board would be set up to deal with disputes over shipping and seniority rights. The shipping rules also spell out the duties of delegates.

The proposed rules, if adopted by the SUP membership in the forthcoming SUP elections, would be the basis for negotiation with the employers in order to secure their approval of the shipping procedure.

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Mobile Tugs Get Deep-Sea Gains

MOBILE—Using SIU deep sea contracts as a guide, two Mobile towing companies have signed new pacts with the Union's Harbor and Inland Waterways Division providing for wage increases and improved working conditions, Cal Tanner, port agent, announced.

The Mobile Towing and Wrecking contract, Tanner said, was geared to the same wage increase won by the deep sea men, while the contract with the Marine Division of the Ideal Cement Company calls for a flat \$17.50 increase per month, across-the-board.

Shipping Good

Shipping for the port for the last couple of weeks was very good with the majority of the men shipped going to India or the Mediterranean on grain ships. In fact, Tanner reported, the shipping of men to four vessels to India, the Ocean Joyce, the Pacific Star, Hastings and the Captain Nicholas Sittinas, has the port "beating the bushes" to get crews, despite the fact that there was a good-sized backlog of men on the beach. The Pandora also joined the grain trade, but took her cargo to Poland.

Port's Tonnage Increased

Imports and exports passing through the Port of Mobile last month totaled 1,178,055 tons, an increase of 66,000 tons over the previous month. Most of this increase, Tanner said, was attributed to grain movement. However, added

shipments of iron and steel, petroleum, oyster shells and bauxite helped raise the total.

There were nine vessels paying off during the period, five signed on and only four in-transit ships hit the port for servicing. From all indications shipping should continue to hold up, with nine ships scheduled to show in the next couple of weeks. In addition to these, one of the box-type tankers, which is currently undergoing repairs in the Gulf yard here, may take on a crew during the coming period.

Bloomfield Co. Claims Title As 'Cleanest'

HOUSTON — The Bloomfield Steamship Company is on its way to retaining its rank as the cleanest in the SIU fleet. A US Public Health Service sanitation inspection in Galveston, Texas gave the Alice Brown a 99 percent rating. This was in line with last year's top record achieved in last year's PHS inspection.

Other Ships Clear, Too

O. C. Webster, Vice-President of the company, states that until displaced by some other SIU-contracted company, his company will maintain its slogan, "An SIU ship is a clean ship—and a Bloomfield ship is the cleanest of them all." Two other ships, the Neva West and the Margaret Brown, will be inspected upon their arrival in Houston. Noting that these vessels are meticulously clean, Webster is hopeful of 100 percent ratings for both.

Although ineligible to receive a Public Health citation because the company has less than five ships, the Bloomfield vessels continue to strive for perfection in the 168-item check by the Service. The check covers a variety of shipboard sanitation items, the majority of them dealing with food-handling in the galley.

Foreign Ships Control Lakes

Three months after the opening of the American section of the St. Lawrence Seaway, the number of American vessels making use of the passage has been dwarfed by that of foreign nations. A mere nine vessels have passed through the locks compared to over three thousand foreign. The 27-foot draft of the Seaway, inadequate for most US vessels, is one reason for the vast difference in figures.

Canada, which has sent 650 ships of limited draft down the waterway, has been the heaviest customer. Germany, Norway, Great Britain and the Netherlands follow in that order.

SIU Vote Underway Nov. 1st

Voting in the SIU's biennial election will get underway on Saturday, November 1, with 73 qualified candidates on the ballot competing for 38 elective posts. The voting will continue for two months, after which a district-wide rank and file tallying committee will count up the ballots.

All candidates for the two-year term were listed, along with photos and brief biographies, in a special supplement in the October 10, SEAFARERS LOG. The supplement also contained a sample of the ballot which will be used in the election, as well as provisions of the constitution dealing with election procedures.

Additional copies of the supplement are available in headquarters and in all SIU ports for Seafarers seeking information on the candidates and on the voting procedure.

The largest group of candidates consist of nominees for New York joint patrolman, with 25 men in all competing for eight posts open. Other contests are for Boston patrolman, Philadelphia agent, Baltimore patrolman, Tampa agent, Mobile patrolman, New Orleans agent and patrolman, and Houston patrolman.

Voting will continue through the end of December in all ports.

Prove Eligibility For Hospital \$

Seafarers being admitted to a Public Health hospital are urged to carry with them their Union book plus proof of eligibility for SIU benefits; namely, a record that they have at least 90 days seetime during the previous year and at least one day during the previous six months. Failure to have the proper credentials will cause a delay in payments to the Seafarer.

If the Seafarer is admitted to a hospital which is not a PHS institution, he should contact the Union immediately. The Union will arrange with the USPHS for a transfer to a Public Health hospital in his vicinity. The PHS will not pick up the hospital tab for private hospital care, unless it is notified in advance.

Old Friends Meet Once Again



Old shipmates meet again as Mrs. William Reichard, with daughters Betty, 13, and Carol, 10, renew friendship with SIU steward Jose Alonzo aboard the Monarch of the Seas. The ladies were pleased to find Alonzo on hand since he'd served them many times before on Waterman trips between Florida and their home in Puerto Rico.

Pro-SIU Men Get Gear Off Yarmouth



Yarmouth crewmembers are shown lining up to recover their property which was taken with ship when it fled Washington, DC, to escape SIU picketline. Vessel is currently in a Jacksonville shipyard.

Study Claims Atom Ship Too Expensive To Run

SAN FRANCISCO—The operation of a nuclear-powered merchant vessel will prove to be a more expensive proposition than that of operating a conventional steamship, the "Pacific Shipper," a West Coast maritime magazine, claims. Any hopes American shipping lines might have had of making a profit on these vessels, it said, would have to rest entirely on very generous subsidy allowances from the US Government.

Basing its findings on a study conducted by a group of marine engineers and architects, the "Shipper" published a comparison of operating costs for two vessels identical in size except that one would use nuclear power and the other a conventional steam power plant.

The fuel costs of running the atom-powered ship at sea, it said, would be \$400 less per day than a conventional ship of comparable size, the savings resulting from the use of a small amount of uranium as its fuel source, compared to the heavy tonnage of fuel oil required for the conventional vessel.

However, this saving would be lost in a \$2,950 daily increase in other fixed costs and a \$420 rise in daily port fuel costs required by the nuclear vessel.

Operation Costs High

The magazine quoted figures claiming that it would cost \$13,925 per day to operate the atom-powered ship at sea, \$2,550 more than the \$11,375 daily operating cost of the conventional ship.

In addition to these daily costs, the shipowner would also have to consider the heavy initial outlay involved in constructing an atom-powered vessel, the magazine said. America's first nuclear-powered ship, the Savannah, had a construction tag of some \$31 million with an initial fuel bill of \$1.5 million. Included in the capital cost was some \$5.6 million spent in design and development. Added costs come from incidental expenses of shoreside facilities, crew training and the like, raising the total initial cost to around \$40 million.

Proponents of a nuclear-powered ship, including the Maritime Administration, have conceded that the initial cost is very high, but claim that such costs would be considerably reduced through more

efficient design as more experience is gained in operating nuclear vessels.

Maritime is now considering designs involving both surface tankers and sub tankers as being the most economical ways of utilizing nuclear power.

Steam Plant \$4 Million

The "Pacific Shipper" says that the initial cost of a conventional ship of the same size as the Savannah would amount to \$16.4 million, of which \$4 million would be for the power plant as compared to the \$12 million cost for a duplicate of the Savannah reactor.

The magazine concluded that both the Atomic Energy Commission and Maritime have overlooked the high operating expense that would be borne by a steamship company undertaking to run an atom-powered ship.

MEBA Membership OK's Nat'l Set-Up

The Marine Engineers Beneficial Organization has been authorized to strengthen its national office and to take steps to convert the union into a more genuine national organization.

In a membership referendum completed October 16, marine engineers called for a convention to write a new constitution embodying the changes. The membership vote was 2,128 for the convention and 1,852 against.

The convention will start around November 15 and continue working until a new constitution is completed. The revised text then will be submitted to membership referendum for approval.

Changes Due

Changes will be made to conform with nine principles laid down at the MEBA convention in 1954. The major change expected will authorize MEBA headquarters in Washington to collect all membership dues and assessments and remit checks to the locals to pay

MORE SHIPS RETURNING:

Runaways Seek US Flag In Cargo Bid

WASHINGTON—A combination consisting of stiff competition from modern foreign-flag tramps and heavy "50-50" grain cargo offerings is stimulating new interest in "transfer-backs" of Liberty ships from the runaway flag. While not comparable to the spate of re-registrations which took place last spring, the transfer-back movement has involved five additional ships in the last few weeks.

The trickle of vessels back to American registry reflects the ironic fact that operators of Liberty ships are, in some cases, having a tougher time making ends meet under the tax-free, low wage Liberian flag than under American registry where they are protected by "50-50" law.

19 Break Away

All told, so far this year 19 ships have re-registered under the American flag or have applications pending for re-registry. Many of these vessels have been purchased by SIU-contracted companies and have been manned by Seafarers.

Farm surplus disposal programs are largely responsible for the new interest in sailing American. There have been very heavy shipments of grain to such countries as India, Pakistan, Brazil and Middle East nations. Many T-2 tankers that have been dispossessed from the oil trade have also turned to grain cargoes.

Sought Gravy Train

Initially, most of the Libertys were transferred to runaway flags beginning in 1954, with operators hoping to make hay out of the fact that they could hire crewmembers at \$75 to \$100 a month, cut down on maintenance costs and avoid payment of US taxes to the bargain. The gravy train was particularly juicy in the fall and winter of 1956-57 when the Suez Canal was shut down. But since last summer, rates have been skidding and the foreign-flag Libertys had to compete with many 20,000-deadweight ton bulk carriers with speeds around 14 and 15 knots. The larger, faster ships could haul cargo in the open market at rates below the Liberty ship profit point.

The result has been sporadic return of a limited number of Libertys to the American flag

where "50-50" farm surplus and foreign aid cargoes are available at higher freight rates.

Up until now the Maritime Administration has accepted American-flag registration of these Libertys, citing the fact that the law permits American registry as long as American ownership of the vessel can be proven. It is no secret though that many American-flag operators are unhappy about the transfer-backs while some ships

that have always operated under the US flag are in lay-up.

The 19 ships that have been involved thus far, beginning as of last February, are the Pegor, Penn Trader, Pacific Pioneer, Taxiarch, Galloway, Pacific Star, Penn Explorer, Wang Trader, Transglobe, Transyork, Transcape, Robertville, Penn Voyager, Penn Mariner, Omnium Explorer, Myriam III, Evicynthia, Eviliz and National Freedom.

Tanker Shuttle Crews Boast Clean Payoffs

NEW YORK—Two more SIU crews turned in near-perfect records when their vessels paid off recently. High on the list of clean payoffs were the crews of the Weng Dispatcher and the Cities Service Miami, both of which required full crew replacements in foreign ports.

The Dispatcher crew came from Israel and the Miami from Japan when their articles terminated early this month. Although both ships were on shuttle runs for more than a year each, their delegates were proud to point to a record of only one log and less than ten overtime disputes on the two vessels.

Considering the length of time they were at sea, plus the pressures of the tanker shuttle run, these records will be very hard to beat.

Agree To Arbitrate

Although shipping for the past period could be called extremely good, a large part of it resulted from the Mates Union's agreement to arbitrate their beef and return to work. Almost 400 men landed berths during the last two weeks, 182 of them within a two-day period. A total of 15 payoffs, five sign-ons and 18 in-transit vessels kept business rolling at a good pace for the port.

Paying off in the port were the Alcoa Pegasus, Alcoa Pennant, Alcoa Runner (Alcoa); Robin Goodfellow, Robin Locksley, Robin Kirk (Robin); Beatrice, Frances, Elizabeth, Suzanne (Bull); Rebecca (Intercontinental); Cantigny, CS Norfolk, CS Miami (Cities Service) and the Wang Dispatcher (Fairfield).

Beefs Settled

Signing on during the period were the Robin Kirk (Robin); Alcoa Pennant, Alcoa Runner (Alcoa); Sandcaptain (Construction Aggregates) and the CS Miami (Cities Service). The repair list beef on the Robin Kirk was settled with all crew repairs being made before the ship was signed on. In addition, subsistence was paid the crew for the time the ship was laid up in the course of the Mate's strike.

The in-transit vessels were the Bienville, Gateway City, Beauregard, Raphael Semmes (Pan-Atlantic); Seatrain Georgia, Savannah, New York and Texas (Seatrain); Young America, Wacosta, Yaka, Afoundria (Waterman); Val Chem (Heron); Steel Rover, Steel Maker, Steel Voyager (Isthmian); the Calmar (Calmar) and the Bents Fort (Cities Service).

Talks Still On In CNS Ship Dispute

MONTREAL—No further developments have been reported in the strike of the SIU Canadian District against eight vessels previously owned by the Canadian National Steamship. Negotiations have been going on for several weeks now in an effort to find a formula whereby the ships could be transferred back to the Canadian flag. The present owner is the foreign trade bank of Cuba.

Ships Tied Up

Of the eight vessels involved, seven ships are currently tied up in Halifax, Nova Scotia, and the eighth, the Ciudad de la Habana, is in Maryland Drydock, Baltimore, where her Cuban owners unsuccessfully attempted to put her back in shape for seagoing service.

All the Cuban seamen who had originally been sent to Halifax to man the ships have long since been sent home under agreement reached between the SIU of North America and the Cuban owners. The agreement followed SIUNA demonstrations against Cuban flagships and Cuban government offices.

The ships were originally struck by the Canadian District on July 4, 1957, in a beef over a wage increase in a contract renewal.

They were subsequently sold to the Cuban bank for \$2.8 million although Canadian firms had bid on them at or above that figure.

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.

INQUIRING SEAFARER

QUESTION: How do you cope with the language barrier in foreign countries?

John Higgins, bosun: In just about every port I've hit there's someone who knows English. Even when there isn't, the American dollar can speak for you. Just flash a bill and you'll see how quickly they'll understand. Money seems to be a universal tongue.



Rosario S. Presto, OS: It doesn't make much of a difference what port I'm in. There's always a hotel or a Red Cross or a barber shop where someone speaks English. That's the first place I'll hit after docking. The procedure's just about the same in every port I've hit so far.



Michael Nash, AB: I've found the Middle East just about the toughest place to get by. But there are certain things that I know how to say in just about every language. It's pretty easy to familiarize yourself and get around after a short stay in a new land.



Pedro J. Harayo, chief steward: I have a good knowledge of Spanish, Indonesian, Filipino and Japanese and I can even swear in Arabic, so I get by OK. Where I don't speak the tongue, I'll spend the extra money and hire a guide. They're your best protection everywhere you go.



Azran Caram, 2nd cook: After hitting a foreign port I'll generally look around a while until I find someone who speaks English. Taxi-drivers usually are sure bets because they are constantly dealing with visitors. In Spanish and Arabic-speaking countries I know enough to get by on my own.



Tony Gonzalez, bosun: Getting along in Europe is easy because there's a lot of English spoken. It's in the Middle East that I run into trouble. Sure you can get an interpreter there, but you've got to pay well for it and you still don't know what anyone's saying.



LABOR ROUND-UP

The proposed merger between the 170,000-member Pulp, Sulphite and Paper Mill Workers and the 130,000-member Woodworkers Union moved ahead another step last week when the executive board of the Woodworkers ratified a two-year interim agreement. The Pulp-Sulphite executive board had already acted on the merger proposal. The terms of the agreement pledge the two unions to "aid and assist" each other and when practical "to participate jointly in organizing workers where such activity will be beneficial to both organizations." Two committees were set up by the agreement. One will constitute a mutual aid committee "dedicated to implementing and fulfilling the terms of the agreement," and to settle all differences. The other committee will concentrate on outlining the structure and administration of a merged organization.

The United Auto Workers are reported as aiming for a \$100 million strike fund before the termination of the union's new three-year contract. UAW President Walter Reuther is reportedly preparing to ask the union's 1959 national convention for the power to assess the working membership during these three years and for permission to keep the union's present \$39,000,000 strike fund intact. Such a fund is believed necessary if the union is going to demand a four-day work week as a solution to the industry's growing automation problem. Thus far, the UAW has not confirmed the report.

The United Packinghouse Workers scored a three-to-one NLRB

victory in its drive to organize Morton's Frozen Foods Co., a former client of the "labor relations" service operated by Nathan Shefferman. The McClellan Committee had charged the company with hiring Shefferman to prevent the Packinghouse union from organizing the plant. Subsequently, the company was sold to Continental Baking and, through Shefferman, landed a "sweatheart" deal with the ousted Bakery and Confectionery Workers Union.

Automation Chopped Million From US Job Rolls In Year

WASHINGTON—The much-talked-about threat of automation to US jobs and employment has already arrived—and the recession has given it a big push forward. Figures released by the Bureau of Labor Statistics and the Federal Reserve Board show that semi-

automated factories are producing more output with less men than ever before. The result is that while factory output is almost back at the pre-recession level, the number of workers employed in production industries is over one million less than before the recession. That helps explain why unemployment is still over four million despite the business pick-up. In addition, the speed-up of automation is doubly-damaging to the strength of trade unions for the simple reason that automation techniques involve using a higher

percentage of white collar workers, professionals and technicians. AFL-CIO research director Everett M. Kassalow points out that 85 percent of the unions' membership is concentrated in the "blue collar" class. With the trend toward a higher percentage of white collar employment, the unions would lose ground unless they successfully organized among engineers, technicians, office personnel and others in the white collar class. A few statistics dramatize the trend. Since 1948, US factory output has increased 35 percent. The number of workers employed on

factory jobs has actually decreased six percent in the same period, from 12,700,000 down to 11,900,000. Automation has had little impact on the seagoing side of maritime thus far, principally because ships, once built, are seldom revamped during their lifetime. However, in the tanker field the building of supertankers or enlarging old T-2s reduces the number of men employed in proportion to the amount of cargo carried. The same holds true for roll-on and lift-on ships which, with faster turnaround, can carry more cargo over a period of time with the same amount of crew manpower. Of course, the roll-ons and lift-ons have a big impact on the employment of longshoremen.

Coal Miner Sails After Long Lay-Up

ALBANY—After three months of idleness, American Coal Shipping's Coal Miner took on a full crew and a load of grain here for Germany. The crewing of the ship revived the dormant issue of representation of unlicensed crewmembers employed by ACS. The ship sailed Thursday for Europe.

The Coal Miner had been laid up in July after making a number of trips in the grain trade. Previously, the company had turned back all of the ships it chartered from the Government. It has since purchased a second vessel, the T-3 tanker Conoco Lake Charles, renamed the Coal Shipper which was formerly owned by an NMU-contracted company.

The SIU and NMU crewmembers who had originally been aboard the Coal Miner when she laid up in July went back to their jobs except for those who could not make the ship on time for her sailing. In those instances, relief men were put aboard maintaining the ratio that existed on the ship when she laid up. The use of reliefs was made necessary by the fact that some of the oldtimers who composed the original crew had gone to their homes all over the country and there was not sufficient time to round them up. Notification of the re-crewing of the ship was

received on Saturday, October 11 for a Tuesday, October 14, crewing date. American Coal originally had plans to charter from 30 to 80 ships from the Government for bulk carriage of coal exports to Europe. But the collapse of the coal export market compelled the company to shelve its program and to return the six ships it had broken out.

SF Still Slow

SAN FRANCISCO — As expected, activity was at a crawl during the last two weeks with no payoffs nor sign-ons and only six ships in transit, reports port agent Marty Breithoff. Calling in were the Jean Lafitte and Topa Topa (Waterman); the Texmar and Marymar (Calmar); the Steel Executive (Isthmian) and the Mankato Victory (Victory Carriers). Some of the old hands on the beach are W. Davey, N. Vrdoljak, J. E. Contin, H. M. Wong, B. H. Dawson, F. J. White, R. H. Graf, T. M. Moriarity and D. E. Bull.

Watching The Ships Come In



Crowd lines pier wall in Recife, Brazil, to greet returning Suwannee Steamship vessels on arrival back in port. The ships operate between Recife and Trinidad, BWI, cruising in South Atlantic waters. The photo of the unofficial "welcoming committee" was submitted by John "Bananas" Zeireis.

Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every two weeks to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, three copies of the LOG, the headquarters report and minutes forms are then airmailed to the company agent in the next port of call. Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer so requests it by notifying the LOG office that Seafarers congregate there.

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



SIU SHIPS AT SEA

The crew of the Wang Dispatch extended a vote of appreciation to ship's delegate Edgar King for doing his job in true SIU style under trying and difficult conditions. The vessel has been out for

almost a year now, ship's reporter George Van Etten said, and most of the men will be getting off. However it was a much better trip because of the way King handled his post.

Also in line for recognition for doing a top notch job, Van Etten said, is the steward department on the Dispatcher. They put out good meals with fine service consistently in spite of the fact that on many occasions, because of the nature of the run, they lacked fresh stores and were frequently short-handed in personnel.

Votes of thanks this week also go to the steward department on the SS Rebecca, for their exceptional food and service, to the 2nd cook and baker and the crew messman on the Penn Mariner; the electrician on the Del Aires for putting the ship's coffee pots back into shape, and to the galley gangs on the Del Aires, CS Miami, captain Nicholas Sitinas and the Alcoa Runner.

It's usually the steward department that gets the "vote of thanks" but not so on the Steel Rover's last trip. Not because they don't deserve it, John Higgins, meeting secretary, carefully notes, but because someone else came in for it. First, it was the men who



Higgins

chipped in to have the TV set repaired, and second, the crew members who donated for new reading matter.

Postpone MMP Pact Hearings

The contract dispute between the Masters, Mates and Pilots and the member companies of the American Merchant Marine Institute is marking time as the first arbitration hearing by AFL-CIO President George Meany has been postponed until October 28. Meany was originally scheduled to start the hearings on October 21.

The AFL-CIO president entered the contract dispute at the request of the Institute, leading to settlement of the walkout on October 7. The Mates had been out for six days against member companies of the Institute demanding improvements in various contract fringe benefits and working rules. Wages were not at issue.

SIU-contracted Bull, Isthmian and Robin Line ships were affected by the walkout, but a number of SIU companies, including Waterman, Mississippi and Alcoa, had signed with the union a month earlier. The earlier pact, signed in Mobile, provided improvements in vacations, pensions, penalty pay, overtime and other gains.

Rails Open Rate War On Ships

WASHINGTON—As was predicted when the "help the railroads" bill passed Congress, the railroads are now going to work to undercut coastwise shipping operations. The Interstate Commerce Commission has permitted Eastern railroads to put a number of piecemeal rate cuts into effect, rates which Pan Atlantic Steamship Corp. has charged are specifically designed to force the SIU-manned coastwise operation out of business.

Three cuts, covering the movement of drugs and alcoholic beverages from the Northeast to Dallas, Texas, were cited by Pan Atlantic as representative of a whole host of rate-cutting proposals "designed to undercut those of domestic water carriers." The company charged that the railroads "are waging an intensified rate-chopping campaign."

Stripped ICC Powers

At the time the railroad bill was before Congress, the SIU pointed out that it stripped the Interstate Commerce Commission of its function as a watchdog over the competitive nature of freight rates.

By selective rate-cutting on runs where the rails compete with shipping, the railroads hope to drive shipping competition into lay-up, leaving them free to bid for all coastwise shipping cargoes.

The railroads have traditionally cut rates whenever possible—where competing water carriers

—even if it meant carrying cargo at a loss, and then made the losses up by keeping rates high on runs where there is no shipping competition.

The railroad bill passed in the last session of Congress made such rate-cutting easier when it stated: "Rates by a carrier shall not be held up to a particular level to protect traffic of any other mode of transportation. . . ." Up until then, the ICC had authority to consider ship freight rates in fixing railroad freight rates, and the practice had been to give the shipping companies a lower rate on competitive runs because of the irregularities of ship scheduling.

Trucking interests are also protesting what they characterized as "drastic selective rate-cutting" by the railroads.

Seattle Sees Upturn Ahead

SEATTLE—Shipping continued on the slow side during the past period as only one vessel paid off here. However the picture should be much brighter over the next two or three weeks as the SS Producer will be in port paying off, and a Liberian-flag ship transferring back to American registry will take on a full crew.

Knowing the conditions under which Liberian and other runaway flag ships are operated, the crew going aboard can probably expect to spend some time in the yards cleaning her up. The City of Alma (Waterman) was the only vessel paying off and signing on during the last two weeks while the Natalie (Intercontinental) and the Seamar, Massmar and the Texmar (Calmar) were in transit.

Send Documents On Baby Benefit

All Seafarers who expect to apply for the SIU \$200 maternity benefit and are currently eligible for it—having one day's seetime in the past 90 days and 90 days in 1956—are urged to send in all necessary documents when filing for the benefit. Payment will be made speedily when the Seafarers Welfare Plan receives the baby's birth certificate, the Seafarer's marriage certificate and discharges showing eligibility seetime. Photostats are acceptable in place of originals

'Job Guide' Boosts Rates; Costs More For Nothing

The mail order gimmick which sells would-be seamen a manual on "where to get a high-paying job," are still with us. Only they too are taking advantage of inflation with one New Jersey operator listing his merchant marine guide at \$2.85 as against the \$2 fee which these "services" usually charge.

This and other manuals of its kind cater to those who are taken in by spot ads in the newspapers and magazines offering \$400 monthly jobs for beginners. What they fail to specify in their come-on literature is the existence of seniority systems in maritime as well as Coast Guard limitations on the issuance of seamen's papers to newcomers who have no assurance of employment in the industry.

A reply to the New Jersey operator brings a letter informing the would-be customer that for \$2.85 he can get the key to a lifetime of bliss as a merchant marine: "High base pay with loads of overtime, clean semi-private quarters, choice of one of two menus offered at each meal, choice of any country in the world to visit, choice of

length of voyage" and finally, "opportunity for advancement all the way to captain of your own ship."

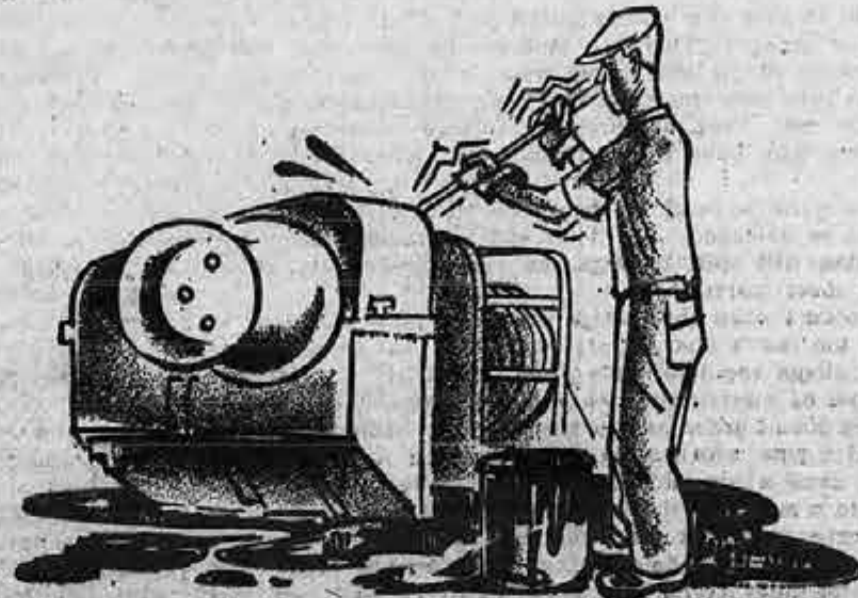
Once the customer takes the bait, he receives a list of seamen's unions' addresses plus those of Military Sea Transportation Offices and Coast Guard certification units. He is told to file for seamen's papers and report to the unions for employment.

Only then does he find out about the severe limitations on the issuance of seamen's papers plus union contract seniority provisions which put the inexperienced newcomer on the bottom of the list as far as employment opportunities are concerned.

Actually, the manuals offer little more than an enterprising individual could obtain by consulting a telephone book. But judging by the continued appearance of the ads, there always seem to be new customers, even if the price has gone up.

'Oil the Winch, Not the Deck'

Oiling the winches, lines and other shipboard gear is an essential function in keeping equipment in good working order. Just as essential though, is care in applying oil. If it splatters or spills on the deck, take time out and wipe it up before continuing. Otherwise somebody is liable to take a bad spill that could result in broken bones or other serious injury. So don't forget, "oil the winch, not the deck." Keep the deck around the winches clean and dry, and you eliminate a major cause of shipboard mishaps.



An SIU Ship is a Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

How Long Is Battery's 'Lifetime'?

Many moderate-income car owners become intrigued by full-page ads in magazines touting the virtues of special "waterless" or "lifetime" batteries. The Federal Trade Commission already has slapped down one advertiser of "life-long" batteries who promised a guarantee of ten years.

Now a former distributor of so-called "waterless" batteries, Reader L. B. of La Crescenta, Calif., reveals the inside story behind these claims.

He reports, to collect on the 10-year guarantee on these batteries, you actually have to ship the battery to the factory at your own expense. Then you must wait for the factory to tear down the battery and determine whether failure was caused by a defect in the battery itself, or by a bad voltage regulator or generator. The guarantee doesn't apply if the failure was caused by your car (and how can you prove or disprove it wasn't?).

One man who bought one of these batteries has waited more than a month, so far, to find out why his battery failed. The factory kept telling him it hadn't been torn apart yet. Another customer has to go to court to try to make the factory live up to the guarantee, this former distributor reports.

The battery is supposed to be waterless, but actually contains a jelly-like water solution.

Another hoax, used recently by seat-cover manufacturers, mattress manufacturers and filter-tip cigarette advertisers, is the so-called "report by an independent testing company." You've seen this statement on television commercials and other ads.

Such "tests" prove nothing to us consumers unless we could see the full report and learn how the product stood up on all counts, not just those the advertiser selects to tell us about. But the high pressure "waterless" battery manufacturer didn't even bother to have "tests" made. He simply advertised that he did, as the distributor learned when he wrote to the laboratories. Mr. L. B. says he now wishes he had checked with his bank, attorney or Better Business Bureau before he invested his money and hopes in this battery business. He

advises any workingman who might be thinking of becoming a part-time or sideline distributor for such a company to make a careful check beforehand.

Not only these "long-life" advertisers, but even some well known manufacturers and retailers tend to exaggerate guarantees on batteries, as this department previously warned.

Actually, most batteries never get to wear out, but fail for other reasons, most often from overcharging.

Car owners generally just have a new battery installed and let it go at that. But ignition experts warn that if the battery died early, the mechanic ought to investigate why. A battery's life expectancy can be shortened considerably by improper installation, a loose generator belt, frayed or damaged wires, a low regulator setting, low electrolyte level, corrosion at terminals or cell connectors, or not using the car much. Even when all the battery needs is a recharge, your mechanic ought to find out why it lost its charge. Otherwise, you are doctoring the symptom and not the ailment.

A battery tries to signal you before it dies. A frequent need for water is a signal that something is wrong, either with the battery itself or elsewhere in the charging system. Another sign of a sick battery is a slightly raised or buckled cover and bulging sides, indicating it is aging or is being subjected to excessive overcharging. Excessive white sulphation indicates a leak in the case, overcharging or other defect.

It is a good idea to have the battery tested with a hydrometer when you have your car greased. This is a syringe-like instrument which measures the strength of the acid in the cells. It's inexpensive to buy if you want to do your own checking. But every 5,000 miles, it's wise to get a voltmeter test. This measures the voltage remaining in the cells. At this time, also have the terminals and cables cleaned and tightened.

If you let the electrolyte level fall below the tops of the separators, your battery will be damaged. But don't add too much water, since the excess solution will spill through the vents and attack cables, cradle and other metal parts.

Overcharging occurs when the voltage regulator is set too high. On the other hand, too low a charge rate also wears out batteries prematurely. The voltage regulator is a little box under the hood. It regulates the flow of electricity from the generator to the battery. Regulators do get out of order and in any case are difficult to adjust.

The dashboard gauge which shows the charging rate, called the ammeter, should show a constant slight charge while the car is moving. If the needle remains on the minus side, there may be too many electrical accessories in use at the same time, or the regulator, generator or other components of the charging system may be out of order.

It doesn't pay to delay recharging a weak battery, as it will wear out faster than one kept fully charged. Battery manufacturers themselves recommend the use of home chargers.

Even if a test shows your battery is almost discharged, don't rush to buy a new one. Experts advise that no battery should be condemned, no matter what the reading, if all cells are discharged. The battery should be charged first and tested again to see if it holds the charge. If the test discloses two cells are charged and one discharged, there is no doubt the battery is defective and should be replaced.

Md. Simplifies Absentee Voting

BALTIMORE—Seafarers who are residents of this state and who expect to be at sea on Election Day, November 4th, are urged to look into the new method for casting absentee ballots the next time they are in port, Earl Sheppard, port agent, reported.

Under this system, a seaman, or any other voter who will not be in town to vote on that date, can go down to the Board of Supervisors and file an affidavit that he will not be in port on the 4th, and will be given a ballot which he can cast immediately.

Sheppard warned that these elections will play an important role in determining future labor legislation. Every union member should make sure he and his family does vote on November 4th. They are also urged, he said, to study the slate of candidates checked by the AFL-CIO on their legislative background and give this list their consideration before voting.

On the labor front the only major beef in town at present is the shipyard workers' strike at Maryland Drydock. However, they expect to settle this beef in the near future. Although they have been out for a couple of weeks so far, they have the solid backing of all labor in the city and are determined to get their demands. (Ed. note: The shipyard workers signed a new agreement early this week.)

Shipping for the port has been on the slow bell during the past period. Baltimore has been an erratic port where shipping is concerned, Sheppard said, and recent weeks have confirmed the trend.

A number of vessels are in lay-up here and they account for the large registration list for the

port. However, rated members who register in New York and other ports on the Gulf will find much better shipping conditions.

Six vessels paid off here during the period, four signed on and 12 were in transit. The Feltore, Marore, Santore (Marven); Bethcoaster (Calmar); Mae and Emilia (Bull) paid off while the Feltore,

Bethcoaster, Marore and Santore signed up again. In transit were the Santore (Marven); Losmar, Bethcoaster, Yorkmar (Calmar);

Alcoa Pegasus, Alcoa Runner, Alcoa Polaris (Alcoa); Young America, (Waterman); Steel Maker, Steel Rover (Isthmian); Suzanne (Bull) and the Robin Locksley (Robin).

PENSIONERS' CORNER



Veteran Seafarer Thomas Tooma looks over LOG chart describing new Social Security benefits during visit to SIU headquarters with his wife. Tooma is now retired, and is already drawing SIU disability-pension benefit of \$150 per month.

"It's going to be dull, but the doctors gave the orders." This is the way Seafarer Thomas Tooma reached his decision to give up his life at sea and take it easy on the beach from now on.

Failing health has ended Tooma's 33-year long career at sea as an active union member. A member of the old ISU, Tooma joined the SIU when it was formed in 1938. He has shipped out since then in the steward department, most of the time as chief steward.

Not one to sit around and just be a "dues-paying member," Tooma joined in most of the Union's beefs and strikes. He was active in the Wall Street strike when the white collar workers called on the "white caps" for support, and he participated in the 1946 General Strike, to mention just a few.

However, like most Seafarers, his best memories are of the sea. One vessel he will always remember, Tooma said, is the old Robin Adair. It was during the war, he said, while she was enroute to Bandar Shapur carrying food and ammunition. The ship had rounded the Cape of Good Hope, sailed through the Indian Ocean and entered the Persian Gulf with no sign of trouble, when the lookout spotted a sub in hot pursuit.

It was a furious chase, but the Adair came through in the clutch. It arrived in Bandar Shapur with its cargo, and only one casualty—the vessel had burned out her engines putting space between her and the sub.

His war career also included serving on troop carriers to the Normandy invasion and the Moroccan campaign. His vessels were under attack many times, but came through without major damage.

Tooma likes all ships and runs, but confessed to favoring Robin Line. "In fact," he said, "I spent almost ten and a half years sailing on Robin Line ships in my time."

Tooma will now spend his spare time taking it easy in his home in Easton, Pennsylvania, with his wife. His biggest trouble, he said, is finding some hobby which will help him pass the time.

Biz Groups Press Red Trade Bids

WASHINGTON — Increasing pressure is reported being brought on the Administration calling for relaxation of the restrictions on trade with Communist countries in Europe, or at least for loose regulations comparable to those imposed by Western Europe and Japan.

According to a recent study by a special advisory committee of the Department of Commerce, three out of every four business and trade association executives interviewed reported they were in favor of some decontrol on the trade restrictions.

The only trade of any consequence at present consists of US aid and surplus cargoes to Poland and Yugoslavia, making those countries ship stops for Seafarers.

Last year it was noted, the rest of the free world and Japan lifted their restrictions and put into effect an almost complete decontrol of their trade with the Communist nations. While the US State Department acceded in this and indicated it would revise US trade curbs, the department held that it would not go as far as other nations did. For one thing, the Department said, the US would not lift its embargo against trade with Red China.

The committee was formed to provide a basis for support of any changes in US trade policy decided upon by President Eisenhower. The President is expected to answer a letter from Soviet Premier Nikita S. Khrushchev requesting closer economic ties between the two nations. It is believed that this report will play an important part in the final decision.

Eligibility requirements for the \$35 weekly SIU disability-pension consist of the following:

Seafarers physically unable to work, no matter what their age, who have 12 years of seetime plus the Plan's standard eligibility requirement, can apply for and receive the benefit. The seetime has to be with SIU-contracted companies.

Seafarers who are of age 65 or over, and also meet the 12-year seetime requirement plus the Plan's standard eligibility provision, can also obtain coverage under this benefit.

UNIONS

of AMERICA

State, County & Municipal Employees



This is the seventh of a series on American trade unions to appear in the SEAFARERS LOG. The series is presenting a cross-section of American unions; their members and aims.



Trend toward real collective bargaining by state and local administrations is gaining. Demonstrations like this one, outside New York's City Hall in 1954, help spotlight demands.

Small, isolated groups of public employees who joined hands during the depression formed what became the American Federation of State, County and Municipal Employees in 1936. Today the union has 200,000 members in a wide variety of jobs: psychiatrists, laborers, traffic cops, librarians and many others. They are organized in the US, Canada and the Canal Zone in 1,600 locals and 60 councils.

Arnold S. Zander, one of the early organizers of the Wisconsin group chartered as the union's Local 1, has been president of AFSCME since its creation. Union headquarters are at 815 Mount Vernon Place, NW, Washington, DC. It publishes "The Public Employee," a monthly magazine.

THE DEPRESSION years which gave rise to the trade union movement of today presented public employees with one major obstacle besides those faced in private industry. The insecure "security" of public employment subjected workers to terrific pressures, since the "boss" was the government itself.

Small groups in different parts of the country did speak out for decent conditions, however. Spark-plugged by state employees in Wisconsin, some got local AFL charters, and later functioned briefly as part of the American Federation of Government Employees, which went on to become spokesman for Federal workers other than postal employees.

AFSCME became a separate AFL international union in 1936, thereupon clashing head-on with local government restrictions on employees' rights to union representation, to engage in collective bargaining or political activity, and to take collective action to enforce their demands. As a result, the union has had to seek legislative remedies in addition to using direct action.

Despite these obstacles, AFSCME has expanded at a rapid pace. Four years ago it had barely half as many members as it has today.

It grew by 27,000 members by merging in 1956 with its CIO counterpart, the Government and Civic Employees Organizing Committee.

As in every union, coordinated organizing effort has paved the way to collective bargaining between union and public officials. An outstanding example is the city of Philadelphia, where AFSCME was recently recognized as exclusive bargaining agent for some 15,000 employees.

Since its demands must invariably come under scrutiny in the newspapers and before legislative bodies, much of the staff work at AFSCME's headquarters in Washington concerns minute analysis of government pay and benefit schedules, grievance procedures and personnel ordinances. This has paid off in public recognition that as long as conditions for public workers lag behind those in private industry, the public is the loser, too. Gradually the trend is toward real negotiations and written contracts.

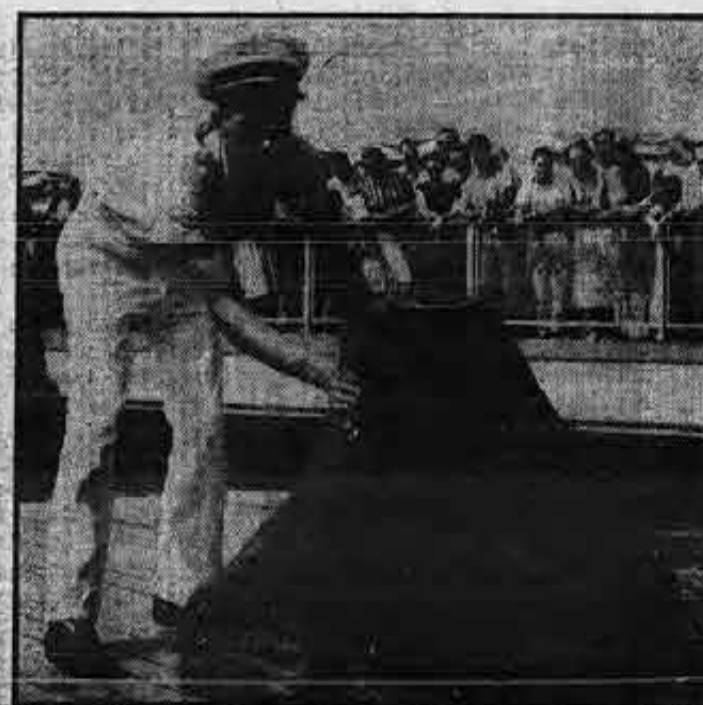
Former chief personnel examiner of the Wisconsin Bureau of Personnel, President Arnold S. Zander is now a member of the executive board of the AFL-CIO Maritime Trades-Department. Several thousand AFSCME members employed by municipal port authorities are affiliated with the MTD.



Union member from local factory gets a hand from librarian Ruth Shapiro, an AFSCME member, at Milwaukee Public Library.



Custodian Ray Schwoegler, member of AFSCME local in Madison, Wis., gives locker room at Central High School a clean sweep.



Olaf the walrus, a 1,000-pound baby at the New York Aquarium, suns himself under the care of attendant John Delfino.



Strike last spring by AFSCME against New York City zoos, museums and Aquarium prodded recognition of union demands for decent pay schedule. Rented for the occasion—not borrowed from the zoo, live monkeys were wheeled along picketline in cages. Signs urged the city to "Stop Monkeying With Our Pay!"

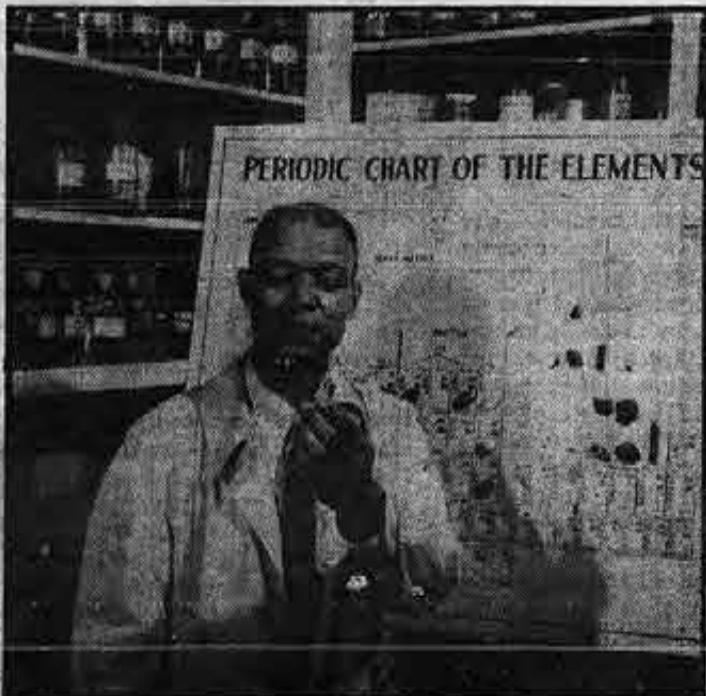


When sanitation workers struck for union recognition in Miami, Fla., the city administration used prisoners from the municipal jail as

strikebreakers. Photo shows prisoners hauling garbage under watchful eye of a motorcycle policeman.



Arnold S. Zander, president of AFSCME since it was chartered in 1936, is also member of Maritime Trades Department executive board.



Lab technician O. Tallafiero belongs to Local 171 on University of Wisconsin campus at Madison, home of AFSCME until 1957.



Policemen in many cities, as in Omaha, Nebraska (above), are also part of AFSCME. Over 120 locals represent police departments.



Leveling ground for new street, AFSCME member Alden Mobley jockeys truck for New Orleans' Street Maintenance Department.

KNOWING YOUR SIU CONTRACT



(This column is intended to acquaint Seafarers with important provisions of the SIU contract and will deal with disposition of various contract disputes and interpretations of the agreement. If Seafarers have any questions about any section of the agreement which they would like to have clarified, send them in to the editor of the SEAFARERS LOG.)

Tanker Agreement. Article IV, Section 10. Pumpman. Pumpman's duties shall consist of handling cargo, ballast and tank equipment including all work necessary for the operation and maintenance of cargo pipe lines, room heating system and all deck machinery including tank gear on deck, dogs on watertight doors and ports and lifeboat davits. He shall not be required to do ordinary engine or fireroom work except in line with his regular duties . . .

Tanker Agreement. Article II, Section 27 (b). At sea, when daymen are switched to sea watches and promoted for the purpose of replacing men who are injured or sick, they shall receive the differential in pay.

Question: If a pumpman has to replace an engine room watchstander, does he merely get weekend overtime, or is he paid OT for all his time he was standing watch?

This issue arose recently on a T-2 tanker that was on the shuttle run in the Far East and wound up short-handed in the engine department both on daymen and watchstanders. The result was that the pumpman was standing fireroom watches for 23 days and put in for 184 hours overtime.

The company disputed the overtime, citing as justification Article II, Section 27 (b), printed above. According to the company interpretation, the pumpman was only entitled to weekend overtime since he was already receiving more pay than the fireman whom he was replacing.

The Union argued successfully that Article IV, Section 10, applied in this instance since in outlining the pumpman's regular duties, it specifically states "He shall not be required to do ordinary engine or fireroom work."

The Union's position was that Article II, Section 27 (b), applied to other daymen such as wipers or engine utilitymen if the latter are carried. The Union noted that the engine utility, if carried, can be "required to replace any unlicensed member of the engine department when said member is sick, injured or missing." Similarly, a wiper can be temporarily promoted to fireman or oiler for the same purpose. However, these provisions do not apply to the pumpman who is specifically exempted from doing "ordinary engine or fireroom work."

The result was that the pumpman collected his 184 hours overtime, amounting in this instance to better than \$400.

Kickbacks By Chandlers Ruled 'Ordinary' Expense

WASHINGTON—From now on kickbacks customarily paid by ship chandlers to skippers of foreign tramp ships will be tax deductible as ordinary and necessary business expenses, according to a recent ruling by the Internal Revenue Service.

The practice dates back untold years in this country and is also found throughout the world, the Service found. It is common on Liberian vessels. Shipowners are aware of the practice and recognize it as a "legitimate" business expense which adds a considerable

amount to the foreign shipmaster's earnings.

In support of the necessity of the chandler's paying commissions to the shipmaster is the contention that the failure to offer such payment will cause the master to seek elsewhere for the desired supplies. Generally, a pre-arranged percentage of the supply invoice serves as the "commission."



In the hospital?

Call SIU Hall immediately!

Gov't Prods States On Jobless \$

With only five states increasing their unemployment benefits during the past year, the Federal unemployment compensation program going into effect Monday for veterans of the Armed Forces will be a welcome blessing to many.

Patterned after World War II's "52-20 Club," the new law will provide jobless benefits of \$20 a week for up to 52 weeks, depending upon the individual states. However, since this is inadequate to fully cope with the effects of the current recession, the Government is urging the states to take proper measures to improve their unemployment benefits system.

New York is the only industrial state having acted in this direction. Last year it increased payments from 26 to 39 weeks which, coupled with the temporary 50 per cent Federal aid program, would add another 19½ weeks of payments. There are, however, still 18 states which provide benefits for less than 26 weeks and 22 per cent of the nation's total insured live in these states. A number of these have programs which date back to pre-World War days and have been little altered to meet the rise in wages and cost of living.

Eligibility in the temporary Federal program has averaged 10½ weeks since its initiation last June. Thus, for many workers whose states insure them for 21 or less weeks, all forms of unemployment assistance will just about be exhausted by now. The Government is hoping the states will act soon.

Far East Line Signs 20-Yr. Aid Agreement

WASHINGTON — The Federal Maritime Board has announced the authorization of a 20-year construction and operating differential subsidy contract with Pacific Far East Lines, an SIU-Pacific District contracted operator.

The long-range subsidy, which goes into effect January 1, 1959, will replace the current 10-year contract the FMB has with Pacific Far East and which would have expired on December 31, 1959.

Under the terms of the new contract, PFE will initiate a ship replacement program to replace nine vessels, seven Mariners and two C-2s. The C-2s will be replaced by 20-knot Mariners, and the present seven Mariners will be replaced when they become 20 years old. It is estimated that the new replacement contract will cost \$131.4 million.

In addition to the shipbuilding program, the company also agrees to continue to provide service between California and Far East ports. This will guarantee a minimum of 47 and a maximum of 53 sailings a year.

The Government will pay the difference between the building costs in an American shipyard and a representative foreign yard, and guarantee an operating-differential subsidy to enable the line to continue service in competition with lower cost foreign ships operating on these routes.

Dutch, Belgian and Scandinavian yards, which had provided the yardstick for figuring foreign ship construction costs, may give way to Japanese yards for future cost estimates.

SIU Wage Scales *

(Ed. note: The following chart gives wages and overtime rates for all unlicensed crewmembers of dry cargo vessels and tankships. Dry cargo scales are on the left; tankers on the right. Clip this out and keep it as a handy reference in case of need.)

DECK DEPARTMENT Rating	DRY CARGO		TANKER	
	Wage Scale	Overtime	Wage Scale	Overtime
Bosun (Mariner).....	\$517.04	\$2.23	—	—
Bosun	463.46	2.23	\$476.66	\$2.23
†Carpenter (Mariner).....	446.48	2.23	—	—
†Carpenter	433.85	2.23	—	—
AB Maintenance	397.87	2.18	409.89	2.18
Quartermaster	383.67	2.18	375.68	2.18
Able Seaman.....	363.67	2.18	367.68	2.18
Ordinary Seaman.....	282.45	1.70	290.31	1.70
OS Maintenance.....	—	—	340.42	1.70
ENGINE DEPARTMENT				
Chief Electrician (Mariner)....	\$599.26	\$2.23	—	—
Chief Electrician.....	577.48	2.23	—	—
Electrician	—	—	\$577.48	\$2.23
2nd Electrician.....	537.96	2.23	—	—
Chief Pumpman.....	—	—	500.83	2.23
2nd Pumpman Maintenance....	—	—	500.83	2.23
2nd Pumpman Machinist.....	—	—	500.83	2.23
Unlicensed Jr. Eng. (Day).....	467.10	2.23	—	—
Unlicensed Jr. Eng. (Watch)....	417.77	2.23	—	—
Plumber-Machinist	479.35	2.23	—	—
Deck Engineer.....	440.55	2.23	—	—
Engine Utility.....	424.18	2.23	416.18	2.18
Evaporator Maintenance.....	386.70	2.18	—	—
Oiler	363.67	2.18	367.68	2.18
Oiler-Diesel	393.53	2.18	—	—
Watertender	363.67	2.18	—	—
Fireman-Watertender	363.67	2.18	367.68	2.18
Fireman	363.67	2.18	—	—
Wiper	340.42	1.70	340.42	1.70
Reefer Engineer— (When 1 carried)	537.96	2.23	—	—
Reefer Engineer— (When 3 carried) Chief	496.18	2.23	—	—
1st Assistant.....	441.32	2.23	—	—
2nd Assistant.....	401.03	2.18	—	—
STEWARD DEPARTMENT				
Chief Steward (Mariner).....	\$517.04	\$2.23	—	—
Chief Steward.....	463.46	2.23	\$476.66	\$2.23
Chief Cook.....	423.55	2.23	439.91	2.23
Cook and Baker.....	—	—	434.13	2.23
Night Cook and Baker.....	417.77	2.23	—	—
2nd Cook.....	376.23	2.18	—	—
3rd Cook.....	359.07	2.18	303.10	2.18
Messman	280.28	1.70	280.28	1.70
Utilityman	280.28	1.70	280.28	1.70

* For Seatrail Line wage scale, add \$7.50 to dry cargo scale above on all ratings carried except chief electrician and deck engineer. Seatrail scale for chief electrician is \$589.96; for deck engineer, \$479.67.
† Receives \$20 additional a month if required to provide own tools. Standby rates are \$2.14, \$2.18 and \$2.23 for the respective overtime groups.

Tramps Again Pitch For Subsidy Grant

PHILADELPHIA—Tramp shipowners are again pressing demands for Government subsidy aid. The Tramp Shipowners Association at its annual convention heard a demand for speedy application of Federal operating subsidies to the tramp field before US-flag tramping is eliminated by foreign competition.

A number of proposals have been made in Congress in recent years to subsidize the tramp operators, but such proposals have never gotten out of committee up until now.

James Anderson, executive secretary of the Association, cited figures to show that foreign tramps carry 70 to 80 percent of the nation's foreign commerce. The preponderance of such cargo on foreign tramps reflects the growth of bulk cargoes in world trade such as coal, grain, oil, bauxites and iron ores, most of which are not carried by conventional cargo liners.

The 1936 Merchant Marine Act, he pointed out, was passed at a time when the liner segment of the industry was relatively more important, but today, without subsidizing bulk carriers, it would be impossible to reach the 50 percent objective set in the 1936 Act. This was that 50 percent of US foreign commerce should ideally be carried on American ships.

The squeeze on US tramps is particularly heavy, he declared, in such bread and butter bulk exports as grain and coal, where larger, more modern and more efficient foreign-flag tramps can cut rates below the American break-even point.

Moving? Notify SIU, Welfare

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving or plan to move are advised to immediately notify SIU headquarters or the Welfare Plan, at 11 Broadway, New York, NY.

Baltimore Has Lots of 'Em



The Port of Baltimore, normally one of the busiest harbors on the Atlantic Coast, resembles a ships' boneyard with more than 60 vessels tied up there for lack of cargo. Twenty-seven vessels of the idle fleet are pictured tied up at one pier waiting for a reversal in the declining export market.

McCarthy Co. Advances In Subsidy Bid

WASHINGTON — The first hurdle in its effort to expand present shipping activities has been overcome by the T. J. McCarthy Steamship Company, whose ships are manned by the SIU Great Lakes District. A Federal Maritime Board examiner has recommended that the company be allowed to continue present operations if and when it is granted a Government subsidy to maintain Great Lakes-Europe trade.

Cars Main Cargo

The McCarthy ships presently carry automobiles from Detroit to Cleveland and Buffalo plus bulk cargo between various Great Lake ports. The finding states that the continuation of present operations in addition to foreign commerce would not constitute unfair competition to the other companies in the area. It pointed out that McCarthy's auto shipping stems from a special arrangement with the Chrysler Corporation while its bulk cargo for 1957 totaled less than one percent of the total available cargo.

More Benefits For All

(Continued from Page 1)

obtained substantial gains, particularly through the merging of their pension plan which resulted in a 25 percent increase in payments to retired West Coast seamen. Now, by the combination of the three existing agreements into one uniform contract common to all, the Pacific District has assured all seamen on West Coast ships an equal share in benefits obtained through negotiations.

This equal share will apply to common vacation benefits, to standard general rules where applicable to all three departments. The vacation benefits will be administered jointly, just as the pension benefits are at present, with resultant saving in overhead costs. Coming up in the future are plans for a joint newspaper to replace the three separate publications now in existence, and the merging of three separate welfare plans into a joint fund. Also in the offing is a joint medical clinic for members and their families.

All of this is assurance to the members of Pacific District Unions of a stronger organization, better able to serve its membership. To the industry at large, it is assurance of greater stability, with all three member unions speaking with one voice on matters of importance to the industry and to their membership.

It was only three years ago that there was no Pacific District. It's little more than five years from the time that only the Sailors Union of the Pacific represented the SIU of North America on West Coast ships. The Marine Firemen's Union was then independent. The Marine Cooks and Stewards Union was in the middle of its long fight to oust the Communist-dominated National Union of Marine Cooks and Stewards from control of the steward departments on West Coast ships.

Anybody looking at the situation from the vantage point of 1953 would be understandably dubious about predicting stability on the West Coast. But the first major break came in the spring of that year when the Firemen's Union voted affiliation with the SIU of North America. Then the Sailors, Firemen and Cooks, working together, were able to pin complete and final defeat on the Communist-dominated cooks union.

Since then it has been relatively clear sailing for the West Coast seamen with the promise of further benefits in the future for them and a long period of beneficial stability for the industry.

Automation Arrives

The impact of semi-automatic or fully-automatic production equipment is becoming more evident in the past year. Official US figures show that US factories are now capable of producing at the peak level of early 1957 with one million less workers than they employed at the time.

This development came about as a result of the recession, which speeded the closing of older, less-productive factories. As far as workers are concerned, it is reflected in figures showing that unemployment is continuing in the face of a rapid production recovery.

Thus far, maritime has been little touched by these changes, although the development of the "lift-on" ship has had its impact in the longshore area. But in the long run, maritime too will be faced with the problems created by using less men and more machinery to get the day's work done.

Organizing, Grain Ships Keep Houston Hopping

HOUSTON—While labor councils in California and four other states have been fighting to prevent the passage of a "right-to-work" law, union members in this state who are enjoying the "benefits" of such a provision, have been striving for its repeal, Bob Matthews, port agent reports.

The wreck law, he said, is the biggest problem on the agenda for the second convention of the Texas State AFL-CIO which opened last Monday. Far from giving a worker the "right-to-work" the law is merely a screen giving the employer the "right-to-break" labor unions throughout the state.

Organizing is continuing in nearly every field in the port. The SIU has leveled its sights on one of the fairly large dredging and towing operators in the port and is making some progress. However, as the drive recently started, there is not too much to report on it just now.

Shipping Good

Shipping for the area has been very good in all departments, all ratings. A lot of it is due to the increased amount of grain being shipped from here to Brazil, India, Pakistan and Haifa. "A tremendous" amount is being processed daily, Matthews noted.

A total of 37 ships were serviced in this port during the past period. Five of them paid off, four signed on and there were 28 in-transit ships during the two weeks.

Paying off were the Del Valle (Mississippi); Penn Mariner (Penn); Ocean-Ulla (Ocean Trans); Steel Director (Isthmian) and the Alice Brown (Bloomfield). All of these ships, with the exception of the Steel Director, later signed on.

Among the in-transit ships to hit the port during the period were the Bents Fort, Royal Oak (Cities Service); Seatrain Texas, New Jersey, Louisiana (Seatrain) and the Almena (Penn). The latter is one of

the four Waterman transfer-tankers on the grain run.

There were only a few minor beefs on the ships, Matthews said, but as a whole, they are coming in very clean with their delegates doing a first class job.

Scientists Hunt Sea 'Monster'

A million dollar sea hunt was launched last week by scientists from Columbia University of New York. Leading objectives are a mammoth eel, ten times the size of most known specimens, a snail, whose characteristics have remained intact for 300,000,000 years and evidence that the Panama Canal was a natural opening in bygone eras.



The 11-month cruise aboard a 202-foot three-master will take the expedition to South America, the Caribbean, South Africa, and the Equatorial and South Atlantic. They will also seek to determine the roots of the Andes Mountains, the strength of gravity across the oceans and the reasons for the existence of a mysterious layer of pebbles on the ocean bottom near Cape Horn.

The search for the eel stems from the capture of an oversized baby specimen by Swedish scientists in 1953. Its parent is believed to be much larger, big enough to qualify as a "genuine" monster.

SIU Man Teaching At Sea School

Future engineers and mates attending the Maine Maritime Academy at Castine, Maine, may not know it but they are getting part of their instruction from an active Seafarer. The seafaring man in question is John Burrowes, who sails with the SIU in the engine room when not teaching courses, or helping run the bookstore he operates in Portland, Maine.

A Harvard graduate, Burrowes is now teaching prospective engineers and mates courses in admiralty law, fundamentals of economics and ship's business as well as a course in unions for seniors, so that when they start going to sea, they will know what an OT sheet or a union repair list looks like and what it means—plus, of course, the important role that unions play in the operations of the maritime industry generally.

The admiralty law course derives out of Burrowes' attendance at Harvard Law School following his graduation from the university in 1926. He has been sailing with the SIU on and off since 1942, and was just recently appointed to the Maine Academy's instructional staff.



Burrowes

72c Is Charge For Canal Swim

No wonder the Panama Canal has reported making a profit for the seventh straight year—nothing but fish can use the waterway for free.

The canal toll collector recently assessed 53-year old Dr. Robert Legge 72 cents for trying to be the oldest to swim the canal. Dr. Legge, a United States Naval physician, swam the 28½ mile waterway with but one stop, within the time limit of 24 hours he had set for himself.

Dr. Legge should feel somewhat overcharged since according to canal authorities, the toll was the minimum rate for a "one-ton vessel in ballast."

SEAFARERS

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SEAFARERS IN DRYDOCK



A longtermer on the Norfolk hospital register, Francis Boner (ex-Council Grove) has been drydocked there since suffering paralysis in a 1954 auto accident. He couldn't get by without the care assured by USPHS.

Others at Norfolk include Mars Gallop, ex-Orion Comet, who was injured ashore after being assigned to a ship but is getting back into shape, and Crawford Lightsey, off the Arizpa. Improving despite a heart condition, Lightsey is expecting a transfer to the New Orleans hospital.

He'll be joining a deck department trio in the Crescent City drydock composed of Thomas Tucker, ex-Del Viento, John J. Harrison, ex-LaSalle, and Gerald Thaxton, ex-Alcoa Corsair. Tucker fell aboard ship, injuring his elbow, but is coming along okay. Drydocked over 18 months, Thaxton lost a leg because of a diabetic condition and should be getting out soon. Harrison is also doing better in the face of multiple injuries, including two broken legs. He had to have a brace made for one leg to help him get around a bit.



Gallop



Thaxton

Out on the West Coast, Seattle reports satisfactory progress by Phillip St. Marie, who checked in there because of a lung hemorrhage. He had been on the Grain Shipper as chief cook. Myron E. Folts, ex-Orion Clipper, and Dennis A. Marcoly, ex-Marymar, are two of the latest additions to the San Francisco roster. Marcoly is doing okay after surgery and Folts, who was injured aboard ship, spent two months in an Indian hospital before he was repatriated. Brother Folts is the father of Susan Folts, who was one of the winners of an SIU college scholarship in 1955.

Slow progress is the word on Charlie Dwyer, SIU hospital delegate at Brighton marine hospital, Boston, who's been in and out of drydock for a couple of years because of a lung ailment. He's in there with Raymond Perry, who was chief cook last trip on the Ocean Dinny. Perry went in for a check-up and found that his ticker was acting up.

These brothers and all Seafarers in the hospitals appreciate your mail and personal visits. Stop by to see them and write when you can.

The following is the latest available list of SIU men in the hospitals:

- | | | | | | | | | | | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|-----------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------|---------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| USPHS HOSPITAL BALTIMORE, MD.
Henry Acosta
T. P. Barbour
Claude A. Brown
Raymond E. Dabney
Stephen Dinkel
Jack Geller
Gorman T. Glaze
Richard Green
Everett W. Hodges
Charlie Johnson
Chas. M. Kellogg
William Kunak
Lester C. Lord | Vincent McNeil
Luther R. Milton
A. G. Oporto
Byron J. Ricketts
Vincent J. Rixuto
Richard Savior
David A. Schick
Bobby Stalworth
Wm. J. Stephens
Francis H. Sturgis
Clyde B. Ward
Paul V. Ward | USPHS HOSPITAL MEMPHIS, TENN.
Billy Russell | SAILORS SNUG HARBOR STATEN ISLAND, NY
Oscar J. Adams
Thomas Isaksen
Victor B. Cooper | USPHS HOSPITAL FT. WORTH, TEXAS
J. R. Alsobrook
John C. Palmer
L. Anderson
Edouardo Piscopo
H. Ledwell Jr.
Paul W. Seldenberg
Woodrow Meyers | USPHS HOSPITAL MANHATTAN BEACH, NY
Lewis R. Akins
Manuel Antonana
Eladio Aris
Fortunato Bacomo
Joseph J. Bass
Melvin W. Bass
Matthew Bruno
Leo Carreon
James F. Clarke
Juan Denopra
John J. Driscoll
Friedof O. Fondila
Odin L. Gibbs
Joseph M. Gillard
Bart E. Guranick
Taib Hassan
Clarence Hawkins
Frank Hernandez
David Hewson
Antonio Infante | Michael Michalik
A. J. Scheving
H. J. Schreiner
A. R. Stevenson
Claude B. Jessup
Woodrow Johnson
Ludwig Kristiansen
Thomas R. Lehay
Kenneth Lewis
Warren J. McIntyre
Herbert C. McIsaac
Jens Madsen
Leo Mannanah
L. S. O'Byrne
W. F. O'Dea
C. Osinski
George C. Phifer
Winston E. Renny
G. E. Shumaker
Henry E. Smith
Almer S. Vickers
Pon P. Wing
Boyce Yarbrough | USPHS HOSPITAL HOUSTON, TEXAS
R. J. Arsenaull
J. S. Harmanson | USPHS HOSPITAL RUTLAND, MASS.
Daniel Fitzpatrick | VA DOMICILIARY THOMASVILLE, GA.
Elmer G. Brewer | BALTIMORE CITY HOSPITAL BALTIMORE, MD.
Simon Effime | VA HOSPITAL KECOUGHTAN, VA.
Joseph Gill | USPHS HOSPITAL SAVANNAH, GA.
Reamer C. Grimes | USPHS HOSPITAL SEATTLE, WASHINGTON
John J. Cook
Jonas Heldt
P. J. St. Marie
D. L. Slattery |
| USPHS HOSPITAL BOSTON, MASS.
L. J. Campbell
Charles Dwyer | Raymond L. Perry | | | VA HOSPITAL CORAL GABLES, FLA.
Abner Raiford | | | | | | | | | |
| USPHS HOSPITAL GALVESTON, TEXAS
E. Foreman Jr.
Wm. F. Lawless | John Rawza | | | VA HOSPITAL NEW ORLEANS, LA.
William Bates
Carey J. Beck
Louis Bentley
John W. Bigwood
Claude Blanks
Tim Brown
Jack C. Brunson
A. Caragiorgio
Clouse Coats
Clarence A. Deez
John G. Dooley
William Fisher
Henry Foy
M. J. Goold
Herbert E. Grant
Wayne F. Harris
John J. Harrison
Alvin C. Hendricks
John Hrolenok
James Hudson
Henry A. Janicke
Woodriddle King
Edward Knapp | Leo Lang
W. A. G. Marjenhoff
Jack Mays
Phillip Mendoza
William E. Nelson
Dominic J. Newell
Edward L. Poe
Winford Powell
Arthur A. Froulx
R. Richardson
Henry Robinson
James H. Shearer
Wm. E. Swilley
Thomas L. Teears
Gerald L. Thaxton
Thomas E. Tucker
Ferdinand V. Vigo
James Ward
George Williams
G. W. Williamson
Cleophas Wright
Charles Wynn | USPHS HOSPITAL STATEN ISLAND, NY
Robert Anderson
Nicholas Anonstis
Robert W. Bunner
Saturnino Calleja
Mike Chandoha
Warren Conner
Floyd Dominski
Luciano Ghezze
Luis E. Gutierrez
Perfecto Hierro
Lawrence P. Hogan
Lealie Johnston
Oliver J. Kendrick
Joseph A. Kramer | Edward F. Lessor
Roy Lee McCannon
Jose R. Moro
Jose Rodriguez
David E. Russell
Jesse Shontz
Isaac Siegler
Ezequiel Tlong
Eduardo Toro
Stefan Tractnaki
Ramon Varela
Joseph Wohlets
Apron Castille
Frank Maset | USPHS HOSPITAL NORFOLK, VA.
Francis J. Boner
Crawford Lightsey | Mars Gallop
Joseph A. Stevens | USPHS HOSPITAL SAN FRANCISCO, CALIF.
Joseph H. Berger
J. V. Bissonet | Michael J. Coffay
Joseph Ebbols | | |

Baby Album



New arrivals Alexander Benzuk (top) and Kenneth E. Ward vie for honors here. Alexander, born June 14, is son of Seafarer and Mrs. Alex Benzuk of Camden, NJ. Young Kenneth, son of Seafarer and Mrs. James E. Ward of Los Angeles, goes it alone, but his heart belongs to daddy.

Myron E. Folts
William J. Kramer
Paul D. Lietta
Dennis A. Marcoly
Santiago Martinez

John J. Tencza

LOG Helps Him Keep In Touch

To the Editor:
I am writing in regard to a couple of subscriptions to the SEAFARERS LOG. During the time I sailed with the SIU, I enjoyed the LOG very much, along with all the other SIU benefits.

Now I am ashore because the doctors say so and I also want to stick close to my parents. But I do miss the LOG very much and would like to keep up with the SIU's progress toward a better life for all American seamen. So if you can, please send the LOG to me. If there is any charge, please bill me. I know the LOG is a special benefit for the members and their families and I too want to contribute to keep it going.

Give my regards to Keith Terpe, Bull Sheppard, Joe Algina and all the gang and be sure to send the LOG to me and to the other address listed. It's for another seaman who also misses being a Seafarer today. Smooth sailing to all.

Joseph W. Henry

(Ed. note: There is no charge for receiving the SEAFARERS LOG, which is supported entirely by membership contributions.)

Offers Thanks For Condolences

To the Editor:
I would like to offer my sincere thanks for the kind of expressions of sympathy from my Union brothers when my mother passed away. Their kind con-

Chief cook Peter Garvin also shows talent outside the galley, as he displays lounge chair he built and upholstered in spare time aboard the Portmar. The job looks mighty professional from here. Photo by steward Benjamin Rucker.

Uses SIU Set-Up As Union Pattern

To the Editor:
I greatly appreciate your kind attention in forwarding me the latest LOG. Some time ago I requested and promptly received your previous issue.

My request was based on the fact that I sailed for 15 years with the Sailors Union of the Pacific, which was my original union in 1940, then with the Masters, Mates & Pilots and finally with the SIU Great Lakes District.

Now retired from the sea, I had experienced great difficulty discussing unions and union

dolences are appreciated by all of the family.

It is always heartwarming to know that one's friends and shipmates take time out to share in someone else's grief. Since my beloved mother passed away on October 7, I have seen another example of the brotherhood that is so much a part of the SIU way of life.

H. S. Rieck

Cites Esperanto As World Link

To the Editor:
If you could find space in the LOG for a letter from a recently-retired member of the SIU, I should like to express something which I believe would be of considerable interest to Seafarers.

If only I had known of Esperanto years ago, I believe my life at sea would have been a more enriching experience. Esperanto, as some of you may know, is an international language designed to facilitate communication between the people of the world. It is not meant to replace other languages, but rather to use as a second language.

For anyone who travels to foreign countries, this would be invaluable. We can all think when the language barrier prevented us from communicating our ideas and thoughts to others. Just think of how much time a Seafarer must spend in trying to express himself to people who do not understand his language.

Esperanto is the answer. There are millions of people in the world who speak this language. You may find them in any country in the world and from every walk of life. Once you have learned Esperanto you will be amazed at the new world which has been opened up to you.

In each country in the world and in most cities, there is an Esperanto delegate who will be glad to inform you of any other Esperantists in the area. They are always glad to meet another Esperantist. It is one of the best methods I have ever seen for establishing harmony between different peoples.

Esperanto was created in 1887 by Dr. L. L. Zamenhof of Bialystok, Poland. It is simple to learn. Experiments in schools have shown that Esperanto can be acquired in a fifth of the time required for learning any other language. It could be learned in 26 hours of diligent study.

There is much to be said on this subject but rather than go overboard here, I'd like anyone who is interested in the idea to contact me. I shall be only too glad to furnish all the information they wish. My address is 5065 Cape May Avenue, San Diego 6, Calif.

Fred T. Miller

Welfare Assist Is Appreciated

To the Editor:
We wish to extend our sincere thanks to the crew of the Barbara Frietchie, which was so thoughtful when my husband was scalded on the ship while in Honolulu.

Thanks also to the SIU welfare representative who met my husband at the airport in New York, brought him home and did many other nice things to help us. We will always be grateful that my husband is an SIU member.

Mrs. Ramon E. Murillo

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

I would like to receive the SEAFARERS LOG—
please put my name on your mailing list.
(Print Information)

NAME

STREET ADDRESS

CITY ZONE STATE

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

ADDRESS

CITY ZONE STATE

FLORIDA STATE (Pence Cement), Oct. 10—Chairman, J. McCranie; Secretary, J. A. Leslie. Motion made and seconded to accept ship's delegate report. Ship's fund \$17.01. No beefs. Some disputed of. New ship's delegate nominated. Patrolman to talk with ch. engineers and 2nd asst. regarding crew. Request better grade meat and more variety of fruits.

AZALEA CITY (Pan Atlantic), Oct. 11—Chairman, J. F. Austin; Secretary, W. Banks. Everything running smoothly—no beefs. \$2.50 in ship's fund. Ship's delegate resigned; new delegate elected. Request bathrooms and washrooms kept clean, also midship doors closed in hot weather. Suggest return of coffee mugs from deck.

DEL ORO (Miss.), Oct. 4—Chairman, O. Guerrero; Secretary, G. Trac-

captain about correction for late draws at docking.

STEEL SURVEYOR (Isthmian), Oct. 2—Chairman, F. Shala; Secretary, J. St. Laurent. Complaint on 2nd mate to be settled by patrolman. Ship's fund \$25.03. No beefs. Suggest disposal of all old cereals—also suggest tuna fish on night lunch occasionally.

DEL AIRES (Miss.), Sept. 28—Chairman, J. Green; Secretary, R. Rensome. One man missed ship. Ship's fund \$14.50. Some logs. Reports accepted. Eng. dept. for'les to be painted. Vote of thanks to steward dept. and electrician for fixing coffee pots.

DEL VALLE (Delta), Sept. 28—Chairman, N. Peterson; Secretary, J. Longfellow. Repair lists submitted—most repairs made. Messhall to be painted. Special paint for awning. Two men short in steward dept. \$2 linen allowance. Ship's fund \$109. One man missed ship. One man injured. Motion to pay of for any man going down in hold. To purchase \$20 worth of magazines next trip. Vote of thanks to two men working in messhall. Turn in all excess linen. Delegate explained new wage increase. Leave clean ship for next crew.

LONGVIEW VICTORY (Victory Carriers), Aug. 23—Chairman, P. Miranda; Secretary, T. Lewis. New delegate elected. Place fruit in ice box. Bonus requests better fan in for'les; ice tea and lemonade. Laundry room to be cleaned. Put lid on machine.

Sept. 28—Chairman, F. Taylor; Secretary, C. Gedra. To see captain re: fresh stores in Karachi. Some disputed of. Men can have time off in Karachi but must pay \$5.50 per day to hire shore gang. Motion to run fresh water line to outer deck for longshoremen to keep them out of crew's quarters. Need new pillows. Use garbage cans in port. Fix screen door port aft. Need spigot for drinking fountain. See captain about getting fresh stores in Karachi.

MANKATO VICTORY (Victory Carriers), Sept. 31—Chairman, L. Peppery; Secretary, J. Dawson. Repairs made. Need new ice box for pantry. Coffee to be made in urn at breakfast time and coffee pots to be used at other times.

STEEL FABRICATOR (Isthmian), Sept. 31—Chairman, G. Ruff; Secretary, L. Calderon. All minor repairs made. Water tanks to be cleaned. Washing machine should be replaced. Patrolman to instruct captain about instructions for posting sailing board. One man missed ship in NY. One man left ship due to father's illness. Ship sailed short. Ship's fund \$42. Reports accepted. Re-elected delegate with vote of thanks. Motion not to sign articles until tanks are cleaned and washing machine replaced. Observe quiet when men are asleep. Crew requests better preparation of salads. Toaster to be repaired. Order orange squeezer.

STEEL WORKER (Isthmian), Sept. 21—Chairman, S. Manning; Secretary, R. Brown. Ship's fund \$30.25. Disputed of to be settled. New delegate elected. Suggestion to close laundry room door when using machine after midnight. Saturday & Sunday coffee should be made in urn for afternoon coffee time.

WANG ARCHER (No. Atlantic Marine), Sept. 24—Chairman, J. Shaughnessy; Secretary, F. Bressi. Medical supplies to be checked in States. New man aboard at Karachi. Stores coming aboard at all ports. Captain requests food beefs be brought to him and not the steward. Ship's fund \$2. Of disputed on spoiled grain thrown overboard. Pantryman shifted topside. Notify Union concerning food. Boxes are dirty—to be inspected. Beef between steward and chief cook—to be taken care of by delegate.

WANG DISPATCHER (No. Atlantic Marine), July 27—Chairman, E. King; Secretary, G. Van Effen. Donation to be made at next draw for ship's fund. Headquarters to be notified re: no draws and no fresh stores in last port. One man missed ship—two men short. Clarification on tank cleaning time per freight ship agreement. Three men sent home by doctor.

Sept. 27—Chairman, E. King; Secretary, G. Effen. One man sent home by doctor. Disputed of on tank cleaning and no draw while in port of Elath. Vote of thanks to delegate for job well done—also to steward dept. for excellent cooperation and for fine meals and service.

WANG FORWARDER (Inter-Ocean), Sept. 14—Chairman, D. Sykes; Secretary, J. McMill. Beef to be taken to dept. delegates. Need new washing machine. One man short in steward dept. Repair list turned in. Take care of washing machine. Insufficient bathrooms. Complaint about cutting stores. Some men holding two jobs. Beef about of payment.

WARRIOR (Waterman), Oct. 4—Chairman, P. Blankenberg; Secretary, M. B. Elliott. Few minor beefs to be discussed. Payroll to be made up through midnight Monday. Everything running smoothly. Request water be put on all tables. Discussion on logs and safety.

CANYONNY (Cities Service), Oct. 11—Chairman, J. Connor, Jr.; Secretary, T. Briscoe. Captain to pay off an old wage scale until notified otherwise from company. No beefs. Sailed one man short because of failure to have endorsement for food handler. Messhall to be sprayed. Discussion on deck watches being run.

Digest Of SIU Ship Meetings

clear. 18c ship's fund. No beefs. Request new ship delegate take care seeing radio operator about maritime news and patrolman about draws and mailing address.

ALCOA POINTER (Alcoa), Oct. 1—Chairman, D. Krawczyk; Secretary, R. Sedenski. Report sample of water taken and will be analyzed ashore. Several hours of disputed. One man hospitalized in Santos. No beefs. Request cups be returned to pantry, and keep pantry clean.

DEL MUNDO (Mississippi), Oct. 5—Chairman, C. Hancock; Secretary, L. Franklin. No beefs. Few hours of disputed. Ship's fund \$55. Letter to be drafted re: Allow men 65 yrs. old and 12 years seafaring in SIU retire without being disabled. Motion made and seconded that carpenter work as carpenter and not carpenter dk. maint. as per agreement. Vote of thanks to delegate for job well done.

MAE (Bull), Oct. 7—Chairman, M. Kfeiber; Secretary, R. Tapman. Ship departed without posting sailing board. No launch service for crew on two different nights. Ship's fund \$46.54. No beefs. Agree to put in of for no launch service—no sailing board posted. Discussion on TV repairs.

MARORE (Marven), Oct. 11—Chairman, R. Nash; Secretary, C. Bertz. Washing machine needs new motor and repairs cannot be made before Ball. Third mate continuing to perform carpenter's duties on deck. Of turned in, but not checked by mate yet. Two men getting off under 60-day rule. One man quitting. Complaint on old, hard mattress. Request larger fans for for'les and additional fan for rec room. Suggest cups be washed more thoroughly. Weevils and other crawling insects inhabiting crackers, dry cereal and other foodstuffs.

MARYMAR (Calmor), July 21—Chairman, J. Labenz; Secretary, G. Busciglio. Request cable be sent to headquarters re: Brother H. B. Thomas injured aboard ship and hospitalized in Balboa, Canal Zone 7/20/58. No beefs. Request repair list to get wind chutes and screens for all portholes for arrival at Long Beach, Calif. August 24—Chairman, W. Zaleski; Secretary, G. Busciglio. Some of to be turned over to patrolman. Motion made and seconded to post shifting ship no later than 5 PM if vessel is sailing before 8 AM. Make repair list for NY patrolman.

STEEL ARTISAN (Isthmian), Sept. 21—Chairman, S. Rivas; Secretary, J. Dennis. All that got off coastwise voyage received penalty cargo bonus, those remaining aboard to collect at end of voyage. Pictures and letter sent to LOG. Ship's fund \$13.26. No beefs. One man hospitalized in Damman. Turn in coats before end of voyage. Delegates turn in repair list.

ALCOA ROAMER (Alcoa), Oct. 7—Chairman, I. Wilson; Secretary, C. Stringfellow. Request not to wear wooden shower clogs on deck. No beefs. Have stvedores toilet kept in working order.

GATEWAY CITY (Pan Atlantic), Oct. 1—Chairman, H. Gerie; Secretary, J. Marius. Repair list to be turned over to patrolman at payoff. No other beefs. \$3.13 in ship's fund. Some disputed of. Dry stores to be stored every two weeks because of immense heat causing weevils. Keep washroom clean. Do not write on bulkheads. See captain about keeping door in passageway stbd side open for more air. Coffee mugs to be returned to crew pantry.

ROYAL OAK (Cities Service), Aug. 28—Chairman, D. Nabart; Secretary, E. Kress. No beefs. 2 hr. delayed sailing disputed—Florida. New delegate elected. Request repairs on washing machine. Steward's rationing of milk results in souring & waste. Suggest put out while still fresh. See

'Bow Lookout'

By Seafarer R. 'Kentucky' Perry



SIU Crew Cleans Up Runaway

The story is the same, again and again, as Liberian-flag runaway ships come back under the US flag. Thus, when the first SIU crewmen boarded the ex-Omnium Explorer, now the Valiant Explorer, they found a vessel that matched their worst expectations.

By now, of course, a good Union crew working under Union conditions has brought things closer to par, reports steward's delegate James B. Elliott. But it was an uphill fight all the way, he adds. The ship is now enroute to Calcutta after a stop at Ceuta for bunkers.

"A full crew from the SIU headquarters hall found a dirty mess to clean up, plus a stripped ship," Elliott recalled. "Even bunk lights and fire axes were missing. It sure

looked like there weren't any inspections to pass."

Crew Kept Busy
Boarding her at the Hoboken shipyard, the whole crew worked to get ready for the sailing date. Stores for all departments were received spread over a five-day period. Then, at Albany, rain slowed much of the work as well as the grain loading.

Finally, while topping off at Weehawken, the number 4 hold

deep tanks failed the marine inspection and the ship had to pull out into the stream to get them cleaned again. A further complication was added when company officials themselves tried to work the holds and do longshore work on the ship's stores, as well as cut corners by making repairs. "Our draw money arrives in paper sacks and, of course, only after a few days' delay. Nothing can surprise us anymore," Elliott notes.

Ship Shaping Up Now

"However, our ship is in good shape now and we feel that the captain has done his best, both with hard work in port and by cooperating with the crew. We were glad to get the new mattresses and fans, and left New York on a high note because of the new raise and vacations.

"The feeling of good, solid Union conditions is fully felt after seeing the hole-ridden, sagging mattresses and one-pot galley operated by the runaways. Thanks are due also to our ship's delegate, G. O'Rourke, who has really been on the ball."

The Heat Has 'Em Beat



Mike, crew messman, plays life guard for Gus Liakos (center) and George Zelensky as they romp in "swimming pool" aboard Pacific Carrier on trip to Middle East. "Pool" is for "good swimmers" only.



With temperature at 129°, Bill Simpson, AB (left), and Gus Liakos, OS, strip down to shorts. Sitting still proved to be the best way to beat the heat. In photo at left, the "snake charmer" is John Auslitz, AB. This is one "snake" he knows can't bite back. The trip by the Pacific Carrier was the first one under SIU contract. The Pacific Carrier is the former SS Maurice George. It was the Rion under the SIU contract before that.

LOG-A-RHYTHM:

It Wasn't Mine At All

By John F. Wunderlich

It's strange, my dear,
But true,
I are not one,
I am two.

I am a man with the darkest thought;
A non-believer in kindness.
I am a drunkard, a gambler.
I am vile. I am low,
When I am far away from you and the world
That I envy, worship and love,
The world of cleanliness and wisdom
That never was mine.

Hoping, dreaming, my dear,
Brought me down,
Instead of up.
Bringing me lower,
As every dream shattered.
But, disillusioned, I turned to you
And saw a world of love.
Not overshadowed by the ring
Of marching boots,

Not thrilled
By the beat of the drums,
Or the shine of steel on naked bayonets.
Not shivering with fear, from the rumbling tanks,
But no. Your were listening
To the soothing effect of a symphony.

Then I saw the future;
I saw peace.

Now I am tired, sleepy.
It's over,
And now I can sleep in peace.

Goodnight children of tomorrow,
The world is yours
And it's free.

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SAINT JOHN... 177 Prince William St. NB OX 2-5431

One Good Turn Rates Another

To the Editor: The ship's delegate on the MV Coastal Crusader has asked me to write this as we are due to sail from Port-of-Spain tonight.

There is a Trinidad native down here working on the Suwannee Steamship Company shoregang who is one nice guy. He is always obliging when anyone needs something in the line of clothes, repairs, etc., and

Letters To The Editor

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

also takes things ashore. He's not the type to charge for his services and just won't take a tip of any kind. That kind of person is few and far between in this part of the world.

At any rate, he sometimes gets stuck with stuff. He now has some color films he had developed for one of our SIU men who quit his ship while the films were still in the shop. This local guy is named Alfred Mollineaux and he's anxious to send the film on to the owner, Eddie Hernandez.

Perhaps Hernandez, who's off the Coastal Sentry, will see this and get in touch with Mollineaux at Western Main Road, Caranage, Trinidad, BWI, about the film.

Thanks in advance for your consideration in this matter. Little things like this make for good union relations with the people down here.

Donald J. Wagner

Urges Extra Aid For Family Men

To the Editor: I would like to get the viewpoint of the membership on our new pay raise, as I think we overlooked an important thing.

I refer to the brother who has a family, and is sick or injured, or gets sick on the beach and is hospitalized, and whose income consists of \$21 per week. His wife and children can't live on this.

There should be something extra allowed for dependents, which could be added to the \$21 per week. This also applies to the brother who is released from the hospital as an outpatient and is not fit for duty nor eligible for maintenance. He has no income at all, except for the meal tickets he can get

through the Union, and this still doesn't take care of his family.

There should be a benefit to take care of these brothers. You can find some in every port who need our help and deserve it, but there is no solution to it now. Maybe the membership has the answer to this and can offer an idea.

Billy Russell

Wants to Swap Photos Of Ships

To the Editor: I have read the SEAFARERS LOG for many years, and I find that it is one of the best papers of its kind about the sea and sailors.

I wondered if any of your members would exchange ship photos with me, as I am particularly anxious to obtain a picture of the TMT Carib Queen. I would like to hear from any Seafarers interested in swapping photos. My address is 4 Clayton Close, Wisbeck, Cambridge, England. I would be grateful if you would print this letter.

Alan A. Lynn

(Ed. note: Just to start things off, we are forwarding a picture of the Carib Queen from our files.)

Welfare Helps In Nick Of Time

To the Editor: Just recently received word both from my doctor and Bon Secours Hospital in Baltimore that the SIU Welfare Plan has once again come to my aid in time of need.

This time it was for a compound fracture of my left elbow. It has been six months since the operation, and although I've regained partial use of my arm I cannot straighten it out as fully as I previously had been able to do without a lot of pain.

With that kind of knowledge, facing the possibility of having a stiff elbow for life, and with no future work in sight for me, it's comforting to know I don't have to worry about further expenses. I'm proud to be the wife of an SIU member and to know that the Union is responsible for all this.

There is no way for me to express on paper my feelings about the SIU Welfare Plan, but please accept my thanks and deepest gratitude for this aid. May the good Lord bless and keep each and every one of you for your kind thoughts and gifts to all the members and their families.

My husband, Robert C. Colyer, will again sail with the SIU when I'm able to resume my responsibilities fully here at home once again. He is waiting patiently for that day. Thanks to all once again from the bottom of my heart for your kind assistance.

Mrs. Robert Colyer

Cites Errors In Death Notice

To the Editor: I think there is a mistake about Brother James Ruth in the LOG's "Final Dispatch" column on September 12, 1958. Brother Ruth was a very good friend and shipmate of mine.

The article states that he was in the deck department and there were no survivors.

Now this is the correction. James sailed in the steward department and his mother and father plus a sister survive him.

I have the last known photo of him, which I made on his last voyage. As it is on a color slide, I will have a picture printed from it as soon as I can get out of the hospital.

I'd like to see that his mother and father get a copy and also his close buddy Clarence. I might add that James was very proud of his Union, the SIU. Keep the LOG rolling.

H. J. "Slim" Foy

(Ed. note: Thanks to Brother Foy for calling this to our attention. The facts of Brother Ruth's survivors were not known at the time because, unfortunately, Brother Ruth had not named a beneficiary for the Union's records. This required a check to establish his mother as his next of kin, as well as involving her appointment as administratrix of Brother Ruth's estate so that she would be able to collect benefits due her. As the Union has recommended, the membership should fill out beneficiary cards so that their beneficiaries can get prompt assistance in time of need.)

Baby Benefit Called Unique

To the Editor: I'd like to express my thanks for the latest benefit that my husband and I, and our three-month-old daughter, Gloria Marie, have received because of Richard's membership in the SIU.

We have been happy and grateful many times before for other advantages and benefits provided by the Union, but I should like to express special gratitude for the maternity benefit. It is not only valuable, but also demonstrates the Union's interest in the well-being of the Seafarer and his family. Furthermore, it is an extraordinary contribution, if not an unique one, to the advancement of organized labor.

Thank you all again for your genuine interest in, and the able leadership of, one of our country's most outstanding unions, the Seafarers International Union.

Mrs. Richard Law



DEL SUD (Miss.), Oct. 5—Chairman, B. James; Secretary, V. O'Brien. No liquor or cigarettes to be brought aboard in St. Thomas. Crew warned not to pay off until all beefs are settled. Ship's fund \$173.57. Movie fund \$105.41; athletic fund \$24.90. New delegate and new librarian elected. Motion to raffie off old movie projector—use money for new machine—difference to be taken from ship and movie funds. Motion defeated. Request more fresh fruit. Do not throw butts and trash in fruit box.

OCEAN ULLA (Maritime Overseas), Sept. 27—Chairman, W. Dadd; Secretary, F. Johnson. Need more LOGs. Repair list submitted. Few hours disputed of. Foc'sles and bathrooms painted. Some trouble with pantryman—does not observe sanitary rules & conditions. Motion that pantryman not be allowed to sail in steward

worked. More coffee percolators needed—steward to break out another. Discussion on monies & form of draws, to be cash or travellers' checks.

PACIFICUS (Orion), Sept. 28—Chairman, J. Touart; Secretary, C. Frey. hip returned to the SIU recently. Everything running smoothly—fine crew. Repairs being made. Received new washing machine. Vote of thanks to steward dept. for fine food and good service. Discussion on vacation rates. Suggestion to make up by donations, money borrowed from captain by "C" men, who got off without paying it back.

WANG PIONEER (Inter-Ocean), Chairman, L. Smith; Secretary, D. Sacher. Some disputed of. Do not slam doors. Urge more cooperation between ch. cook and messman.

STEEL SCIENTIST (Bethman), Oct. 5—Chairman, A. Tuckie; Secretary, F. Ornes. \$30 ship's fund confiscated by customs at Saigon for not being locked prior to arrival in port. Ship's fund now \$10. Disputed of to be taken care of upon arrival in NY. Motion that shipping rules should be revised to make four groups instead of three, steward, bosun & elect to be in group. Domestic and drinking tanks to be cleaned. Suggestion to install coke machine for cold drinks in hot climates.

ALCOA PENNANT (Alcoa), Sept. 21—Chairman, W. Cameron; Secretary, M. Hewell. Ship's fund \$36. Eight hrs. disputed of. One man sick, sent ashore NJ. No replacement. Patrolman to check.

SEATRICE (Bull), Sept. 30—Chairman, C. Kaut; Secretary, B. Joy. No major beefs. Discussion on possibility of strike; contract demands. In case of strike delegate requested all members leave in good order and leave ship in clean condition.

DEL SOL (Miss.), Sept. 7—Chairman, M. Fountain; Secretary, O. Payne. Ship's fund \$33. New delegates elected all depts.

NATIONAL LIBERTY (Amer. Waterways), Sept. 24—Chairman, W. Mulling; Secretary, F. Bruggner. Ship to be paid off thru Sept. 25. No logs. Repair lists made up. Five men short—due to injuries requiring hospitalization. Disputed of to be turned over to patrolman. Report accepted. All fans to be checked by patrolman and replaced. Ship needs fumigating.

MONARCH OF THE SEAS (Waterman), Aug. 16—Chairman, T. Yarbrough; Secretary, G. Jackson. Ship's fund \$57.50. Motion to change present vacation pay period, from 90 days to 60 days. Vote of thanks to steward dept.

Sept. 14—Chairman, L. Pate; Secretary, C. Crabtree. No beefs, everything running smoothly. Ship's fund \$52.50. One man missed ship in NO.

KYSKA (Waterman), Sept. 21—Chairman, F. Ostergard; Secretary, E. Alpede. One man failed to join ship in Pusan—picked up replacement in Yokohama; one man hospitalized. Crew to take care of their own beefs. Ship's fund \$12.72. Motion to insulate fan room. Hospital to be put on repair list. Discussion with steward and his dept.

ALCOA RANGER (Alcoa), Sept. 29—Chairman, W. Barnes; Secretary, G. Annis. Few minor beefs. Spray crew messroom after meeting is over for flies and bugs. Repair list to be turned in also list of men getting off ship. One man getting off. Vote of thanks to steward dept. Request change of dairies. 36 qts. of bad milk received. Request better cuts of ham. Discussion re: contract requiring 24 hrs. notice when quitting ship.

CAPT. M. SATINAS (Tramp Shipping), Sept. 21—Chairman, I. Pascoeci; Secretary, A. Rudnicki. Vote of thanks to mate for fixing recreation room for crew. Discussed conservation of fresh water. Ship's fund \$37.50. Some disputed of. New delegate elected. All lockers to be checked and repaired. Coffee cups to be returned to pantry. Vote of thanks to crew messman.

CS MIAMI (Chies Service), Aug. 24—Chairman, M. Oshrom; Secy., A. Jones. Some disputed of. One man hospitalized in Bahrain. Members requested to take care of ship's property. Black gang's picture published in LOG. Ship's fund \$11.50. Some disputed of—to be referred to patrolman. Washing machines to be repaired. Beef on no fruit—to be taken up with steward. Medical supplies obtained in Bahrain. Discussion on future voyage, and termination of articles.

October 1—Chairman, J. Lefco; Secretary, A. Jones. Disputed of to be taken up at port of payoff. To call Hdqts. re: non-union men staying on and determine port of payoff. Ship's fund \$14. Each member to donate \$1 at draw time for ship's fund. Disputed of to be settled at payoff. Report accepted. All spare linen to be turned in to steward. Lock doors in shipyard. Keys to be turned over to dept. head. Books & magazines to be returned, packed and locked away for new crew. Vote of thanks to steward dept. and ship's delegats.

DEL AIRES (Miss.), Sept. 7—Chairman, R. Ransome; Secretary, M. St. Garmeln. Ship's fund \$4.00. Read letter re: pursue selling cigarettes to non-crew members in foreign ports. New delegate and treasurer elected. Suggestion to give crew list to guard at NO in order to keep strangers off ship. Vote of thanks to cooks and steward dept. for smooth operation.

Digest Of SIU Ship Meetings

dept. for one yr. Stores in Houston not satisfactory. Request more milk and ice cream. Ask why ship can't change course when blowing tubes. Cots covered with soot. Proper attire to be worn in messhall. Turn in all soiled linen.

ANTINOUS (Waterman), Chairman, F. Travis; Secretary, E. Vacer. Captain thanked crew for good trip. Request new washing machine. Need port hole fan in bosun's foc'sle. Vote of thanks to steward dept. Poor water pressure. Need fan in foc'sles; new wringer on machine.

PENN MARINER (Penn Tradings), Sept. 27—Chairman, J. Canard; Secretary, S. Payne. Four men missed ship in Barcelona. Repair list posted—no beefs. Some disputed of. Wiper promoted to oiler. Disputed of to be taken up with patrolman. Vote of thanks to cook & baker for job well done.

YORKMAR (Calmar), Sept. 23—Chairman, F. Holland; Secretary, E. Lamb. Some disputed of. Report accepted. New delegate elected. Crew asked to have ham more often.

DEL NORTE (Miss.), Sept. 21—Chairman, S. Monardo; Secretary, H. Crans. Request delegates report number of trips on board for all B & C men to patrolmen at payoff. Ship's fund \$156.49. Delegate to contact agent to negotiate for reliefs on coastwise trip with company. Movie fund \$35. \$20 refund due on movie machine guarantee. To order films for next trip.

OCEAN EVA (Maritime Overseas), Oct. 3—Chairman, R. Wright; Secretary, B. Jenkins. No cots, no American currency aboard—captain had radiogram authorizing local currency. Two men hospitalized. Short three men. Donation made for member flying home due to illness. Discussion on food stores received in Europe. Have sanitary system and coffee urn repaired. Call NY re: obtaining American currency per contract.

PACIFIC STAR (Compass), Sept. 27—Chairman, J. Straka; Secretary, M. Kaminski. Two men left in Hamburg due to illness. Motion to have company forward mail & not kept 48 hrs. if crew not provided with overseas address. Check to see if captain has adequate supply of American money aboard before leaving US. Poor mail service & limited draws discussed. Chief steward extends thanks to crew for good cooperation with steward dept.

ROBIN GOODFELLOW (Robin), Sept. 28—Chairman, J. Busalacki; Secretary, S. Landos. Some disputed of. Two hrs. delayed sailing. Reports accepted. Library to be changed. Need another shelf for library. To write letter to Union re: crew's opinion concerning new retirement system. Need fan in bathroom. Everything to be in order to have good payoff.

PENN MARINER (Penn Shipping), Aug. 7—Chairman, J. Canard; Secretary, S. Payne. New delegate elected. Vote of thanks for flowers sent to brother's mother.

REBECCA (Maritime Overseas), Oct. 4—Chairman, R. Barnes; Secretary, S. Wright. Some disputed of. Report accepted. Vote of thanks for fine food and service. Ship needs fumigating.

VALIANT EXPLORER (Ocean Carriers), Oct. 5—Chairman, T. Crawford; Secretary, J. Elliott. Delegates elected. Major stores items received before departure. Delegates to make up repair lists, also pick up shot cards. Few of hours disputed. Discussion on soap shortage & soap powder. Each dept. to share supply on hand. Additional soaps to be requisitioned. Observe quiet when men are asleep. Housekeeping of messhalls, showers & small repairs of ice box, galley & showers discussed. Screen doors to be locked in port. Gangway watch holds key for messhall at night. Deck dept. cautions crossing hatches in port is dangerous while cargo is

SIU BABY ARRIVALS



All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name.

- Kenneth Martin, born September 23, 1958, to Seafarer and Mrs. Charles Martin, Union City, NJ.
- Kathryn Rodriguez, born September 21, 1958, to Seafarer and Mrs. Pablo Rodriguez, Fajardo, PR.
- Pamela Jane Reed, born August 30, 1958, to Seafarer and Mrs. Andrew C. Reed, Purvis, Miss.
- Alan Toler, born October 6, 1958, to Seafarer and Mrs. Richard Leroy Toler, Vineland, NJ.
- Patrick Allen Towns, born January 2, 1958, to Seafarer and Mrs. Hughes P. Towns, Savannah, Ga.
- Gwendolyn Ann Padilla, born September 6, 1958, to Seafarer and Mrs. Frank Padilla, New Orleans, La.
- Debra K. Brown, born August 10, 1958, to Seafarer and Mrs. Tim Brown, New Orleans, La.
- John Paul Kelsoe, born October 9, 1958, to Seafarer and Mrs. John W. Kelsoe, Springhill, Ala.
- Mary Virginia Condos, born September 20, 1958, to Seafarer and Mrs. George Condos, Wantagh, LI, NY.
- Vito Salvatore Blondo, born September 10, 1958, to Seafarer and Mrs. Salvatore L. Blondo, Baltimore, Md.
- Karen Marie Duchmann, born October 8, 1958, to Seafarer and Mrs. Fred H. Duchmann Jr., New Orleans, La.
- Ronald Lane Kiedinger, born October 8, 1958, to Seafarer and Mrs. Robert E. Kiedinger, La Marque, Tex.
- Rickey De Wayne Rains, born September 17, 1958, to Seafarer and Mrs. Horace B. Rains, Houston, Tex.
- Alfred Benitez, born September 6, 1958, to Seafarer and Mrs. Alfred R. Benitez, Bronx, NY.
- Charlene Colleen Horbac, born September 4, 1958, to Seafarer and Mrs. August Horbac, Newark, NJ.
- Sarah Gray Lewallen, born September 3, 1958, to Seafarer and Mrs. Joseph C. Lewallen, Asheboro, NC.
- Jeffrey Mens, born September 1, 1958, to Seafarer and Mrs. Pedro J. Mens, Baltimore, Md.
- Michael John Sovich, born September 17, 1958, to Seafarer and Mrs. Michael Sovich, Clifton, NJ.
- Deborah Prevou, born August 12, 1958, to Seafarer and Mrs. Roy F. Prevou, Gretna, La.

Proud Parents



Gloria Marie Law is center of attraction following her christening in Philadelphia. Proud parents are Seafarer and Mrs. Richard Law of that city. The baby was born July 8.

Personals

- John King**
Your daughter Patty requests that you get in touch with her at 4th St. in Nicerville, Florida.
- Crew, SS Fairland**
Tomas Ramirez thanks you for the donation and help in Puerto Rico. He is well now and back in New York.
- Robert H. Kline**
Please contact Monica Condo at 535 Amol Drive, SW, Atlanta 15, Ga.
- Bill Simpson**
You are requested to contact Bill Lowe, SS Cities Service Norfolk (Cities Service), 17 State St., NYC.
- John Poluchovich**
It is urgent that you contact your brother Alex immediately.
- Tony Blok**
William Scott requests that you reach him at 2519 S. Cuyler Ave., Berwyn, Ill.
- Peter Amoren**
Vasco M. Barros
Samuel S. V. Carubba
Harold A. Thomsen
You have income tax refunds waiting for you at Room 201, 405 Harrison St., San Francisco.
- Salvatore J. Sbriglio**
Please contact your wife at once at her new address: 9403 Wystone Ave., Northridge, Calif.
- Crew, SS Irenestar**
J. Di Grazia has donated \$11.52 from the ship's fund to the LOG.
- Henry E. Falle**
Your Union book and seaman's papers are being held for you in the Headquarters mail and baggage room.
- Michael Toth**
Please contact your sister, Mary Witkowski, 216 Bessemer Ave., East Pittsburgh, Pa.

FINAL DISPATCH

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

Rufus Freeman, 53: An SIU member since 1939, Brother Freeman passed away August 6. Death was attributed to natural causes. He had been a patient at the US Public Health Service hospital in Staten Island at the time. He sailed in the steward department. Burial took place in Ferncliff Cemetery, Hartsdale, NY. His sister, Mrs. Sadie F. Jackson of New York City, survives him.



causes. He was a Union member since 1957, sailing in the deck department. His body was shipped home to his father, Lloyd Jenkins, of San Diego, California.

Jimmie Littleton, 43: Brother Littleton, confined to the US Public Health Service hospital in Savannah, Georgia since 1953, died September 11 of multiple sclerosis. He had been a Union member since April 4, 1939, sailing in the engine department. Burial was in the Laurel Grove Cemetery in Savannah. He is survived by his wife, Mrs. Pearl Littleton, of Savannah.

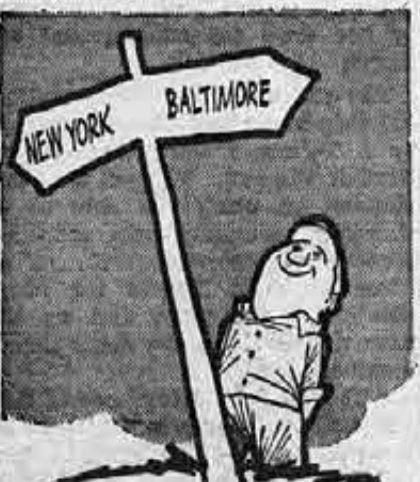


Kenneth R. Jenkins, 33: Brother Jenkins died aboard the Orion Clipper September 4 of unknown

Leonard A. Marsh, 61: Brother Marsh died aboard the Ocean Dynasty on August 9 as a result of a heart ailment. He joined the Union in 1941 and served in the engine department. Mrs. Mary Marsh, his wife of Youngs town, Ohio, survives. Place of burial is unknown.



Paul J. Senior, 36: Suffocation caused the death of Brother Senior August 1 while he was aboard the Choctaw, joining the Union in 1945, he sailed in the deck department. Cremation took place in Kobe, Japan. He is survived by his mother, Mrs. Helen Culley, of Jeffersonville, Indiana.



SEAFARERS PORTO'CALL

IN NEW YORK 675-A 1/2 AVE.
IN BALTIMORE 1216 E. BALTIMORE

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.

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

Subsidy Group Continues War On New Applicants

More samples of the efforts of the clique of subsidized companies to limit the growth of the American Merchant Marine have come to light in the past two weeks. They tend to confirm the arguments presented by the SEAFARERS LOG in the October 10 issue that the large subsidized companies

are inimical to the best interests of the merchant marine.

Support for the SIU viewpoint also came from another quarter when the "Journal of Commerce," New York shipping newspaper, said as follows in an editorial in its Wednesday, October 15 edition:

"There is good reason why the FMB (Federal Maritime Board) 'should favor more rather than fewer 'chosen instruments' in the ocean trades. It is a simple matter of fairness to let as many operators participate in the subsidized liner trades as practicable. And in time, Congress may come around to the view that some form of subsidy for tramping services is justified."

One example of the subsidy clique's attitude was reported in the October 10, "SIUNA Washington Report." The report cited Lykes Brothers, a large subsidized operator, as opposing States Marine's application for a subsidy on Trade Route 13 on the ground that existing service supplied by Lykes was adequate for that route.

Lykes then turned around and asked the Federal Maritime Board to increase the number of its own subsidized sailings on the route from 52 to 56 a year on the ground that present service was inadequate.

Similarly, United States Lines has been fighting tooth and nail against a recommendation by an FMB examiner which would give Isbrandtsen the right to operate on the US East Coast-Europe run during winter months when the Lakes are frozen over. The recommendation came as part of Isbrandtsen's bid for a Lakes-to-Europe subsidy.

The examiner's position was supported by the FMB's public counsel as maintaining continuity of service in the winter and providing more adequate services on this run, "US Lines," a Washington news service reported, "was the only intervenor to participate in the hearing and is the predominant US flag operator over the proposed Isbrandtsen subsidized service."

As in its opposition to States Marine, US Lines again made the

pitch that it is not necessary to have 50 percent participation on a given trade route, and that the Government should be satisfied with less than the objectives of the merchant marine act.

In answer to this, the FMB counsel declared that on the combined trade routes involved US participation has never exceeded 35 percent at any time and that "none of his testimony" (by the US Lines witness) "demonstrates convincingly that the low participation on these trade routes could be accepted as adequate American-flag service."

US Lines had also been the sole objector to the establishment of a joint Isthmian-Matson Far East service which would have resulted

in additional vessels being placed on the Far East runs.

The LOG article had pointed out how the clique, which monopolizes the greater part of Government funds, persistently opposes the expansion of the American Merchant Marine by attacking any and every other subsidy applicant. The net effect, is to keep the merchant marine small and weak while a few companies control the disposition of Government subsidies.

As the LOG article put it, "The major subsidized companies . . . do not want to see any growth in the American-flag merchant marine unless the growth takes place exclusively within their own orbit. They are the enemies of an expanding merchant marine."

AMONG OUR AFFILIATES

Retiring on pension recently from the Sailors Union of the Pacific were Whitman Hyde, John Mikkelsen and Lee Ballard. Hyde, who intends to relax with his wife and family and with that monthly pension check, expresses the sentiments of all three when he says, "Thanks for a job well done."

SUP's Portland and Seattle homes are due for a face-lifting. Low bids for painting the buildings have been accepted. The oldtimers' apartments in both buildings will also get a new coat of paint, the cost of which will be shouldered by the Welfare Fund.

If you don't believe that a 16-foot shark can be snared with a lasso, ask any of the crew of the SS Oregon, writes ship's delegate A. De Los Reyes in the "Marine Fireman," publication of the Marine Firemen's Union. The crew was treated to a free performance while at anchor in the Philippines. The native captor told the boys that type of shark had no teeth and was harmless. Most of the crew

were content to take his word for it.

Everything is peaceful aboard the SS Matsonia now that the waitresses have their mirrors, reports the Marine Cooks and Stewards Union. They'd been asking for them for some time which simply goes to prove once again that when the gals want something bad enough, they get it.

Forty-five candidates, an unusually high total, are competing for 18 slots as the Marine Firemen's Union, began its annual elections October 1. The polling will continue for 90 days. President Sam Bennett is running unopposed, while incumbent Jack Hatton and W. W. Jordan are vice-presidential candidates.

Lakes' Ship To Operate As Show Boat

DETROIT — The SIU Great Lakes District cruise ship Canadiana was sold at auction early this week after the vessel was sued by her crew for non-payment of wages.

The successful bid for the \$75,000 ship was a low \$28,500 offered by a Toledo, Ohio, businessman, Gordan Vizneau. Vizneau said he planned on using the ship as a showboat, complete with refreshments and entertainment, at a home dock in Toledo for nine months of the year, and as an excursion boat for the other three months.

Although final acceptance of the successful bid is up to the Federal District court which ordered the auction, it is believed it will be accepted on the recommendations of the vessel's owner and the union. The only alternative would be to accept bids for separate installations on the ship.

The Canadiana made headlines early in August when she was struck by a swinging drawbridge in Toledo.

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 29
November 12
November 26
December 10

Backlog Up In Lk. Chas.

LAKE CHARLES — The city's Central Labor Council voted last week to seek the appointment of a delegate from the Firefighters Union to the post of chief of the city's fire department, Leroy Clarke, port agent reported. The present chief is retiring next month, and the unions would like to see a union member fill that job.

Shipping for the period was very slow. There were only a handful of ships calling into port over the last two weeks with the result that there is a fairly large registration list. Outside of the usual Cities Service tankers, the only other vessels in the area were the Del Campo (Mississippi) and the tug Abbie R (Blue Stack Towing).

Tankermen on the beach here are hopeful that shipping will pick up shortly in order to supply seasonal needs for heating oil in the northeast. The heavy shipments should start soon.

US To Build Roll-ons If Co's Won't

Noting the failure of the maritime industry to heed previous requests, Vice-Admiral John Will, commander of the Navy's Military Sea Transportation Service, has warned that unless industry begins building roll-on, roll-off ships, the Government itself will build them for MSTC operation. Admiral Will made the latest developments known at a merchant marine conference in San Francisco last week.

Construction Urged

The construction of roll-on roll-off ships has been urged upon the industry as part of the merchant vessel replacement program, for which large Federal appropriations have been designated. Despite Government willingness to subsidize construction, the operators have been reluctant to participate because the ships are considered a poor investment. The operators have maintained that these types waste vital cargo space. Vehicles—trucks, tanks, jeeps—cannot be stacked, while lift-on or standard vessels are able to stack regular cargo so as to make full use of storage space.

Container Ships Preferred

Container or lift-on ships, favored by many segments of the industry, are deemed undesirable for military purposes because of the special equipment needed at both terminals of a ship's route. Pan-Atlantic and Seatrains are the only lines presently employing such vessels.

Two years ago the Government chartered the Carib Queen as the first full-sized trawler. The converted LSD made several runs before abandoning operations due to excessive costs.

Admiral Will has indicated that if the Government should build its own ships, the Navy would be obligated to use them first before allocating cargo to private vessels.

Giving Father A Hand



When the crew of the Beatrice paid off in SIU headquarters recently, George and Manuel DeJesus decided to come along and help their father, Seafarer Armando Garcia DeJesus, (standing) and chief cook Fred Turok (sitting) gather their gear. Crew paid off in hall after ship was tied up by Mates Union strike.

Fresh Linen Aboard



SUP member Ken Morford keeps a close eye on his footing as he carries two bundles of fresh linen aboard APL's President Taft during her recent stop-over here in NY. The vessel completed a 'round the world' trip and will head back to the West Coast soon.