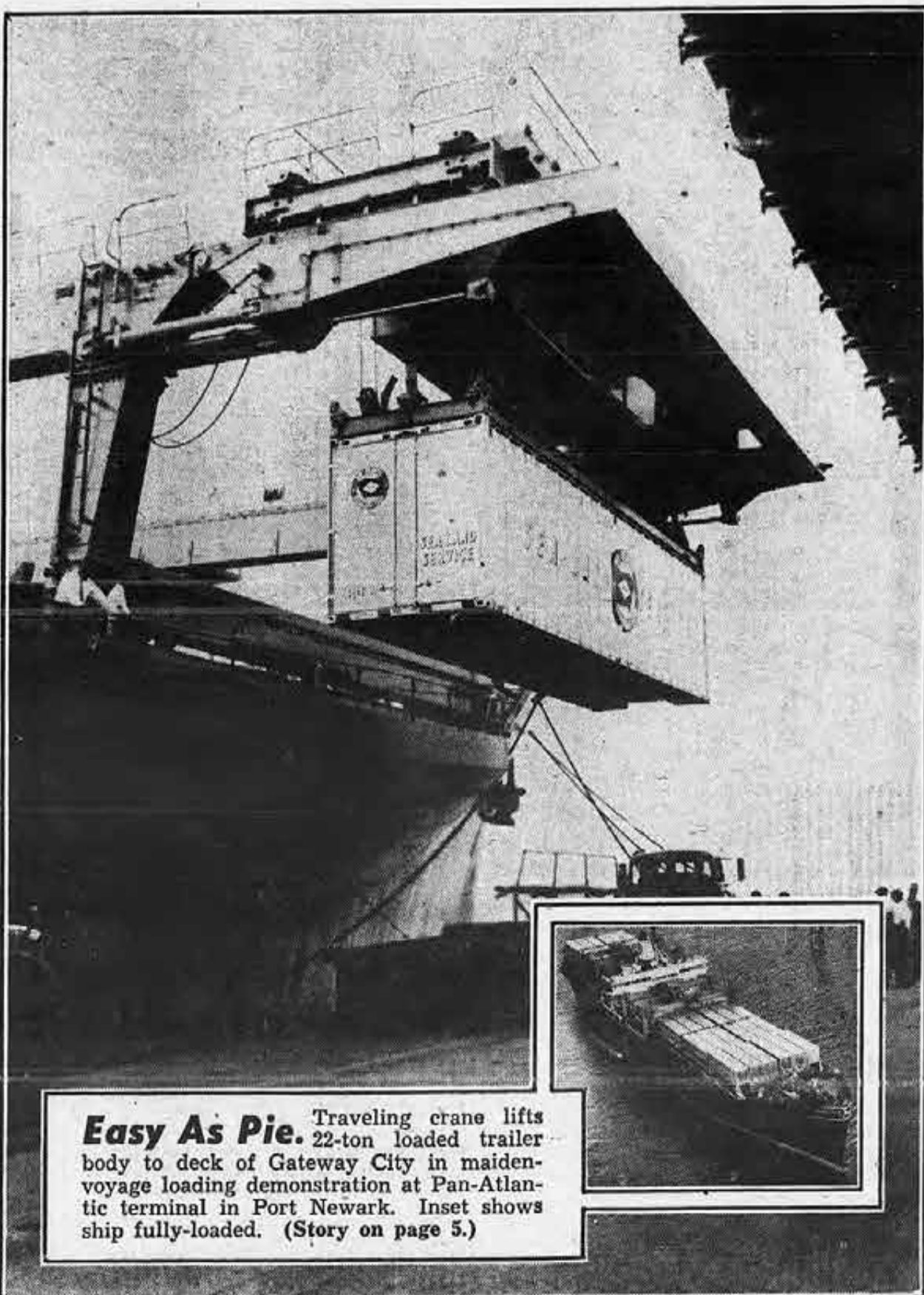


• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO •

# SIU MED. CENTER OPEN TO FAMILIES

## Family Hospital Plan Improved

—Stories on Page 3



**Easy As Pie.** Traveling crane lifts 22-ton loaded trailer body to deck of Gateway City in maiden-voyage loading demonstration at Pan-Atlantic terminal in Port Newark. Inset shows ship fully-loaded. (Story on page 5.)



**Series Winners.** Eager Seafarers look on as hq dispatcher draws World Series ticket winners. Maybe 'Frisco will get 'em next year.



**'Well Done.'** Seafarer Bill Velazquez gets CG citation from Commander A. W. Johnson. Looking on are (l to r) Joseph McDiarmid, Isthmian; J. White, ch. mate, Steel Apprentice; Capt. A. Hiorth, Isthmian. (Story on page 5.)

# SIU Appeals Bull Strike Ban; Mates, Engineers Picket

A three-man US Circuit Court of Appeals heard a move Tuesday by SIU attorneys to lift a court order barring picketing of Bull Line ships. The order also called on the SIU to halt its strike and supply crewmembers when called upon to do so by the company.

The order, issued September 27 by Federal Judge Walter Bruchhausen, took effect on Tuesday, October 1. SIU picketlines were withdrawn from the Bull terminal, but members of the Masters, Mates and Pilots and Marine Engineers Beneficial Association continued their picket action.

The text of the court order was read at all membership meetings up and down the coast on Wednesday night. Headquarters stated that notwithstanding the SIU appeal, there was no choice but to obey the order unless and until it is reversed.

The Federal court order was

issued under the Taft-Hartley law. Still pending is company action in the New York State Supreme Court where the company has been trying for some weeks to get a temporary injunction against the SIU and the officers' unions. The officers' unions were not a party to the Federal action since they have been considered outside the scope of the Taft-Hartley law because they represent supervisory personnel.

### Other Companies In Field

With the strike now completing its second month, other companies are stepping up activities on the Puerto Rican run. The Waterman Steamship Company is entering the Puerto Rican trade from New York. Waterman previously serviced Puerto Rico only from the Gulf and West Coast. The company has announced it will put two of its new trailer carriers on the run this winter.

Another step is the expansion of the Borinquen Steamship Company, which operates under the Puerto Rican flag. Borinquen had chartered the SIU-manned MV Ponce in service between Florida ports and Puerto Rico. Now it is extending its service with the chartering of the SIU-manned Ocean Ulla on the New York run plus other vessels.

### Will Build Trailership

Borinquen has announced that it plans to get into the trailer-carrying service as well, through the purchase of a T-2 tanker which it intends to convert into a trailership.

Borinquen is the maritime division of the Ryder System, which is a principal Southern trucking concern. It reflects the growing tendency to unify trucking and snipping operations into combined service as pioneered by Pan-Atlantic and TMT.

The SIU's strike began on August 19th and the licensed officers' unions went out two days later in their separate disputes with the company. The strike followed a breakdown in negotiations over SIU demands for a 20 percent increase for all ratings plus the West Coast overtime and penalty scale.

At present, the company still has five ships in operation. These are the Angelina, Arlyn, Hilton, Evelyn and Suzanne on various runs. The Ines, which was out offshore, came in recently, laid off its crew and entered the shipyard.

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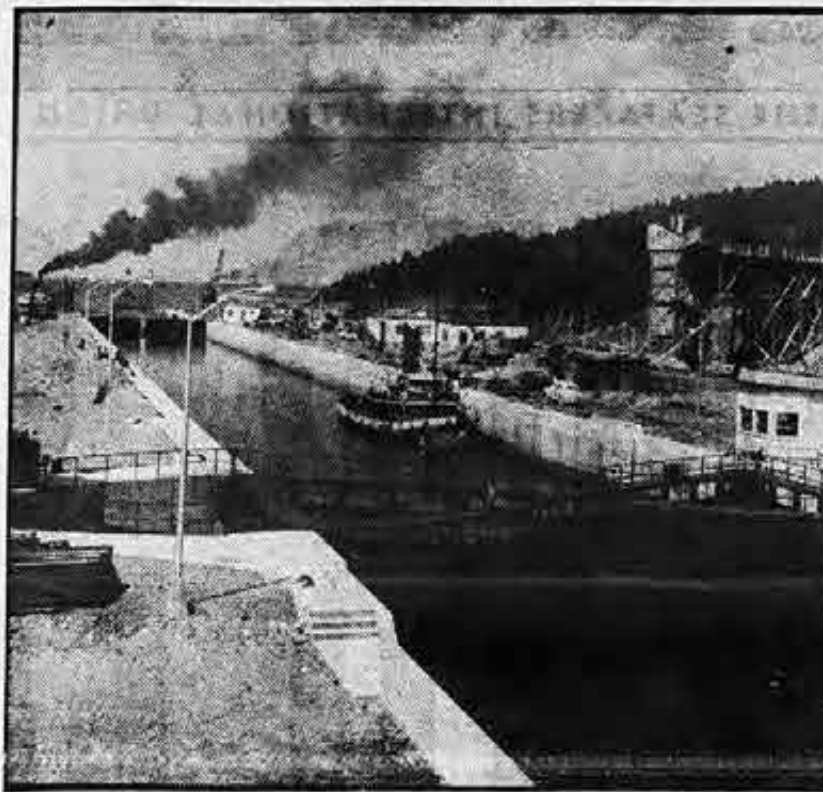
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Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, N.Y. Tel. M'Yacintz 9-6600. Entered as second class matter at the Post Office in Brooklyn, N.Y. under the Act of Aug. 24, 1912.



## Short Cut To St. Lawrence



Now open to ship travel, the Canso Canal between Cape Breton Island and Nova Scotia permits vessels bound for the Gulf of St. Lawrence to use the Canso Strait. Lock accommodates ships with 28 to 30-foot draft depending on weather conditions. Canal saves half-day of steaming around Cape Breton Island.

# PR Rate Increase Rejected

WASHINGTON — Efforts, of steamship operators on the Puerto Rico run to get a temporary eight percent rate increase have been turned back by the Federal Maritime Board. While denying the temporary boost, the board asked that its Trial Examiner's Department act rapidly on the companies' request for a permanent rate boost.

The United States Atlantic and Gulf-Puerto Rico Conference, including in its members Alcoa, Bull and Waterman, had asked for the increases to prevent "irremediable injury to the financial structure of Bull . . . and tremendous and otherwise unrecapturable losses to Alcoa . . ."

The move for a rate increase had aroused strong opposition from Puerto Rican shippers and from the island's government. Governor Luis Munoz Marin had threatened to charter ships on the government's own hook if the rate increases went through.

# Urge Early Bid On SIU Scholarship

Seafarers or children of Seafarers who are interested in applying for the 1958 SIU scholarship awards are urged to file their credentials as soon as possible. The SIU Welfare Plan office, which handles the scholarship procedure, points out that future applicants will be required to take their College Entrance Examination tests by March 15 to qualify for a scholarship.

The March 15 date allows the Plan to get the information on test results in sufficient time for selection of the winners in June. Previously when candidates were allowed to take later tests, it made for difficulties in getting the test results to the committee.

In order to qualify for the March 15 examination, a candidate has to have his college entrance board examination reservation filled out by February 15, with late reservations accepted until March 1.

Other material required by the Plan includes graduation in the upper third of the high school class, a transcript of the candidate's high school record plus three letters of reference, one of which has to be from the high school principal.

Five winners are selected each year by a board of university administrators. At least one of the five scholarships is reserved for a Seafarer, with the other four open to both Seafarers or children of Union men. The scholarships provide \$6,000 for four years' study.

### Who is Herman E. Cooper?

What is his role in other unions besides the NMU?

See future issues of the SEAFARERS LOG

# Curran 'Salutes' His Past Record

The National Maritime Union this week opened what is billed as its 20th Anniversary convention. In the words of NMU President Joseph Curran, "We will be saluting the record of the past at the same time that we are acting on the problems of the present . . . We never have stopped moving forward . . ."

Since Curran has been president of the NMU since shortly after that 1937 convention, it is presumed that he takes responsibility for his activities and the union's in that period when he speaks of "saluting the record of the past." Here are a few of the highlights, and sidelights, of the past 20 years.

\* \* \*

1937: NMU organized under leadership of waterfront-section Communist Party. Leaders include Ferdinand Smith, Joe Stack, Blackie Myers and other party activists. Curran attacks William Green for calling NMU Communist-dominated.

1939: Curran attacks SIU. Calls it "dying organization." Refuses to meet on unity of seamen's unions.

1939: First purge of anti-Communist opposition. Many heads roll.

1939: Curran denies he is Communist or knows of any Communists in NMU in testimony before House Un-American Activities Committee. Says under oath he wouldn't know a Communist if he saw one.

1940: Stalin-Hitler honeymoon era. World War II on. Curran vows, "Yanks Are Not Coming." Attacks FDR "war drive" 1940-1941.



1941: Nazis attack Russia. Curran calls for all-out fight on Fascism. Changes slogan to "Yanks Are not coming—too late."

1942: Pledges full support to War Shipping Administration. Opens NMU halls to WSA trainees.

1942: Calls for immediate release of Earl Browder, Communist Party head in US.

1942: Denounces John L. Lewis as opening second front for Hitler.

1942: Urges immediate opening of second front, declaration of war on Finland.

1942: NMU wins Atlantic Refining vote. Never signs contract because of "Win the war" honeymoon with shipowners.

1942: Denounces Walter Reuther as playing Hitler's game.

1944-45: Period of open collaboration between NMU and shipowners. Pledge of no strike policy after war.

1945: Travels to Moscow. Hails the "great and wise Comrade Stalin" in a public address.



1945: Leads "Bring the boys home" campaign. Denounces Marines in China. (Communist forces began their war against the Nationalists a few days later).

1946: Predicts SIU defeat in Isthmian. Hails NMU organizing department as following correct tactics.

1947: Discovers there are Communists in NMU. Blames Isthmian defeat on NMU organizers.

1947: Starts purge of Stark, Smith, Myers, McKenzie with help of Keith, Lawrenson, Warner, Hanley, Stone and others. Pledges no persecution of Communists in rank and file.

1948: Purges continue.

1948: Pledges union would strike before permitting any change in hiring hall procedures.

1949: Purges Lawrenson, Keith with help of Warner, Hanley, Stone.

1950: Discovers Communists have no place in union. Calls on Coast Guard to lift their papers.

1951: Attempts to organize West Coast Marine Cooks, then under Bridges domination. Denounces Lundeborg, SUP, for activity in field. NMU campaign fizzles out badly.

1953: Attacks AFL drive against racket-dominated International Longshoremen's Association.

1954: Threatens strike if AFL longshoremen work NMU ships.

1954: Purges Warner, Hanley and others, with help of Stone, McDougall.

1954: Says District 50 has no business in maritime. (See 1956 below).

1955: Destroys Committee of American Maritime Unions in move to dominate all AFL-CIO marine unions when merger takes place. Attacks Lundeborg, SIU, Masters, Mates.

1955: Opens doors to all comers in NMU hiring halls. Purges Stone, with help of McDougall.

1956: Calls on longshoremen to vote for ILA and against AFL-CIO on eve of New York election.



1956: Backs District 50 paper local union of ship's officers in American Coal against mates and engineers unions.

1957: Agrees to industry-wide blacklist set-up in all NMU companies.



Dr. Stanley Birnbaum of New York SIU health center staff checks blood pressure of Mrs. S. Small, one of first Seafarers' wives to make use of the center's free examination and diagnostic procedures. Center is now open to Seafarers' family members.

# Seafarer Families Now Eligible For SIU Health Center

Services of the Seafarers Welfare Plan medical center, first seamen's medical center in maritime, are now available to all SIU families. Wives, children and dependent parents of SIU men eligible under the Welfare Plan can obtain complete physical examinations at no cost through the new medical facility in Brooklyn.

Open since last April, the center has been examining family members on an experimental basis for the past few weeks. Specialists in gynecology and pediatrics have since been added to the staff to serve the special medical needs of the wives and children now covered under the center's expanding program.

An average of 25 dependents has been in for regular check-ups or diagnosis of specific ailments on the one afternoon a week set aside for SIU family members so far. In addition, 100 or more Seafarers have received medical exams each week during the six months the center has been in operation.

Thursday afternoons from one to five are now devoted to examination appointments for dependents. This schedule will be broadened as necessary to accommodate the demand, according to Dr. Joseph Logue, director of the center.

As in the case with Seafarers, the center offers complete diagnostic facilities including x-rays, fluoroscope, electro-cardiograph plus a modern, well-equipped laboratory.

**Detection And Prevention**  
Its basic function is to detect and prevent ailments and physical disabilities before they become serious enough to affect a Seafarer's ability to work. Where treatment is needed, the Seafarer is referred to the US Public Health Service or his private physician. SIU family members are directed to their private physicians in the same manner, since the services of the USPHS are not available to them.

Visits to the center can be made by appointment only, often on the same day an examination is desired, by applying in person at the Welfare Services office in SIU headquarters. The Brooklyn center, at 3rd Avenue and 21st Street, is only one block away from the Union hall.

Results of the examinations and testing, in routine cases, can usually be obtained on the spot. In other cases where results have to be verified by an outside labora-

tory, the findings are made known by letter or in subsequent visits to the center, if necessary. Dr. Logue is available for consultation on the recommendations of the staff specialists at the end of each examination. The entire program is available to the Seafarer and his family under the SIU Welfare Plan at no cost.

The Brooklyn center is the first of four to be operated by the welfare plan, Medical Department. It is named the Pete Larsen Memorial Clinic, in honor of a rank-and-file Seafarer who died in 1956. Other centers will eventually be operated in Baltimore, Mobile and New Orleans to accommodate Seafarers in those areas.

## \$1 An Hour Pact:

### Anti-SIU Attorney In 'Sweetheart' Deal

Attorney Benjamin Sterling, well known to Seafarers for his role in handling funds for the International Longshoremen's Association in the latter's efforts to interfere in SIU affairs, has now turned his talents to representing employers who enter into "sweetheart" contracts.

Sterling is currently counsel for the Joseph Markovits Company in New York which recently laid off sixteen workers who had gone to the National Labor Relations Board seeking relief from a \$1 an hour "sweetheart" contract. These contracts have been severely criti-

to replace those laid off. About 40 of the firm's workers have walked off the job in protest against the firings and are now seeking to obtain union representation through the International Union of Electrical Workers, AFL-CIO.

The ACTU said that the company had signed the contract in 1955. Subsequently the spokesman said, wages were actually reduced five cents an hour to the \$1 minimum, and the contract did not provide for any welfare or other fringe benefits.

#### Named In Hall Plot

Sterling's name figured prominently in the investigation of the attempted assassination of SIU Secretary-Treasurer Paul Hall. He was revealed to have handled large sums of cash for an opposition group, members of whom were linked with the plot by the accused triggerman, James Cobb. Sterling confessed to handling some \$30,000 in funds, part of which were used by the Hall plotters. Some \$4,000 of these funds served as a down payment to Cobb.

Subsequently, Sterling's name has figured in efforts to meddle in the internal affairs of other AFL-CIO marine unions.



Attorney Ben Sterling shown after being questioned in investigation of plot on Hall.

cized by the AFL-CIO and by the McClellan Committee as involving sellouts of workers in collusion deals between phony paper locals and employers.

#### Denies 'Sweetheart' Pact

Sterling, in newspaper reports has vehemently denied complaints that the firm had taken action against the employees who sought an out from the "sweetheart" contract, or that the firm had paid substandard wages to its Puerto Rican work force. He said the only layoffs were because of a "seasonal slump."

A spokesman for the Association of Catholic Trade Unionists, which has taken up the workers' beef, contradicted Sterling's claim, pointing to the fact that the firm subsequently hired additional workers

## Seattle Scene Is Lukewarm

SEATTLE—It has been a fair period on the shipping front. Shipping tailed slightly behind registration in the engine and deck departments, while the steward department showed an increase.

The Ocean Dinny (Maritime Overseas), Ames Victory, Jefferson City Victory (Victory Carriers) and the Arthur M. Huddell (Bull) paid off during the last two weeks. The Jefferson City Victory will be laid up for about two weeks. The Dinny and Ames Victory signed on.

The Marymar, Natalie, Rebecca (Intercontinental) and the Ocean Joyce (Ocean Trans.) were in transit.

### Notify Union About Sick Men

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

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

## Welfare Plan Cuts Out '\$50 Deductible' Charge

Another significant advance by the Seafarers Welfare Plan has wiped out the \$50 deductible provision covering hospital-surgical benefits for SIU families, dependent parents and Seafarers receiving monthly disability-pension benefits.

Trustees of the welfare plan have approved elimination of the provision retroactive to October 1, 1957. Seafarers will have to pay the first \$50 of hospital charges on claims filed prior to that date. The plan will then pick up the rest of the tab up to the specified limits in benefits.

In addition, the SIU plan will now cover up to five blood transfusions at the rate of \$20 per transfusion for each hospital stay.

The family benefits plan for Seafarers' wives and children first went into effect June 1, 1955, to cover charges for hospital room and board, hospital extras, surgical care and doctors' calls at the hospital. Since then, coverage has been extended to Seafarers' dependent parents and men in disability. The 31-day limit on payments for hospital room and board has also been waived to cover chronic and severe illnesses. An additional

\$100 for hospital extras is also provided in these cases.

Benefits under the hospital-surgical program now include the following: \$10 per day for hospital room and board, up to \$100 for hospital extras, \$4 per day for doctors' visits to the hospital and surgical benefits up to a maximum of \$300 according to a fixed schedule of payments.

**Who is Herman E. Cooper?**  
What is his political background? Who is curious about his activities as a labor attorney?  
What is his role in the NMU?  
These are some of the questions to be developed in future issues of the SEAFARERS LOG.

## Statement Of Ownership

Statement of the ownership, management, and circulation required by the Act of Congress of August 24, 1912, as amended by the Acts of March 3, 1933, and July 2, 1946 (Title 39, United States Code, Section 233) of SEAFARERS LOG, published every other week at Brooklyn, NY, for September 27, 1957.

1. The names and addresses of the publisher, editor, managing editor and business managers are: Publisher: Seafarers International Union of North America, Atlantic & Gulf District, 675 4th Ave., Brooklyn 32, NY; Editor: Herbert Brand, 675 4th Ave., Brooklyn 32, NY; Managing editor, (none).

2. The owner is: (If owned by a corporation its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address as well as that of each individual member, must be given.) Seafarers International Union, Atlantic & Gulf District, 675 4th Ave., Brooklyn 32, NY; Paul Hall, Secretary-Treasurer, 675 4th Ave., Brooklyn 32, NY; Robert Matthews, Assistant Secretary-Treasurer, 675 4th

Ave., Brooklyn 32, NY.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required from daily, weekly, semi-weekly, and triweekly newspapers only.) This information not required.

(Signed) Herbert Brand, Editor. Sworn to and subscribed before me this 27th day of September, 1957. Frank Garay, Notary Public. (My commission expires Jan. 4, 1958).

## Poles Hate Reds, SIU Crew Says

Crewmembers of the Margaret Brown, first SIU ship to get into Gdynia, Poland, confirmed reports coming out of that country about the basic anti-Communist outlook of the Polish people. Seafarer Charles Mazur, in a detailed account of his experiences and conversations with Gdynia residents, reported that Poles "agreed with me that with Communism, happiness and prosperity can never come to any nation."

Mazur was aboard the Margaret Brown when she unloaded 4,500 tons of wheat plus a cargo of cotton, part of a contingent of US aid to Poland under a recently concluded pact. "I had the pleasure of making the acquaintance of three young men, all university graduates . . . I spent a whole day with them and was very



Mazur

much impressed with . . . their willingness and cooperation in answering all of my questions regarding existing conditions . . ."

Recounting the events of October, 1956, when the Poles demanded and won the ouster of Marshall Rokossovsky, the Russian general who had been the real boss of Poland, Mazur writes, "Without a single shot being fired . . . the largest and most powerful of the Soviet satellites, a country of 28 million people and 22 divisions, managed to at least partially lift the yoke of 12 years of Communist tyranny . . ."

### Factories Stripped

"During the years of Soviet occupation her factories were stripped of production of consumer goods and concentrated on heavy equipment and armaments thereby creating a shortage of consumer goods . . . she was forbidden social and commercial contact with the free nations . . . Consequently she had no alternative but to trade with Russia. That which was bought from Russia was of an inferior quality and very expensive, and since there was nothing else available, the people were forced either to buy or go without . . ."

Mazur adds, "Because of the nearly chaotic state of affairs which the Soviets left the country in, wages are low and the cost of living is very high . . . a pair of shoes costs anywhere from 250 to 1,000 zlotys, and with monthly wages ranging from 800 to 3,000 zlotys, the cost of even a cheap pair of shoes comes to a week's pay."

### Currency Worthless

The Polish zloty is pretty much worthless, Mazur reports. "We on the Margaret Brown were much more fortunate than the men on the Lykes Brothers ships . . . They got their draws in zlotys at the legal exchange of 24 to the dollar, while we got our draws in American money and were able to get as much as 160 zlotys to the dollar . . ." That would make Polish

wages the equivalent of \$5 to \$20 a month.

"I found the Polish people to be very nice. They are very polite and well-mannered but very quiet . . . There are almost no privately-owned automobiles to be seen . . . The thing which I noticed about the people almost everywhere . . . was the expression of sadness and depression on their faces. I saw very few people laugh or even smile . . ."

### Women Make It Up

Polish girls, Mazur said, managed to make up for it all. "They don't have pretty clothes to wear but somehow manage to look attractive. Leave it to a woman to make herself attractive . . ."

Mazur asked many Poles as to their reaction to the aid the United States was giving them. "All of them said . . . the fact that help from the outside world had finally reached them and will keep coming to them was almost like a dream."

## Tanker Co. Orders Five Super-Ships

NEW YORK — A Liberian-flag ship operator has placed the largest reported shipbuilding order yet, an order for the construction of five 104,500-deadweight ton oil tankers.

The order was placed by Daniel K Ludwig, of National Bulk Carriers Inc., with the company's Kure shipyard division in Japan. The first of the supertankers is expected to be completed by late next year. It will be the largest tanker in the world, taking that title from another Ludwig vessel, the 85,000-ton Universal Leader.

Construction of the vessels will be at the former Japanese naval arsenal at Kure, Japan. National Bulk Carriers has a lease on the yards until 1966, and an option until 1971.

Including this order, Ludwig's present fleets and contracted vessels will total more than 2.5 million tons. Tonnage-wise, this far exceeds the fleets of both Stavros S. Niarchos and Aristotle S. Onassis, Greek shipping titans.

Although far behind in tonnage, the Greek shipping interests are close to Ludwig in construction of super-tankers. Onassis has ordered two tankers over 100,000 deadweight tons from Bethlehem Steel Company in Quincy, Mass., while Niarchos has one on order.

Although there are no official figures on the cost of construction, present tanker building costs in Japan run around \$250 per deadweight ton. At that price, each of the new vessels would cost some \$25,000,000.

In size, the vessels will be longer than any ship afloat, with the exception of the Queen Mary, Queen Elizabeth and the United States. They will be too wide for the Panama Canal and too deep for the Suez Canal.

Ludwig is reported to have a personal fortune of \$500,000,000. He is probably the only major private shipping interest who builds, operates and repairs his own vessels.



## Curiosity's good, but . . .

People learn by being inquisitive, but some of the lessons can be painful ones. It's only natural for a crewmember to want to see "what's cookin'" in the galley or just what seasonings the cook uses in his favorite soup. The trouble is that by cramming himself into another department's confined work space the curious crewmember increases the risk of injury to himself and others. The best practice is to stay out of work areas where you have no business being—like wandering around the deck while cargo is being worked or getting too close to the engineer using an arc weld. If you must be a sidewalk superintendent, keep your distance.



### 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.

## An SIU Ship is a Safe Ship



Heavily-loaded, SS Harry Glucksman is shown at the dock in Norfolk during a previous stop at the port. Ship is now in for replacements in the coal beef.

## Coal Company Seeks Scrap Cargo Rights

WASHINGTON—Hurt badly by a disappearing coal export market, American Coal Shipping has asked the Federal Maritime Board for permission to use its six Government-owned vessels in the tramp shipping trade. The company's request has stirred up strong opposition from operators in the tramp and bulk cargo trades.

A formal request has been filed with the FMB by American Coal for authority to carry scrap iron cargoes offered around November 15 and thereafter. Despite its name, the only ship the company actually owns, the SS Coal Miner, had been carrying grain this past spring and summer.

Terms of the company's charters specify that only coal can be carried on outbound voyages. This limitation headed the bitter protests of both berth and tramp shipowners at the time of the company's original charter bids. Several other companies who filed similar requests were denied tonnage.

### Tramps Opposed

Opposition to the latest ACS request is being led by the Tramp Shipowners Association. Tramp and bulk cargoes have been scanty of late, resulting in the lay-up of ships by some 15 private companies. About 60 ships chartered out by the Government also have been or are being returned to the boneyard.

Meanwhile, the relentless battle for coal ship berths continues as usual in Norfolk. Company officers eagerly seized on NMU charges of discrepancies in the documents of some SIU oldtimers and abruptly fired five men off the

### Throw In For A Meeting Job

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

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

Coal Miner on the charge they had been hired "illegally."

The company then handed the five jobs to the NMU without throwing them open to competition. In actual job competition, despite a built-in six-job edge for the NMU, the SIU has always come out ahead. The Miner took her crew back after a four-week lay-up.

One other coal ship, the Harry L. Glucksman, was taking a crew late this week.

Company lay-ups of two ships on which the SIU had an over-all lead aided the NMU. Laid up ships are the Cleveland Abbe and the Martha Berry. As the LOG went to press, no final job figures were available on totals as the Harry Glucksman was crewing replacements.

## NMU Delaying Tactics Stall Robin Ship Vote

Seeking to avert a vote defeat on the Robin Line ships, attorneys for the National Maritime Union are asking for another two weeks in which to file briefs on the case at the National Labor Relations Board, making five weeks in all.

The NMU's action came after the Board had granted both parties three weeks in which to file briefs, the usual period in such cases and one which is ordinarily considered ample.

### Gives Lie To Claims

The delaying action by the NMU is obviously based on the certainty that Seafarers on Robin Line ships would vote solidly for the SIU in an election. It gives the lie to NMU claims of support among Robin Line crewmembers which have been trumpeted in recent issues of the "Pilot."

Ironically, the NMU action came as the last "Pilot" headline demanded "Stop SIU Stalling" and asked for an "early vote" on American Coal ships, where a number of SIU unfair labor

# McLean Opens Boxship Service, Plans PR Run

PORT NEWARK—The SIU-manned Gateway City formally opened its coastwise trailer-ship service when it sailed from here on Friday, October 4, carrying 226 loaded truck trailer bodies. Several hundred onlookers were present when the ship topped off its cargo by loading one hatch and deck

cargo. All were impressed with the speed and smoothness of the loading as the forward traveling crane picked up and deposited one 20-ton trailer load every three minutes. Among those present was Rep. Herbert C. Bonner, chairman of the House Merchant Marine Committee, who hailed the operation as a great advance for the US merchant marine.

At the same time, Waterman-Pan-Atlantic announced that the company was going to open a New York-Puerto Rico service with two conventional C-2s. Next March, the C-2s will be replaced by two box ships now undergoing conversion in Mobile. The C-2s are the Morning Light and Wild Ranger. They will be replaced by the Bienville and Beauregard when they come out of the yard.

### Load In Day

Under normal operating conditions, the two gantry cranes on the ships, forward and aft, should be able to load the ship in one working day. A 14 man longshore-gang, including the crane operators, are all that is needed, plus a handful of truck drivers. Normally speaking, a ship of this size would require about 150 longshoremen to handle cargo, and of course, turnaround time would be four days or so.

The loading procedure calls for a driver to position his truck alongside the ship. Releasing gear under the truck is then tripped, releasing the trailer body from the wheels. The crane lifting gear comes down, engages the reinforced corners of the trailer body, lifts it up, swings it back into position over the hatch and then deposits it.

### Trailers Not Tipped

Loading gear is so designed that the trailer is not tipped but lifted vertically, brought in horizontally and then deposited vertically in the hatch. Each hatch has vertical tracks against its bulkheads for

holding the trailer body in place. In addition, the trailer bodies are stacked one atop the other and one alongside the other preventing any shifting of cargo.

After the hatches are finished off, another layer of trailers is stacked atop the hatch cover and on the deck six trailers across. Trailer deck cargo is stacked two deep aft. The traveling crane extensions can be folded back in place once the ship is loaded.

Aside from the normal complement, the manning scale on the ships calls for a crane maintenance man who is responsible for the

care and maintenance of the cargo-handling gear.

The Gateway City is the first of six such ships planned by Waterman-Pan-Atlantic. Five others are now undergoing conversion in Mobile. In addition, the company is still operating combination tanker-trailerships for the time being, carrying trailers on a flight deck plus oil cargoes. The combination ships require shoreside cranes to put the trailer bodies on the decks.

The next ship to enter the coastwise service, will be the Azalea City which is due in New York in two weeks.

## CG Cites SIU Bosun For Rescuing Shipmate

Seafarer William Velazquez has been awarded an official Coast Guard citation for "exemplary conduct and heroism" in rescuing a shipmate from drowning in shark-infested waters last year.

A brief ceremony marked the event while the Steel Apprentice was in New York last month. Velazquez was bosun on the Steel Worker when he saved James Downey, OS, at Basrah, Iraq, on June 26, 1956. Downey had fallen off a stage while spot-chipping over the side and landed unconscious in the water after hitting the ship and dock as he fell.

According to the official citation presented to Velazquez, "you heard the cry of alarm by another member of the crew and recognized that Downey was in imminent danger of drowning. Without hesitation, with utter disregard of your own personal safety but knowing that a current existed and that the area was infested with sharks, you immediately jumped into these dangerous waters and was successful in locating and saving the unconscious man."

"But for your prompt and persevering efforts, the life of James Downey would have been lost. The courage you displayed in risking your life to save that of another is in keeping with the highest traditions of the United States Merchant Marine."

Velazquez explained later that he had "just jumped in." When he couldn't find Downey the first time

he went down again and was able to grab his arm. A lifering thrown from the ship by Anderson, electrician, helped him bring Downey up.

An SIU man since 1944, he was in the Navy in 1943—when he was only 13—but was discharged a year later when they found out his age. He sailed during the latter part of World War II on the Murnansk run without mishap.

The voyage on the Steel Worker was his first trip as bosun and the first time in 14 years at sea that he'd ever been in a secue. The Coast Guard citation was presented on behalf of Rear Admiral J. A. Hirshfield, acting commandant of the 3rd District.

## Mobile Gets New Drydock

MOBILE—Rapid progress is being reported on the Azalea City, the second of Pan-Atlantic's C-2s to undergo conversion into a trailer-ship. She is expected to go into service around the 18th of this month.

The arrival of Waterman's drydock here has increased the number of shoreside jobs available to Seafarers. The dock, which was leased from the Navy Department, was towed from Jacksonville, Fla., with an SIU crew riding her. Due to the hurricane and resulting rough weather it took some 13 days to make the trip. But there were no complaints from the Seafarers manning her since they were being paid \$24 a day.

Although there were a number of ships in during the past period, shipping just held its own. Most of the vessels were of the short trip types and there were few replacements.

Among the vessels calling into port were the Alcoa Puritan, Patriot, Polaris, Clipper, Pennant, Corsair (Alcoa); Monarch of the Seas, Morning Light, Claiborne, De Soto, (Waterman); Del Rio (Mississippi); Steel King, Steel Rover (Isthmian). Prospects for the next period are good with a number of vessels expected in for payoff.

## 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 16  
October 30  
November 13  
November 27



Sailors Union members Monohara and Spencer are shown fighting fire in passenger staterooms on SS President Cleveland in Yokohama. Damaged was limited to empty rooms.

## Praise APL Crew For Fight On Fire

SAN FRANCISCO—Crewmembers of the APL passenger liner President Cleveland were highly commended for their outstanding performance in averting panic while extinguishing a fire aboard ship while in Yokohama in mid-August. The men are members of the SIU Pacific District.

A fire broke out in three empty passenger staterooms, but because of swift-coordinated action by the crew, none of the passengers became aware of the incident. The fire was extinguished without a general alarm being raised.

George Killion, the head of APL, sent a letter to the ship's captain, Commodore H. J. Ehman, commending the officers and crew for their "superior performance."

"Maritime history," Killion wrote, "is filled with accounts of fire disasters resulting in terrific loss of life and property, and, as

## Boston Hails ACS Crews

BOSTON — Seafarers on the beach in this port are looking forward to meeting some of the old timers on the American Coal ships, in the event the company starts taking grain cargoes out of here. "The men here really appreciate the bang-up job the old timers are doing," reports James Sheehan, port agent. "And they will do all they can to assist them and make their stay here comfortable."

It was a fairly quiet shipping period. The Government Camp (Cities Service) paid off and signed on while the Council Grove, Canticny (Cities Service) and the Steel Director (Isthmian) called into port to be serviced.

### Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.

you well know, an alarm at sea can easily spread panic through passengers and crew alike. I am told that the majority of our passengers were not even aware of the incident, and am certain this was due to your efficient and prompt action during the emergency. "While our precautionary and preventive measures have made us singularly free from shipboard fires, it is most gratifying to know that, if disaster comes, we have men of wisdom and judgement who are fully capable of meeting the emergency."

In sending the letter to West Coast union headquarters, Captain Ehman said, "I am most cognizant of the fact that the praise is due to the members of the crew for their exemplary conduct in the emergency. All of the officers and ship's personnel are to be especially commended for their courageous efforts in the control and extinguishing the fire. It was a job well done."

## US Crews Man Picket Vessels

SAN FRANCISCO—Members of the SIU Pacific District are now crewing five C-1s for delivery to Trinidad where they will be used as picket ships in guided missile operations, the "Marine Fireman" reports.

A contract covering crewmembers for the one trip run was completed between the West Coast unions and the Coastwise Line. In Trinidad the ships will be laid up for the time being, but when they go into service on the missile range they will be crewed by American seamen.

The contract followed strong protests against the use of Panamanian crews on these ships. The protest was filed by Rep. John F. Shelley of San Francisco, calling on the Defense Department to require the hiring of American nationals.

# Shipping Round-Up & Forecast

September 18 Through October 1

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	11	2	7	4	4	1	22	7	29
New York	44	16	38	10	40	9	122	35	157
Philadelphia	18	3	29	7	16	6	63	16	79
Baltimore	43	13	35	19	28	5	106	37	143
Norfolk	18	7	4	6	10	6	32	19	51
Savannah	6	1	7	2	1	2	14	5	19
Tampa	4	4	12	5	15	2	31	11	42
Mobile	37	8	30	11	35	8	102	27	129
New Orleans	50	18	37	13	38	15	125	46	171
Lake Charles	17	3	13	7	6	4	36	14	50
Houston	35	22	32	13	22	10	89	45	134
Wilmington	22	11	7	16	20	3	49	30	79
San Francisco	38	6	18	11	26	14	82	31	113
Seattle	29	13	21	16	10	8	60	37	97
Total	372	127	290	140	271	93	933	360	1293

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	4	0	0	2	0	0	2	1	0	9
New York	46	9	4	51	12	5	43	10	1	181
Philadelphia	23	1	0	12	8	0	8	3	0	55
Baltimore	40	9	1	38	12	1	27	5	0	133
Norfolk	18	5	0	11	4	2	9	7	0	56
Savannah	10	1	0	12	2	0	4	4	1	34
Tampa	3	6	1	7	4	3	7	1	1	33
Mobile	16	3	0	13	5	2	14	4	0	57
New Orleans	60	16	1	43	16	3	81	19	3	242
Lake Charles	12	2	0	6	4	0	2	1	1	28
Houston	49	20	0	30	23	0	23	22	0	167
Wilmington	3	1	1	0	2	0	2	0	0	9
San Francisco	11	4	0	5	5	0	9	2	0	36
Seattle	24	5	0	17	12	0	13	9	0	80
Total	319	82	8	247	109	16	244	88	7	1120

Job activity continued improving during the past two weeks. The figures showed a total of 1,120 jobs shipped and 1,293 registered. This represented a slight decline in registration since the last period.

The shipping rise was reflected in higher job totals for nine SIU ports. New York, Philadelphia, Baltimore, Norfolk, Savannah, Tampa, New Orleans, Houston and Seattle all had a piece of the increase. The overall gain was due mostly to the high figure for New Orleans, which crewed up for the cruise ship Del Mar again after it had been in lay-up.

Boston was the same as before—slow—while four other ports fell off. These were Mobile, Lake Charles, Wilmington and San Francisco. West coast activity thus appeared to be slacking off, since Seattle was not busy enough to take up the decline.

### Deck Dept. Heavy

As usual, most of the shipping was in the deck department, which also showed the widest gap between registration and jobs dispatched. Registration in the steward department practically matched the demand. Black gang activity was about average, but still accounted for about half the class C shipping.

The class A proportion of total shipping continued rising, to over 72 percent, as class B activity dipped slightly to 25 percent. The number of "B" jobs shipped this period was the same as in the previous two weeks. Class C shipping dropped again, to a bare three percent of the total and to the lowest numerical total in weeks. Four ports shipped no class C men at all.

The following is the forecast port by port:

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

## AFL-CIO Report Turned Down At Teamster Meet

The ouster of the International Brotherhood of Teamsters from the AFL-CIO is a probability as a result of the outcome of the Teamster convention in Miami Beach. Now under threat of suspension from the Federation, the Teamster convention rejected the text of the AFL-CIO Ethical Practices Committee report calling for changes in its operations.

Convention delegates also overwhelmingly elected James Hoffa of Detroit as president of the union. Removal of Hoffa from office in the international was one of the conditions set by the Federation.

Hoffa was elected by a wide margin over the opposition of two other candidates, William Lee and Thomas J. Haggerty, both of Chicago. Thomas Hickey of New York, whose local union 807 handles most of the waterfront trucking here, had previously been a candidate but had withdrawn in favor of Lee. Rep. John F. Shelley, former head of the California State AFL, also withdrew.

### Suspension October 24

Formal suspension of the Teamsters is expected to take place on October 24 which was the deadline for the clean-up ordered by the AFL-CIO. The ouster would take place at the AFL-CIO's convention coming up in December, unless there is a reversal of AFL-CIO sentiment by that time.

Ouster of the Teamsters, if it comes about, would present the AFL-CIO with its most serious problem since the merger, since the Teamsters on the local level have relationships with many AFL-CIO unions in a wide variety of industries. Among them are building trades, retailing, food processing and distributing and, of course, maritime.

One of the questions raised by the possible ouster of the Teamsters is if any segment of the union

would choose to stay in the Federation. There has been no indication yet of any Federation plans to charter a rival trucking union such as the AFL did when it ousted the International Longshoremen's Association in 1953. Some of the opposition locals have threatened to bolt the Teamsters.

In addition to electing Hoffa, the convention made significant changes in the constitutional set-up of the Teamsters. One of the new rules requires all local unions to affiliate with regional conferences of the Teamsters and give the conferences control over contract negotiations by a majority vote of the locals involved. This change was vigorously but unsuccessfully opposed by the opposition groups at the convention.

Another problem arising out of the Teamster situation is the threat of anti-labor legislation on the state and national level. Labor believes that opponents of organized labor are all set to use Hoffa's election as an excuse for a new barrage of restrictions on the trade union movement as a whole.

Hoffa himself faces a variety of legal charges growing out of Senate Committee hearings, including a perjury indictment. One of the motions defeated at the Teamster convention would have called for Hoffa's ouster as president in the event he is found guilty of the various charges pending against him.

The Teamster crisis overshadowed action taken by the AFL-CIO against the Bakery and Confectionery Workers and the United Textile Workers. These unions also have to show proof of changes in their practices to the Federation by the October 24 deadline.

LET 'EM KNOW!  
Write TO THE LOG

## YOUR DOLLAR'S WORTH Seafarer's Guide To Better Buying

By Sidney Margolius

### An Aspirin, Is An Aspirin, Is An...

Call aspirin "Bayer's" and you'll pay 62 cents for a bottle of 100. Call it "Squibb's" and you'll pay 79 cents for 200. Buy it as plain aspirin USP from a reliable druggist, department store, medical cooperative or union-sponsored pharmacy, and you'll pay as little as 12 to 39 cents for 100.

That's just the start. Suppose instead of plain aspirin you want the new buffered aspirin which has an antacid added to help the relatively few people whose stomachs are upset by plain aspirin. Call it "Bufferin" and you pay \$1.23 for 100. Call it just buffered aspirin and you can buy it for 89 cents from large private-brand retailers as Macy's and Sears. Or you can buy buffered aspirin for as little as 39 to 69 cents from some union health centers and various group plans like Group Health Cooperative in Washington, DC; the privately-operated Group Drug Service in New York City with which a number of local unions have buying arrangements, and Celo Cooperative of Celo, North Carolina, which supplies consumer cooperatives and clinics. To show how little buffered aspirin really costs, the District 65 union-operated pharmacy in New York sells it under its own brand name to members for 39 cents.

Or suppose you want a combination of aspirin with phenacetin and caffeine, as doctors sometimes suggest. These are known in the trade as APC pills. You can buy APC pills under the name of Empirin and pay \$1.35 per 100. Or you can ask for APC tablets under the name of Anacin and pay 98 cents. Or you can ask for just plain APC tablets from your druggist and pay only 70 to 89 cents. If you have access to one of the group plans you can buy APC tablets for 59 to 65 cents, and sometimes as little as 39 cents.

The peculiar thing is, most people buy the costlier versions of aspirin even when lower-priced brands are available. The biggest success of recent years has been made by Bufferin which pounds at the public steadily with television commercials showing diagrams of your interior plumbing. Its price of \$1.23 is the highest for any type of aspirin. Pharmacists report it's become a big seller despite its high price, and despite the fact that most people don't get upset stomachs from ordinary aspirin and so don't need the additional antacid ingredients.



Now Bayer, which previously had the dubious but profitable distinction of charging the highest price for what is basically just aspirin, has gotten indignant about Bufferin's success. Bayer has been publishing ads asking the public: "Are you paying twice the price of Bayer Aspirin for pain relievers that are nothing more than aspirin in disguise? Such pain relievers, which attempt to belittle straight aspirin—give you an assortment of added ingredients for your extra money. Ingredients which do not

relieve pain, like aluminum compounds, magnesium carbonate and baking soda!"

This is certainly a case of the pot calling the kettle black. For Bayer's itself has been charging you twice and even three times the price many other sellers charge for aspirin. It accomplished this by the same method as Bufferin now is using successfully: constant, high-powered advertising so that when you think of aspirin, you think of Bayer's.

Similarly with Anacin. Note how the television commercials say very quickly that your doctor recommends the ingredients in Anacin. This is true enough, but some people may get the impression "your doctor" recommends Anacin. What doctors really recommend, if they recommend this combination of ingredients, is APC tablets.

So effective is this repetitive advertising that Harry Winocur, manager of District 65's pharmacy, reports that the union members buy more Bayer Aspirin from the union pharmacy than the pharmacy's own brand which costs only 15 cents per 100, or one-fourth the price of the Bayer. Yet the 15-cent aspirin meets USP regulations and is made by a competent manufacturer with quality controlled and checked by the union's representatives. Even Squibb's, one of the oldest and best known pharmaceutical manufacturers, can't win the public away from Bayer's although its price is lower, Group Drug Service reports.

In all, the public spends over 50 million dollars a year for aspirin. How much are you chipping in?

### Stay Put For Idle Pay

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

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

## Bridges Undermines Jones Act

The recent cuddling-up of Harry Bridges' longshore union with maritime employers and its attempts to promote a "let's all get together" program on all coasts should come as no surprise to American seamen. In the light of the weakness and divisions in US Communist and fellow-traveler ranks today, it is only natural that the waterfront group should seek allies elsewhere, while attempting to maintain liaison with the rank and file via the usual mimeographed leaflets.

As has been reported in the SEAFARERS LOG, Bridges has been pitching woo to anybody in any union who would listen to him, particularly among organizations outside the AFL-CIO fold. He is all for proposals that have been advanced in Government and employer circles for a love-feast among all seagoing and shoreside marine unions, no matter how crucial the differences that divide them.

### Bridges, Bosses Cosy

While this approach has met with little success thus far, there is no question that Bridges and the West Coast employers are cosier today than ever before.

An example of this close working relationship which recently came to light was the way Bridges' union strongly endorsed efforts to deprive longshoremen of their right to sue the shipowner for damages—a step which, if successful, would have overjoyed those who have long been seeking to undermine the Jones Act.

Insurance and shipowner spokesmen have repeatedly expressed dissatisfaction with provisions which allow longshoremen and others not in the employ of the shipowner to sue for damages where a vessel is held to be unsafe or "unseaworthy" as the language of the law puts it. They have been equally critical of seamen's broad rights on this respect.

### Opposed Right To Sue

What happened was that in 1956, bills were up before Congress to increase the weekly maximum payments under the Longshoremen's and Harbor Workers Compensation Act. (At the time, incidentally, the AFL-CIO and IBL were the only organizations to hold out for the \$60 benefit proposed in the Green bill. Bridges agreed to a \$54 ceiling). In the course of hearings on these measures, Bridges' Washington representative, Jeff Kibre, opposed a move to give longshoremen the right to sue while they are collecting compensation. Kibre declared "We are not anxious to obtain the right to third party suits..."

At present, if a longshoreman accepts compensation, he waives his right to sue no matter how negligent the shipowner might have been.

Subsequently, in the course of the hearings, the West Coast shipowners and insurance representatives got together with Kibre at a meeting to produce a "compromise" compensation bill. All the rest of the labor movement boycotted the meeting.

The "compromise" bill, as endorsed by Kibre, would have deprived longshoremen of the right to sue under any circumstances. The bill would have provided among other restrictions that no longshoremen "shall be entitled to recover damages for death or personal injuries arising from any breach of the warranty of seaworthiness afforded members of the crew of any vessel."

Fortunately, this bill was buried in committee. Had it succeeded in passing, as it yet may, there is no question that the shipowners would have used it as the opening wedge in a campaign to restrict crewmembers' rights under the Jones Act.

### Josefina's Back In Town



Seafarer Fred Whipp (top, left) helps Jim Tarbet pack pack his gear as they prepare to get off the Josefina after an 11-month trip. Whipp is holding a Japanese silk portrait of Tarbet's wife. Both members of the deck gang hail from Baltimore. Below, Chief cook Harry Dean collects \$310 in vacation pay after the long voyage. Most of it was in the Far East.

## Robin Crews Vow Fight For SIU Vote Victory

NEW YORK—Headquarters has been receiving many letters from delegates on the Robin Line ships stating that the SIU men will stick to their jobs until the election can be held. The men, the delegates write, are going to make sure that "Robin Line will again be under the SIU banner."

As for the election, William Hall, assistant secretary-treasurer, reports that the formal hearing is over and all of the reports and findings are now in Washington awaiting final decision by the NLRB. The membership, he said, will be kept up to date on this beef through the LOG and the membership meetings. "Needless to say, the membership really appreciates the good job that the SIU boys are doing on these ships."

### Active Shipping

It has been a fairly active period on the shipping front in this port. Class A men were able to ship pretty fast unless they were waiting for a special ship or run. There was a run on "A" men to fill all of the engine room jobs as registration trailed far behind shipping in that department. There were 22 ships paying off,

seven signing on and nine in transit during the past two weeks. The Alcoa Pegasus, Pilgrim, Roamer, Ranger, Puritan (Alcoa); Seatrains New Jersey, Louisiana Texas, New York, Georgia (Seatrains); Steel Rover, Steel Director, Steel Voyager (Isthmian); Andrew Jackson, City of Alma (Waterman); Almena, Maxton (Pan-Atlantic); Cities Service Baltimore, Bents Fort (Cities Service); Josefina (Liberty Nav.); Little Rock (Fairfield), and Pan Oceanic Transporter (Penn. Nav.) paid off.

The vessels signing on were the Steel Rover, Steel Executive (Isthmian); Mankato Victory (Victory Carriers); Andrew Jackson (Waterman); Josefina (Liberty Nav.); the Robin Goodfellow and Robin Sherwood (Robin Line).

In transit were the Warrior, Ideal X Gateway City (Pan Atlantic); Pan-Oceanic Transporter (Penn. Nav.), and Calmar, Losmar, Massmar (Calmar).

# LABOR ROUND-UP

The Amalgamated Lithographers of America have announced plans to endorse a \$2 million automation research fund to develop new processes in the graphic arts industry. The proposed plan was outlined to delegates at the union's convention in Chicago. The research would be supported by contributions from the employers and the union. George A. Canary, international president, told the delegates that "technological advances have made the industry more profitable. The new processes have increased production and enabled the industry to sell more products at lower prices, which has provided more jobs."

The selection of the "Right-to-Work" laws as a debating topic in some 1,000 colleges and universities has focused new attention on the question of union security. The subject was chosen by 6,000 speech and debating instructors, members of the Speech Association of America. The AFL-CIO Departments of Education and Publication have prepared a kit covering most of the major aspects of the laws. The kit presents moral, economic, religious and political views on the legislation as expressed by leaders in the different fields. The NAM and the US Chamber of Commerce have already flooded the colleges with "right-to-work" arguments.

A shorter work-week is the only answer to the increasingly serious problem of unemployment in the woodwork industry, A. F. Hartung, president of the International Woodworkers Association, declared. In his address to some 370 IWA delegates at the union's 20th annual convention, Hartung said, "We must not wait until millions become unemployed before we find the time or courage to sit down and work out ways and means to distribute our working time and wealth to all of the people." The delegates also adopted a resolution calling for a merger uniting all of the workers in the woodworking and allied industries.

Fire fighting organizations have united in bitter protest over the growing trend toward the consolidation of the jobs of fireman and policeman into that of a public safety officer. The result of these changes, John Redmond, International Association of Fire-Fighters president, said, is higher insurance rates and less public protection. Use of the system was highlighted in an article in the "Readers Digest" citing the experience of Oak Park, Mich., a Detroit suburb. But the magazine, Redmond contends, has not published any mention of the many other communities in which the plan has failed.

The system requires the police to patrol the town until summoned to a fire. There they must wait until the equipment arrives, check their guns and change their clothes before fighting the fire. At night, they must wait until the dog catcher gets there since his truck has the floodlighting equipment.

## Who is Herman E. Cooper?

What has been said recently about his professional conduct?

See future issues of the SEAFARERS LOG

# NMU Stamps Its Label On Dead Seafarer

In its efforts to "prove" that Robin Line ships are really NMU, the "NMU Pilot," in its September 26 issue slapped an NMU label on a deceased Seafarer. The "Pilot" parroted an account of the death and burial of Seafarer Druey "Chips" Waters of the SS Robin Hood that had appeared in the SEAFARERS LOG of August 30. But the headline on its carbon-copy account read, "Fall Into Hold Kills NMU Man."

The original story came to the LOG in the form of a typewritten letter from the Robin Hood's ship's reporter, Seafarer Eugene K. Dawkins. Along with it came several photos from Seafarer Merwyn "Doc" Watson, two of which were used in the August 30 LOG on the back page.

Early in September, the LOG received a letter from Mrs. Waters (appearing this issue) thanking the SIU Welfare Services Department and the men on the Robin Hood for their courtesy and help. A similar letter was written on September 18 to SIU Secretary-Treasurer Paul Hall.

### Crew Astounded

Headquarters was astonished when the September 26 "Pilot" ran what was a word for word repetition of Dawkins' account under the heading claiming the deceased Seafarer for the NMU. Dawkins' and his shipmates were equally astounded. Dawkins' first reaction when shown the NMU story was "That's ridiculous. Everybody knows Waters was an SIU man."

He continued, "When I wrote the story up and sent it into the LOG I made a carbon copy. This NMU man on the ship asked for the copy, which we gave him. The story in the 'Pilot' is word for word what I wrote for the LOG."

Records at headquarters show Waters to have been a full book member of the SIU since 1947, paid up in dues through the second quarter of this year, or until he took the Robin Hood out.

The unusual amount of space given to the item and the circumstances surrounding it indicate that the NMU's action was probably prompted by a desire to deceive its membership and any outside readers into believing that Robin Line ships are now NMU.

## Asks Track Rules For All Ships

Compulsory use and enforcement of ocean track agreements by all passenger vessels is vital in cutting down the number of marine casualty deaths, announced Ralph Casey, president of the American Merchant Marine Institute.

Addressing a New York women's club, Casey pointed out that the use of the tracks does not cover sea lanes to either Scandinavia or the Mediterranean, and is on a purely voluntary basis with no means of enforcement. Compulsory use of the lanes, he said, might have averted the fatal Andrea Doria-Stockholm collision last year.

Casey also criticized the wide differences between the standards set by the 1948 International Convention for Safety of Life at Sea and American standards. Although built under the International standards, the Doria was unable to stay afloat after her collision, whereas, Casey said, had she been constructed under American standards, she would have been able to survive.

August 30  
1957

DISTRICT • AFL-CIO •

## Shipmates Assist In Last Rites


Seafarer Druey "Chips" Waters, ship's carpenter, was buried at sea August 5 after a fatal fall aboard the Robin Hood while the ship was at Durban.

"Chips," who had sailed for many years, was killed on July 30 when he lost his footing on the hatch combing and plunged three decks down into the hold, according to a report sent to the LOG by ship's reporter Eugene K. Dawkins.

"It was during the afternoon coffee break," Dawkins writes, "when the bos'n assigned two men to help 'Chips' with his work. The two of them, Harry [name] and AB Tadeusz Chilinski—descended into the hold while 'Chips' stayed on deck to finish the cigarette he had been smoking. Then he climbed atop the deck cargo, crossed over to the hatch and lightly jumped to the cargo winch and from there to the hatch combing. Here his feet slipped and he fell into the hold. Chilinski saw him topple, rushed forward in an attempt to break the fall, but he couldn't quite make it."

Dawkins writes that "Chips' body was removed from the ship, then returned to it a half hour before sailing time. At 5:30 PM that day, while under way, six shipmates carried "Chips" onto the deck, and the flag-draped form was read with [unclear]."

"Heads were bared," Dawkins writes, "and Captain Williamson, in the hushed silence, read the 23rd Psalm. Then his shipmates raised the body and slowly 'Chips' Waters slipped into the sea he had sailed for so many years, while each man offered up a prayer in his heart for a good shipmate taken so suddenly."



Waters

At left is reproduction of story in August 30 SEAFARERS LOG about the death of Seafarer Druey "Chips" Waters. Below is headline (greatly reduced) and excerpts from story in "NMU Pilot" of September 26. Note virtually identical language. "Pilot" apparently ran story in effort to convince readers that Robin Line is NMU.

## Fall Into Hold Kills NMU Man

Chilinski descended into the hold while "Chips" remained on deck to finish the cigarette he had been smoking. Taking a last puff, he threw the stub to the deck and ground it out with his foot. He then climbed atop the deck cargo, crossed over to the hatch and lightly jumped to the cargo winch and from there to the hatch combing.

It was there his feet slipped and he tottered for a moment

Heads were bared as Capt. Williamson, in the hushed silence, read the Twenty-Third Psalm. At the conclusion, his shipmates raised the form and slowly "Chips" slipped into the sea; he had sailed so many years. The wreaths were dropped on the gently heaving water as each man, in his heart, offered up a prayer for a good shipmate taken from their midst so suddenly. The ship's whistle blew three long blasts just as the last edge of the sun disappeared over the

## Radio Unions OK Ship Phones

NEW YORK—In their first joint statement since the two unions signed a mutual cooperation agreement a few weeks ago, the American Radio Association and the Radio Officers Union have announced that they would not object to the installation of bridge-to-bridge radio telephones provided their use is limited strictly to navigation purposes.

The statement, issued after a request by the Federal Communications Commission for the unions' opinions on the subject, expressed the view that such telephonic communication between vessels, as an aid to radar equipment, would greatly reduce the danger of accidents at sea.

But, they said, some companies might try to use the phones as an economy move and a means of dispensing with radio operators entirely. "These people are apparently not interested in the fact that they would be replacing a reliable system with an entirely unreliable one," the statement said. "FCC can see that our concern with preventing radio-telephone

from being used as a substitute for the international radio safety network is foresight, not undue anxiety." The two AFL-CIO affiliates want to limit the use of bridge telephones to assisting the vessel's radar equipment and not as a means of carrying messages or personal conversations that might "clutter up the airways."

### FCC Recommendation

Bridge-to-bridge telephones were strongly recommended by the FCC after the fatal collision between the Italian Line flagship Andrea Doria and the Swedish vessel Stockholm. The Doria was sunk off Nantucket after a collision with the Stockholm in a fog. Both vessels apparently were relying on their radar systems to give a warning

of any approaching vessels without visual sightings.

Use of the bridge telephones would do away with the necessity of relaying a message from the bridge of a vessel to its radio room, over to the radio room of the other vessel and then to its bridge. Phones would give the bridges of the vessels speedier contact.





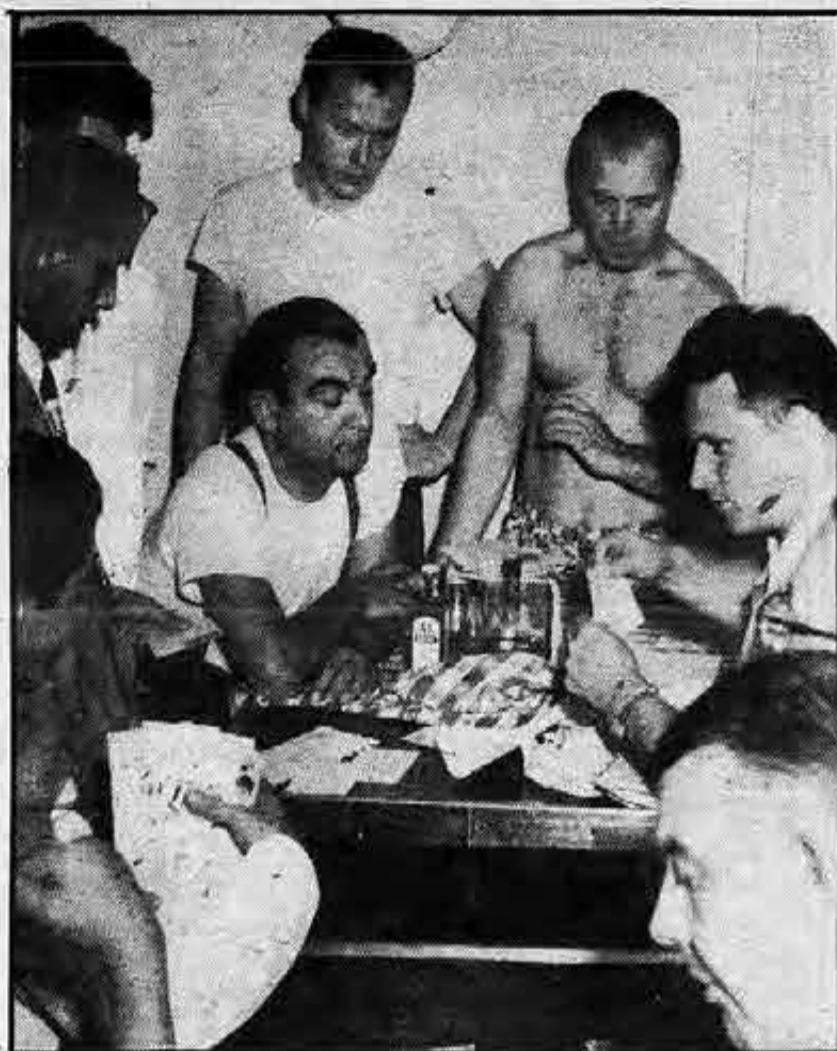
# West Coasters Come to Town



Crewmembers of 'round-the-world passenger-cargo ship, President Polk, line the rail as SIU Pacific District patrolmen come aboard in NY.



John A. Brown, 2nd cook, Marine Cooks Union, at work.



It's mail call and members of ship's galley and dining room gang swarm around. Steward department manning calls for 64 men.



Black gang men, members of the Marine Firemen's Union, catch up on some of the latest doings during coffee break.



Stewart (Olie) Olmstead, Firemen's Union, changes burner.



MCS Patrolman Wilder Smith collects Ted Downs' dues. Others are S. Fugazi (left of Smith), C. Frazer, J. Jackson, R. Lee (standing, right).



Meeting of Sailors Union of the Pacific deck gang shows (l to r) Frank Ashton, DM; L. Young, AB; Jay Fase, OS; J. Zbur, bosun; M. Sorenson, storekeeper.



F. W. Littlewood, AB, catches up on correspondence.



Deck gang crew list is checked by SUP patrolman G. Potts. Men are (l to r) W. Venson, AB; J. Benjamin, DM; G. Zaleski, AB; Sam Azevado, AB.



B. Gullano, Marine Firemen's Union, and 3rd assistant engineer D. McGuire, Marine Engineers Beneficial Association, get set to do some wrestling with main circulating intake.

Just Relaxin' At Erle Basin



Part of gang aboard SIU-manned Steel Apprentice pose on deck for LOG photographer. They are (l to r) M. P. Edge, AB; Art Cox, OS; Juan R. Olivo, chief steward; John Ossmow, AB, and William Solomon, pantryman.

Curran Again Endorses ILA

NMU President Joseph Curran has again openly given endorsement to the International Longshoremen's Association ousted by the AFL in 1953 for corrupt influences. Curran had been criticized for his support of the expelled union in 1956 by AFL-CIO President George Meany who termed his actions "a deliberate premeditated effort on (Curran's) part to help these hoodlums maintain their control."

In his report to the delegates to the NMU's 20th anniversary convention, Curran defended his 1956 action, and said that time has proven the NMU's position to be "correct."

NMU Convention Backs ILA  
The NMU convention Wednesday adopted a resolution critical of Meany and seeking admission of the old ILA into the organized labor movement.

Curran had issued a statement on the eve of a New York dock election in 1956 urging New York longshoremen to support the ILA. In his statement he attacked the SIU which had supported the International Brotherhood of Longshoremen, AFL-CIO, in its attempts to bring democratic unionism to the waterfront.

Larry Long, president of the IBL, called the federation executive's actions "a stab in the back."

Curran released the statement to the press some 24 hours before he gave it to President Meany. Meany accused Curran of deliberately issuing the news that an AFL-CIO official was opposed to the AFL-CIO affiliate in the election, with a view toward influencing the voters.

"This served as a notice to the longshoremen of New York City

that there was one AFL-CIO official who has sympathy to the rotten elements that have exploited them for many years," Meany said.

"Your action in seeing to it that the New York papers were given

the contents of your letter at least 24 hours before it reached my office is an indication to me of a deliberate premeditated effort on your part to help these hoodlums maintain their control [of the ILA]."

WC Co's Pace Industry In Ship Replacements

SAN FRANCISCO—A review of new ship construction by subsidized operators shows that West Coast operators have stolen a march on the rest of the industry. So far four major West Coast companies, including several subsidiary companies, have committed \$635 million for new ships, some of which are already in service.

By contrast, just two companies in the North Atlantic trade, Moore-mack and Grace, have completed new construction contracts, and both of these have West Coast subsidiaries. In terms of actual construction, these companies are not as far along as the West Coast. On the Gulf, both Lykes and Mississippi have just completed contracts for ship replacement but neither of these programs is under way as yet.

The West Coast companies and

their building plans are as follows:

States Steamship Company, with an over-all building program of 13 ships, two of which are already in service, costing \$150,000,000;

Pacific Far East Line's nine-ship program, partially completed, for \$90 or \$100 million;

American President Lines, 14-vessel program for \$325 million, including the new round-the-world ships already in service;

Matson's new Matsonia and the rebuilding of two Mariners for the Australian run, making a total investment of \$60 million.

Still pending are subsidy requests by several other companies, including Waterman, Isthmian, States Marine and Isbrandtsen. Such requests, if granted, would involve signing of subsidy contracts for ship replacement.

For the time being though, the West Coast operators have the edge on the rest of the industry.

Little Activity In San Fran

SAN FRANCISCO — Last period's prediction of good shipping for this port proved wrong as only a few vessels came in during the last two weeks.

There was only one payoff, the Coe Victory (Victory Carriers), and one ship signing on, the Fairport (Waterman). The Steel Director, Steel Chemist, Isthmian, Grain Shipper (Grainfleet), Portmar (Calmar), John B. Waterman (Waterman), Steel Chemist (Isthmian) and Ames Victory (Victory Carriers) were in transit.

**WILD RANGER (Waterman), Sept. 1—**Chairman, J. Bucci; Secretary, R. Ruddy. See agent about replacement from Pusan remaining aboard. Cook injured in Pusan—two weeks unfit for duty. Repair list to be turned in. See agent about new washing machine. Ship's fund \$8.68. \$20 to be repaid by AB. Few hours disputed of. Patrolman to check engine sanitary equipment, steward's linen, menus and stores at Yokohama. Complaint on quality of food and lack of fresh produce on return voyage; also unsanitary linen.

**ALCOA RUNNER (Alcoa), Aug. 30—**Chairman, C. DeHospedales; Secretary, F. Marine. Reports accepted. **Aug. 31—**Chairman, A. Wasiluk; Secretary, S. Serustin. Longshoremen to use outside bathrooms. Phony

Digest Of SIU Ship Meetings

pamphlets sent to ship—to be turned over to union hall in NY. Ship's fund \$6. Reports accepted. Vote of thanks to steward.

**BARBARA FRIETCHIE (Liberty Nav.), Aug. 4—**Chairman, M. Cross; Secretary, none. Discussion of payoff and new washing machine.

**ALCOA PLANTER (Alcoa), Aug. 31—**Chairman, C. Majette; Secretary, J. DeMeo. Few crew members resented captain taking slop chest out of last draw money. Ship's fund \$38.28. Few hours disputed of. Galley man fouled up — tried to take meat ashore. Claimed he was going fishing. Stove door loose—cook claims it is dangerous. Will endeavor to get it repaired before ship sails for SA.

**ALCOA PATRIOT (Alcoa), Aug. 20—**Chairman, J. Fedasovich; Secretary, W. Bailing. Antenna purchased \$13.16. Request new refrigerator—to be taken up with patrolman.

**KYSKA (Waterman), Aug. 24—**Chairman, J. Touart; Secretary, H. Thomas. Ship's fund \$415. Need new washing machine. Bathrooms to be kept clean at all times. Poor grade of flour being used for bread. All B and C men with less than 60 days seafare, permitted to remain on ship.

**SEATRAN LOUISIANA (Seatrains), Aug. 30—**Chairman, V. Szymanski; Secretary, V. Whitney. One man missed ship in Edgewater. Ship's fund \$60. Report accepted. New delegate elected. One man declined ship's delegate job. Men to report back to ship one hour before sailing time. One man to check at gangway.

**CHARLES C. DUNAIF (Orlon), Aug. 24—**Chairman, J. Zierals; Secretary, D. Skellon. New wringer for washing machine obtained. Two men hospitalized in Hawaii; one man missed ship. Few hours disputed overtime. Two wipers promoted to fireman. Oilers receiving 2 hrs. of per day for performing wiper's duties—some disputed of. To discuss store lists with patrolman to last duration of trip. Discussion on shortage of US stores and poor quality of Japanese stores. Foc'les to be left clean when leaving ship. More quiet to be observed in recreation room. Ship needs new fans.

**DEL SUD (Miss.), Aug. 24—**Chairman, W. Perkins; Secretary, H. Funklin. Wreath of flowers thrown into sea in memory of departed brother Neville Williams. Good trip, no beefs. No games due to cold weather. \$100 in baseball fund; \$30 for ship's Christmas party. To show movies per previous voyages; to donate \$10 to repatriated seaman; to put dryer for clothing on board; to have new drinking fountain for deck dept.; to put new washing machine on board. All baseball equipment to be turned in; all coffee cups to be returned to pantry.

**Sept. 8—**Chairman, N. Funklin; Secretary, C. Galt. Good trip, good cooperation from other delegates. Ship's fund \$134.70. Motion to have movies whenever desired; some crew member to buy new lamps for projector. New delegate elected. Not enough coffee left out for night standers. 6 lbs. should be sufficient. Engine room and coffee for bridge should be given out separately.

**ORION CLIPPER (Orlon), July 20—**Chairman, K. Anderson; Secretary, C. Just. Ship's fund from previous trip disappeared—to contact former treasurer. No beefs, no monetary draw. Some disputed of. Mattress and pillows to be ordered. Oil fans.

**Sept. 1—**Chairman, K. Anderson; Secretary, C. Just. Letter received from union hall clarifying work. Some disputed of. Discussion on vacation pay if vessel is out over one year. Return all coffee cups to pantry.

**OCEANSTAR (Triton), Sept. 7—**Chairman, T. Hill; Secretary, C. Garner. Some disputed of. Captain will not paint rooms. Anyone fouling up will be reported to patrolman. Ship's fund \$1.40. Sinks to be fixed;

ship to be fumigated. Vote of thanks to delegate for fine job. To check all ladders and deck equipment for safety. Vote of thanks to steward dept. for fine jobs.

**SEAMAR (Calmar), Sept. 8—**Chairman, P. Garvin; Secretary, J. Finch. No beefs. Ship in good shape. Ship's fund \$17. Endeavor to locate DC iron. Lack of cleaning gear. Need disinfectant for bathrooms. One OS getting off in Portland. Good ship; good cooks and messman; all departments are good.

**PORTMAR (Calmar), Sept. 7—**Chairman, C. Rice; Secretary, G. Faircloth. Letter sent to headquarters regarding repair list. Answer being sent to communication from C. Simmons. Ship's fund \$12.40. One man missed ship in Baltimore. Headquarters notified. Report accepted. Motion that freighter agreement include a clothing allowance for persons required to slush rigging, and those cleaning boilers. Messroom and recreation room to be kept clean; cups to be returned to pantry; clean up after making sandwiches; washer and wringer to be kept clean and clear of grease; keep wash lines clear. Man who missed ship borrowed money heavily from crew—headquarters notified.

**LAWRENCE VICTORY (Miss.), Sept. 7—**Chairman, H. Cook; Secretary, H. Minkler. Fine crew—everything okay. One man missed ship in Yokohama. Galley range defective. New set of top plates ordered. Drain pipe in vegetable box to be repaired.

**RION (Actium), Aug. 4—**Chairman, H. Mooney; Secretary, J. Garcia. No beefs. New treasurer elected. Discussion on cleaning of passageway of crew's quarters. To see master about cigarettes, new parts for sanitary lines and parts for washing machine. Something to be done about water fountain as dripping water constitutes a danger on deck.

**SEATRAN LOUISIANA (Seatrains), Sept. 22—**Chairman, V. Whitney; Secretary, C. Kreiss. Delegate informed that captain can fire anyone on board one hour before sailing time and also anyone caught with liquor on board. All repairs completed except air conditioning crew mess hall and stainless steel sink for butcher shop. Ship's fund, \$70.19. Some disputed O.T. Report accepted. Crew requested not to clean mops and buckets in laundry tub. Minutes of meeting to be posted before being sent to Union. Vote of thanks to steward department. Discussion on safety. Safety committee elected. Mess hall to be souped.

**ALCOA ROAMER (Alcoa), Sept. 15—**Chairman, none; Secretary, J. Westfall. Need blower for galley; new fans for bathrooms; clamps for side parts to secure Jacobs ladder. Sunk tug in San Juan with screw—no one injured. Temporary screw repairs Ponce. Entering shipyard in Baltimore.

**CS BALTIMORE (Cities Service), July 7—**Chairman, John; Secretary, R. Smith. Delayed sailing OT disputed. few beefs. Motion that ship be air conditioned. Wash room to be kept clean.

**Sept. 22—**Chairman, S. Youtzy; Secretary, K. Goddard. Beef on steward, patrolman notified. One man missed ship. Draws to be put out at sea when available. Ship's fund \$20. Showers and bathrooms need repairing. Repair list to be submitted. Delayed sailing disputed. Vote of thanks to coal beef organizers. Something to be done about improving menus.

**CS NORFOLK (Cities Service), Sept. 16—**Chairman, A. McCullum; Secretary, B. Nielsen. Captain to take care of mail in Bahrain. Ship's fund, \$30. One man failed to join ship at Manila. Captain reluctant to put out draws in ports, when there is no shore leave. However, he would be willing to issue very large draws in ports where there are shore leaves.

**JOSEFINA (Liberty Nav.), Sept. 17—**Chairman, J. Kirchner; Secretary, H. Jaynes. Some disputed OT. Few beefs—to be discussed with patrolman. Reports accepted. Quarters to be cleaned up. Repair list to be submitted to patrolman. Discussion on steward and his performance of duties.

**SANTORE (Ore Nav.), Sept. 5—**Chairman, E. Snaff; Secretary, S. Wojton. Need new washing machine. Two men missed ship, reported to patrolman; two men got off before sailing—reported to hall in plenty of time for replacements. New treasurer elected. Ship's fund, \$12.28. Vote of thanks to oldtimers for splendid work in American Coal beef. Motion to hold meeting before any money is spent from ship's fund. Next man to over-step delegate as to individual welfare will be brought to patrolman's attention. Vote of thanks to steward dept.

**ROBIN SHERWOOD (Robin), Sept. 1—**Chairman, W. Kohut; Secretary, L. McGlove. Passageways to be kept clean as flu has hit ship. All members asked to be sober at payoff and to be careful when in coastwise ports. Letters sent to headquarters concerning men hospitalized in various ports along African coast. Ship's fund, \$14.45. Donations accepted at payoff. Discussion on firing; coffee situation. Steward claimed 18 lbs. given to black gang for trip home which should be sufficient as he had limited quantity left for voyage home for crew and passengers. Repair list to be made up—repairs to be made at sea. No results on coffee situation. Vote of thanks to delegate for fine job done under present conditions.

**Fit for a Seafarer!**  
THE FOOD AND PRICES AT OUR OWN BALTIMORE AND NEW YORK SIU CAFETERIAS ARE GEARED FOR SEAFARERS — THE MEMBERS OF OUR UNION. DROP IN THE NEXT TIME YOU'RE AT THE HALL.

*The Seafarers Cafeteria*

## 'Family Entrance'



## Seek 2 Balt. Port Votes

BALTIMORE — Organizing in this port has continued to meet with good success. The SIU Harbor and Inland Waterways Division has filed petitions with the NLRB for elections in NBC Lines and Marine Standard Launch Company. It is hoped that elections will be called shortly.

"The membership is deeply indebted to our oldtimers for the part they have played so far, and we have no doubt that they will continue to do so, in the ACS beef," writes Earl Sheppard, port agent. A vote of thanks was given these men at the last meeting.

### Shipping Pick-Up

Shipping has picked up slightly over last period, but is not making any records. Many vessels expected to come out did not do so because of a lack of cargo. There were 10 ships paying off, 10 signing on and 14 in transit during the last period.

The vessels paying off were the Yorkmar, Massmar (Calmar); Venore, Baltore, Chilore, Marore, Feltore (Ore); Michael (Carras); Mae (Bull); and Ocean Ulla (Ocean Trans.).

Sign-ons were the Venore, Baltore, Chilore, Marore, Feltore (Ore); Young America (Waterman); Ocean Star (Dolphin); Angelina (Bull); Ocean Ulla (Ocean Trans.) and Michael (Carras).

Among the in-transit vessels were the Kenmar, Bethcoaster, Calmar (Calmar); Santore, Cubore, Venore (Ore); Alcoa Pilgrim, Alcoa Ranger (Alcoa) and the City of Alma (Waterman).

Free medical examinations for wives and children of Seafarers at the SIU health center in New York are the latest in a long series of benefits added under the Seafarers Welfare Plan.

SIU families already have protection in case of illnesses requiring hospitalization or surgical treatment. The medical examination services for family members, like those for Seafarers, are designed to detect and prevent ailments before they reach the serious stage. Diagnostic services such as these, devoted to the practice of preventive medicine, are few and far between. Those that exist are usually far beyond the means of the average working family.

Regular medical check-ups have been a long-felt need that has rarely been acted upon. The motto of the SIU center is "see your doctor twice a year." Seafarers' families can now act accordingly in New York, and in due time, in the outports when additional centers are put up in Baltimore, Mobile and New Orleans.

## New Trade Prospect

The sailing of the Gateway City last week represents a tremendous achievement for Waterman-Pan-Atlantic and a big break for all American seamen. At a time when the coastwise trade is on the rocks, Waterman-Pan-Atlantic has had the courage to risk developing a new type of ship that might regain some of the lost cargo. The company has come up with a lift-on type boxship that apparently solves the turn-around headache, and promises shippers speedy, door to door service.

If this and other company plans pan out, seamen can expect to see a lot more coastwise cargo going by ship, rather than rail or truck. The end product will be more jobs and a strengthened American merchant fleet.

## Poles On Communism

The first Seafarers to visit Poland since World War II have confirmed reports that the Polish people are fed up with Communism. Their eye-witness accounts verify the dismal living conditions that Communism has brought down on Eastern Europe—desperately low wages, inferior consumer goods, shortages, high prices—the whole dreary picture of an entire population living in misery and at near-starvation levels. The feeling of the Poles toward the conditions were summed up simply: "... with Communism, happiness and prosperity can never come to any nation."

In contrast, Seafarers report, the Polish people have welcomed American seamen as their friends, and regard the United States as their best hope. The sharp difference in attitude is probably as damning a commentary on Communist rule as any that has come out of Eastern Europe.

## Unions Ready Fight On Blue Cross Rate Boost

Defeated by labor protests in June in a bid for a rate increase, the New York City Blue Cross organization has renewed its request. This time, the organization has asked the State Superintendent of Insurance to approve a 40 percent raise, effective November 1. The increase would add more than \$40 million to Blue Cross' annual income in this area.

The Blue Cross request was made even though the organization in its own figures admits that it has an unassigned surplus of \$22 million. It claims that this surplus had declined \$8 million in the six months ending June 30 and blamed

higher hospital costs for the proposed rate boost.

New York unions are expected to oppose the new request as vociferously as the old one because of the bearing it would have on numerous union welfare plans. Many of these plans involve Blue Cross hospitalization. Any increase in the Blue Cross rates would tend to cut down on other union welfare benefits or necessitate negotiation of increased employer contributions.

Union opposition is based on the argument that Blue Cross had an actual operating gain in 1956 of better than \$2 million. The unions claim that Blue Cross is juggling its figures to make it appear that it is losing money—a common enough practice when rate increases are sought from public authorities. The figure-juggling, union sources say, lies in Blue Cross' excess allotments of funds to cover estimated claims.

The entire issue will be argued out before Superintendent of Insurance Leffert Holz.

## Final Dispatch

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

Joseph N. Wread, 43: Brother Wread passed away July 26, 1957, in the USPHS Hospital, Staten Island, NY. Death was due to natural causes. He became a full member of the Union on August 24, 1943, and sailed in the deck department.

Brother Wread is survived by his mother, Mrs. J. N. Wread, of Tampa, Fla. Burial took place in Rural Cemetery, Tampa, Florida.



Carlos Gorbea, 55: On July 30, 1957, Brother Gorbea died from a heart ailment in New Orleans, La. He became a full member of the Union on November 11, 1944, and sailed in the engine department.

Brother Gorbea is survived by his brother, Manuel Gorbea, of Brooklyn, NY. Burial took place in Evergreen Cemetery, Brooklyn, NY.



James Brown, 47: Brother Brown died on August 17, 1957, in Mobile, Alabama due to a heart ailment. He became a full member of the Union on January 18, 1943, and was sailing in the steward department.

Brother Brown is survived by his sister, Edna Johnston, of Prichard, Ala. He was buried in Oaklawn Cemetery, Mobile, Ala.



Neville F. Williams, 41: Brother Williams died on June 24, 1957, from accidental drowning while working aboard the SS Del Sud. He became a full member of the Union on October 5, 1943, and sailed in the steward department.

Brother Williams is survived by his wife, Sybil Williams, of Port of Spain, Trinidad.



## 15 More US Ships Laying Up

WASHINGTON—Another 15 Government-owned ships are being turned back to the boneyard by their operators, the Maritime Administration has announced. This makes a total of 59 ships to be laid up since the current cargo slump took effect.

There are still 79 Government-owned ships in private operation with indications that some of these will be dropped as soon as feasible. Many of the charters were for 18-month or two-year periods, obligating the charterers to pay rental for that length of time.

None of the 15 ships in the latest batch to be turned in were operated by SIU-contracted companies. Ships and companies are: American President Lines, three Victories; Luckenbach, three Libertys; American Export, two Libertys; one Victory each from Grace, American Mail, Pacific Far East, Pope and Talbot, Gulf and South American, Central Gulf SS Company; and one Liberty from Blidberg-Rothchild.

In some instances, the companies are paying the balance owed under the charter in order to turn the ships back.

### NMU Loses 1,500 Jobs

Of the 59 ships being turned back approximately three-fourths are vessels under contract to the National Maritime Union, representing a loss of some 1,500 jobs. This may indicate some reason for the NMU's anxiety to oust Seafarers from Robin Line ships and American Coal.



# Ship Aids Escapees From Tito

Five young escapees from Yugoslavia are on their way to freedom after an assist from an SIU ship on their dramatic flight from Communism. The name of the SIU-manned ship is being withheld for obvious reasons.

The Yugoslavs and their 14-foot boat were picked up by the American vessel after lookouts spotted flares and a distress signal in "Mediterranean waters." The escapees, all men, were out of water and their outboard motor had broken down.

"A carefully-planned escape from Tito's Communism was almost brought to a sad end for them," the SIU ship's delegate reported, "but after we fed them, supplied them with cigarettes, soap and some brandy and water, our captain set them down near a friendly coast so they could continue their journey.

"They said the underground would take care of them from there."

The ship's reporter said that "with the nerve they displayed, they will probably make out in some free land. We were sorry to see the pitifully small amount of personal belongings they were able to take along. No doubt most of the gear they did have was property very dear to them and all they will ever have to remind them of their homes and families."

On another tack, the LOG correspondent noted that the SIU ship and its crew were in good shape "only one night away from port with the latest draw all ready for going to town. By tomorrow night, there will be a number of sadder and wiser men on here as is usual. "We have all in all a good crew, with a couple of chronic gripers to liven things up. However, their own departments are keeping things under control."

## 'Can-Shakers' Have No OK

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

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

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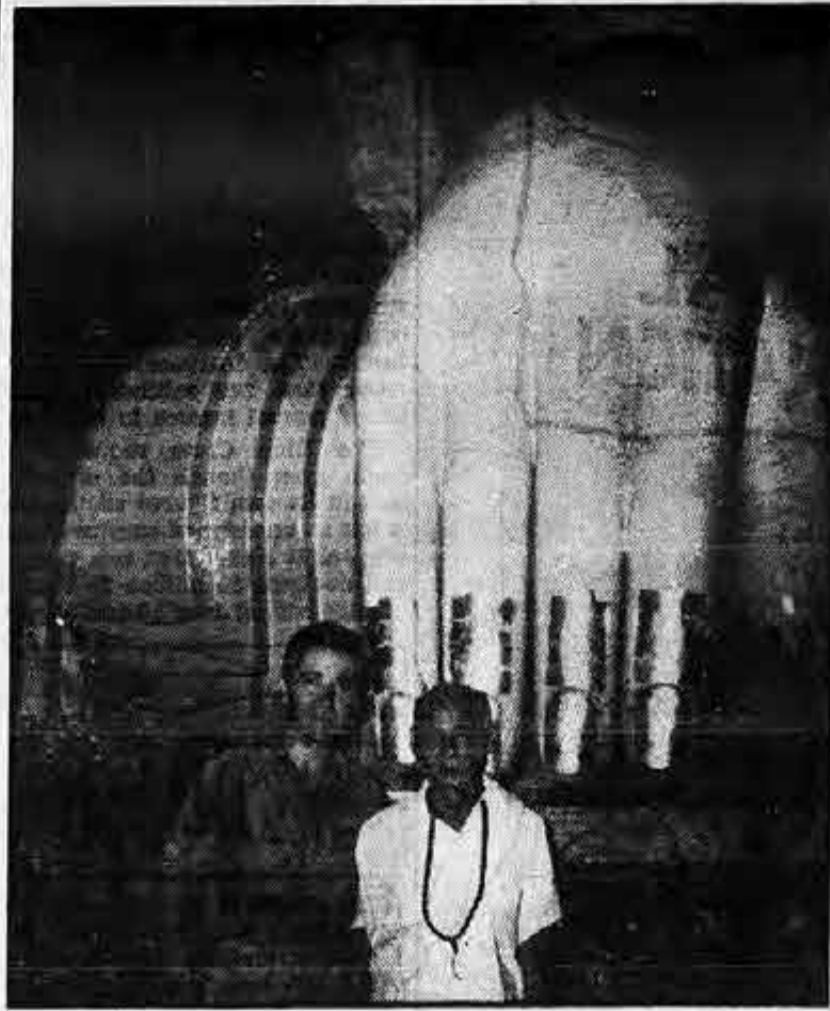
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## Hands Across The Sea



Seafarer Sal Terracina (left) and Buddhist priest are dwarfed by the hand of one of the largest Buddhas in the Far East, located about a ten-minute walk from the dock in Singapore. Ashore while on an Isthmian run, he said it was impossible to get the complete figure in camera range since it was housed in a colossal pagoda-like building.

## SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL GALVESTON, TEXAS**
  - Denis Boullit
  - Wilmot S. Getty
  - E. Kocanovski
  - Nighbert Straton
  - David A. Weir
  - Dennis A. Zwicker
- USPHS HOSPITAL NEW ORLEANS, LA.**
  - Albert Baker
  - William Bargone
  - John W. Bigwood
  - Claude Blanks
  - Thomas Bonner Jr.
  - John Butler
  - Charles Cantwell
  - Roscoe Dearmon
  - William Driscoll
  - Nathan Eldridge
  - Ernest Evans
  - Gene Farnum
  - Adelin Fruge
  - John Gersey
  - Leon Gordon
  - Theodore Guidy
  - James Hudson
  - Eugene B. Hunt
  - Edward G. Knapp
  - Wallace LaNass
  - Leo Lang
  - Joseph McCabe
  - Clifton McLellan
  - Joseph McPhee
  - Everett Maxwell
  - Charles Moore
  - Simon Morris
  - Michael Muzio
  - Hugh W. O'Donnell
  - Henry Pizatoski
  - Winford Powell
  - Randolph Ratcliff
  - Berlin Richerson
  - James Russell
  - Toxie Samford
  - Erskin Sims
  - Toszl Smigielski
  - Wert A. Spencer
  - Rufus Stough Sr.
  - Gerald L. Thaxton
  - Houston Thomas Jr.
  - James Ward
  - Harry Wolowitz
  - Clifford Wueritz
- USPHS HOSPITAL NORFOLK, VA.**
  - Francis J. Boner
  - Antonio De Jesus
  - Manfred E. Walker
- USPHS HOSPITAL SEATTLE, WASH.**
  - Frank J. Bradley
  - Wayne T. Center
  - Michael Delano
  - John F. Eustace
  - Earnest W. Horne
  - R. A. Kogelbak
  - Joseph Moskowsky
  - Joseph W. Waite
- USPHS HOSPITAL MEMPHIS, TENN.**
  - Charles Burton
- SAILORS SNUG HARBOR STATEN ISLAND, NY**
  - Victor B. Cooper
- VA HOSPITAL NEW YORK, NY**
  - E. T. Cunningham
- USPHS HOSPITAL FORT WORTH, TEXAS**
  - B. F. Deibler
  - Siegfried Gaittke
  - James R. Hodges
  - W. E. Orzechowski
  - John C. Palmer
  - August Pancipito
- EASTERN SHORE HOSPITAL CAMBRIDGE, MD.**
  - Thomas R. Leahy
- VA HOSPITAL BROOKLYN, NY**
  - Robert McCutcheon
- VA HOSPITAL HOUSTON, TEXAS**
  - John P. Williamson
- USPHS HOSPITAL STATEN ISLAND, NY**
  - Oscar J. Adams
  - W. Collazo
  - James T. Balmy
  - Guenther Bischoff
  - Francisco Enfante
  - Basilio Estrella
  - Rufus Freeman
  - Anatolio Gamali
  - George W. Gibbons
  - W. Harrell
  - A. Horbac
  - Alfred Kaju
  - C. Karlson
  - Ismael Nazario
  - Robert A. Parker
  - Frank S. Paylor
  - Rafael Reyes
  - E. Webb

- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY**
  - Manuel Antonana
  - Eladio Aris
  - Fortunato Bacomo
  - Joseph J. Bass
  - Juan Denopra
  - John J. Driscoll
  - Fabian Furmanek
  - John L. Grimes
  - William Guenther
  - Bart E. Guranick
  - Wade B. Harrell
  - Percy Harrelson
  - Billy R. Hill
  - Antonio Infante
  - Ira H. Kilgore
  - Ludwig Kristiansen
  - Frederick Landry
  - Leonard Leddig
  - Patrick McCann
  - Archibald McGuigan
  - H. C. Melissac
  - Albert Martinelli
  - Vic Milazzo
  - Joaquin Miniz
  - W. P. O'Dea
  - C. Osinski
  - George G. Pfifer
  - G. A. Puissegur
  - Winston E. Renny
  - Samuel B. Saunders
  - George E. Shumaker
  - Kevin B. Skelly
  - Henry E. Smith
  - Michael Toth
  - Harry S. Tuttle
  - Virgil E. Wilmoth
  - Pon P. Wing
  - Dexter Worrell
- MANHATTAN STATE HOSPITAL NEW YORK, NY**
  - James W. Rist
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
  - Joseph H. Berger
  - Noah C. Carver
  - R. B. Groseclose
  - Daniel A. Hutto
  - Philip P. Korol
  - Michael Michalik
  - H. E. Monteton
  - C. E. Owens
  - John H. Spearman
  - Shio Han Sun
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  - G. L. Warrington
  - Norman I. West
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  - J. Murphy
  - George D. Rourke
  - Zachariah Williams
- MONTEBELLO CHRONIC DISEASE HOSPITAL BALTIMORE, MD.**
  - Francisco Bueno
- USPHS HOSPITAL BALTIMORE, MD.**
  - Alfred Bokan
  - Isaak Bouzin
  - George Brady
  - Angelo Camerote
  - Thomas D. Dailley
  - Leo Dwyer
  - Jose Garcia
  - James J. Girolami
  - Gorman T. Blazs
  - Burl Haire
  - David Hebert
  - Lars Johansen
  - Norman W. Kirk
  - William Kovancees
  - John A. Morris
  - Luciano Ramos
  - Roy R. Rayfield
  - Stanley Rodgers
  - Joseph Roll
  - Stanley Sneed
  - Wm. J. Stephens
  - Raphael Stevens
  - Dolphus Walker
  - Albert Willis
  - Joe Prabech
  - Mack Singleton
  - Demetres Mastonis
  - Charles Ison
  - Archie Wright
  - Norman Kirk
  - Luciano Ramos
  - Clifford Womack
  - Page Mitchell
  - David Miller
  - Walter Jackson
  - James Lavelle
  - Bennie Crawford
  - William Williams
  - Finnie Davis
  - Gorman Glaze
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  - Jimmie Littleton
  - Guillermo Pena
  - George E. Wilson
- SEASIDE HOSPITAL LONG BEACH, CALIF.**
  - Julius B. Smith

## Ask No Change On Job Calls

To the Editor: Several subjects were brought up at the Aug. 7 membership meeting at headquarters for future discussion. While I am on the SS Arlyn now, I would like to offer my opinion on them.

First of all, there is the idea of having fewer job calls each day so that the men would not have to hang around the hall all day and could transact other

see it, this is the time when family matters can be taken care of.

On the other items, regarding time needed to file for unemployment benefits, etc., it was voiced at the meeting by several members that they have found no trouble making both the shipping calls and visits to the unemployment offices. The fact was also brought out that a man with a not-too-old shipping card at least has a chance to ship now and then when a man registered ahead of him doesn't show up.

We understood that this subject was only up for discussion, and was not a motion to be acted on, but nevertheless we took a hand vote. It was unanimous that the hourly shipping calls should stay as they are. That's the way the crewmembers on the Val Chem feel. We also feel that more opinions and views should be sent to the LOG from our brothers on other ships.

Keith L. Donnelly  
Ship's delegate

## 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.

business between calls. I don't think this would work out too well.

If the companies call in for men after the last regular job call most of the members will be on the way home. This rule would only help the picards and would make shipping harder for our members.

The same goes for the idea that a man would have to leave a ship after a certain period when his vacation is due. This would do no good for the man who has a family to support. You cannot always get a job right off the bat when you come back from vacation and sometimes have to wait many weeks until a job you want comes along.



Schroter

This kind of a rule would also raise problems with the unemployment people because then everybody would automatically go up for benefits. As we know, the unemployment people already put up arguments about paying benefits to seamen and there is often a beef on this matter.

The next thing I have on my mind is that there must be a way for our great Union to go on record and adopt some kind of a plan to give our oldtimers a break. Then when they hit the proper age they should have a regular pension benefit and not have to think so much whether they can retire or not.

I hope the LOG will publish this so that some of oldtimers can read it and express their opinion on what should be done.

A. Schroter

To the Editor:

In a meeting on board the SS Val Chem at sea, Sept. 11, the report from headquarters was read and there was a full exchange both pro and con on the subject of changing the hourly job calls.

Among the reasons offered for the consideration of this change was the need for time to take care of family obligations and other business matters. These reasons were fully discussed on here.

As far as the problem of taking care of family matters is concerned, we feel that very few men pay off one day and then come to the hall the next day ready to ship out. As we

To the Editor:

We, the entire crew of the SS Alcoa Corsair, go on record 100 percent to keep the job calls hourly as in the past. We feel that it is a good system and should not be changed, except possibly to advance the first call to 10 AM and the last one to 5 PM.

Forrest C. King  
Ship's delegate

## Urges Upgrading Port Houston

To the Editor: If you have not been in Houston in the past year you will never know the trials that our officials there have had.

Let's vote Houston in as a major port and open that bottleneck. Then they can dispatch men without having to call New Orleans and then throw the jobs back on the board on the 8th call for C-card men.

On another score, there are many men like myself who want to buy their gear from our SIU Sea Chest but can't. Let's get a Sea Chest in the Gulf area where a man can walk in, buy what he wants and charge it off for his next payoff. If this costs more than we have allotted for such expenditures, count me in for a \$100 donation.

Dick Massey

## Hails Brothers For Kindness

To the Editor: Please extend my thanks and appreciation to the brothers and officers on the Steel Recorder and Steel Voyager for their kindness during my illness.

I was taken off the Recorder at Alexandria, Egypt, with what apparently was acute appendicitis and want to thank everyone concerned for their care and consideration. After two weeks in an Egyptian hospital, I came back on the Voyager as a passenger and am still an outpatient in New York. I enjoyed fine treatment while on the Voyager thanks to the brother SIU members aboard.

Thanks also to the SIU welfare department for taking care of things at home while I was hospitalized. They helped my wife considerably and eased things until I could get back.

B. T. Hanback

**STEEL CHEMIST (Isthmian), July 18**—Chairman, W. Worthington; Secretary, H. Lisby. New delegate elected. Reports accepted.

**Aug. 18**—Chairman, H. Kaufman; Secretary, P. Mowen. Some disputed OT. Reports accepted. Repair list to be made up.

**THE CABINS (Texas City Refinery), Aug. 4**—Chairman, J. Simmons; Secretary, D. Swenson. Disputed OT to be settled by patrolman. The pumpman's gear put off at Texas City. Ship's fund \$25.50. New treasurer elected. Sailing board to be put up earlier. 8 hours prior to sailing is legal minimum. Proper attire to be worn in messhall at all times. Repair list given to delegates. Washing machine to be repaired. Wire to be sent to Union hall to have patrolman

player purchased. Ship's fund \$9. Vote of thanks to ship's delegate for buying record player and for job well done. Some disputed OT. Washing machine to be replaced. New machine for unlicensed personnel went topside. Ship to be fumigated. Need windscoops for portholes. Vote of thanks to steward dept. for job well done.

**OCEAN JOYCE (Ocean Clippers), Sept. 8**—Chairman, D. Edwards; Secretary, A. Pielrowski. Delayed sailing from previous trip okayed—see patrolman at payoff. Capt. okayed use of hospital for storage of suit cases, sea bags and foul weather gear. Ship's fund \$15.40. Motion to move electricians spare room topside and use their room for recreation room. Conditions of wheel house explained. Suggestions about menus made. Request to take better care of washing machine. Radio to be returned to repair shop. Money to be taken out of fund. Donations to be taken up at pay off.

**MADAKET (Waterman), April 14**—Chairman, J. Samsel; Secretary, C. Faust. Transportation beef. Reports accepted.

**ALCOA CORSAIR (Alcoa), Sept. 8**—Chairman, M. T. Costello; Secretary, J. Prestwood. All stop chest prices being checked by shore side patrolman—findings not reported yet. Ship's movie fund balance \$130. Vote thanks to crew for cooperation in raising this fund. Some disputed OT on shore gang in Trinidad. Obtaining six replacements in Mobile. Vote of thanks to department messman for job well done. Reports accepted. Present call system to be retained. New delegate elected. Vote of thanks to retiring delegate. Soiled linen not to be thrown in passageway. Hourly job calls to be retained, except perhaps to start first call at 10:00 AM and last call at 5:00 PM.

**PAN OCEANIC TRANSPORTER (Pan Oceanic), Aug. 17**—Chairman, D. Sheehan; Secretary, F. Nealy. Found out about port time in Mobile—everything settled. Ship's fund \$6.80. Discussion on cooking—cook will endeavor to improve his soups and gravies. Sixty-days stores to be put aboard in Phila.

**VALCHEM (Heron), Aug. 18**—Chairman, G. Kersey; Secretary, W. Nesta. Few repairs not finished while in Norfolk. Ship's fund \$19.00. Report accepted. New delegate elected. Take better care of washing machine. Repair list to be made up.

**Sept. 11**—Chairman, W. Adams; Secretary, W. Nesta. Ship's fund \$19.00. Motion to see about ventilation in lower passageway as forward hatches are welded shut.

**GRAIN SHIPPER (Grain), Sept. 2**—Chairman, A. Ferrara; Secretary, S. Malvenan. Lack of cooperation from master regarding several missing items, namely refrigerators, fresh milk. Master refused to pay off man in NO after 24 hrs. notice had been given. Steward to make out requisition for stores. Vote of thanks to delegate. Ask for 50c. voluntary contribution from each member at first draw. Request all brothers put in for delayed sailing from Tampa. Letter to be written patrolman regarding lack of proper ice boxes in messroom. Request patrolman meet ship on arrival west coast. Discussion on proper use of washing machine. Milk not to be put on table until men are seated. Use less grease on eggs and potatoes.

**COALINGA HILLS (Pan-Atlantic), Aug. 25**—Chairman, S. Pickett; Secretary, H. Orlando. All mail addressed to delegate to be turned over to him. Report accepted.

**MADAKET (Waterman), Sept. 11**—Chairman, R. Ferrara; Secretary, G. West. No beefs. One man missed ship in SF. One man hospitalized in Honolulu. Motion that OT be adjusted to straight OT for cleaning holes, for watch on deck and time and half for men off watch. To be put before negotiating committee. Discussion on quality and quantity lunch. Vote of thanks to galleymen for preparation of food; to chief mate for good cooperation.

**MANKATO VICTORY (Victory (Victory Carriers), Sept. 7**—Chairman, A. Harrington; Secretary, S. Lynn. Ship's fund \$38.30. Some disputed OT. One man paid off in Liverpool for hospital treatment. Report accepted. New delegate elected. Steward to vary ice cream. Delegate to be notified if there is any trouble in obtaining milk. Washing machine to be repaired.

**STEEL WORKER (Isthmian), Sept. 2**—Chairman, D. Keddy; Secretary, N. Abernathy. Some repairs to be made. Ship's fund \$43.65. Report accepted. New delegate, treasurer and reporter elected. Broken dishes to be discarded. Cups to be returned to pantry.

**THE CABINS (Texas City Ref.), Sept. 1**—Chairman, J. Norganeli; Secretary, R. Matarangos. Eight hrs. penalty time for two daymen discussed with captain—approved 4 hrs. each. Chief mate performing sailors' work in tank. Ship's fund \$26.50. Washing machine wringer to be repaired. Oiler asked if pumpman can stand sick fireman's watch.

**DEL CAMPO (Miss.), Aug. 19**—Chairman, J. Gaisler; Secretary, C. Breux. Poor grade of food in night lunches—to see patrolman in NO. Two men missed ship in Tampa. Ship's fund \$3.40. Report accepted. Vote of thanks to steward dept. and delegate for fine job in bringing ship in clean.

## Digest Of SIU Ship Meetings

come aboard. Night lunch to be varied.

**WESTPORT (Transport Util.), June 23**—Chairman, J. Kearnes; Secretary, H. Kimmel. No shore leave and no draw. Crew to be more quiet in evenings. Disputed OT due to restriction in Yokohama and Singapore. New delegate elected. Shower to be put in working order. Clothes to be removed from washing machine after washing. Suggestion not to trade cigarettes in port.

**CHIWAHA (Cities Service), Aug. 25**—Chairman, L. Hagmann; Secretary, M. Loney. One member fouled up in Tampa. Straightened out with agent—nothing serious. Report accepted. Laundry tubs to be left clean.

**OREMAR (Ore Nav.), Sept. 8**—Chairman, S. Furtado; Secretary, R. Mason. Two men in deck dept. logged for missing watches. Repair lists to be drawn up. Ship's fund \$34. Members to be presentable and clean in messhall. Return dirty cups to pantry.

**STEEL MAKER (Isthmian), Aug. 18**—Chairman, L. Guelnitz; Secretary, L. Pardeau. One man hospitalized in Bombay with injured hand. Headquarters notified. One man replaced at Bombay in place of injured man. Ship's fund \$17.90. Report accepted. Vote of thanks to all delegates.

**ALCOA POINTER (Alcoa), Sept. 8**—Chairman, P. Garpoich; Secretary, L. Bruce. Repairs to be made. Men getting off ship to leave forecastle keys on board. Day man taken off ship due to illness, flown home. Wiper ill, rejoined ship at Yokohama. Ship's fund \$26.10. 35 hrs. disputed OT. Mattresses put aboard—steward requested extra one to be kept on hand. Library books to be changed. Crew requested not to discuss ship's business ashore. Quiet to be observed in passageways at night. Cups and glasses to be returned to mess room.

**ALCOA PARTNER (Alcoa), Sept. 1**—Chairman, E. Biss; Secretary, J. Davis. Repairs to be made. Crew requested to be prompt at meetings. Suggestion to take better care of bathroom showers; ice making machine to be used for stowing ice cream. Need more fans in messroom. Vote of thanks to steward dept. for good food and service.

**STEEL VOYAGER (Isthmian), Sept. 6**—Chairman, J. Ferrara; Secretary, K. Jucchter. One man hospitalized due to accident; rejoined ship in Khoramshahr. Bookman to take delegate's job. Ship's fund \$10.02. Fund to be built up at payoff. Hardly no overtime. One pier head jump. Some disputed OT. Suggestion to donate \$1 toward fund at first draw. Delegate asked that small infractions of personal rights be settled on ship and not referred to patrolman. Wiper thanked all men who stood by while he was ill. Delegate requested crew to stay out of pantry during meal hours. Suggestion to put out more night lunches. Pantry and messhall to be cleaned up after using.

**SEATRAN GEORGIA (Seatrains), Sept. 15**—Chairman, S. Charles; Secretary, F. Flanagan. Safety meeting held. All ok. Delayed sailing July 25, will be paid at payoff. OT hours and social security number on pay voucher to be checked. Ship's fund \$20.07. Beefs squared away in Texas with patrolman. New delegate elected. Reports accepted. Suggest an increase in subsistence money and night's lodging. Lengthy discussion on donations to Bull Line beef.

**FAIRPORT (Waterman), Sept. 5**—Chairman, C. Kempczynski; Secretary, S. Zysarowski. Ship will payoff at Portland. No beefs. To see agent about washing machine. \$28.00 in ship's fund. Some dissent with topside in Deck Dept. Patrolman to square it away. Some disputed OT. One man missed ship in Yokohama, rejoined in Inchon.

**REBECCA (Maritime), Sept. 7**—Chairman, G. Flowers; Secretary, M. Culp. Minor repairs made. Record



First assistant engineer poses with tail end of 8-foot shark caught by the crew while ship was idled without power near Costa Rican coast.



Hot coffee perks up Shipper crewmen after engine room fire was brought under control. Among those pictured are Joe Pennar, C. Muscarella, Larry Kelly, Steve Burleson, Johnson, Sirkoski, D. Schaeffer, Bob O'Rourke and Jim Moore. Pictures by Duke Fisher.

# Bucket Brigade Whips Fire On Grain Shipper

The Grain Shipper is now enroute to Japan after a harrowing time from a boiler fire off the Costa Rican coast recently. That old standby—a bucket brigade—finally licked the blaze after the boats had been prepared for launching.

Once the immediate emergency was over, she remained a dead ship almost three days until a tug came alongside with power lines and water and hooked up for the 450-mile tow into Panama for repairs.

### Started At Midnight

A report from the ship said things began to happen at midnight, Tuesday, June 18, after a slowdown caused by the breakdown of the feed heater. This was soon corrected but the plant failed again, the boilers couldn't be re-fired and the handy supply of kindling in the deck cargo of lum-

ber couldn't generate enough steam either. At the same time, the inside of the boiler ignited on its own and the casing burned out of control.

The general alarm was sounded at 0700, but neither CO2 fire extinguishers nor a gravity-type hose rigged by the engineers from the domestic tank did the trick. "A supply chain was set up with one gang refilling extinguishers, one dipping for saltwater over the side, one gang carrying empties, another spraying the fire and more returning empties also proved insufficient.

### Boiler Collapse Feared

"As the fire progressed toward the settler tanks it also appeared that the top of the boiler was due to collapse, so the crew was mustered and the boats prepared for launching. A bucket brigade was pressed into action . . . After one hour this proved to be the weapon.

"About 1000 the emergency was declared over and the crew settled into the routine of manning a dead ship. Several ships had offered help but we needed none since a tug had been dispatched from Panama to tow us there.

### Thursday Routine

"Thursday was routine. The crew rigged rain-catching canvas and buckets, a shower and in general made as much comfort as possible. . . . We built wood fires in the galley range until an oil-drip feed was improvised and the baker was able to bake bread. The cooks did a commendable job with meals.

"Friday was a bit more active with the routine alleviated as the fishermen hooked an eight-foot shark and a dolphin weighing about 30 pounds. The dolphin was later given to the crew of the tug, the Tobago. It came alongside after 1700 restoring service aboard hooked up about 0200 and the tow began . . ."

# India Has No Lure For Miller

Laying on the anchor for two weeks outside of Visagapatam, India, Seafarers on the Samuel F. Miller have tried everything from flying kites to growing hair to pass the time.

The outlook is more of the same before they actually get into the port and then for another long layover at Calcutta.

"They say it is just as crowded there," reporter John Psilos points out. "Wish you were here and we were somewhere else. Any place would be better than this if we could have some shore leave for a change."

Psilos recounts "efforts to keep up the morale of the crew" with some pride. "Have a brother on here who has a new hair restorer going. He uses fuel on his scalp daily but we can't tell yet if there is anything coming out of all this work . . . We also fish and that makes these the best-fed fish in the waters out here."

Edward Jordan's chess set comes in for its share of use and the team of William O'Connor and Eugene Dore "are in superb form. Bill tells the sea stories and when he gets to the fantastic part, Dore yells 'that's right, I was there.'

"Debates are available on any topic and are solved with logic and facts, except when Olav 'Pork Chops' Iversen uses his stomach in a most effective way. I should know," Psilos adds, "for he used it on me twice. It felt like a light truck had hit me."

Eating appears to be another pastime, especially for steward

H. D. Higginbotham and bosun Jack Procell who are "down a to a half ton now and swear they are

going all the way or else." Psilos didn't say exactly which way they meant, however.

## 'Sea Spray'

By Seafarer Robert 'Red' Fink



**They're Making The Place Busy**



Shipmates keep J. R. Alsobrook, AB (left), company during late-hour gangway watch in Conakry, West Africa, before the Del Sol sails for Monrovia, Liberia. On hand (l to r) are Clyde Bankston, MM; I. T. Knight, MM, and George B. Keneday, OS. Jose F. Santiago was also around; he took the picture.

**LOG-A-RHYTHM:**

**Sea Nocturne**

By M. Dwyer

I hear the spray  
Lap at the portals,  
The night is clear,  
The winds blow cold;  
The ship sails on  
Through distant waters,  
I reminisce,  
And dreams unfold.

Since I sailed away  
The days grow lonely;  
And now I feel,  
Old memories burn;  
The places and the love  
I left behind,  
I'll soon forget,  
Though I still yearn.

I see her eyes,  
Her face before me,  
I hear her voice  
Repeat my name,  
All the music  
Her gentle laughter,  
Our farewell kiss  
I feel again.

The constant sea,  
The sea eternal,  
Which claims its own,  
Forevermore;  
Shall calm my fears  
And still my longings,  
For things I left  
On distant shore.

Oh memories,  
That bless and linger,

**Shorthanded?**

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

To haunt my heart  
While I'm at sea;  
A golden ring  
Worn on a finger,  
Her promise true  
To wait for me.

**CAN'T FIND OLD PHOTO?**

Seafarers with a yen for pictures of their old ships may get some help from a couple of sources supplied by an SUP brother who read a recent letter in the LOG (Aug. 16).

A query by Seafarer Maurice E. Lizotte about the old SS Arizona of the Mobile Oceanic Line drew a quick response from Howard Bethell of the Sailors Union. Bethell said he was successful in getting a picture of the SS Arizona (vintage 1879) on which his father had sailed by contacting the Smithsonian Institution.

Requests to Kenneth Perry, Assistant Curator, Marine Division, Smithsonian Institution, Washington 25, DC, or John Lockhead, Librarian, Mariners' Museum, Newport News, Va., generally produce results, he noted. Prints are \$1 each from these sources.

Other organizations to contact include the Steamship Historical Society of America, Inc., 53 Annawascutt Road, West Barrington, RI, the Peabody Museum, Boston, Mass. and the Marine Historical Association, Inc., Mystic, Conn. These as well as local port societies or historical societies in areas serviced by the ships in question can usually furnish the information desired.

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**Donations Fill Gap On Smokes**

To the Editor:  
I am writing this to show our appreciation for the donation of cigarettes by "Red" the bosun on the Del Alba and "Blackfe" Connors from the Del Norte.  
You see, I am ship's delegate on the William H. Carruth. When we left New York, we were supposed to be gone about six or seven weeks and we took enough stores and cigarettes for

**Letters To The Editor**

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that long. But it seems this trip is going to be drawn out for five months. We have been in Santos, Brazil, for 65 days with a load of grain to pick up a load of sugar for Casablanca, North Africa, so we have run out of everything.

We picked up stores here but it seems we can't get any American cigarettes. Luckily, after we talked to a few of the guys in the local ginmills and explained the situation, we got a few cartons from them which were a big help.

I also would like to tell you that five men had to go home since the time we left. All of them were hospitalized and flown back. They are John Sanders, Aurillo Martinez, Florencio Letie, Marion Akins and Robert Littleton. Otherwise we have had a smooth trip and I hope the rest of the voyage will be the same.

Norman E. Wroton Jr., Ship's delegate

**Hails Hood Crew On Sea-Burial**

To the Editor:  
I would like to thank everyone for the kindness shown to the family of Druey K. Waters. "Chips" to his shipmates, "Ki" to us, he was a good and kind man.

Words cannot express my grief at his sudden death. We had been married 30 years and 28 days and he had been a seaman since 1943. It still seems as if I'm looking for "Ki" home after a long trip.

My own health isn't good. I had just gone back to my job when we got the news of his death. I haven't worked since, but maybe someday I can as I still owe a lot on our home.

Druey had three daughters, Frances, Mary and Bernice; four grandchildren, Mitchell,

Jamie, Audrey and Mary, plus his mother, father, two brothers and a sister.

We would like to have some more copies of the SEAFARERS LOG of August 30 showing his burial at sea and the kind friends who helped bury our husband and father. I would like also to keep on getting the LOG for a while. To me the LOG seems a part of my husband's life.

Once again I would like to thank everyone, the captain, crewmembers and friends who sent flowers and the SIU representative who came to our home and was so nice to us during our sorrow. I could not do otherwise than have "Ki" buried in the sea he loved so well. It was one of his requests.

I would like to hear from any of the crew on the SS Robin Hood or anyone of his many friends. I'm still glad and proud to have been a seaman's wife.

Many thanks and God bless you all.

Mrs. Rachel Waters

(Ed. note: In a postscript, Mrs. Waters added these lines:)

"The stars come nightly to the sky,

"The tidal waves come to the sea;

"Nor time no space, nor deep nor high

"Can keep my own away from me."

**Brother Lauds Seagarden Aid**

To the Editor:  
I want to take this opportunity to thank all the crew members of the SS Seagarden on voyage No. 29 for the beautiful floral offering they made at the time of the death of my wife, Lucy.

Thanks also for the cash donation when I was leaving the ship. Expressions of sympathy such as these are long remembered, and bring to us the realization that there is a real brotherhood in the SIU.

I wish each of these brothers many happy and prosperous voyages.

Elmer A. Hancock

**Welfare Assist Is Appreciated**

To the Editor:  
I would like to express my thanks to the SIU Welfare Services Department for the assistance given our family when my baby was in the hospital recently with a serious heart condition.

My father, Ralph Dunsmoor, went to Welfare Services in this emergency and got us help when we needed it most. The baby is recovering nicely now. We all appreciate what the Union has done for us.

Mrs. Gertrude Boudrot

**Burly**

By Bernard Seaman



# RECENT ARRIVALS

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

China Hatgimisios, born August 28, 1957, to Seafarer and Mrs. Nicholas P. Hatgimisios, Philadelphia, Pa.

Patricia Gail Magras, born September 16, 1957, to Seafarer and Mrs. Thomas L. Magras, Philadelphia, Pa.

Donna Beth Agell, born September 10, 1957, to Seafarer and Mrs. Thomas J. Agell, Westbury, Long Island, NY.

David Paul Gray, born September 13, 1957, to Seafarer and Mrs. Percy Gray, Mobile, Ala.

Garmen Jimenez, born September 23, 1957, to Seafarer and Mrs. William Jimenez, Brooklyn, NY.

Francisco Bonifant, born September 20, 1957, to Seafarer and Mrs. Gabriel Bonifant, New York City.

Thomas Lester McGowan, born September 24, 1957, to Seafarer and Mrs. Silas M. McGowan, Dayton, Texas.

Robert Lynn Burnett, born September 18, 1957, to Seafarer and Mrs. J. C. Burnett, Daphne, Ala.

Brenda Kay Mullis, born Septem-

ber 23, 1957, to Seafarer and Mrs. John W. Mullis, Mobile, Ala.

Annette and Jeannette Webb, born September 18, 1957, to Seafarer and Mrs. James L. Webb, Mobile, Ala.

William Clayton White, born July 19, 1957, to Seafarer and Mrs. Chester J. White, Mobjack, Va.

Kenneth Herbert Reeve, born September 12, 1957, to Seafarer and Mrs. Herbert Reeve, Williamstown, NJ.

Daniel Bonilla, born September 8, 1957, to Seafarer and Mrs. Jose E. Bonilla, Bronx, NY.

Laureen Sue Paisley, born August 25, 1957, to Seafarer and Mrs. James R. Paisley, Long Beach, Calif.

John Allen Hayes, born April 8, 1957, to Seafarer and Mrs. George L. Hayes Jr., Vancouver, Wash.

Terrell Glenn Thompson, born August 20, 1957, to Seafarer and Mrs. I. W. Thompson Jr., Lafayette, La.

Billy Gallian Hill, born September 12, 1957, to Seafarer and Mrs. Charles E. Hill, Long Beach, Calif.

Acosta, Mack J.  
Alcaraz, Victor M.  
Aldrich, Russell H.  
Aldridge, Elvin O.  
Alexander, Ernest L.  
Ali, Omar  
Andolsek, James R.  
Anghelatos, F.  
Aquilor, Rawl M.

Backrak, Daniel D.  
Baka, G. J.  
Balcer, Benjamin H.  
Bailey, L. R.  
Ballance, W. N.  
Barnett, Floyd  
Beal, E. L.  
Beck, J. D.  
Bedgood, W. C.  
Bergquist, William C.  
Blackmore, George F.  
Blackwell, David S.  
Blair, J. C.  
Boggs, Francis M.  
Boland, Thomas  
Boling, Milton C.  
Bowles, William  
Brady, John E.  
Brazell, J. C.  
Bremer, J. V. P.  
Broadus, J. B.  
Broderick, Benedict N.  
Brooks, Jr., D. G.  
Brown, Clifford B. J.  
Buchanan, James R.  
Buckner, Fred  
Bushnell, E. J.

Cabatan, E.  
Cabral, Jesse J.  
Carlson, Charles A.  
Carpenter, B. O.  
Carrigan, Robert J.  
Carter, Courtney R.  
Carver, L. J.  
Carver, Noah C.  
Cassano, Carmine T.  
Crafin, D. G.  
Chance, George S.  
Chemel, Henry S.  
Ciampi, M. V.  
Clapp, John S.  
Clark, James W.  
Coats, Cloise  
Colson, William H.  
Condon, William Jr.  
Conley, J. P.  
Connors, Wilbert S.  
Conway, Thomas  
Corns, Roy W.  
Cortes, Vincent  
Cospito, Antonio  
Crawford, F. T.  
Crockett, Coley F.  
Cuelles, Joseph R.  
Cummings, Thomas P.

Davalos, Chas.  
Davis, Harry M.  
Dawson, Norman J.  
De Culty, John J.  
De Grushie, Averil F.  
Delgado, Gilbert A.  
Delmont, Robert W.  
De Los Santos, N.  
De Marco, Adolph P.  
De Marco, Daniel J.  
De Moss, Edmund K.  
Doca, V.  
Donnelly, Keith L.  
Driscoll, T. J.  
Dugan, M.  
Dukelis, William  
Dunn, A. L.  
Duracher, L. B.

Ekman, J. V.  
Elliott, Omar W.  
Esquillin, Noberto  
Euris, Matthew  
Everett, L. T.

Farrell, Fred  
Finnegan, Thomas S.

Flannagan, John  
Foley, Edward J.  
Fontenot, C.  
Forrest, William L.  
Foster, Miles C.  
Fowler, Brantley L.  
Franco, Paul J.  
Francis, B. J.  
Freundlich, Leo A.  
Fridde, Marshall

Galantis, H. L.  
Garcia, V.  
Gardner, Robert L.  
Garland, Paul E.  
Garza, Manuel  
Gaskill, D. D., Jr.  
Gates, Earl H.  
Gaudio, Michael, Jr.  
Gay, Ronald  
Geiling, R. V.  
Gentry, Fred  
Gianiotis, I. S.  
Goulet, Edgar R.  
Grant, F. P.  
Green, John C.  
Griffin, T. F.  
Grizzard, H. L.  
Gulley, William H.  
Gustafsson, Ruve G.  
Gustavsen, Olav

Haigley, A. H.  
Haney, James  
Hareison, M. B.  
Hale, J. D.  
Hale, Wm.  
Halfhill, H. O.  
Hamlett, R. A.  
Hao, Edward M.  
Harris, Bobby E.  
Harris, Ernest E.  
Harrison, Stokes  
Hartman, Wayne T.  
Harvey, Howard  
Hauge, Henry  
Haylock, R. V.  
Heroux, A.  
Hewson, Donald J.  
Hicks, Donald  
Hill, R. G.  
Hitchen, Ben  
Hoffman, John A.  
Halbrook, W.  
Hopkins, T. C.  
Horwath, Delbert F.  
Horwath, Walter, M.  
Houlihan, John J.  
Hradecky, Geo.  
Hubay, Edward  
Hummel, Merrill E.  
Hutchinson, S. J.  
Hyde, Charles F.

Iversen, Kaare L.  
James, Frank S.  
Jenkins, K. R.  
Jessup, Claude B.  
Jester, W. S.  
Johnson, Buford B.  
Johnson, T. F.  
Johnston, Leonard

Kalroth, Ivar J.  
Kaspen, John  
Abarons, Kasmira  
Karstens, Karl  
Katoul, Nicholas K.  
Keith, Harold O.  
Kelly, J. G.  
Kelsoe, John W.  
Kerr, Alexander  
Kinman, E. E.  
Kolodziej, John M.  
Kowalczyk, Walter

Lambe, Everette W.  
La Monthe, Adolphe  
Landry, Robert J.  
Lande, Freddie Jr.  
La Rosa, F.  
Le Blanc, R. A.

Lee, Wm. E.  
Leetmaa, Kaarel  
Leknes, Sverre  
Lewis, Harry R.  
Linker, William G.  
Logan, John  
Loo, Albert V.  
Lujan, J. E.

Maas, Leon J.  
MacDonald, Harry F.  
Maguire, John  
Malcom, Edsen, O.  
Maldonado, A. L.  
Mallnowski, George H.  
Malkin, Sidney  
Manhart, Ludwig  
Mann, James T.  
Mason, Francis H.  
Matovich, Pete  
Mazzitelli, Peter  
Mc Andrew, J. J.  
Mc Chesney, William G.  
Mc Cullough, Henry C.  
Mc Daries, Ralph  
Mc Donald, R. A.  
McGill, James L.  
McIntyre, W. J.  
Mercier, J. L.  
Michell, August  
Miller, Edward  
Ming, J. K.  
Miofas, Demetrius G.  
Mora, Miguel B.  
Moradilla Benigno D.  
Morris, A. F.  
Morris, Cecil C.  
Morrow, Robert L.  
Myers, C. V.  
Myers, Robert

Neissner, Otto  
Nelson, Donald C.  
Nelson, Frank F.  
Neyrey, George

Odegaar, S.  
Olsen, K.  
Olsson, Erik V.  
Ostergaard, Finn  
Ott, Wm. D.

Padgett, Billie  
Palfrey, Stanley L.  
Palmer, R. J.  
Papoutsis, S. V.  
Parker, Vernon E.  
Patin, Luther J.  
Patterson, F. E.  
Patterson, James K.  
Paylor, Frank S.  
Perdue, Charles E.  
Perez, Ramon P.  
Perry, Rogers, Anthony  
Pettersen, Samuel S.  
Peura, Arne A.  
Pieczykohn, Frank  
Pine, Jerome  
Pollanen, Veikko  
Poole, Milton A.  
Pope, Robert R.  
Pounds, E. B.  
Power, Lawrence  
Price, John H.  
Proios, H. M.  
Puglisi, Frank M.  
Purvis, Robert

Quinones, Nemesia

Ramsperger, Ronald J.  
Rankonen, Kalle A.  
Ratcliff, John H. C.  
Rawlings, Charles E.  
Rayfield, Roy R.  
Raymer, Robert  
Reed, Eugene L.  
Reese, George M.  
Rice, A. L.  
Rivadulla, Juan S.  
Rivers, Gerardo  
Roberts, Joseph H.  
Roberts, J. L., Jr.  
Robinson, Harry C.

Robinson, H. I.  
Robinson, M.  
Rockind, H.  
Rossi, D.  
Roszko, Eugene  
Rubis, Philip  
Ryan, James F.

Saettone, Angelo A.  
Sanabria, Victor V.  
Samford, Toxie  
Sawyer, D. A.  
Sawyer, Julian  
Scruggs, T. G.  
Scruggs, W. C.  
Self, Thomas L.  
Setliffe, J. F.  
Sewell, C.  
Shaw, Frank P.  
Shaw, William M.  
Shuler, Fred C.  
Siems, Peter A.  
Sikoriski, W. M.  
Simpson, J. S.  
Slover, Calvin J.  
Smith, H. C.  
Smith, James T.  
Smith, John Lee  
Smith, Leonard A.  
Smith, Lewis D.  
Smith, Lynn C.  
Smith, Richard W.  
Sohl, Richard G.  
Soloman, S. A.  
Sparks Raymond T.  
Spicer, Harold T.  
Starling, Donald L.  
Stephanon, Nicholas A.  
Stevens, J. A.  
Stokes, W. H.  
Suall, Bertram  
Sullivan, Harry C.  
Summerell, Chas.  
Switch, Paul A.  
Sylvestre, Albert J.

Tarallo, V. L.  
Thibodeaux, J. O.  
Thiemonge, William D.  
Thomas, Michael J.  
Thompson, Clayton  
Thompson, T. L.  
Tifis, C. T.  
Tillis, John U.  
Tillman, John E.  
Tingley, Benjamin W.  
Torres, Ascension  
Torres, Leonardo  
Tucker, Joseph A.

Vallot, J. H.  
Villarreal, A. A.

Wallis, James H.  
Walsh, William A.  
Ward, W. M.  
Warren, Francis A.  
Waterfield, R. E.  
Weems, Charles P.  
Wenger, Jack B.  
White, William Bailey  
White, William C.  
Whitley, James C.  
Whittington, E. Z.  
Wilfert, Lennot  
Williams, R.  
Williamson, J. W.  
Williamson, Lyle W.  
Willis, Perley D.  
Wilson, Thomas  
Winfield, Oscar  
Wright, Gilbert M.  
Wright, Stanley B.  
Wuertz, C. T.

Yarborough, Royce A.  
Young, Horace V.

Zeloy, Joseph  
Zen, Osman B.  
Zielinski, Anthony E.  
Zitoli, Joseph C.

# PERSONALS AND NOTICES

**Edward Mikkelsen**  
Please get in touch with J. M. Thomas, SS Pacific Ocean, World Tramping Agencies, 26 Broadway, NYC.

**Sotirios A. Foscolos**  
Contact your wife at Auberge du Parc, Itteville, Seine Orlse, France.

**Roberto Principe**  
Your mother would like you to get in touch with her. Her address is 133 Union St., Ponce, PR.

**Leo "Billy" McCarthy**  
It is important that you get in touch with J. J. Shea, Jr., Box 100, S. Walpole, Mass.

**Harry Hastings**  
Bill Scarleth received your message and answered it. He would

appreciate hearing from you again. His address is 1707 Club Court, Tampa 4, Fla., phone Webster 5-2554.

**Phillip E. Giordano**  
Please contact your wife, Mrs. Odessa Giordano at Route No. 3, Pelzer, South Carolina.

**Bill Rogers**  
Please send your address to A. J. O'Malley, Seafarers International Union, 675 Fourth Avenue, Brooklyn, NY.

**Lloyd Callaway**  
It is important that you contact your mother, Mrs. Herman Callaway at Orange Beach, Ala.

**Carlo V. Carlson**  
Ex-Steel Apprentice  
Please get in touch with Joseph H. Raymond, 135 E. 115 St., NYC, Apt 1D.

**Ciarence Watson McElvany**  
Please get in touch with F. E. Peroutka, Sr. Purser, SS America, United States Lines Company, Pier 86, NR, New York 11, NY.

**T. F. Delaney**  
It is important that you contact your father regarding some newspaper stories. His address is: Thomas J. Delaney, PO Box 251, Merritt Island, Fla.

**Cyrille Leslie Madison**  
Would you please contact E. L. Mottau at PO Box 848, North Attleboro, Mass.

**Walter J. Oaks**  
Please get in touch with Frank P. Corcoran, public accountant, Room 201 SUP building, 450 Harrison Street, San Francisco, Calif. Regarding tax refund.

If any old-time Seafarers are in the neighborhood drop in and see Nicholas Bossanyi, Amsterdam West, Chasse Straat, 54, Holland.

**SEAFARERS**

**PORT O'CALL**

NOW IN BOTH  
**NEW YORK & BALTIMORE**

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

# Delta Line To Build New Fleet

WASHINGTON—A \$160 million dollar contract calling for replacement of the entire Delta Line fleet, including its three combination cargo-passenger ships, has been agreed to by Mississippi Shipping and the Maritime Administration. A second contract arrangement extends the present operating subsidy until December 31, 1977. The ship replacements are to be completed in a ten-year period.

Following the formal signing ceremonies, Harry X. Kelly, president of the SIU-contracted company, said that he expected the Government would put up about 50 percent of the construction costs for the 14 new ships.

The operating subsidy agreement provides for an increase in sailings over the present Delta Line contract. A minimum of 59 and a maximum of 73 sailings annually are called for on trade routes 14 and 20. The old contracts provided for 56 to 70 sailings annually.

## Larger Freighters

The 11 Mississippi freightships now on the run, consisting of five C-2s and six C-1s, will be replaced by ships slightly larger than present-day C-2s. The company indicated that the new ships would have 18-knot cruising speeds and displace about 11,000 tons. Existing C-2s are 15½-knot ships. The C-1s, of course, are smaller vessels.

Replacement of the existing C-1s

## Court Bars Co. Claims Against US

Effects of the 1946 Ship Sales Act are still haunting the shipping industry eleven years later.

It not only made possible wholesale purchases of surplus war-built tonnage by foreign operators but also covered charters by US companies. And today, after years of litigation, 80 American companies are still trying to recover \$125 million in alleged overpayments to the Government for the vessels chartered in 1946. The ships were later returned to the Government.

The companies have already lost a couple of rounds in their attempt to recover all or part of these funds, including one try before the Supreme Court. Now the nation's highest court may be called on again in order to resolve the matter once and for all.

A ruling by the Court of Appeals recently dismissed claims by 14 steamship lines seeking recovery of about \$4 million, thus upholding earlier findings by the lower courts. The appeals ruling was based on a Supreme Court case last year which went against the Sword Line. At that time the court held that the claims were filed too late under the two-year statute of limitations in admiralty proceedings.

The claim by the companies was that the charter rates fixed by the Government were in excess of the maximum set by law and that other payments in connection with them should be returned. Originally outstanding claims totalled about \$40 million, but they have since tripled.

with a C-2 type ship would probably call for an over-all employment boost in the fleet over the present C-1 manning scale.

The first four vessels to be built will be put in the company's rapidly-expanding West African trade. They will feature 30,000 cubic feet of refrigerated space.

Construction details for new passenger vessels to replace the Del Norte, Del Mar and Del Sud have not yet been revealed but Kelly said an announcement would be forthcoming in about 60 days. The present ships, now ten years old, carry 120 passengers each.

## Estimated Cost

The \$160 million dollar figure is the estimated cost for building the vessels in American yards. Under the terms of construction subsidy contracts, the Government obligates itself to make up the difference between construction prices in US yards and costs of similar construction overseas.

Like other operating subsidy contracts, the agreement provides for Mississippi to turn back to the Government profits earned in the trade above a specified level. The recapture feature of the subsidy contract has resulted in substantial sums being returned to the Treasury.

On trade route 14, the West African run, Mississippi handles imports of many important raw materials such as manganese, iron ore and rubber. Machinery, grain, coal and petroleum products are carried on the outbound leg.

The East Coast-South American run, of course, handles coffee principally on the inbound run. Both trade routes have grown in importance in recent years.

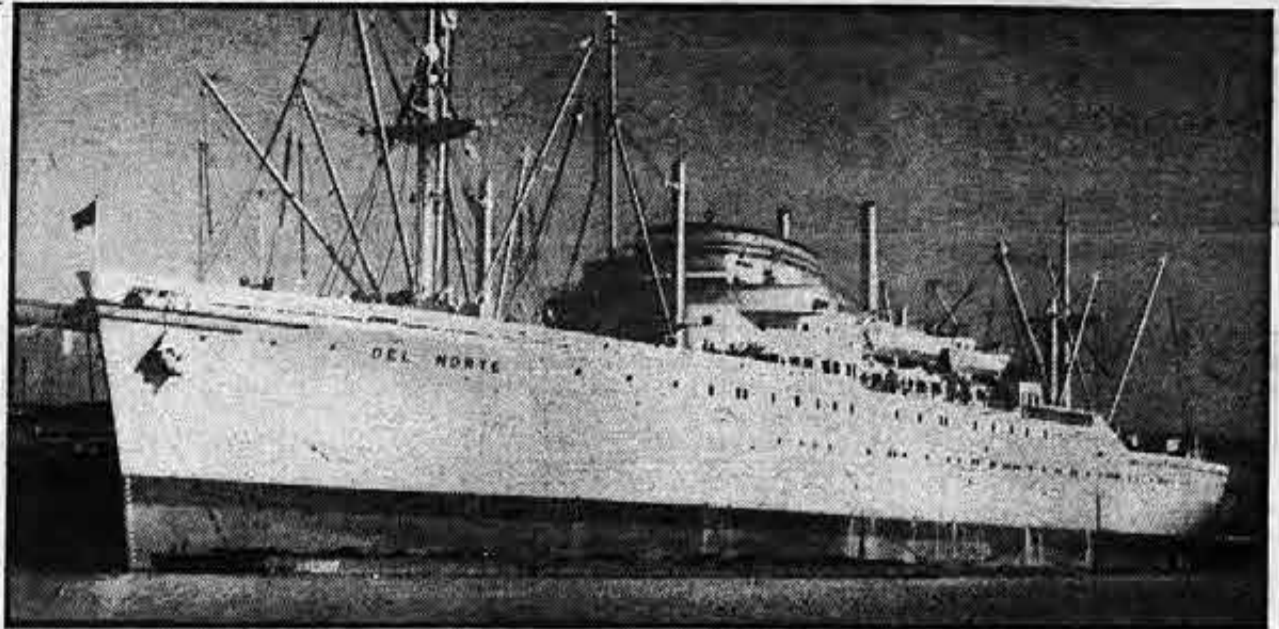
## Russian 'Moon' Beeps On Air

Seafarers with short-wave sets can pick-up the signals sent out by the new Russian earth satellite. The transmissions—which produce a pulsating "beep" sound—can be heard only when the ship is within reasonable distance of the satellite's orbit. The signals come in on frequencies of 20,005 and 40,002 megacycles—first on one, then on the other, in a steadily alternating pattern.

Ships near Alaska may also be able to see the artificial moon with the naked eye during the next week or two. The best time for viewing it is during twilight hours, when the sky is relatively dark and the satellite reflects the sun's rays. Observers in Alaska have already seen the satellite, which was launched successfully on Friday, October 4.

## USPHS Has Last Say On Duty Slip

Under the SIU contract, US Public Health Service doctors have the final say on whether or not a man is fit for duty. If there is any question about your fitness to sail, check with the nearest USPHS hospital or out-patient clinic for a ruling.



Due to be replaced in Mississippi SS new shipbuilding program is passenger ship Del Norte along with rest of the Mississippi passenger and cargo fleet. New cargo ships will be bigger and capable of 18 knots. Passenger ship details have not yet been announced.

## Seafarers Start Letter-Writing Drive To Save PHS Hospitals

Seafarers are responding to the Union's appeal for membership action against the Budget Bureau's renewed attack on the Public Health Service hospitals. The economy move, which aims at shutting down PHS hospitals in Savannah and three other cities, was reported in the September 27 SEAFARERS LOG.

A number of Seafarers have notified headquarters that they have already written Government officials protesting the move to cut off PHS services for seamen. Other Seafarers are expected to join the letter-writing campaign as the economy move comes to a head before the next session of Congress. (A list of officials to whom letters should be directed now is printed below.)

### 'Survey' Under Way

The Union's action follows a Budget Bureau move that could result in the closing of the four hospitals and possibly lead to the destruction of the present PHS program for seamen. The move is in the form of a "survey" to determine whether seamen and others eligible for PHS care could be treated more cheaply by entering into contracts with private doctors and private facilities. If the survey were to come up with figures "proving" a saving, it is expected that tremendous pressure would be brought to bear to bring about the abolition of the present PHS program.

The Union, supported by medical experts, has pointed out that it would be practically impossible to

## Lk. Charles Slows Down

LAKE CHARLES — Shipping dropped during the past period even though there were a number of vessels calling into port.

The CS Baltimore, Government Camp, Cantigny, Council Grove, Bents Port, Royal Oak and Bradford Island (Cities Service); Del Rio (Mississippi), Almena (Pan-Atlantic); Petro Chem (Valentine) and Wang Archer (North Atlantic) were in port during the last period. All were in good shape with no reported beefs.

provide services the hospitals now offer, under a proposed contract system. What it would mean is that existing medical services would be sharply cut back because an adequate private program would be more costly than the present cost of the hospitals. The real target of the survey, then, is reducing or doing away with medical services for seamen.

Once before, in 1953, the Savannah hospital was the target of the economy axe, but a vigorous SIU

campaign saved it from closing. Later there was another proposal to shut down all medical facilities for seamen. That collapsed after a White House conference on the subject between President Eisenhower and the late Harry Lundeborg, SIU of NA President.

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

## How To Help The Hospitals

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

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

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

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

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

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

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