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## **FOOD PROGRAM ON SIU SHIPS**

*The Four Goals Of The  
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—See Centerfold

# SIU'S CLINICS GAINING EDGE IN TB BATTLE

A sharp decline in the incidence of TB cases among Seafarers has taken place in the 2½ years that the SIU clinic program has been in operation. The Seafarer population at the Manhattan Beach TB hospital is at an all-time low with new cases down to rock-bottom. The preventive medicine practices of the clinics are one of the key factors in this development, along with improved treatment methods utilized by the Public Health Service.

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## *Sea Unions Assail 'Frozen' Subsidies*

A Government decision to impose an indefinite "freeze" on aid to US shipping has been denounced in a joint SIU-NMU statement. The decision means nothing will be done about further aid to shipping, such as increasing the number of companies under subsidy, until such time as a number of transportation studies are completed. The unions assailed the decision as further encouraging runaway operations.

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# Freeze Order On US Shipping Aid Booms Runaways

WASHINGTON—In the face of numerous subsidy applications for both deep-sea and Great Lakes service, the Administration has ordered a freeze on new applications pending the outcome of studies of the nation's transportation.

The freeze order holds the number of subsidized voyages down to 2,015, although Congress authorized as many as 2,400 voyages for this year. It has met with a prompt protest from both the SIU and the National Maritime Union.

A joint statement by SIUNA President Paul Hall and NMU President Joseph Curran denounced the freeze as further proof of the Government's support for the runaway flags as opposed to an American-flag merchant marine.

The statement pointed out that the Federal Maritime Board had originally sought an okay for 2,600 subsidized voyages which would allow for expansion of the subsidy program to include the remaining large non-subsidized companies.

The present freeze "would allow only for an expansion of 50 over the present number under contract. At present, the Federal Maritime Board has pending applications for about 600 sailings. This freeze is nevertheless being applied despite the fact that we are at present carrying less than ten percent of our waterborne import-export trade in American flag ships," the statement

concluded. The FMB says the report of a freeze is only a "rumor" and delays in subsidy awards were only due to the "time-consuming process."

Affected by the freeze are such operators as Isthmian, Waterman, States Marine, Isbrandtsen, T. J. McCarthy and others who have subsidy applications pending on a wide variety of services.

The freeze was apparently instituted by the Bureau of the Budget. At present there are several transportation studies going on, one by the Department of Commerce, one by the National Academy of Science and one by the Senate Interstate and Foreign Commerce Committee. The lifting of the freeze depends on when the Administration receives the results of the various studies now going on.

The studies in the maritime field deal with the size of a merchant fleet needed by the US and the costs of the subsidy program.



Rev. Alvin See, former Seafarer, poses at SIU headquarters before returning to church assignment in Canada for the Episcopal Church.

# ICC Action May Force Lay-Ups Of SIU Ships

The "impartiality" of the Interstate Commerce Commission came under heavy fire from the SIU-contracted Seatrain Lines this week in its fight against today's deadline for the start of a new railroad rate schedule covering paper products moving out of Savannah.

With one of its ships already in lay-up, the SIU company said an ICC board ruling would force it to idle an additional vessel almost immediately. Seatrain declared that its 60 percent share of Savannah's paper cargoes would be completely eliminated by the new below-cost rate schedule for the railroads.

The new rates are due to go into effect today unless the ICC acts at the last moment to suspend them. Seatrain said that the new rates would also "virtually destroy" the C. G. Willis tug concern, another competitor for the railroads whose major trade is paper products hauled out of the Savannah area. Willis tugs are covered by an SIU Harbor and Inland Waterways Division contract.

All American maritime unions, as well as ship operators in the domestic trade, have long charged that the ICC is dominated by the railroad industry since most of its personnel comes from that industry or leaves the agency for jobs in railroad management. The union-industry protest also cited the "crippling effect" of the so-called railroad relief bill passed by Congress last year, which allows the ICC to approve rate schedules regardless of their effect on competing forms of transportation.

The specific Seatrain case arises out of a rate schedule proposed by the railroads for pulpboard and paper products from Savannah, which discriminates between long and short haul traffic. The present rail rate would be cut by a third to 55 cents per hundred pounds for an all-rail trip between Savannah and New York. On short hauls to and from the dock at both ends, the rate would remain 41 cents.

Since the present Seatrain-rail rate between both cities is 74 cents, this would mean Seatrain could charge only slightly more than a dime to compete with the 55-cent rail rate. This would amount to a reduction of two-thirds in the Seatrain rates, far below the actual cost. The net effect

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## Seafarer's New Calling —Career In Ministry

The news that he had to take on less strenuous physical activity and live ashore led to a new full-time career for Seafarer Alvin "Salty" See, a member of the SIU for 12 years.

Following extensive religious studies in New York, he was ordained a deacon in the Episcopal Church.

Now busy with his first assignment, Rev. See is active in the mission field caring for the spiritual needs of some 300 parishioners spread over a 60-mile area in Saskatchewan, Canada. His present parish is St. Mary's Vicarage, located on Lucky Lake in Saskatchewan. It covers some 60 miles and takes in two other local churches.

It takes a great deal of traveling, he said, to keep up with the parish's religious duties, which includes conducting morning and evening prayer services. Rev. See received his assignment last May, and will remain there to continue his studies until he is ordained a minister.

The former Seafarer started his career with the SIU back in 1947, when as he shipped as an AB on Isthmian Lines' Archer. He soon after became an active organizer in the Union's successful drive to bring Isthmian vessels under the SIU banner.

Visiting in New York, Rev. See dropped in at SIU headquarters recently to look up some of his former shipmates. "Any Seafarer in the Saskatchewan area is welcome to drop in and talk over old times," he said.

# Typhoon Demolished Major Japan Port

SAN FRANCISCO—West Coast shipping sources report that the port of Nagoya, Japan, is virtually closed to shipping as a result of the typhoon which wrecked the harbor. Damage to bouys, tugs, docks and loading facilities have compelled lines servicing the area to bypass the port. One Japanese steamship company lost at least 800 tons of cargo which was washed right off the dock by the storm.

American President Line's President Buchanan was the only known American-flag ship to be caught in the typhoon. She was enroute to Kobe at the time when it struck. Members of the Sailors Union of the Pacific report that all of the deck cargo was washed overboard, all forward windows were shattered, booms were ripped off, a lifeboat was carried away and the rudder indicator, radar and gyrocompass all put out of commission. For a while, water was knee-deep in the wheelhouse.

Despite the battering the ship took, there was only one casualty reported, a woman passenger who was cut on the wrist by flying glass.

SUP member Joseph M. Misenda, AB, told the "West Coast Sailor" that "I am certainly glad that our shipyards build such fine Mariners, because we know now that you can batter, beat and tear hell out of them but damn if you can sink them."

The typhoon left more than 5,000 dead or missing in the Japanese islands and destroyed over a million homes.

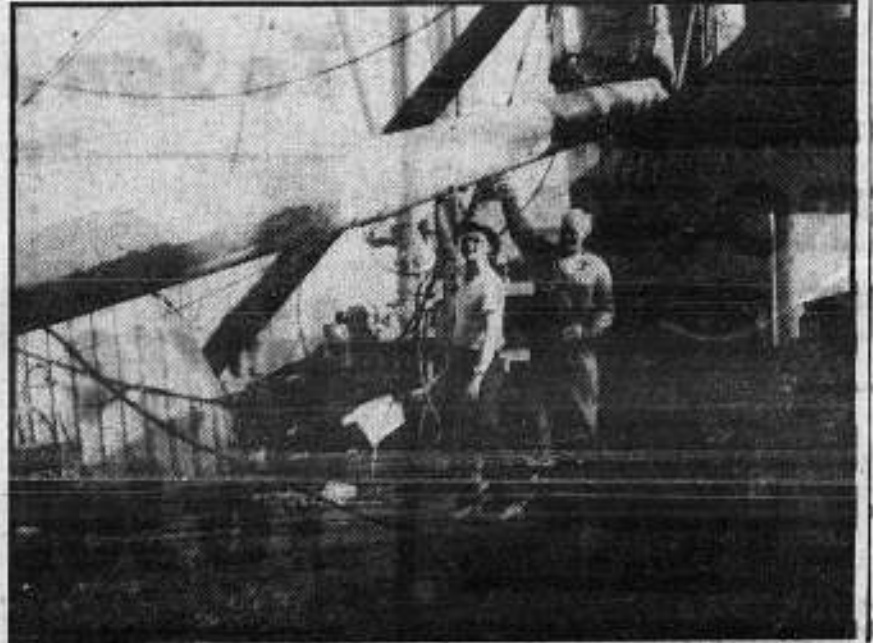
### Union Has Cable Address

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.



Wrecked jeep and ripped booms (above) testify to force of typhoon which battered the President Buchanan off Japan. At right, SUP bosun Ernest Kalnin (left) and carpenter W. M. Lindelof survey the damage.



# IBL All Set For Merger

Delegates representing the International Brotherhood of Longshoremen, AFL-CIO, will meet in Milwaukee on October 31 in special convention to vote on merger with the International Longshoremen's Association.

The action would be taken under provisions of the last IBL convention, which authorized a special meeting of this nature.

Ratification by the IBL would complete the merger of the two longshoremen's unions representing dockworkers on the Atlantic and Gulf coasts, on the Great Lakes, in rivers ports and in Puerto Rico and Canada.

Members of the ILA have already voted in favor of the merger in a district-wide referendum ballot.

The merger was worked out as a condition of the ILA's reentry into the AFL-CIO, and is expected to be approved by the IBL meeting.

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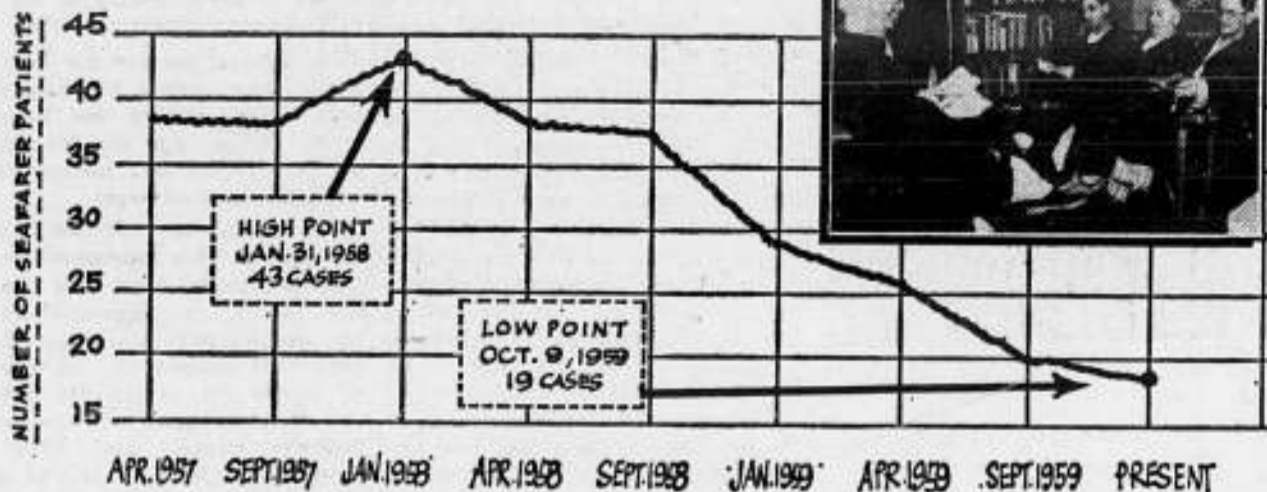
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# SIU Clinics Winning TB Fight

## Seafarer Cases At Record Low Level

SEAFARERS at MANHATTAN BEACH HOSPITAL SINCE SIU CLINICS OPENED



Decline in number of Seafarers hospitalized for TB at Manhattan Beach comes during period when total Union membership has been rising. January, 1958, peak came at height of recession. Since then, hundreds of additional jobs have been brought under contract.

The long fight to wipe out tuberculosis among Seafarers is achieving its goal, and the diagnostic function of the SIU's clinics is playing an important role in achieving this objective.

Reflecting the success of the campaign against tuberculosis, the number of Seafarers now hospitalized at the Manhattan Beach Public Health Service hospital is down to 19 from a high of 43 cases back in January 31, 1958. What's more, the SIU Welfare Plan's Brooklyn clinic has had to refer only three Seafarers for treatment of suspected TB during the whole of the year 1959 to date.

While the 19 Seafarers now at Manhattan Beach do not constitute the entire roster of tuberculosis cases among Seafarers (there are others being treated at general hospitals of the PHS system in other cities) the striking decline in the Manhattan Beach population is proving the worth of the yearly physical examinations given at the New York clinic and at SIU clinics in Mobile, Baltimore and New Orleans.

### Early Detection Vital

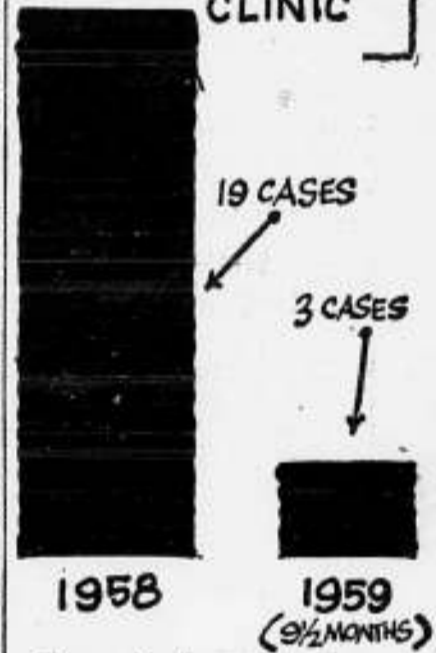
The two major requirements for controlling tuberculosis are early detection and effective treatment. The SIU clinics supply the first element and the Public Health Service the second, utilizing antibiotics and other improved methods of treatment that have been developed in the past few years.

What is particularly interesting, in addition to the decline in the number of cases, is the comparable decline in the length of stay in the hospital. Here too, an essential element is early detection. Since the SIU clinic opened in Brooklyn in April, 1957, the average length of stay of Seafarers referred to Manhattan Beach has been cut to less than seven months. Many of the cases detected in early stages do far better than that, as little as three months or less. By contrast, the average stay of men admitted in the two years before the clinic opened has been 12 months, and

there is a hard core of oldtimers at the hospital who have been there for several years. The figures were released by Dr. Joseph Logue, medical director of the Seafarers Welfare Plan.

Early detection is particularly valuable in treating tuberculosis because of the insidious nature of the disease. A TB victim is usually unaware of his condition until it is really far advanced. Since the regular physical examination at the clinic includes a chest x-ray

### TB CASES DETECTED AT SIU BROOKLYN CLINIC



Sharp decline in number of new cases reflects gains in TB fight.

and other diagnostic procedures, the clinic has picked up many early cases of TB before the Seafarers involved had the slightest inkling they were ill.

### May Avoid Surgery

With early detection it is often possible to treat tuberculosis without major surgery, greatly cutting the hospital stay and enabling the Seafarer to get a "fit-for-duty" with his lungs intact.

Further, early detection is essential to check the spread of TB. Because of the confined nature of shipboard living, one undetected case of TB on a ship can result in infection of several other members of the crew. This is one of the worst by-products of the disease.

Actually, it would be impossible to wipe out TB completely because of new men entering the industry all the time. As a result, the clinics still get men in who have never been examined before, and it is in this group that an occasional new case of TB will show.

However, the evidence points to striking gains in the fight on tuberculosis as follows:

● When the SIU clinic opened in April, 1957, there were 38 Seafarers at Manhattan Beach. The SIU population in the hospital stayed close to that figure throughout 1957 and 1958, touching a peak of 43 in January, 1958. This was because the clinic was pick-

(Continued on page 5)

## Challenge Lakes Owners To Join Runaway Fight

DETROIT—Representatives of American-flag steamship companies on both the Great Lakes and in offshore trade were called upon to join with the maritime unions in fighting the threat of runaway-flag shipping. Speaking at the 33rd annual convention of the Propeller Club in Detroit, October 14, SIUNA President Paul Hall told 250 management men that the Great Lakes will become a new arena for runaway-flag operations unless ship operators sincerely cooperate with the maritime unions to fight this evil.

The SIUNA president also warned the operators that Great Lakes shipping can only thrive in an atmosphere of healthy, responsible collective bargaining. He assailed the hodge-podge collection of company-created "independent" unions on the Lakes as evidence of

Great Lakes companies' efforts to evade their obligations to their crews and to escape responsibility in the labor relations area.

"The SIU wants to cooperate and help create better labor-management relations," he said, "but we are also serving warning that we will go the full route against every company with an 'independent' union."

The SIUNA, through the Great Lakes District, and other US maritime unions have been active for the past year in the Lakes organizing arena and has scored a number of successes. In almost all instances, the Union has had to compete against company-sponsored organizations. The nation-wide steel strike, which has halted most shipping on the Lakes, has temporarily slowed organizing activities.

Hall pointed out to the management representatives that with the opening of the Seaway the American-flag operator on the Lakes no longer enjoyed immunity from competition of large, modern runaway-flag ships. Up until the Seaway opening, only small foreign ships, drawing less than 14 feet of water, could get into the Lakes for the shipping season.

The Great Lakes is now becoming the fourth seacoast of the US, he added, and in the process will begin to feel the impact of the kind of cut-throat, low-wage, no-tax competition the runaways offer.

He was critical of the American Merchant Marine Institute, spokes-

man for major deep-sea steamship companies, for protecting and assisting runaway-flag companies to the detriment of an American-flag merchant marine.

Even subsidized steamship companies are now seeking ways and means of establishing financial ties with runaway operators. States Marine, a subsidy applicant which has virtually received full approval of its subsidy operation, is now seeking permission to continue its ties with runaway-flag and other foreign-flag services. While this move is now being fought by other subsidized companies, should States Marine be successful it is a foregone conclusion that they would swiftly follow suit.

Hall's appearance was at a labor-management panel session. Among others who spoke was Ralph Casey, president of the AMMI, who repeated a long-standing AMMI bid for industry-wide bargaining, standard agreements and uniform contract expiration dates on all coasts.

## Statement Of Ownership

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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).

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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 30th day of September, 1959.

Thomas E. Connell, Notary Public, (My commission expires Jan. 7, 1961).

### Throw In For A Meeting Job

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

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

## Pact Nears On Graham Tug Fleet

PHILADELPHIA—Due to the steel strike, shipping has slowed down in the Philadelphia area. Several vessels were placed in idle status as a direct result of the strike, including a number of the Calmar fleet.

The SIU's MAWD and HIWD divisions are still busy organizing and HIWD seems to be close to concluding its negotiations with the newly-organized Graham fleet. As things stand now, men who had been illegally fired for union activities will be rehired, a seniority program will be installed protecting the rights of the crews, and substantial salary increases and fringe benefits are in the offing. These crews had been far below scale and are due to get really substantial gains.

Paying off during the last shipping period were the Bradford Island, Miami (Cities Service); Mount Evans (Cargo and Tankship); Losmar (Calmar) and Penn Voyager (Penn. Shipping).

Signing on were Mt. Evans (Cargo and Tankship) and Losmar (Calmar).

The following ships were in transit: Northwestern Victory (Victory Carriers); Petrochem (Valentine); Feltore, Oremar (Marvet) and Seamar (Calmar).



# PENSIONERS' CORNER



(The brother described below is receiving the \$150 monthly SIU disability-pension benefit.)

Eval A. Olson . . . 68 . . . A good friend of Andrew Furuseth, back in the old days, Olson was one of the group that suggested and fought for the use of the three watch system aboard American ships. Their fight became a reality with the incoming, strengthened SIU.



Olson

Olson, a seaman for some fifty years, has sailed on about every type of ship in existence since 1908. It was in 1908 that he shipped out aboard his first craft, the Rhine, a three-masted, full-rigged ship with a main skysail yarder. His first paycheck for a month's work aboard the Rhine was a big ten dollars. Olson preferred the South American run. It was here that he found "fine weather and a good time ashore."

The retired Seafarer is now living in Brockton, Mass. He still corresponds with former shipmates, and is a regular visitor to the Boston SIU union hall.

Olson makes note that years ago nobody sailed under their real name. Everybody had a nickname. For oldtimers who knew Olson, he was the "terrible Swede."

# Early Detection, Improved Treatment Conquering TB

(Continued from page 3)

ing up many cases involving Seafarers who had not previously been x-rayed. In 1959, a sharp decline began to show up, from 29 at the start of the year down to 19 at present.

• The over-all population of Manhattan Beach has also been declining as a result of improved treatment methods, but the drop-off is not as sharp percentage-wise as for the SIU group.

• The fact that only three suspected TB cases have been picked up thus far in 1959 at the New York clinic, indicates a sharp decline in the incidence of new TB cases among Seafarers. In 1958, there were 19 such cases.

• The decline in TB population comes at a time when total Union membership has been rising. The peak of 43 cases in January, 1958, came at the height of the 1957-58 recession. Since then, the number of active SIU ships has increased, including the entrance into service of the Banner Line and the growth of the missile ship fleet among others.

### Trend Hopeful

If the trend continues, and the Union is hopeful that it will, it will prove the contention on which the clinic program was based in the first place—that regular diagnostic examinations of Seafarers on an annual basis would improve the health of seamen and cut down on crippling and disabling diseases.

In the end, the argument went, by keeping seamen healthy, the clinic program would preserve Seafarers' earning power and job security. It would save the community, the SIU Welfare Plan and the Public Health Service the staggering cost of providing medical care to victims of TB and other chronic and disabling diseases, as well as giving them and their families financial assistance, through public welfare payments or other means.

It has been estimated that the total cost of a single TB case, including lost wages and medical treatment, amounts to a minimum of \$30,000.

Medical treatment alone, the cost of keeping a patient in a hospital for a year, is estimated as much as \$10,000 annually.

It was for reasons such as these that the Union originally negotiated the clinic program in contract talks with SIU operators.

By cutting the number of TB patients in half, and also by cutting the length of hospitalization through early detection, the pro-



Each Seafarer gets chest x-ray as part of his regular physical exam, thus enabling clinic to detect any signs of TB.

gram has already saved large sums which can be applied by the Welfare Plan for other purposes. Hospital benefit payments alone run \$1,100 a year for a single TB patient.

Under the SIU clinic set-up, Seafarers get a thorough physical examination at least once a year. The examination includes blood tests, eye tests, a chest x-ray, electrocardiograph tests and other procedures involved in a head-to-toe physical check-up.

### TB Program

Should the examination detect any ailments or suspicious conditions, the Seafarer is referred promptly to the nearest US Public Health Service facility for treatment. As circumstances warrant, he may be asked to come back at three-month or six-month intervals for further checks.

If the Seafarer passes the exam-

ination, he is given a card good for one year. When the card expires, he comes back for another check-up.

This routine has been successful in a number of other areas besides TB, notably in checking high blood pressure, arthritis, diabetes and other conditions of a chronic nature.

The follow-up procedure is also immensely valuable in treating post-TB cases. Usually when a hospital discharges a TB patient, it asks that he come back after three or six months for periodic check-ups. In the past, some men neglected to do so and suffered relapses. Now, however, a discharged TB patient gets the re-check notation on his SIU clinic card. Since his card expires at the end of three or six months, the patient is sure of getting his re-examination.

# Crew Sues As Paymaster Fails To Show In Mobile

MOBILE—After being out for three months and ten days, crewmembers of the freighter Pacific Explorer are still waiting for a payoff in this port. The ship's total payroll due the crewmembers and officers of

the Pacific Explorer is estimated at \$75,000. Thus far, 27 of the 37 men aboard the delinquent ship have filed US court action claiming back wages totaling \$31,741. The SIU has furnished crewmembers legal aid in getting a lien in Federal District Court against the company to recover wages.

As a result of World Tramping's runout on the payoff, plus its failure to send out all allotment checks or sending bad checks, crewmember's families are suffering undue hardship. Some families are being threatened with eviction for being unable to pay rent and lights and other utilities have been cut off.

### Food Short

Seafarer Albert M. DeForest, steward, also charged that the Pacific Explorer short-changed crewmembers on food. For the 90-day voyage there was only 60 days' stores aboard. The Union has made

arrangements to help the crew until legal action is completed.

Shipping in the port for the last couple of weeks was naturally slow due to the longshoremen's strike. The following ships were laid up in port during the previous two weeks: the Corsair, Roamer, Cavalier, Ranger (Alcoa); Monarch of the Seas, Claiborne and Wacosta (Waterman).

Shipping prospects for the coming two weeks appear extremely slim with the following ships due to hit port: the Claiborne and Hurricane (Waterman); Alcoa Clipper, Alcoa Ranger (Alcoa); Carolyn, Frances (Bull); Del Oro (Mississippi), and Steel Rover and Steel Chemist (Isthmian).

# Don't Pollute Ocean, CG Asks Crews

The Oil Pollution Panel of the United States Coast Guard has appealed to crewmembers of American-flag ships to cooperate in preventing pollution of beaches and navigable waters by bilge and tank cleaning discharges.

The Panel, which was formed in September, 1954, has been issuing circulars to ship operators and their vessels, but up until now has not appealed directly to crewmembers.

### Pollution Appeal

The appeal points out that polluting navigable waters is a violation of US law and can subject offenders to fines and imprisonment. It is a particularly-serious problem within the enclosed confines of harbors on rivers and near beaches.

Aside from damage to waterfront property, annoyance, to bathers and destruction of recreational facilities, oil pollution takes a heavy toll each year of fish and wildlife.

The damage comes from spill-overs of liquid cargo when the loading rate is a little too fast to top off without spillage, or in taking on bunkers, in pumping out bilges or cleaning tanks.

# Houston Takes Lk. Charles Job

With approval of SIU membership meetings in all ports the hall in Lake Charles, La. closed on October 13, and was consolidated with the Houston hall. The few ships entering the port of Lake Charles, La. that require the services of a patrolman will be serviced by the Houston hall which is nearby.

The reason for the Lake Charles closure is that the volume of shipping in this area did not warrant the continued operation of a separate port facility.

Charles Kimball, Lake Charles' agent, will be re-assigned to the port of Houston, and will work under the direction of Robert Matthews, Houston port agent.

# LABOR ROUND-UP

New York hospitals have been charged with refusing to set up adequate machinery to process grievances of non-professional hired help. Local 1199 of the Retail Drug Employees Union declared that the hospitals were dragging their feet in putting a strike settlement into effect involving minimum wages and establishment of appropriate grievance procedures.

A new two-year contract has been ratified by the Insurance Agents International Union's members employed by the Prudential Insurance Company. The vote in favor was 5,226 to 2,204. The agreement includes an increase in the days-off allotment, improved vacations and a guarantee of no loss in pay for 20 weeks in the event an agent's debit is cut.

Almost 19,000 members of the Packinghouse Workers Union and the Meat Cutters Union are in the second month of their joint strike against Swift & Co., the nation's largest meat packer. The strike was called September 3 when Swift refused to agree to contract terms met by most of the other large meat packing firms.

The unions have launched a "Don't Buy Swift" campaign that has thus far proven effective in every part of the country. Consumers are being asked to pass up Swift products, from meat to oleo and ice cream, until the strike is settled.

At the Chemical Workers convention in Cleveland, members voted overwhelmingly to boost the union's per capita tax from \$1.50

to \$2 a month. The additional money will finance new organizing programs, expand services to local unions, and wipe out a heavy operating deficit.

The Building Service Employees Union is preparing to build a \$25 million skyscraper apartment and office building in downtown Chicago, with one parking level for autos and another for boats. The building will be located on the north bank of the Chicago River, and will be known as "Marina City."

This will be the first in a series of projects by Building Service Union to invest pension and reserve funds in redevelopment of downtown areas. "Marina City" will contain 1,120 dwellings.

The Hollywood AFL Film Council, representing 24,000 workers in the motion picture industry, has issued a brochure urging union members to demand an investigation of "runaway" production of American movie and television films.

The brochure also urges legislation requiring prominent labeling of all films with the country of origin. At the recent AFL-CIO convention a resolution supporting such legislation was adopted.

In Monroe, Mich. the local AFL-CIO central body provided free polio vaccine for all children in Monroe county. More than 350 children have received their first two inoculations. The county's doctors and nurses donated their services. The AFL-CIO unions purchased the vaccine and met other costs.

PHOTOS  
LETTERS  
DRAWINGS  
ARTICLES  
POETRY  
are welcomed by  
your  
LOG



After shelling out disputed OT bundle, Wang Pioneer owners put new gear aboard, including galley stove being examined by David Sacher, baker, (left) and John Psathas, AB.

## Crew Denied Leave, Collects \$1,500 OT

NEW YORK—In a major OT beef between the Inter-Ocean shipping company and crewmembers of the Wang Pioneer, the Wang Pioneer's gang collected 700 hours' OT pay for restriction to the ship while in the ports of Aden and Mas-sawa. According to the SIU contract, in order for a captain to restrict a crew to a ship in a foreign port the captain must obtain a letter of restriction from the local government. If he neglects to do so he must pay the crew OT. The SIU won its case when the captain of the Wang Pioneer was unable to produce any such letter. The OT resulted in some \$1,500 extra pay for the crew.

This case is practically identical with the 700 hours' OT beef between the crewmembers of the Barbara Fritchie and Liberty Navigation that occurred a month ago. Crewmembers of the Barbara Fritchie were restricted in the ports of Singapore and Aden. The SIU won that beef also when the captain of the Barbara Fritchie was unable to come up with a letter of restriction from the local government.

Headquarters announced there will be an eight-day extension on

all shipping cards as the ILA strike virtually deadlocked all shipping, with the exception of tankers, during this last period. The eight-day extension will be only for members who registered prior to the strike.

During the longshore strike most operators did keep their crews aboard ship. However, several Bull Line, Alcoa and Robin Line ships laid off their crews. When the 10-day strike concluded, crewmembers called back received their wages plus subsistence and lodging for the time they were off the ship, as stated in the SIU contract. As Assistant Secretary-Treasurer Bill Hall remarked, "It seems as though some shipowners will never learn."

Shipping for the past two weeks was somewhat less than the previous two weeks due to the longshoremen's strike. Nevertheless, shipping for the next two weeks is expected to be very good with several long payoffs and sizable crews of ships laid up because of the strike.

## Cunard Bids For Liner Subsidy, Too

LONDON — Cunard Steamship Company, operator of the Queen Mary and Queen Elizabeth, the world's largest passenger ships, is seeking a subsidy to build replacement vessels. As a result, the British government has appointed a three-man committee to bring in a report on the Cunard bid.

The committee is going to consider three points in the Cunard proposals—whether or not Cunard is entitled to financial aid and if so, how much; the effects of air travel on the passenger trade and the possibilities of building a nuclear-powered passenger ship.

The company has clearly indicated that it would like to get a construction subsidy from the British Government, rather than any kind of long-term loan. Should Cunard get this kind of preferred treatment, it would not sit too well with other British ship operators.

An award of a construction subsidy to Cunard would further complicate the United States subsidy program. No funds were included in last year's US budget for construction subsidies for two US-flag superliners including a replacement for the SS America in the transatlantic trade, and a new SS President Hoover in Pacific service.

The objective of the US subsidy is to equalize the cost of building a ship in an American shipyard as compared to a European yard. If Cunard Line gets a subsidy, as the principal operator in North Atlantic passenger service, rival American-flag operators would need more than the conventional construction subsidy to match it.

The three-man committee is expected to report to the British government within two or three months, so that the issue will come up again as Congress reconvenes and again considers the possibility of voting funds for US passenger ships.

Competition from other companies, especially the US and Holland-America Lines, which have relatively new passenger liners, is said to be one of the main reasons behind the Cunard request.



## SIU SHIPS AT SEA

"It was my first evening aboard the Myriam III, as steward," Werner Pedersen, reported, "when a new man came up to my room and took over."



Pedersen

"O say steward, are you holding any money?" was his next query, but when told there wasn't any, all conversation ceased. The next day the big clean-up was nowhere in sight.

"Moral of the story," Pedersen said, "there's one on every ship."

It was a fairly quiet trip aboard the Orion Star last month, and they had nothing to report. But evidently they are very optimistic about the future for they noted that "we expect a few humorous experiences later on, before this ship pays of in August, 1960." Getting in shape for the "humorous experiences" are Steve Krkovich, ship's delegate, William Aycock, representing the deck, Charles Palmer the black gang, and Jose Sanchez, the stewards.



Krkovich

Talk about coffee drinkers, the crew of the SS Pen Explorer could vie for the world's championship in

that field. According to the ship's steward, the crew downs some 11 to 12 pounds of the brew daily. Averaging 30 cups to a pound, that spells out an average of 10 cups per man per day.

Overheard on the SS Eagle Transporter recently (according to the ship's minutes):

Chief Mate: Bos'n, what size wrench do you have there?

Bos'n: 9/16 mate.

Chief Mate: Well that's more than half an inch, isn't it?

Bos'n: Yeah . . ."

## Ship Flood In Houston To Continue

HOUSTON—Shipping has been terrific these past two weeks, and there is every indication that it will remain so, writes Port Agent Bob Matthews.

The following ships paid off: Elemir (Ocean Petrol); Josephina (Liberty Nav.); John B. Kulukundis (Martis); Penn Explorer (Penn Trans.); Wacosta (Waterman) and the Margaret Brown (Bloomfield). The Margaret Brown (Bloomfield) also signed on.

In transit were the Edith, Carolyn (Bull); Morning Light (Waterman); Pacific Thunder (World Tramp); Seatrain Texas, Seatrain New Jersey, Seatrain New York (Seatrain); Del Santos, Del Oro (Miss.); Atlas (Petrol); Beauregard (Pan Atlantic); Mermaid (Metro Petrol), and the Fort Hoskins (Cities Service).



## 'Do Not Disturb'

There's nothing wrong with a bit of friendly conversation—except when it distracts a man who is working with a potentially-dangerous piece of equipment, such as a slicing machine. While it is a considerable convenience for the steward department, it offers additional hazards as well.

As one SIU-manned ship noted recently, "When using slicing machine, talk to no one." The crew also recommended that one member of the galley staff be designated to operate the machine and everybody else leave it strictly alone.

When properly used, a food slicer is a work-saver in the galley. Make sure it stays that way.

An SIU Ship Is A Safe Ship

# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### November Is Bargain Month

November is the month a woman can find good buys in dresses and coats. Beginning with the Veterans Day Sales, dresses and coats undergo increasingly sharp price cutting as stores clear this fall's styles.

You also can find savings on fabrics in the November clearances of fall patterns in piece goods.

Such clearances are the best money-savers available to you. The reductions from original prices sometimes are as much as 50 percent, and will generally average about 20-25 percent. The biggest mark-downs are on the more expensive dresses.

But not all the marked-down dresses are good values by any means. Some are "dogs" that didn't sell well. Others are extreme fashions that will look out of date next year, such as a harem skirt. The size and color range is limited in clearances. It's often a gamble whether you will find something you like.

Here's a guide to shopping the November dress and coat sales for good values:

There are genuine sales and also exaggerated ones. The most frequent exaggeration is the amount of reduction and whether there is any worthwhile reduction at all. It is not uncommon for stores to advertise a sale of a small selection of dresses while the rest of the stock, including sometimes the more desirable styles, remains at regular prices. Or they may bring in new stock to add to the "clearance."

You have to be particularly careful of sales which offer a wide range of values at one price, as: "Values from \$19.95 to \$39.95", or "Formerly up to \$49.50." The danger is that there may be very few dresses or other merchandise at the top value, although Better Business Bureaus do try to police such ads to make sure at least 10 percent of the merchandise is at the top valuation.

The store that says "values from \$19.95 to \$39.95" is being a shade franker than the store that merely says "values to \$39.95."

If the ad says "regularly" or "formerly" a certain price, you have some assurance that the merchandise actually has been marked down. But sellers have been known to put an exaggerated price on an item for a short time so later they can advertise it at a "reduction."



Also watch out for the phrase "originally." Stores have been known to compare goods with an original price so old it has been reduced several times.

If the store has a reliable reputation, you can inspect the price ticket to see if there actually is an old price crossed off and a new price written in. But even this is not a sure safeguard. It's possible for a sharp retailer to make such price tickets for merchandise which never did sell at the higher price indicated.

Your only real safeguard in shopping sales is never to take the value claims for granted, but to check the quality and compare with offerings at other stores. Because of the differences in profit margins, a reduction of ten percent at one store may be as good a value as 20 percent offered by another. In fact, the most dramatic reductions, like "50 percent off," are the ones you need to be most skeptical about.

No matter what the reduction, the only genuine clearance bargain is a simple, basic style that will go with the rest of your wardrobe and be usable next year, too. A "basic dress" is one that derives its attractiveness from an intrinsically beautiful silhouette rather than trimmings and adornment.

The "good black dress" is still the favorite for winter dress-up wear, according to a recent joint survey by the US Agricultural Marketing Service and Pennsylvania State University.

For a winter street dress, a twill weave was found most popular, followed by a plain weave. Here the women questioned in the survey made a good choice. But their overwhelming vote for satin for special occasion dresses is more dubious.

Satin admittedly is luxurious, but rayon satin, at least, is not durable. Crepe is another popular choice for a dress-up dress, but tends to shrink in cleaning. Taffeta is doubtful, too, as it sometimes hardens in use. Actually the plain flat weaves like chiffon wear well and don't soil as readily as crepes, and are a good choice for dress-up as well as street dresses.

Jersey is another practical choice, especially since it doesn't wrinkle as readily as plain weaves. Wrinkle resistance was one of the three most-important characteristics the women said they wanted in a dress, along with ability to hold shape and color. Jersey, however, is more difficult to wash at home.

Which fiber do you find most suitable in dresses? In the survey, about three out of 10 women criticized cotton, rayon and linen as not being sufficiently wrinkle-resistant. Nylon was criticized by four out of ten as being too cool in the winter and too warm in the summer. Rayon was mentioned by one out of five as deficient in shrink resistance and in ability to hold shape. Almost one out of four was dissatisfied with the feel of wool on the skin.

For street and special-occasion wear in winter, wool was considered to have the best combination of virtues, followed closely by nylon, with rayon third. But rayon was voted most reasonably priced, followed by nylon, with wool third. For warm weather, cotton naturally was voted the best all-around fiber, but also was surprisingly popular for street wear in winter, if not for special occasions.

# ILA Resumes Contract Talks

With its members back to work temporarily under the terms of a Taft-Hartley Act injunction, the International Longshoremen's Association is still seeking a guarantee to make any contract settlement retroactive to October 8.

The October 8 date is when the dockers returned to work under terms of a court order issued by Federal Judge Irving R. Kaufman. Efforts to get Judge Kaufman to order retroactivity failed last week.

The union and representatives of the New York Shipping Association resumed contract talks this week with the issues still where they were at the start of the strike. The big issues are wages, improvements in welfare and pension provisions and perhaps, most important, the problem of automation on the piers, plus the retroactivity item which became a major stum-

bling block at the expiration of the old contract.

The automation issue assumed greater significance as a result of the announcement by Bull Line that it is planning to operate three ships as containerships. Containerships are loaded and unloaded by cranes with only a handful of men needed as compared to several gangs of 20 men each employed in loading operations on conventional freighters. Grace Line, a major operator on Manhattan piers, is already converting vessels for this purpose.

In another area, ship operators were obviously stung by the action of the SIU and the NMU in protesting to the Waterfront Commission against the use of non-registered white collar employees to handle passenger baggage on the piers. The Waterfront Commission promptly acted to halt this practice which had been traditional in past longshore tie-ups.

Ship operators complained that the Commission's action was an over-technical interpretation of the Bi-State Law. The law, which was passed originally to give the Commission authority to remove criminals from the piers, requires that every longshoreman be registered with the Commission and get clearance before he can go to work.

Still looming as an obstacle to

any projected settlement is the attitude of southern employers. Their refusal to agree to retroactivity was responsible for the walk-out in the first instance.

The 80-day "cooling-off" period under the Taft-Hartley law will expire right after Christmas. Unless a contract settlement is reached by then, longshoremen will be free to go back on strike and to stay out as long as needed to win a contract.

### Speak Out At SIU Meetings

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

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

# Another 25 Libertys On Scrap Heap

WASHINGTON—A total of seven bids have been received in answer to the Maritime Administration's recent announcement that it intends to scrap another 25 war-built Liberty ships. All of the bids just barely exceeded the \$70,000 minimum acceptable to the Government.

The latest set of ships up for scrap are part of a group of some 1,000 Reserve Fleet Libertys set to go into the ship-breaking yards under the program to update the US reserve.

Bethlehem Steel Corporation, Bethlehem, Pa., bid \$718,750 for ten ships now located at Atlantic Coast reserve fleets at Wilmington, NC, and on the James River, Va. They made the bid on an "all or none" basis.

#### Other Bids

Northern Metals Company, Philadelphia, Pa., bid \$701,000 for the same vessels and Walsh Construction Company, New York, bid \$73,000.50 each for four of the same ships.

Only one bid was received for ships located in the Gulf, and that was from Shipwrecking Inc., Chickasaw, Ala., which offered \$70,100 for one of the vessels in the Mobile, Alabama fleet.

Three bids were received on the West Coast. Zidell Explorations, Inc., Portland, Oregon, bid \$70,077.93 for one Liberty, Willamette Steel Company, also of Portland, bid \$76,678 for one Liberty, while National Metal & Steel Company, Terminal Island, Cal., bid \$70,285.46 for one Liberty.

# 'Andrea Doria Next', Ship Salvagers Say

NORFOLK—Those amateur salvagers who raised the tanker African Queen and claimed that they were going to end their salvaging efforts with this feat have decided to take a jump into deeper water—and have a try at the Andrea Doria.

Lloyd Deir, Paul Brady and another friend spent their savings and worked like beavers for 6 months to float the African Queen, which professional salvagers said couldn't be done.

Unfortunately the group has yet to profit from this daring venture, which involved their risking their lives as well as their money—and although they first thought they would reap millions for the African Queen, it turned out that there's a surplus of tankers on the market. The wrecked ship has not yet been sold and is standing at the dock at \$1,500 per day.

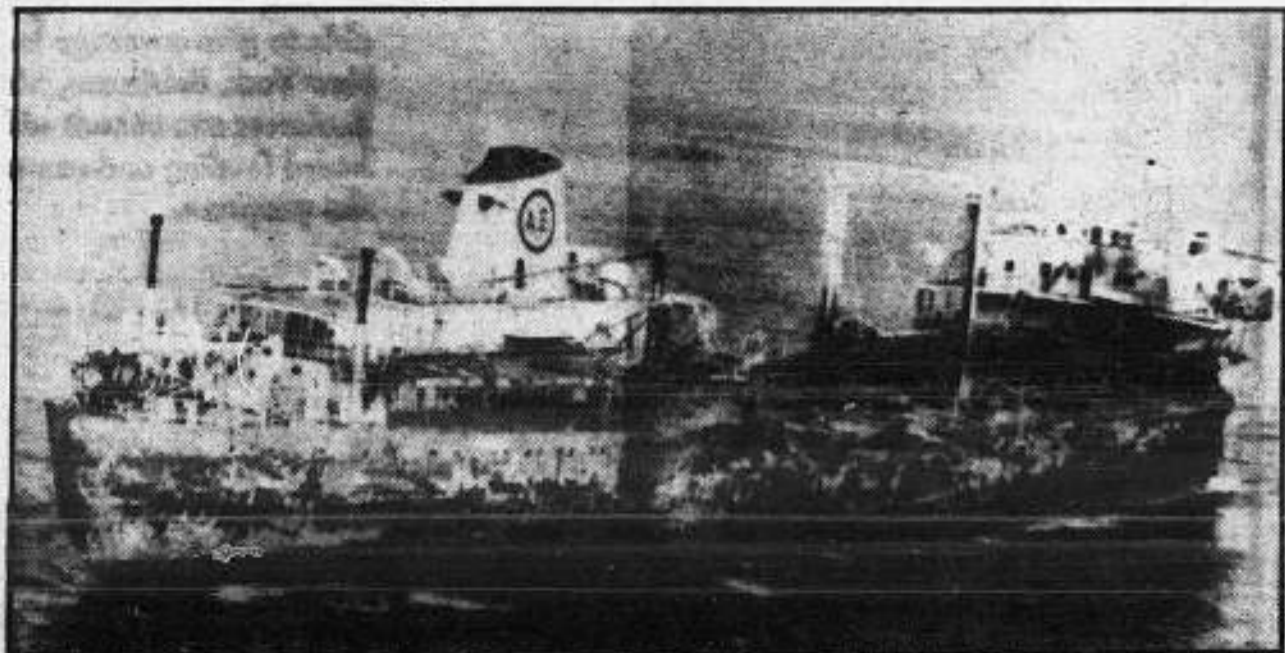
Now, Deir and his companions plan to attempt one of the toughest salvage jobs in the world—raising the Italian Line's 29,000 ton Andrea Doria. The passenger liner sank 70 miles off Nantucket, Mass.

on July 26, 1956, after a collision with the Swedish liner Stockholm. Fifty-one persons were killed in the accident.

Deir claims that he has dreamed up an invention that will do it. "It will cost big money, but it will work," he said. "I'll stake my reputation on it," the 42-year-old mechanic from Holland, Va., added.

Raising the Andrea Doria is a much bigger and more difficult task than the group faced with the African Queen. For one thing, the Doria is a 29,000-ton vessel and went down in 225 feet of water, whereas the African Queen sank in shallow water off the coast of Maryland.

The Italian Line has made no comment on Deir's offer. There have been previous proposals to raise the Doria involving the use of slings and huge, inflated pontoons, but none of them got beyond the talking stage.



Battered stern section of salvaged tanker African Queen is shown en-route to Norfolk. Tanker is now sitting at dock in Norfolk. Amateur salvagers dream of Andrea Doria as their next prize.



# SHIPBOARD FOOD PROGRAM

## ON SIU-CONTRACTED SHIPS

For the past three months SIU chief stewards, serving as field representatives of the Atlantic and Gulf Companies Food Program, have been visiting SIU ships in major ports assisting shipboard steward departments in improving feeding for Seafarers. The new program, which now covers virtually all ships under agreement with the SIU, is an outgrowth of the SIU feeding plan initiated back in 1954.

At that time, the Union, in cooperation with several major operators, set out to prove that it was possible to upgrade shipboard food supplies and improve feeding, which, in turn, would eliminate waste. The four keys to this goal are proper storing, utilizing standard storing procedures for a given number of voyage days; effective control; "to order" food preparation, substituting for wasteful mass cookery, and improved serving practices.

Having achieved success in the initial program, the Union negotiated an industry-wide package in 1958 calling for all contracted operators to contribute five cents per man per day to a central fund to operate the Atlantic and Gulf Companies Food Program. By setting up such an organization the Union and its contracted companies made it possible for smaller steamship operators to have access to the services of the food consultants and to utilize the effective shipboard feeding procedures that have been developed by some of the major operators and the Union. In the initial program, the major companies had hired their own food consultants who were not available to other operators.

With seven field representatives on the staff, the Food Program is able to give coverage to SIU ships on all coasts and in all major ports—New York, Baltimore, Mobile, New Orleans and now in San Francisco. Seafarers can consult with them aboard ship as to ways to improve shipboard feeding and can offer suggestions as well for consideration under the program.



## STORING

The starting point of an effective feeding program is proper storing in three areas: quantity, quality and variety. The Food Program has developed a master storing list based on 30-day units for a crew of 50. Using this list as a take-off point, field representatives can check on the adequacy of stores and see that they are of proper quality. Short-storing results in items running out en-route. Excess stores lead to spoilage and waste. Both drawbacks can come together for, without a master list, some items may run short and others may be in oversupply. Emphasis is also placed on use of top-quality, pre-cut and pre-packaged frozen meats and produce. Food supplies of this type are more uniform in quality, keep better and have very little waste.

## INVENTORY CONTROL

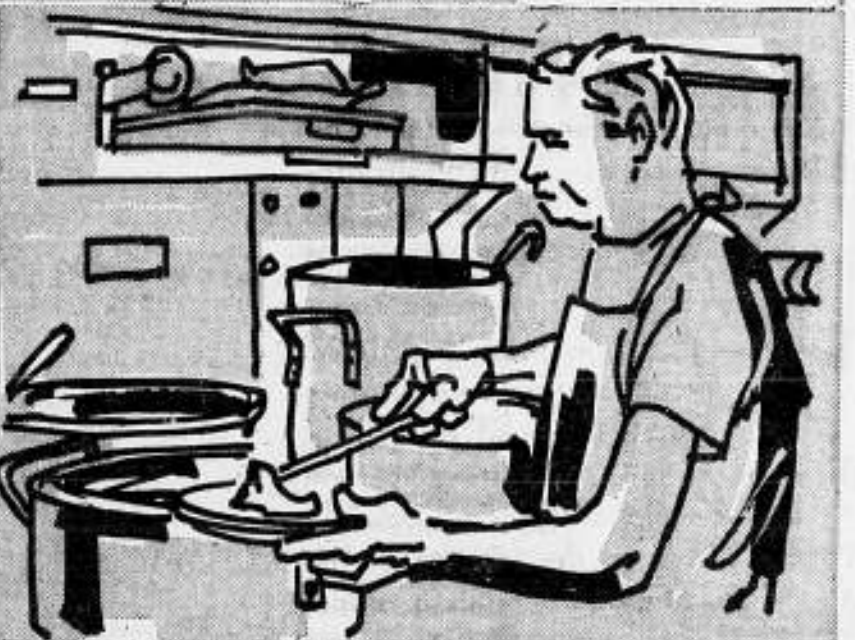
Field representatives of the Food Program assist stewards in checking inventories while in port and in setting up effective controls of supplies while at sea. The port inventory check-up assures that the stores, as received, are of the quantity and type ordered and that all voyage needs are covered. The Food Program recommends that while at sea the chief steward issue stores at specific times each day. Two issues daily are desirable. At these daily issues, the steward can keep a running inventory, knowing exactly what is being withdrawn from the ship's stores, what these withdrawals are for and how much he has left in reserve. Without such a running inventory, shortages will pop up as the voyage draws to a close; or else menus will tend to get monotonous as the steward tries to use up items in oversupply.

## PREPARATION

With adequate stores on board the ship and proper control of inventories, the cooks have the raw materials out of which to prepare attractive, nourishing meals. The Food Program is out to do away with the old practice of cooking large quantities of food in advance and then letting the meal dry up on the steam table. Broiled and grilled foods are cooked as ordered, roasts are carved to order and individual servings of side items such as butter are substituted for "family-style" dishes which have been the source of much shipboard waste. The storing of pre-packaged, pre-cut frozen foods eliminates a great deal of trimming, butchering, washing and other preparatory work and makes it possible for cooks to prepare dishes to order on short notice.

## SERVICE

The end-product of all the preparation should be an attractively-served meal. A clean, properly-set table, adequate silver and glassware, the use of clean mess jackets, ample side dishes for vegetables, bread, butter and other items all help make for pleasant feeding. In this area the SIU Training School works closely with the Food Program in supplying waiters and messmen who have been taught the basic elements of food service. Service of this kind goes hand in glove with the concept of "to order" feeding as in the better shoreside restaurants. The relatively small number of men fed on board ship at any one time is the ideal situation for individual service of this kind.



# INQUIRING SEAFARER

Seamen are supposed to be the world's greatest coffee drinkers. How many cups a day do you have on the average, and when?

**Frank Sylvia, electrician:** I drink ten or twelve cups of coffee a day, probably because it's usually the handiest thing to drink aboard ship and I got into the habit. I drink it any time I can get it, and always have at least two cups with every meal aside from what I have at coffee-time.



**Uisino Guzman, steward:** I drink at least six or seven cups a day—in the morning, at lunch, in the evening and during the regular shipboard coffee breaks. I drink it whenever I can get it and don't have to pay for it. We stewards usually drink a lot of coffee, because we're around the galley all the time.



**Al Ringuette, AB:** I usually drink tea. That's because I'm French-Canadian, and up in Canada we usually drink tea instead of coffee. Nevertheless, I drink two or three cups of coffee a day, for a change, when the tea-drinking gets to be too monotonous.



**Jim Pantoja, deck engineer:** I drink at least four or five cups a day. I always have a cup in the morning, one at noon, another at 3 or 4 in the afternoon, and others during the evening. I also like coffee with my meals and enjoy it when I need something to pep me up a bit.



**Joe Gioeli, steward:** I don't know how many cups I drink a day, but it's at least six. When shipping isn't moving too fast, I drink a lot more than that, probably around 20 cups. I especially like a good cup of coffee in the morning, just after I get up. It sort of peeps me up.



## Coastal Co's Do Better This Year

An official report on revenues of coastwise and intercoastal steamship companies for the second three months of 1959 shows an almost uniform pattern of increases for most of the operators in this trade. Statistics released by the Interstate Commerce Commission show that the industry is recovering from the 1958 recession which hit all domestic transportation.

Interestingly enough, one of the biggest revenue increases was shown by the SIU-contracted Pan Atlantic Steamship Company, the pioneer of container operation. Pan Atlantic's "take" for the three months was \$5,074,398 as compared to \$3,870,776 for the 1958 period. Pan Atlantic's record in the container trade is stimulating other operators to plan this type of service, including Bull Line.

Other gains were recorded by Seatrain, up to \$2,644,000 from \$2,034,000; Calmar, in the intercoastal trade, up to \$7,113,000 from \$5,541,000, and Pope and Talbot, which increased to \$3,544,000 from \$2,613,000.

Despite these gains, which offer prospects, should they be maintained, of expanded employment for seamen on domestic ships, the industry is faced with the problem of railroad rate-cutting which would deprive it of its cargoes. As reported on page two, the coastwise companies are awaiting final decision from the ICC on whether it will permit railroads to cut freight rates on paper products out of Savannah which, for practical purposes, will destroy the ability of ships to compete for this cargo.

### Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letters or other communications sent in by Seafarers unless the author signs his name. Unsigned anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request.

## See Boom In Lakes Box-Ships

Containerships have made their first appearance on the Great Lakes since before World War II, and their operators predict that 35 such vessels may be needed.

The Norman Foy and the W. Wayne Hancock inaugurated the Great Lakes container service on runs to Detroit and Cleveland, loaded with the 60 truck containers on their specially designed decks. The vessels, which belong to the Detroit Atlantic Navigation Corp., carried bagged flour, foodstuffs and wood products on their decks. The holds are still being used for conventional bulk goods like grain, ore, coal, and limestone. The deck containers are 33 feet long by eight feet wide. Both ships are manned by members of the SIU Great Lakes District.

According to Troy H. Browning, president of the corporation, some 35 containerships may be needed if packaged shipping on the Great Lakes builds up to pre-war levels. Container shipping was halted when the lake freighters were pressed into war service.

#### New Service

The new service will be much more efficient, he added, with all the modern advancements in container design and freight packaging to be utilized.

By reducing the shipping costs, it is hoped that manufacturing will be brought back to the port of Duluth.

Browning said that the company is thinking about converting T-2 ships for use with 20 and 40-foot containers.

# Coal-Burner Staggers Into SF

After a voyage that bore more resemblance to "Around the World in 80 Days," than to anything conceivable in modern-day shipping, the motor ship Arauco made it into San Francisco harbor last August 13.

It made the voyage from Valparaiso, Chile to San Francisco in the record time of more than two and a half months, some four times as long as the trip usually takes. In so doing it was necessary to burn tables, chairs, and stripped woodwork from the

walls in order to create enough steam to keep going at all. The crew of more than 35 men and officers of the Arauco, an ore carrier, refused to man the ship for a projected voyage to Japan, and the scrap heap. The Arauco, which consumed

enormous amounts of coal during its voyage to San Francisco was forced to put into ports along the South and North American coasts every few days to pick up more coal.

#### Coal Difficulty

"It is not so much trouble that we are slow," the captain explained, it's that "we are one of the last ships on the ocean to burn coal. It is hard to find (coal) bunkers anywhere good enough to make hot fire to heat the boilers."

The ship arrived so late at Richmond, California, that the captain had to pay \$2,300 for coal storage, but he planned to go to Japan with the good fuel he had received. The crew thought otherwise and refused to man the ship.

The Coast Guard, at the request of the Chilean consul, inspected the rusty 38-year-old vessel and ruled that it was not seaworthy. The Coast Guard said that the little freighter could not undertake the month-long Pacific crossing at her six-knot speed without extensive repairs and alterations.

The crewmen are to be flown back to Chile but the fate of the Arauco remains undecided. A shipyard strike prevents repairs, a tugboat strike prevents towing, and a steel strike makes it undesirable to scrap her in the United States.

## Seek Info On Subsidized Company's Runaway Ties

WASHINGTON—Rival shipping companies have asked States Marine to submit full details of its foreign-flag ties in connection with the company's petition for the right to continue such ties while receiving subsidy assistance from the US Government.

States Marine has asked for the right to continue its connection with Global Bulk Transport Corp., an operator of 21 bulk ore carriers including Liberian-flag and Norwegian-flag vessels. Five of the ships are Liberian-flag vessels.

In its petition, States Marine claimed that the ships in question are not in competition with the American flag because there are no American-flag vessels in those services.

The reason for the absence of the American flag is simply that American ships are unable to compete in this trade.

Companies opposing the States Marine move, including American President Lines, Lykes Brothers, Pacific Far East, Export and US Lines, have asked for information about other foreign-flag operations, including six Panamanian-flag

companies and six Norwegian companies. The information sought deals with the identity of the stockholders, directors and subsidiaries of these companies. The implications of the requests are that, through Global Bulk, States Marine has connections with several runaway-flag and foreign-flag companies.

While the companies opposing the States Marine move are all subsidized companies without foreign connections, should States Marine be successful in its move, it is to be expected that some of them would follow suit.

The move to permit subsidized companies to operate out of low-wage, tax-free runaway havens is sure to meet with the strongest kind of opposition from US maritime unions. Such a task would be defeating the purposes for which the subsidy program is set up, namely to establish and maintain an American-flag shipping fleet.



# SIU BLOOD BANK HONOR ROLL



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

Protect yourself and your family in event of an emergency. Arrange to donate to the SIU Blood Bank now.

- Cardi, Richard
- Boekman, Arne
- Morris, Herbert L.
- Collins, John J.
- Gulles, Jacinto G.
- Chaffin, Claude B.
- Queen, Raymond
- Vasquez, Manuel
- LaPointe, Joseph N. R.
- Oquendo, Juan, Jr.
- Ferrara, Antoni
- Padmos, Marcellis J.
- Mottram, Richard P.
- Hamlin, Robert C.
- Lipari, Antonio
- Delamere, Edward L.
- Galmara, Salvatore
- Hong, Ysee
- Stanton, Anthony J.
- Berg, Carl W.
- Feely, Bernard
- Rodriguez, Francis

- Rosado, Marcos A.
- Alvarez, Samuel
- Reilly, Thomas
- Mulholland, Patrick J.
- Fary, Joseph L.
- O'Connell, Lawrence E.
- Reyes, Jose
- Gong, Lai M.
- Tallman, Charles E.
- Mahoney, Edward V.
- Loperfido, Anthony
- Lellinski, Julian T.
- Meyerowitz, Arnold L.
- Hessey, George E.
- Kellog, James Guy
- Brikenhoff, George
- Divane, Aloysius
- Hirsch, Alfred
- Martinez, Richard G.
- Barone, John F.
- Batson, Percy J.
- Fontaine, Arthur

- Olsen, Fred A.
- Orio, Andrew M.
- Gryb, Edward
- Simonds, Theodore L.
- DeVirgilio, Romolo A.
- Savarese, John F.
- Leventhal, Jason E.
- White, Robert J.
- Spano, Ralph
- Neves, Francis
- O'Connor, Edmund
- Rutherford, James
- Martin, Cecil H.
- Azee, Frank
- Sokolowski, Joseph
- Williams, John W.
- Connors, James J.
- Bartlett, Reginald G.
- Shafer, John E.
- Olsen, Elmer
- Lang, William J.
- Vassac, John
- Brown, Albert E.
- Edgett, Frederick W.
- Dickerson, Howard
- Stodolski, Joseph
- Seaman, Robert A.
- Smith, Louis F.
- Kumes, John R.
- Sentel, Albert J.
- Lamasaco, Salvatore
- Loukas, Dionisios
- Wood, Cedric E.
- Beniclos, Konstantinos
- Whitley, Howard G.
- Friel, Raymond
- Steen, Harold J.
- LeStrange, George K.
- Cousins, Clarence L.
- McMahon, Desmond
- Wacker, Donald R.
- Shazes, Timothy G.
- Wolden, John H.
- Darley, Robert
- Rebane, Albert J.
- Shazes, Peter J.
- Bryant, Alonzo
- Rosenblatt, Jordan
- Meeks, James L.
- Clark, Raymond D.

# 'Right In The Backyard'



## Balt. Story: Steel Strike

BALTIMORE—Because of the steel strike, layoffs have been mounting in some SIU-Marine Allied Workers Division plants, but MAWD members, under the protection of their Union contract, will retain their seniority ratings when steel is available and work begins.

The steel strike also slowed down shipping, and there are currently 13 ships tied up in port. The SS Jean will crew up in the next few days and the SS Alcoa Runner on November 2.

Paying off were the Emilia, Angelina, Evelyn, Jean (Bull); Alcoa Runner (Alcoa); Santore (Marven); Galloway (New England); CS Baltimore (Cities Service), and Mt. Whitney (Amer. Tramp).

Signing on were: Mae, Emilia (Bull), and the Mt. Whitney (Amer. Tramp).

In transit were: Steel Rover, Steel Maker (Isthmian); Alcoa Patriot (Alcoa), and Warrior (Waterman).

The SIU Baltimore hall served as the site of the local Union Label show. The presentation was a considerable success.

### 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.

For years, Great Lakes ship operators had a cozy rig all of their own which was relatively immune to the impact of developments elsewhere in the industry. The 14-foot channel on the St. Lawrence River kept all but a trickle of foreign shipping out of the Lakes, and an assortment of so-called "independent" unions made sure that Lakes seamen toed the mark and let the shipowner call the shots.

Now both immunities have been swept away, with the result that the old way of doing business on the Lakes no longer holds water. Foreign ships, runaway-flag ships and foreign products are pouring into the Middle West heartland in huge volume, taking advantage of the opening of the St. Lawrence Seaway. At the same time, the SIU and other maritime unions have become active on the Lakes and through organizing drives have served notice of their intention to maintain relentless pressure on non-union operations.

Last week the Lakes operators were given a choice of two courses of action: to continue fighting legitimate unionism on their ships while runaway competition cuts them to pieces, or to join with the marine unions in the MTD in the fight to preserve an American merchant marine. The course they choose should be obvious.

## Decision Days

Some crucial decisions as to the future of American merchant shipping will have to be taken soon by the Administration. The need for prompt action is pointed up by the fact that Cunard Line, the major British operator, is pushing hard to get construction subsidies from the Government of Great Britain while here in the United States the Government is still undecided as to which way it wants to go in terms of an American-flag fleet.

The latest announcement calls for a freeze on subsidized voyages until several studies, now in progress, make recommendations on what should be done. The trouble is that the merchant marine has been studied to death over the past half-dozen years and nothing conclusive has yet emerged.

As far as the maritime unions are concerned, the first essential step is to demolish the runaway-flag device and refuse to recognize escape-hatch registries as legitimate. That single step would do more than any other to create a strong merchant marine, at no cost to the taxpayer. The proposed "50-50" quota on US oil imports would be another constructive device. To fail to do these things and at the same time to refuse to assist legitimate US-flag operators is to acknowledge that there is little future for an American-flag fleet; an acknowledgement which will only bolster the runaway trend.

## Big Steel Crushes Bid To End Strike

WASHINGTON—The Government moved to get an injunction against the striking Steelworkers after the leaders of the major steel companies crushed an attempt by a smaller operator to negotiate a contract settlement with the steel union. The injunction would bring a temporary halt to the three-month old strike, and would lead to resumption of ore and steel shipments on the Great Lakes and offshore as well.

Leading the move to negotiate a settlement with the striking union was Edgar Kaiser, representing the Kaiser Steel Corporation of Fontana, California. It was revealed that through Kaiser the steel union made three separate compromise offers to settle the strike, all of which were rejected by the major companies headed by US Steel and Bethlehem. The third compromise offer would have amounted to a 25-cent package over two years, ten cents of which would have consisted of non-wage benefits the first year and 15 cents of wages and other benefits a year from now. But even that wage ben-

efit could have been replaced by a profit-sharing plan.

In other words, the steel union agreed with the Kaiser interests to no wage increase in the first year of the contract and possibly for two full years.

Nevertheless, the heads of the major steel companies refused to go along and reportedly told Kaiser they would boot him out of the bargaining group. They then rejected the union's third compromise offer out of hand.

The result was that the Presidential fact finding board has reported failure in its hopes of mediating the strike dispute. Dr. George W. Taylor, chairman of the board, announced that "We had hopes . . . that we could get somewhere. We found the differences of such a nature that it is simply not possible to get a meeting of minds with respect to the strike issues."

It was reported by Victor Riesel, leading labor columnist, that Kaiser was threatened with cancellation of \$200 million in construction contracts for its subsidiary, Kaiser Engineering, if he dared break away and sign a separate agreement with the Steelworkers Union.

An injunction would make the steel workers go back again if a contract is not signed in the interim.

The Kaiser interests have long had a reputation of being liberal in its dealings with trade unions. The Kaiser-operated gypsum carrier, the SS Harry Lundeborg, was the first and only runaway-flag bulk ore ship ever to sign a contract with an American maritime union paying American wages and equivalent benefits. The ship is manned by members of the Sailors Union of the Pacific.

The action of the big steel operators in whipping the Kaiser concern back in line and rejecting all three compromise offers is seen by the union as reflecting the determination of big business to deny unions any contract gains.

## Fair Shipping In N'Orleans

NEW ORLEANS—Although the longshoremen's strike had kept things at a standstill for a week, shipping was still fair, with 25 "B" men and 8 "C" men securing jobs.

The outlook for the next few weeks is good, with eight ships due for payoff, four for sign-on and 20 ships in transit. The SS Del Norte is in dry dock with only 18 men left in the crew, and will have to take on an additional 85 crew members in the near future. No date has been set as yet.

Paying off during the recent shipping period were: Del Norte (Miss.); Topa Topa (Waterman), and Valiant Enterprise (Enterprise).

Signing on were: Del Mar (Miss.); Steel Chemist (Isthmian), and Atlas (Tankers & Tramps).

In transit ships were: Seatrain New Jersey, Edith, Margaret Brown, Steel Chemist, Raphael Semmes, Wacosta, and Atlas.

## Runaway SS Florida May Go On Nova Scotia Run

The SS Florida, runaway-flag passenger ship now the subject of a crucial National Labor Relations Board proceeding, may operate next summer between Boston and Yarmouth, Nova Scotia.

As reported in the last issue of the SEAFARERS LOG, an NLRB examiner has ordered the P&O Steamship Company, owners of the Florida, to reinstate eight men fired for Union activity and to bargain with the SIU. The Union won an election on the ship last year.

A Canadian newspaper report said that P&O is bidding to operate in the Boston-Yarmouth service if the Nova Scotia government gives the company a subsidy. As a runaway-flag company, P&O would

be receiving such a subsidy on top of its tax-free operation.

At present, only one ship is in the trade, the Canadian National Railway's Bluenose.

In previous years, the Yarmouth-Boston run was operated by the now-defunct Eastern Steamship Company and was a favorite of many Seafarers who shipped out of the Boston hall. Two years ago, the SS Yarmouth, formerly an Eastern SS vessel but now under runaway-flag ownership, ran in the Boston-Yarmouth service. At that time the SIU successfully organized the West Indian crewmembers of the Yarmouth. The Union is now seeking a jurisdictional ruling from the NLRB covering the Yarmouth crew. Last year the Yarmouth did not operate in this service.

Both the Florida and the Yarmouth, along with a half-dozen other runaway-flag ships, spend the bulk of their time operating out of Miami to various West Indian ports.



# From 1905 To 1959



With 54 years' seetime under his belt, Seafarer Tom Bubar can be classified as a "man in the know." He's seen progress in the maritime industry from the schooner to the freighter, from \$15 per month to \$100 a week, from the crimp houses to the hiring hall. And as for ports, they don't change much, and Bubar has visited them all.

His first introduction to the sea was on a coastwise vessel when he was just 15 years old. Shortly after topping 16, he signed on his first deepsea vessel, the Crescent, bound for Shanghai, as an ordinary seaman. When his ship paid off some five months later, he was paid the grand sum of \$47.63.

"I would have collected more," Bubar said, "but the first month's wages had been deducted in advance by the captain, and passed on to the crimp house in Portland, Oregon, where I signed on."

### Crimps All Over

The crimp houses were all over, he recollected, both here and in England. They all had the same basic credo—take the seaman for all he is worth. So entrenched in the industry were these crimps, that the English government, in an attempt to stamp them out and to protect seamen's wages, printed notices on all seamen's discharges offering a free banking service. But it was actually the growth of unions in the maritime industry

that sounded the death knell for the crimps, he noted.

Bubar's association with English maritime came about when he shipped as an OS on the British vessel Buccloch. His earnings for the four months, 25 days he was aboard were 24 pounds, three shillings and four pence, pretty good money for those days. "I make more money per day today than I did in a month those days," Bubar added.

One of the veteran Seafarer's hobbies is to have photographs taken with the people of the various ports he has visited. Above, he is pictured with an Indian couple in Calcutta with their 10 children. Below, top, Bubar poses with a Buddhist monk, and bottom, more at home, Bubar stands on the deck of the Steel Navigator.



## Prove Eligibility For Hospital \$

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

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

## Security Behind Homestead Beef

To the Editor:  
This letter is in respect to an article I read in the September 11, 1959, issue of the SEAFARERS LOG by Brother Homer I. Nichols in which he stated his belief that a brother, on a ship for a period of one year, should get off or lose his vacation pay. Brother Nichols is certainly entitled to express his opinion

## 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.

which is a good part of our Union rights. So I am going to take the same privilege.

Brother Nichols has his own affairs and life, while I have mine. He stated he had been a Union member since '38. Surely in those days he got his Union book by request. As an old-timer he should realize what a

hardship all the veteran brothers went through in order to get the benefits that the membership has the pleasure of enjoying today.

I started to sea in the SIU, and my first trip was in August, 1946. I was supporting two families seven years, lacking three days, when I got my full book in the Union.

I would not take love nor money for this book, and I am grateful for all of the security and protection that it gives. It doesn't seem very smart to me for any brother to—destroy the protection that he and all the others have worked and strived so long to get. That is the whole meaning of having a book, and a seniority system in our contract, our job security.

Just how many SIU men own their own homes, or a new automobile, and have no payments to meet? Suppose a man wanted to buy a new home or car, who can support a family and pay for a car or home in 12 months? If he doesn't pay for it, does he want to hit the beach and put himself in debt?

Brother Nichols said that he did not ever have any trouble shipping. So why does he worry so much about what our other brothers are doing? I feel that any SIU member knows what is best for himself, more so than

anyone else knows about him or his affairs. I am quite sure no one stays on a ship because he is in love with it.

.. Horace G. Sanford

## Lauds LOG Story On Seafarer MD

To the Editor:  
Congratulations upon the interesting and pictorial sketch you gave of Dr. Seymour Wallace in the October 9 issue of SEAFARERS LOG. We are pleased and proud of the work that he is doing at Methodist Hospital and commend you and your members upon your foresight in making scholarships available to worthy young people so that they might perfect their skills making our community and world a healthier and better place in which to live.

Vernon Stutzman,  
Director  
Methodist Hospital  
of Brooklyn

## Wants To Change Allotment Rules

To the Editor:  
I am bringing the following to the attention of our officials and membership in the hope that something can be done to correct a bad situation in regard to allotments.

Most of our major banks today will open a special checking account for you with a bank book for your account. This has a number, the same as a savings account, and this number is on your checks also.

The coast guard seems reluctant to send your allotment to this account if they know it is for checking.

Personally this is the safest and most convenient way for me to do all my banking, and here are my reasons.

1—If I owe money when I leave port, I can send a check after the allotment goes through and my bills are paid when I return.

2—I send a check to my mother each month.

3—At the end of the voyage, I have money in the bank without having to carry a large sum in cash at the payoff.

Many of my shipmates, including myself, have been rolled for our entire payoff before we ever had a chance to pay a bill.

Let's see if we can't do something to remedy the above situation which exists at this time.

Charlie Brinton

(Ed. note: According to the US Coast Guard, a seaman is not allowed, under present law, to make his allotment payable to a checking account. The only bank account that can be used is a savings account. This system would have to be changed by an act of Congress.)

## Army Not The SIU, He Says

To the Editor:  
I thought I would drop you a line or two to let my shipmates know that I am now stationed in Korea. Of course I was drafted, as every other SIU man was once, because once you have sailed with the SIU for awhile, you would have to be nuts to join this outfit.

I had one bright spot on my way over here when I met the Suzanne, a Bull Line ship, in Japan, and ran into some of my old shipmates on her. They sure made me feel at home. Ed Lukowski, the DM, took me on a tour of the ship to make me feel at home and I sure hated to leave. AB McKinstry said hello to the boys from New York.

Pvt. James Logan

## Thanks SIU For Aid And Solace

To the Editor:  
This letter is in reference to the death of my husband, John, and the receipt of the welfare benefit. I wish to thank the SIU for this benefit, and for all of the wonderful help and care shown us during his long illness.

I think it is wonderful the way you have handled everything, and I sincerely thank you and appreciate all that has been done.

I want every one to know what a wonderful organization the Seafarers International Union is, and how very good they are to their members.

Laura Asavicius

## Illness Cuts Pilgrim Crew

To the Editor:  
We've had a run of bad luck on the voyage. Brother Cedric Francis, chief cook on the Alcoa Pilgrim, was left ashore at the Harbour Hospital in Rotterdam with an unknown intestinal disorder.

Also laid up is Brother Stanley Robbins, FWT, with a bad arm, but he is remaining aboard the ship. This leaves us short-handed as Brother Keesling, OS, was transferred at sea to the USCG Mendota, as I informed the hall by radio.

We shipped a new chief cook in Rotterdam, but the deck and engine departments are still short.

We left Rotterdam Tuesday morning for Bremerhaven and got as far as the mouth of the river when orders were changed and we returned to Rotterdam to load for St. Nazaire.

This is the fourth time in three ports that orders have been changed, so God only knows when or where we're going. Otherwise, all goes well, no more beefs than usual.

B. W. Tingley  
Ship's delegate



**DEL SUD (Mississippi), Sept. 26—** Chairman, F. Cannella; Secretary, J. Cava. Ship's fund \$162. No beefs; everything running smoothly. Motion denied to donate ship's fund to steel strike. Refrain from bringing children passengers into crew quarters due to safety precautions.

**MT. EVANS (Cargo Tankship), July 19—** Chairman, A. Gallindz; Secretary, J. Dolan. New washing machine ordered and new motor and spare parts for leeches. Some OT disputed. Vote of thanks to delegate and steward dept. for job well done. Request better grade of meat.

**Aug. 3—** Chairman, A. Gallindz; Secretary, J. Dolan. New delegate elected. New washing machine and motor for leechbox on board. Suggest fire and lifeboat cards be put up before sailing.

# Digest Of SIU Ship Meetings

ing. Request more night lunch. Make schedule for laundry cleaning.

**Aug. 23—** Chairman, A. Gallindz; Secretary, J. Dolan. Fans installed. One man left ship just before sailing time. Some OT and delayed sailing disputed. No beefs. Cooperation requested in using showers and heads.

**Sept. 27—** Chairman, J. Campfield Jr.; Secretary, J. Dolan. Few hours OT disputed. Minor beefs handled satisfactorily. Vote of thanks to cooks for job well done.

**LOS MAR (Calmar), Sept. 27—** Chairman, S. Drury; Secretary, A. Galin. Turned in repair list. Few hours OT disputed. No beefs. Shortage of salt shakers, bread knives and ashtrays.

**OREMAR (Marven), Sept. 24—** Chairman, J. Arnold; Secretary, H. Fitzgerald. One man failed to join in Baltimore—replaced. No beefs. Request more fresh fruit. Vote of thanks to chief cook for good service. Suggest obtaining relief fireman and QM upon arrival at Phila. Refrain from leaving cups in recreation room. Request better care of library. Night pantry and recreation room to be kept in better condition.

**MANKATO VICTORY (Vic. Carr.), Sept. 27—** Chairman, J. Jacobson; Secretary, V. Douglas. Have repair list ready before arrival in port. No beefs. 1 1/2 hours OT disputed in engine dept. Request ship be fumigated. See patrolman re slop chest and wind scoops.

**CS BALTIMORE (Cities Service), Oct. 16—** Chairman, T. Hill; Secretary, W. Thompson. One man missed ship in Linden, N.J. Ship's fund \$14.65. New delegate elected.

**GALLOWAY (New England), Oct. 8—** Chairman, D. O'Leary; Secretary, V. Shook. Inquire as to shortage of food. Some OT disputed. Check slop chest prior to sailing.

**COALINGA HILLS (Marine Tankers), Oct. 4—** Chairman, W. Gammons; Secretary, A. Rudnicki. Some OT disputed. New delegate elected. Request new washing machine, two toasters, and fans in all heads.

**OCEAN DEBORAH (Maritime Overseas), Oct. 5—** Chairman, J. Juzang; Secretary, F. Fletcher. Ship's fund \$15. No beefs; everything running smoothly. New delegate elected. Cooperation requested from all.

**ROBIN TRENT (Robin Line), Oct. 2—** Chairman, E. Lesort; Secretary, W. Rinehart. No beefs. Ship's fund \$10—will have \$30 upon arrival pool. Suggest getting better face soap.

**TEXMAR (Calmar), Aug. 8—** Chairman, D. Stone; Secretary, A. Whitmer. No new windcoops or mattresses put aboard, however new washing machine received. 8 hours OT disputed in deck dept. Request laundry be picked up when dried.

**Sept. 24—** Chairman, D. Stone; Secretary, I. Garaghty. Turn in repair list. Some OT disputed. Foe'sies and messhall to be painted. Inquire as to who is supposed to furnish flashlight batteries. Vote of thanks to steward dept. for job well done.

**BALTORE (Marven), Oct. 13—** Chairman, K. Matgimislos; Secretary, M. McCeskey. One hour OT disputed in deck dept. Two men logged. Complaint re bad eggs. Return cups to pantry. Replace or repair crew scutletbutt. Suggest more food in quality and quantity.

**PACIFIC CARRIER (World Tramp- ing), Oct. 3—** Chairman, C. Gray; Secretary, A. Bell. One man missed ship in Pireaus. Vote of thanks to delegates for jobs well done. Suggest petty and personal beefs not be taken to captain. 75 hours OT disputed in deck dept. and 71 hours disputed in engine dept. Insufficient stores and brands of cigarettes. Suggest more American money in foreign ports.

**ALCOA ROAMER (Alcoa), Oct. 16—** Chairman, C. Jones; Secretary, R.

Floyes. No beefs. Ship's fund \$19.09. Request proper procedure be used when getting off ship by notifying respective delegates, and not rep. head first. Keep messhall clean. Linen to be checked.

**ISERVILLE (Waterman), Oct. 11—** Chairman, B. Stald; Secretary, G. Dolan. Three men logged. One man hospitalized in Kobe, Japan. Ship's fund \$16.46. Few hours OT disputed. Motion that matters of foreign draws in local currency, black gang work, no OT for deck dept., and medical and slop chest shortage, be brought before boarding patrolman. Discussion remains served from galley. Vote of thanks to baker for good work. Repair list to be made up and turned in. Cable to be sent to Wilmington agent to meet ship on arrival in port.

**OCEAN JOYCE (Maritime Overseas), Oct. 11—** Chairman, M. Mady; Secretary, M. Lopez. Inadequate medical supplies aboard. Motor for exhausts missing from heads and showers. Progress being made in painting of crew quarters. Ship's fund \$17.58.

**CITIES SERVICE MIAMI (Cities Service), Oct. 4—** Chairman, C. Mouchins; Secretary, T. White. New delegate elected. No beefs. Request washing machine be repaired. Rooms require painting. Repair list to be turned in.

**CLAIBORNE (Waterman), Sept. 26—** Chairman, H. Townsend; Secretary, C. Turner. No beefs; everything running smoothly. One man getting off in engine dept. Request keeping messroom clean. Vote of thanks to steward dept. for job well done.

**FORT HOSKINS (Cities Service), Oct. 3—** Chairman, G. Rhodes; Secretary, R. Hartley. Ship's fund \$9.05. One man short in deck dept. and one in engine dept. New delegate and treasurer elected. See steward re changing brand of coffee. Check valve in galley to relieve congestion of drains. Suggest painting interior of foe'sies, galley, etc.

**ROYAL OAK (Cities Service), Oct. 4—** Chairman, W. Miles; Secretary, R. Kiedinger. Complaint re using power tools after 6 PM. Motion made to see steward re spraying roaches.

**EVERLYN (Bull), Oct. 4—** Chairman, J. Reed; Secretary, S. Krawczyk. No beefs; everything running smoothly. One man taken off in San Juan. Request icebox handle be fixed. Vote of thanks to steward dept. for job well done. Return cups from deck.

**ATLANTIS (Petrol Shipping), Sept. 27—** Chairman, S. Taylor; Secretary, C. Kauts. Meetings to be held at regular intervals. Ship's fund \$2.50. Clean boxes on messhall tables. Vote of thanks to chief cook for fine food.

**DEL CAMPO (Miss.), Sept. 19—** Chairman, D. Ramsey; Secretary, C. Broux. Repairs taken care of with exception of painting 12-4 deck foe'sie. Ship's fund \$33.50. No beefs. Take care of washing machine. Use small sink to wash out coffee grounds in pantry.

**SANTORE (Marven), Oct. 4—** Chairman, E. Allen; Secretary, J. Witt. Cots on order. Old mattresses to be reported for renewal. Water cooler to be repaired as soon as parts are received. Ship's fund \$2.88. One man missed ship from Puerto Ordaz to Puerto de Hierro. No beefs. Report all beefs to delegates before payoff. Request members stay clear of lines when ships dock. Return coffee mugs to pantry.

**Oct. 7—** Chairman, R. Witt; Secretary, J. Witt. Request fresh vegetables, tea bags, and other stores. Special notice from captain read and accepted re lay-up, arrival, feeding, and payoff of ship. Delegate to see captain re layoff slips for crew.

**SWORD KNOT (Suwannee), Sept. 23—** Chairman, L. Pentecost; Secretary, D. Gotsch. Overdue OT and split wages checks arrived Trinidad. Some OT disputed. One man short in engine dept. and one in steward dept. Slop sink, laundry room, and recreation room to be cleaned. Delegate assigned to pick up and distribute mail. Beefs to be taken to delegate and not officers.

**AZALEA CITY (Pan Atlantic), Oct. 4—** Chairman, A. Frisora; Secretary, J. Ortega. No beefs. See about better safe conditions on deck re side deck of ship, water, grease and oil. Request fumigation of ship. Suggest new mattress.

**HILTON (Bull Line), Oct. 1—** Chairman, A. Wile; Secretary, G. Seebasser. All beefs settled satisfactorily. New delegate elected. Request reading material. Suggest recreation room be kept clean.

**FAIRLAND (Pan Atlantic), Oct. 1—** Chairman, M. Riedelston; Secretary, F. Kustura. Ship's fund \$2.11. New delegate elected. Electrician & crane maintenance man request clothing chest of drawers be installed in their foe'sie.

**ALCOA POINTER (Alcoa), Sept. 13—** Chairman, D. Bultes; Secretary, R. Sedowski. No beefs. Several hours OT disputed in deck dept. Request stores be checked. Ship to be fumigated for roaches. Suggest better preparation of food.

**MYRIAM III (International Nav.), Sept. 28—** Chairman, W. Pedersen; Secretary, D. Staffery. No beefs. Suggest seeing chief engineer re more hot water, also colder water in drinking fountain. Vote of thanks to steward dept. for job well done.

# Trouble Starts Early In Monrovia

Most activity in a deep-sea port starts early in the morning, but no one, especially the crew of the SS Del Alba, expected trouble to start as early as seven AM in the port of Monrovia, Liberia, as it did last month. It was all fairly routine when the vessel shifted from the dock to anchorage at 6:55 AM, but within five minutes, trouble, in the form of a Liberian policeman—"exercising his authority" came aboard, ship's delegate Oscar Raynor reported.

The policeman went into the 8-to-12 engine quarters, and, with his gun in his hand, took a ten spot from one man. He then went through everything in sight looking for cigarettes. Although the men had only a few, they offered him a pack, but he refused asking for a carton. However he was unsuccessful in his



Raynor

search and stormed out of the foe'sie, slamming the door behind him, and went to the feeder ship alongside.

The policeman was later brought back to the master's office where he was asked to give his name. Mumbling something no one could understand, he was asked to write it, but refused. He finally started making crude remarks to the captain in an attempt to provoke him. Although he continually insisted he was a policeman, he was order-

ed off the ship and the matter reported to the ship's agent in the port.

This is just one instance of many in which the people of this port have shown their contempt for American seamen, Raynor said. Once they know that an American vessel is in port, they try to grab whatever they can get their hands on. Heaven forbid that an American seaman should go to jail here. Justice is very swift—he's guilty, no matter what is wrong, and the fine, as can be expected, is very heavy.

This vessel was in Monrovia for eight days, Raynor added, and seeing how things are here, the crew feels that the port should be boycotted. Any crewmember of an American ship that has ever been to this port will agree that it is no good. "We feel that if the crew will not go ashore, the people will feel the economic loss.

"I know that this is not a good run," Raynor added, "but we should try to save our money for ports in the US."

## Gangway Gabbers



When there's nothing doing in the galley what does a chief cook do but keep the watch company? So it was on the Emilia recently when W. Hartlove left his ovens to themselves and joined AB Frank Bona at the gangway. Photo submitted by the Roman Jopski, another of the Emilia's crew.

# Modesty Is Best Policy

Let's face it, seafaring life is becoming more complicated for the average crewmember. In the old days, almost every man sailed "schooner-rigged." He went on board with the clothes he had on his back, or maybe with one or two changes and met all his needs out of the slopchest. Those days are gone forever. A radio, a fishing rod, a camera and a couple of suits and ties are practically standard gear. But the new supertanker Transeastern has come up with a



new requirement which will have all the gang shopping in Rogers Peet or Brooks Brothers before they throw in their shipping cards.

The Transeastern has come up with a new problem in shipboard attire simply because it is one of the few ships afloat with a swimming pool. Consequently, a motion has been passed instructing crewmembers to be properly equipped with bathing trunks before entering same—and, they added, in effect, "don't forget to take a shower either."

Time was when all a man had to worry about was wearing a shirt in the messroom. The era of the shipboard swimming pool brings its own complications, it seems.

## 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.

## Scuttlebutt From The Mount Whitney

"The good wheat ship Mount Whitney is leaving Santos, Brazil... a good time was had by all at one moment or another during our stay... not quite like shooting elephants, but a tidy little sport aboard the Mount Whitney is squirting fly spray at individual flies in the fireroom..."

"Brother Harold R. Nathey, former saloon messman, now crew messman, has decorated both saloon mess and crew messrooms with paintings of his own design... Brother Joseph Saide, AB, had dehaired his scalp... he resembles the late Mussolini. Now that fuzz is beginning to appear, he will soon look like himself again... when he needs a shave, warn others not to tell him he has more hair on his face than his head... comments unprintable..."

"Robert Mateo, steward utility is rare... he produces figs when figs are on the menu... Richard Daniels, OS, deck delegate now... notice him often slipping around cleaning the pantry and rec rooms while on standby... a very capable delegate."

"Thanks to Captain Stenfanos Kalogeras and chief mate Pete Paylatis for permission to use checker room while at sea for writing to LOG..."

"Baltimore coming up... see you soon."

Thurston Lewis, ship's reporter  
Bob Aumiller, ship's delegate

## Final Departure



Crewmembers and passengers of the SIU-manned Antingus watch as casket bearing the body of Seafarer Ludwig Manhart, former chief cook on the Andrew Jackson, slides over the side. Manhart died in a hospital in St. Nazaire after a shipboard accident. Photograph submitted by George Zalensky, AB on the Antinus.

# SEAFARERS IN DRYDOCK



Being laid up in the hospital is bad enough, but when you have to miss a good trip "down south" to boot, well that makes it doubly painful. Take the case of Seafarer Jesse Joy, drydocked in the USPHS hospital in New Orleans. Joy checked into the hospital with a leg condition and is reported making fine progress. However, he said he feels very bad over the fact that his ship, the Jackie Hause, sailed short for Montevideo, Uruguay. It seems Joy has not been south in quite a while, and would not mind heading that way now.



Joy



Flynn

Also in the New Orleans hospital with a leg condition is Seafarer Thomas Dalley, formerly on the SS Afoundria. Dalley has just completed a successful skin graft on his leg and is talking about shipping out soon.

"Lucky" is what Seafarer Aubry Sargent calls his escape from serious injury down in Goodhope,

Louisiana. Sargent was hit by a car while on leave from the super-tanker Atlas, and was brought unconscious into the hospital there. He said he is very thankful that he suffered only a badly bruised side and a broken collar bone in the accident. "It sure could have been worse," he said.

An accident in his house laid up Seafarer Maurice "Mike" Flynn, former FWT on the Mt. Rainier, in the Baltimore USPHS hospital. Flynn suffered a broken hip and will be confined to a wheelchair with a pin in his hip for some time.

Although he had been released on out-patient status back in August, Seafarer Tommy Busciglio, former steward on the Valiant Force, re-entered the Baltimore hospital and is scheduled for surgery for kidney stones. However he is reportedly recuperating rapidly and should be out before long.



Busciglio



Suarez

Also on the recovery list in the Baltimore hospital is Seafarer Edwin Bartol who signed into the hospital late in October with a cyst on his back. Bartol, who last shipped as an OS on the Angelina, expects to be back on the beach before long.

Seafarers off a ship or on the beach waiting for a vessel should take the time out to visit the brothers in the hospital or to drop them a line and let them know what is going on ashore and aboard ship. Many brothers are laid up in ports other than their home port, and would welcome visits or news from shipmates.

The following is the latest available list of patients:

- USPHS HOSPITAL BALTIMORE, MD.
  - John Atkinson
  - Edwin Bartol
  - Stephen Bergeria
  - Ernest C. Brown
  - G. Busciglio
  - Wm. H. Collins
  - Jeff Davis
  - Peter De Vries
  - Anargyros Dokeris
  - Hector Duarte
  - Gorman T. Glaze
  - Edward Granderson
  - John C. Green
- USPHS HOSPITAL BOSTON, MASS.
  - Raymond L. Perry
- USPHS HOSPITAL GALVESTON, TEXAS
  - Frederick Harvey
  - J. R. Matthews
  - Frank R. May
- TRIBORO HOSPITAL PARSONS BLVD. JAMAICA, LI. NY
  - James Russell
- USPHS HOSPITAL SAVANNAH, GA.
  - R. W. Cetchovich
  - Joseph P. LeBlanc
- USPHS HOSPITAL NORFOLK, VA.
  - Francis J. Boner
  - John L. Griffin
- USPHS HOSPITAL SAN FRANCISCO, CALIF.
  - Mack J. Acosta
  - Arthur W. Brown
  - Edw. H. Huizenga
  - Tom E. Kelsey
- VA HOSPITAL SEATTLE, WASHINGTON
  - Kenneth F. Elvin
- USPHS HOSPITAL SEATTLE, WASHINGTON
  - John Brady
  - Lito M. Morales
- SEASIDE MEMORIAL HOSPITAL LONG BEACH, CALIF.
  - Daniel H. Gemelner
- US HOSPITAL SOLDIERS HOME WASHINGTON, DC
  - Wm. H. Thomson
- USPHS HOSPITAL FT. WORTH, TEXAS
  - R. B. Appleby
  - B. F. Deibler
  - Woodrow Meyers
  - A. L. Ogletree
- VA HOSPITAL CENTER HOT SPRINGS SOUTH DAKOTA
  - Clifford C. Womack
- VA HOSPITAL HOUSTON, TEXAS
  - R. J. Arsenault
- SAILORS SNUG HARBOR STATEN ISLAND, NY
  - Victor B. Cooper
  - George Davis
- VA HOSPITAL RECUGHTAN, VA.
  - Joseph Gill
- VA HOSPITAL TUCSON, ARIZ.
  - Frank J. Mackey

- USPHS HOSPITAL NEW ORLEANS, LA.
  - Daniel F. Byrne
  - Videite Clearman
  - Paul R. Cook
  - Thomas D. Dalley
  - Donald Dambrino
  - Herbert W. Davis
  - Thurston Dangler
  - Enoch Gaylor
  - Salvatore Gentile
  - Mike Goins
  - Albert Hammac
  - Wade B. Herek
  - Clark S. Imman
- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY
  - Matthew Bruno
  - G. Caraballo
  - Leo V. Carreon
  - Joseph D. Cox
  - John J. Driscoll
  - Otis L. Gibbs
  - Bart E. Guaranick
  - Taib Hassan
  - William D. Kenny
  - Thomas R. Lehay
- USPHS HOSPITAL STATEN ISLAND, NY
  - James Alston
  - Erasmio C. Arroyo
  - Wm. J. Barrett
  - David J. Barry
  - R. B. Benjamin
  - Frank Brodzik
  - John P. Campbell
  - Robert B. Carey
  - T. C. Ceperano
  - G. W. Champlin
  - Wade Chandler
  - Pedro Claudio
  - Joquin Cortez
  - Marius DeJonge
  - G. L. Glendinning
  - Walter L. Griffin
  - Charles W. Hall
  - Howard Hamlin
  - Stanley F. Hayes
  - Charles Haymond
  - Gustav Holzerson
  - Woodrow Johnson
  - Stefan Kadziola
  - Alford K. Keenum
  - Patrick T. Kelly
  - Daniel J. McMillen
  - Luther B. Milton
  - William J. Morris
- Jose R. Moro
- Walter Nash
- Robert F. Nielsen
- Ascelio Perez
- Anthony Pisanl
- Joseph Pugliak
- R. J. Reddick
- Emetrio Rivera
- John L. Roberts
- Frank A. Rossi
- Jesse A. Shonts
- Gene R. Sinclair
- Rex S. Sinden
- George F. Smith
- Warren W. Smith
- Peter W. Sotire
- Jose P. Sousa
- T. A. Spencer
- Ralph Spiteri
- Paul Switch
- Nikolai Taska
- Vernon Taylor
- Miguel P. Tirado
- Ernest West
- Norman West
- Arthur Wilfert
- Tadashi Yatogo
- Wong Yau
- Bozo Zelencic

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- BOSTON ..... 278 State St. G. Dakin, Acting Agent Richmond 2-0140
- HOUSTON ..... 4202 Canal St. R. Matthews, Agent Capital 3-4089; 2-4080
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- MOBILE ..... 1 South Lawrence St. Cal Tanner, Agent Hemlock 2-1754
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- ASST. SECRETARY-TREASURERS J. Algina, Deck W. Hall, Joint C. Simmons, Eng. J. Volpian, Joint E. Mooney, Std.

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- NEW YORK ..... 675 4th Ave., Brooklyn HYacinth 9-6600
- PORTLAND ..... 211 SW Clay St. Capitol 3-3222
- SAN FRANCISCO ..... 350 Fremont St. EXbrook 7-5600
- SEATTLE ..... 2505 — 1st Ave. MAIN 3-0989
- WILMINGTON ..... 505 Marine Ave. TErminAl 4-8538

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- BUFFALO, NY ..... 914 Main St. GRANT 2728
- CLEVELAND ..... 1420 W. 25 St. MAIn 1-0147
- DULUTH ..... 621 W. Superior St. Phone: Randolph 2-4110
- FRANKFORT, Mich. PO Box 287 ELgin 7-2441
- MILWAUKEE ..... 633 S. Geneva Ave. BRoadway 2-3039
- RIVER ROUGE ..... 10225 W. Jefferson, Ave. Mich. Vinewood 3-4741
- SOUTH CHICAGO ..... 9383 Ewing Ave. SAginaw 1-0733
- TOLEDO ..... 120 Summit St. CHerry 8-2431

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- FORT WILLIAM, Ontario Phone: 3-3221
- HALIFAX N.S. Phone: 3-8111
- MONTREAL ..... 634 St. James St. West Victor 2-8161
- QUEBEC ..... 44 Sault-au-Matelot Quebec LAFontaine 3-1569
- THOROLD, Ontario ..... 52 St. David St. CANal 7-5212
- TORONTO, Ontario ..... 272 King St. E. ESTpire 4-5719
- ST. JOHN, NB ..... 177 Prince William St. OX 2-5431
- VANCOUVER, BC ..... 298 Main St.
- BALTIMORE ..... 1218 East Baltimore St. Eastern 7-3383
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- NEW ORLEANS ..... 523 Bienville St. MAGnolia 0504
- NEW YORK ..... 130 Greenwich St. CORland 7-7094
- PORTLAND ..... 523 NW Everett St. CAPITol 3-7297-8
- SAN FRANCISCO ..... 240 Second St. DOuglas 2-4592
- SAN PEDRO ..... 298 West 7th St. TErminAl 3-4485
- SEATTLE ..... 2333 Western Ave. MAIn 2-6326

## Stay Put For Jobless Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address. An average delay of a month is reported in most cases, causing considerable hardship to the men involved.



Seafarer Bernard Maret submitted the above drawing of what can happen when a man wearing clogs is concentrating more on his coffee than on how he walks down the ladder. Maret is galley mess on the SS Warrior.

## Anyone Want A Stowaway?

There's a smart stowaway working out of Leghorn, Italy, these days, according to Zee Young Ching, ship's reporter on the Alcoa Planter. And the reason why he is considered a notch above the run-of-the-mill type stowaway is because he picked the Planter to hide on, and then showed he knows just who to make his friends.

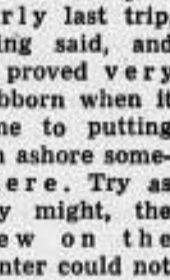
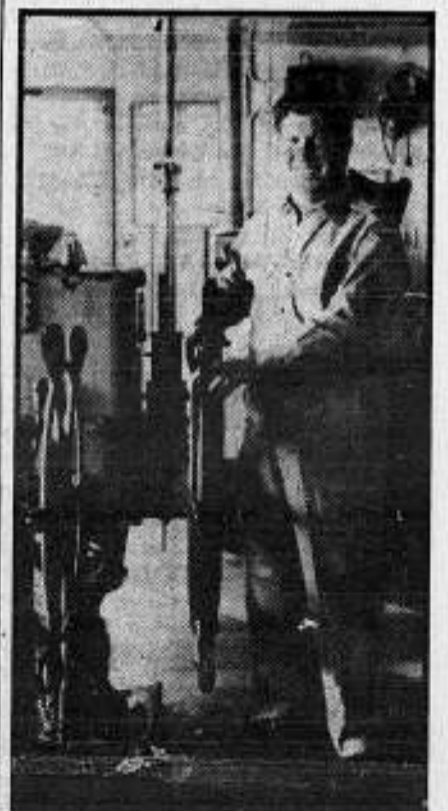
The man came aboard when the vessel called at the Italian port early last trip, Ching said, and he proved very stubborn when it came to putting him ashore somewhere. Try as they might, the crew on the Planter could not get him to leave. As two ports were passed without success, hope is running high that they may be able to deposit him in Piraeus, Greece, the vessel's next port of call.

The stowaway, who claims to be Spanish, remains on the ship whenever in port, it's spending most of his time with the captain and mates. He was very lucky he happened to be on this vessel, Ching said, for he gets treated very well by the officers and the crew, "under orders" of course. "All this extra work and no overtime," he added.

Outside of this incident, it has

been a very good voyage all-round. Under the capable hands of ship's delegate Harold Ducloux, all is going well. The vessel is spotless, and good times and liberties are "aplenty."

## Turn Left?



Ching



Ducloux

Honestly, Seafarer Horace Mobley knows which way to face while taking his turn at the wheel, but how can the photographer take a picture that way? From the smile on his face, Mobley knows all's clear ahead. Mobley is an AB on Isthmian Lines' Steel King.

LET 'EM KNOW!  
Write TO THE LOG

# SIU BABY ARRIVALS



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

Marie Irene Alderman, born September 23, 1959, to Seafarer and Mrs. Warren D. Alderman, Gretna, La.

Carolyn Miller, born September 14, 1959, to Seafarer and Mrs. William H. Miller, Baltimore, Md.

Susan Gray Coe, born September 8, 1959, to Seafarer and Mrs. Donald B. Coe, Monterey, Calif.

Dennis David Malkin, born July 24, 1959, to Seafarer and Mrs. Sidney Malkin, Los Angeles, Calif.

Roberto Delgado, born June 12, 1959, to Seafarer and Mrs. Robert Delgado, Brooklyn, NY.

## ICC Slaps Ship Co's, See Lay-Up

(Continued from page 2)

Jean Marie Hillburn, born September 29, 1959, to Seafarer and Mrs. Thomas J. Hillburn, Mobile, Ala.

Melody Lynn Johnson, born July 17, 1959, to Seafarer and Mrs. Leon N. Johnson Jr., Baltimore, Md.

would be to drive Seatrains out of the trade entirely.

Patricia Suzette Lineberry, born September 26, 1959, to Seafarer and Mrs. Carl T. Lineberry, Robertsdale, Ala.

The shipping company had appealed to an ICC suspension board to hold off putting the new rates in operation, but was turned down. It has filed a further protest with higher ICC authority in a last-ditch effort to block the new schedule. The SIU company contends that the new rail charge would mean that the railroads would gross less by carrying all the paper cargo than they do now with only a portion of it.

Frank Anthony Mackey, born July 3, 1959, to Seafarer and Mrs. Frank J. Mackey, Tucson, Ariz.

A similar proceeding to gain suspension of a new railroad rate schedule covering canned goods moving from California to New York has also proved fruitless for several intercoastal ship operators. ICC has refused to alter its position that the rates are fair.

Michael Joseph Mouton, born September 30, 1959, to Seafarer and Mrs. Nathan J. Mouton, Galveston, Tex.

James Carden Melton, born September 14, 1959, to Seafarer and Mrs. Thomas O. Melton, Mt. Airy, NC.



US and Japanese union delegates discuss problems of salmon industry at conference in Seattle, Washington. Merle Adlum, representing SIUNA-affiliated fishermen, is seated 2nd from right.

## Japan-US Fish Unions Meet

Japanese and American union representatives, including an SIU-affiliated fisherman's delegate, have made progress in a conference upon matters related to Japanese salmon fishing in the North Pacific, it was announced recently.

The meeting, held in Seattle, was the first between union members from the two countries on the controversial subject which has been under consideration for a long time by Congress and the International North Pacific Fisheries Commission.

Although no specific agreements were reached, both groups described the meetings as "fruitful." "It is our aim and purpose," they said in a joint statement, "to have further discussions to find a solution which will protect the legitimate interests of fishermen and allied workers connected with these fisheries and above all, to protect the interest of conservation and preservation of the resource."

Merle Adlum, representing salmon fishermen and cannery workers in Alaska, attended the conference on behalf of SIUNA affiliates in that state. Along similar lines, after a thirteen day conference with American tuna fish packers, the Japanese agreed to "supply tuna to the United States market only to fill the demand which the American tuna industry cannot meet." SIUNA tuna fishermen and canners' unions

have long objected to the unrestricted import of Japanese tuna. Kenjiro Nishimura, director general of the Government Fishery Board, announced:

"The Japanese fishermen engaged in tuna fishing in the Atlantic Ocean and Japanese tuna fleets operating from overseas bases will be instructed to always

bear in mind the necessity of conservation of resources.

"On the other hand," he added, "We hope the United States will, on its part in the interest of the tuna industry, promote wholesome trade (with Japan) based on freedom with a view toward enhancing friendship between the two nations."

## PERSONALS AND NOTICES

**William F. Driscoll**  
Friends of William F. Driscoll may contact him at Sailors Snugg Harbor, Staten Island, New York.

**Bernard Joseph Conley**  
Please contact Mrs. Dorothy C. Aucoin, 1019 Turnbull Drive, Metairie, La.

**Henry Rodriguez**  
Please contact your wife.

**George R. O'Brien**  
Please get in touch with your mother, Mrs. James M. Donahue at 311 Willow Street, Waterbury 38, Conn.

**John M. Gallagher**  
Ex-Atlas  
Please contact Thomas Danbeck at his home. He is anxious to get in touch with you.

**Clyde Smith**  
Please get in touch with your wife. The money has not arrived yet.

**Joe Pilutis**  
Friends of Joe Pilutis can visit him at St. Vincent's Hospital, 7th Ave. and 11th Street. He'll be there for two or three more months.

**Audly C. Foster**  
Urgent that you contact your wife.

**Wladislaw Grohulski**  
**John E. Likness**  
**Luis A. Moya**  
**Edgar W. Kurz**  
**David E. Caldwell**

The men listed above have checks waiting for them at the Baltimore SIU office.

**Miguel Tirado**  
Your watch is being held in the vault at SIU headquarters.

**D. M. Gerber**  
Ex-Wang Pioneer  
Please contact Nicholas Dorpmans, 441 East 76th St., New York City.

**Jack M. Johnson**  
Please contact Viola Johnson, 6410 Howe Street, Groves, Texas.

**George De Greve**  
Imperative you contact Mrs. Edna De Greve, 159 Arlyn Drive W., Massapequa, NY, concerning sale of house. Call Lincoln 1-4280, or get in touch with Robert J. Andrews, attorney, at 1010 Park Blvd., Massapequa.

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

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

NAME .....  
STREET ADDRESS .....  
CITY ..... ZONE .....  
STATE .....  
TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:  
ADDRESS .....  
CITY ..... ZONE .....  
STATE .....

# FINAL DISPATCH



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

**Eusebio Soto, 57:** Brother Soto died a natural death while a patient at the USPHS, Staten Island, NY, on September 27, 1959. He was buried at St. Raymond's Cemetery, Bronx, NY. Brother Soto was a member of the dock department, and joined the Union in 1941. He is survived by his wife, Victoria, of Brooklyn, NY.

sult of automobile collision in Baltimore, Md. on August 18, 1959. He was buried in Lorraine Park Cemetery, Baltimore. McKinney was a member of the steward department, and joined the Union in 1958. He is survived by his mother, Sarah M. McKinney.

**Martin Valle, 52:** Brother Valle met death on July 2, 1959. He died of a heart attack while in Agudilla District Hospital, Puerto Rico. Valle is survived by his wife, Juanita, of Mayaguez, Puerto Rico. Brother Valle joined the Union in 1938, and was a member of the deck department.

**Curtis Hancock, 48:** Brother Hancock drowned while swimming in the Stockton Channel, California, on September 6, 1959. He is survived by his brother, Elmer Hancock, of Center, Texas. The burial took place in Center, Texas. Brother Hancock, a member of the steward department, joined the Union in 1948.

**Leo Freundlich, 46:** Brother Freundlich passed away on August 8, 1959, while a patient at the USPHS hospital, Seattle, Washington. He was buried at the Pacific Lutheran Cemetery, Seattle, Washington. Freundlich joined the Union in 1958 and was a member of the engine department. He is survived by his wife, Ann Freundlich.

**Charles Schrunk, 75:** Brother Schrunk, was felled by a heart attack on August 11, 1959, in Winnsboro, Texas. Schrunk was a member of the engine department, joining the Union in 1939. He was buried in Lee Cemetery, Winnsboro, Texas. Schrunk is survived by his wife, Gertrude, of Winnsboro.

**Gene McKinney, 28:** Brother McKinney met sudden death as a re-

SEAFARERS  
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BROOKLYN BALTIMORE

## Bull Line Plans Three Box-Ships

Automation in handling ship cargo is due to make further inroads as Bull Lines announced it plans to start a container-ship service in the near future. This move would make Bull Line, the major carrier in the Puerto Rican service, the fifth US ship operator to get into the trailership business. Others are Pan Atlantic, Seatrain, Grace Line and Matson Navigation.

Trailer-carrying ships are also operating on the Great Lakes as a means of eliminating much load-

ing and unloading of cargo at the dock.

Frank M. McCarthy, vice-president of Bull Line, said that his company plans to enter the container service initially with three vessels, including a converted T-2 tanker. The tanker would be an addition to Bull Line's present fleet, but it was not clear as to whether the company intended to add two containerships or convert its existing vessels for that service.

Pan Atlantic, the pioneer in the containership trade, now operates six ships carrying trailer boxes exclusively. Some of these service San Juan out of the Gulf. Seatrain's six rail car carriers have been adapted to handle trailer bodies on railroad flatcars through use of modified loading devices. Grace and Matson have recently undertaken container services but the bulk of their operation consists of standard freight ships.

The decision of Bull line to change to containerships reflects the efficiency of this new method of loading and unloading cargo. It would also affect Seafarers in that cargo ships would not have the traditional time off in port. Instead, port time might be cut down to eight hours or less, thus cutting into shore leave.

The Bull line ships would operate from Baltimore, Philadelphia and New York. The use of containerships is being bitterly fought by longshoremen, since this automation device threatens to sharply diminish the number of dock workers needed to unload ships, and is one of the reasons for the latest ILA strike.

Shipowners claim that they realize that automation will create "human problems" for the longshoremen and state they will do something to "provide some protection for any loss of job opportunity."

However, this offer is made only if the shipowners are allowed to introduce new methods at will. The ILA claims that the introduction of new methods should be left up to a joint union-management decision, and that a decision should be made for every automation plan submitted by management.

## 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 28  
November 11  
November 25

## Wind Mauls Alcoa Ship

Caught in unusually strong southwest winds, the Alcoa Puritan was blown off course about a half mile east of the entrance to the Welland Canal at Lake Erie, and went aground two miles east of Port Colborne, Canada on October ninth. It was heading for Toronto.

The 7,000-ton steamer damaged its propeller and sprung a leak in the number five hold, but no injuries were reported. It was freed the next day around noon.

After ten days of repair work at the drydock, it will pick up cargo for the United Kingdom and Germany.

## High Court To Hear Test Of Union Shop Legality

WASHINGTON—An attack on the union shop and any political activities of unions has been brought to a head, as a case involving the union shop agreement has come up before the Supreme Court of the United States.

Recently, a Georgia Supreme Court held that compulsory union membership is unconstitutional if any dues money is used for "political" reasons without the consent of union members. The decision is so broad that it would appear to apply to any expression of opinion by a union on political matters.

Under Federal law, unions cannot make political contributions in national election contests for Congress or the Presidency. However, efforts have been made in the past to apply this regulation to any union-published pamphlets or newspapers, or union-sponsored radio newscasts. The Georgia court ruling would seem to prohibit all of these items, plus union participation in local elections, now permitted under law.

Six employees of the Southern Railway System claimed that they did not want to join unions and shouldn't have to pay dues when some of the money was used for political purposes; namely supporting candidates and doctrines they opposed.

The suit was started in 1953 in Macon, Ga. Judge O. L. Long of the Superior Court there ruled against the unions stating that part of the Railway Labor Act was unconstitutional as far as union shop

## Arab League Hits 4 More SIU Vessels

The Arab League's Israel Boycott Committee has added four more SIU-contracted ships to the list for violating their boycott regulations. The League blacklists and refuses to service any ships which call at Israeli ports. Vessels placed on the list are the Coeur d'Alene Victory, Seagarden, Wang Juror and the Arizpa.

This is part of the United Arab Republic's sustained effort to blockade Israel and stifle her commerce. In addition to blacklisting ships that do business with Israel, the UAR also denies Israeli ships the use of the Suez Canal.

The SIU, in past union conventions has gone on record as being opposed to all prohibitions and restrictions of shipping rights that support free navigation in all waterways of the world.

Israel and the UAR are currently debating these issues before the United Nations. The UAR says it will restore Israeli rights only when the Arab refugee problem is resolved. Israel claims that the UAR is trying to cloud the issue and points to previous UN statements favoring the principles of free navigation and the unrestricted use of the Suez Canal.

Some foreign-flag ships which tried to use the canal carrying Israeli cargo have been halted and their cargo confiscated.

## On the ball

NEWS HEADLINES IN REVIEW



CONSERVATIVES WIN 3RD ELECTION IN A ROW AS 79% OF BRITISH ELECTORATE VOTES... PARTY NOW HAS 365 SEATS TO LABORS 258.



ASSASSINATION ATTEMPT ON PREMIER KASSIM OF IRAQ FAILS; HE WAS HIT 3 TIMES BY BULLETS BUT SUFFERED ONLY BROKEN ARM.



TV QUIZ SCANDALS FLARE UP ANEW AS HOUSE COMMITTEE CONTINUES INVESTIGATION OF RIGGING. WINNER VAN DOREN TO TESTIFY.



GENERAL GEORGE MARSHALL, W.W.II CHIEF OF STAFF, DIES OF STROKE AT 78. RECEIVED NOBEL PRIZE FOR HIS PEACE EFFORTS.



TRIKE TURNS 69... ONLY TWO OTHER PRESIDENTS, JACKSON AND BUCHANAN, WERE IN OFFICE AT THAT AGE.



U.N. DEADLOCKED ON SECURITY COUNCIL VOTE. COMMUNIST-BACKED POLAND OPPOSED BY U.S.-BACKED TURKEY.



RUSSIA PLEDGES MORE CONSUMER GOODS - BUT ASKS HARDER WORK, INCREASED OUTPUT IN HEAVY INDUSTRY.



AMERICAN SCIENTISTS - DR. SEVERO OCHIA AND DR. ARTHUR KORBERG - WIN NOBEL PRIZE FOR DISCOVERIES IN BIOCHEMISTRY.

## Father And Son Team



Seafarer Robert Gannon, FWT, (left) and his son Thomas, OS, form a family twosome aboard the Northwestern Victory.