

# RUNAWAY ORDERED TO DEAL WITH SIU

## US USES T-H AGAINST ILA DOCK STRIKE

### *Marine Unions Vow To Assist Dockers*

**BULLETIN**—A Federal Court issued an injunction last night calling for an 80-day cooling-off period in the Atlantic and Gulf Coast longshore strike which began October 1. The injunction was issued under the Taft-Hartley Act after a Presidential fact-finding board recommended the ending of the strike in the interest of national health and safety. The ILA took immediate steps to comply with the order.

The walkout on October 1 came when southern employers refused to go along with an agreed-upon contract extension calling for retroactivity in any contract settlement.

Other developments were as follows:

- Maritime unions representing both sea-going and shoreside personnel pledged all possible support for the strikers.
- After marine union protests, the Waterfront Commission ordered non-registered baggage-handlers off the piers.
- NLRB charges and injunction actions were initiated by southern employers who sparked the walkout.

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## *NLRB Raps P&O; To Set Hearing On SS Yarmouth Drive*

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## *'50-50' Tanker Drive Backed In Congress*

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## *Subsidy Firms Coastal Ships Ask Okay For Fight New RR Runaway Ties Rate-Slashing*

Story On Page 3

Story On Page 2



**From AB To MD**  
**SIU Award Winner**  
**Makes The Grade**

See Centerfold

# Gov't Rings In T-H On Dock Strikers

Longshoremen all along the Atlantic and Gulf Coast were on strike this week following refusal of a group of southern employers to grant retroactivity upon expiration of the longshoremen's contract on September 30.

The effectiveness of the strike resulted in a Government-requested injunction under the Taft-Hartley Act under which the men would be compelled to go back to work for an 80-day "cooling off" period. The machinery for the injunction was set in motion and an order is expected momentarily.

The strike developed just when it appeared that an agreement had been reached calling for a 15-day extension with the understanding that retroactivity would apply from October 1. However, when the southern employers refused to abide by the retroactivity provision, International Longshoremen's Association members walked off their jobs in all ports.

The district-wide strike drew immediate pledges of support from other maritime unions. A group of seagoing and shoreside marine unions, at a meeting in New York

issued a statement declaring, "We will take every legal step possible to support the efforts of the longshoremen to obtain a fair and equitable contract."

The group placed the blame for the strike situation squarely on "the last-minute switch of position on the part of New Orleans companies" which it called a "calculated attempt . . . to upset established collective bargaining patterns."

Retroactivity has long been a feature of longshore contract negotiations down through the years, where such negotiations carried beyond a contract deadline.

"Many companies," the statement said, "which rejected the principle of retroactivity in New Orleans had agreed to it in New York. This is union-busting, not collective bargaining."

The marine union group also was critical of the Bi-State Waterfront

Commission for permitting non-registered people to handle baggage and do other longshore work during the strike. Under the Bi-State law, only individuals who have registered with the commission and obtained clearance from the agency are permitted to work on the piers. It called the commission's action anti-labor in character and strikebreaking.

SIUNA President Paul Hall and NMU President Joseph Curran, who participated in the meeting, subsequently sent wires to New York Governor Nelson Rockefeller and New Jersey Governor Robert Meyner protesting the commission's action.

The protest drew an immediate response with the commission hastily ordering the steamship companies not to employ non-registered office employees as baggage-handlers on the piers. In past years, the steamship companies have traditionally utilized white collar workers to handle passenger baggage during longshore strikes.

Participating in the expression of support with the SIU and the NMU were the Masters Mates and Pilots, Marine Engineers Beneficial Association and other marine unions. Representatives of the Teamsters Union were also present.

At issue in the longshore contract talks were a variety of items, among them wage increases, improvements in welfare and pension benefits and the problem of automation on the piers. The start of container operations by any large number of ship operators would seriously affect the employment of longshoremen.

While the negotiators had made considerable headway in the contract talks, they had not resolved all the issues at the time of the September 30 expiration date. Consequently, the agreement was worked out for the 15-day extension, subject to retroactivity.

It was then that the southern employers threw a monkey wrench into the contract extension by refusing to grant any retroactivity provision.

The intention of the Government to intervene in the strike was shown by the action of the New Orleans office of the National Labor Relations Board. The NLRB obtained a court order instructing the longshoremen to return to work in that port.

### 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 14  
October 28  
November 11

## Cement Tug Wages Up In Mobile Pact

MOBILE—A new contract has been signed here with Ideal Cement Tugs. Among new provisions are a \$48 increase in wages over a two-month period, and pay for the 31st day of the month. The contract was recently ratified, and is retroactive back to the expiration date of the contract, thus giving Ideal Cement employees two months' back pay. The contract is under the Union's Harbor and Inland Waterways Division.

All hands are anxiously awaiting the Office of Defense Mobilization's ruling on the proposed "50-50" oil import legislation. If passed, this law would result in an appreciable increase of US-flag tanker shipping in this port as Mobile is one of the major tanker ports in the US.

Port Agent Cal Tanner reports that shipping for the last couple of weeks was fair. The following ships were in transit or paid off: Monarch of the Seas, Claborn, Arizpa, Young America, Choctaw (Waterman); Alcoa Corsair, Alcoa Roamer, Alcoa Clipper, Alcoa Ranger, Alcoa Pointer, (Alcoa); Steel Apprentice (Isthmian); Kathryn, Beatrice (Bull); Del Santos (Mississippi) and the Pacific Thunder.

Prospects for the coming two weeks appear to be slim, with the following ships scheduled to hit port: Monarch of the Seas, Claborn, Arizpa, Young America, Choctaw (Waterman); Alcoa Corsair, Alcoa Roamer, Alcoa Clipper, Alcoa Ranger, Alcoa Pointer, (Alcoa); Steel Apprentice (Isthmian); Kathryn, Beatrice (Bull); Del Santos (Mississippi) and the Pacific Thunder.

borne, Wacosta (Waterman); Alcoa Corsair, Alcoa Roamer, Alcoa Cavalier, Alcoa Ranger (Alcoa); Elizabeth, Frances (Bull); Steel Seafarer, Steel Director (Isthmian). In addition, the Alcoa Pointer, which is presently laid up, will take on a full crew sometime within this period.

## ITF Group, Runaways Set Meeting

A meeting to follow up one held last July in London between an SIU-NMU delegation and Greek runaway shipowners is scheduled to be held October 21 in Athens. SIUNA President Paul Hall will attend the Athens follow-up talks on behalf of the Union.

The meetings are being held at the request of the shipowners to deal with the runaway ship problem. US maritime unions have made their position clear on the issue, pledging a full-scale organizing drive on runaway operations to bring vessel standards up to the legitimate competition.

At the London meeting, both Hall and NMU President Joseph Curran rapped an arrangement by the shipowners to put several hundred runaway vessels under jurisdiction of the Greek seamen's union as a means of warding off American organizing efforts. The operators sought approval of this arrangement by the International Transportworkers' Federation.

Among those slated to attend the Athens session are Curran, SIUNA Vice-President Hal C. Banks of the Canadian District and Harry O'Reilly, executive secretary-treasurer of the AFL-CIO Maritime Trades Department.

## Finnish Doctor Tours SIU Center



Dr. S. Barner-Rasmussen (right), a Finnish surgeon who runs the medical department in Finnish shipyards discusses SIU medical center's program with Dr. Joseph Logue, director. SIU center was recommended as good place for Dr. Barner-Rasmussen to see preventive medicine techniques.

## Ship Lines Protest New RR Throat-Cutting Rates

A test of the Interstate Commerce Commission's fairness in the rate war being waged by the railroads against coastwise shipping is coming up this week. A decision is expected momentarily on a plea by the

SIU-contracted Seatrain Lines that the commission set aside below-cost railroad rates on paper products which are designed to put Seatrain out of that segment of the business. Pan Atlantic and J. P. Loveland have also asked that the rates be set aside.

For many months, the SIU and other maritime unions, in conjunction with operators in the domestic trade, have been charging the ICC with acting in collusion with the railroads on rates. The maritime group has accused the agency of permitting the railroads to set artificially-low rates, below actual cost to the railroad, when the roads are carrying cargo in competition with a ship operator. Other rate manipulation involves juggling of long haul and short haul charges.

### Held Senate Hearings

The whole issue was thrashed out at Senate Commerce Committee hearings in Washington last spring. The unions and the ship operators put on the record numerous instances in which the ICC approved rates that were clearly discriminatory against shipping and were either below cost or far below other railroad rates on commodities in which shipping competition was not involved.

In light of the union-industry charges, the coming ruling on the paperboard and pulpwood rates is expected to be a tipoff on whether or not the ICC intends to continue its pro-railroad policy.

As explained by Seatrain in its petition to the Commission, the railroads have used the "long-haul, short-haul" gimmick to make it impossible for Seatrain to compete in the hauling of paper products from Savannah. Since these products are more than half of Seatrain's business in that port, the new rates would destroy the service.

### Discriminatory Rate Cuts

The present railroad charge on an all-rail trip between Savannah and New York is 79 cents a hundred pounds. The railroads want to chop this to 55 cents.

However, where Seatrain handles the cargo, the railroads charge 41 cents a hundred pounds just to

haul it to and from the dock at both ends of the trip. The 55-cent all-rail rate involves hauling the car an additional 788 miles for just 14 cents more.

At present, the combined Seatrain-railroad rate is 74 cents, 41 cents for the railroad and 33 cents for Seatrain. To meet the 55-cent proposed all railroad charge, Seatrain would have to charge about a dime per hundred pounds, which would put it out of that business because it is well below actual hauling costs.

Should the ICC suspend the rates, hearings would have to be called to determine whether the proposed rates are in the public interest. If it does not suspend, then the rates would automatically take effect on October 12 without any hearing on the issue.

## 5,000 Die As Typhoon Hits Japan

TOKYO — Approximately 5,000 people lost their lives and over a million Japanese are homeless as the result of a typhoon which battered the Japanese islands on September 27. Total damage was listed at over \$100 million.

The harbor of Nagoya, a well-known port of call for Seafarers, took the worst beating, with seven ships driven aground, untold thousands of homes destroyed and hundreds dead. Authorities fear outbreaks of typhoid fever and other epidemic diseases as an aftermath of the typhoon.

### APL Ship Battered

No reports have been received of damage to any SIU-manned ships in the storm, but the SIU Pacific District's President Buchanan was battered in Nagoya harbor with lifeboats and other movable deck gear swept overboard.

The typhoon was the worst on record in the last 25 years. It had winds as high as 160 miles an hour and was accompanied by torrential rainfall which flooded many areas.

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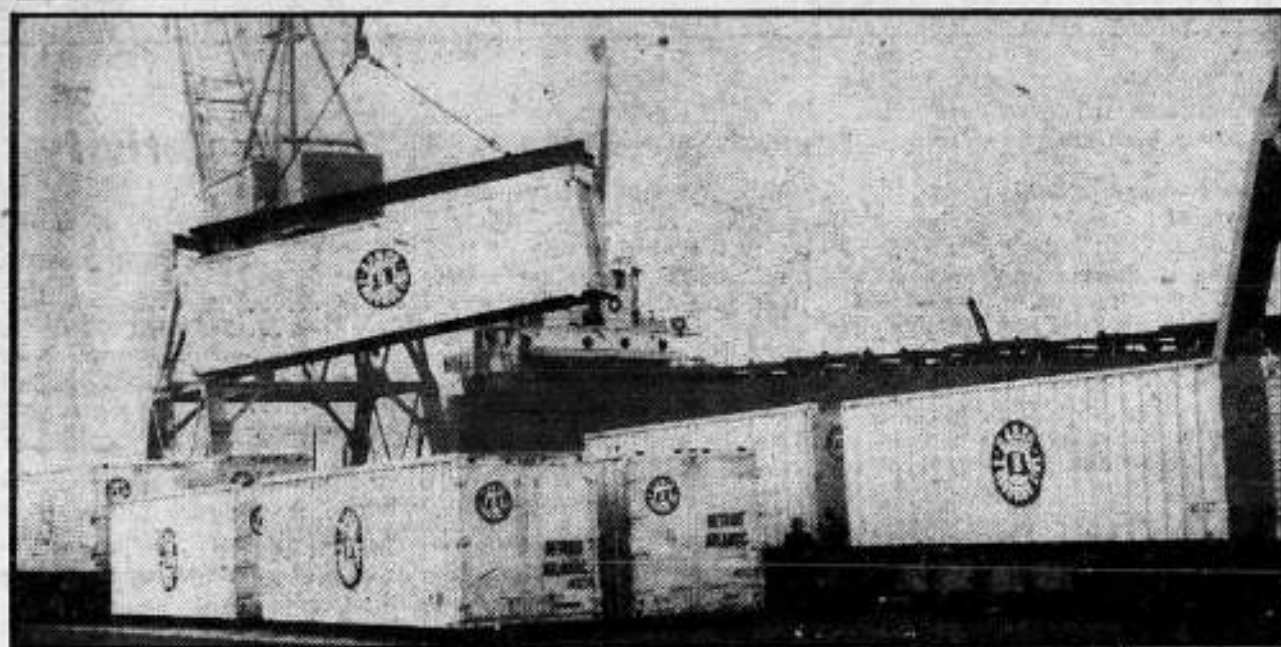
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# 'Bargain With SIU', P & O Told Order Runaway To Rehire 8 Men



## Container Trade Starts On Lakes

Latest entry into containership trade, Detroit Atlantic Navigation Corp., put containership Norman W. Foy into service. Top, crane lifts trailer body for placement aboard ship (rear). At right, long-shoremen secure box on deck. Company, under contract to SIU Great Lakes District, won operating rights after SIUNA Washington action won reversal of an order delaying the run.



## Subsidize Co's Seek Right To Own Runaway Ships

WASHINGTON—A move that would pave the way for subsidized American-flag operators to operate runaway and other foreign-flag tonnage has been undertaken by States Marine Line. If successful, it would undoubtedly result in more US flag fleets conducting a good part of their operation out of tax-free low-wage runaway-flag havens. The move is sure to draw the fire of American maritime unions.

Currently an applicant for an operating subsidy, States Marine is asking the Federal Maritime Board to permit it to run 21 bulk ore carriers, presently owned and controlled by it through a subsidiary known as Global Bulk Transport Corporation.

The States Marine petition made it clear that Global Bulk and States Marine are one and the same for practical purposes, since the voting stockholders of the two corporations are identical.

The 21 ships involved include 20 large bulk cargo carriers in the iron ore, bauxite and petroleum trades and one specialized Liberty ship which carries molten sulphur or liquefied petroleum gas in bulk. Six of the ships are Norwegian-flag combination ore carriers-tankers in the 20,000-30,000 ton range; five are Liberian-flag 35,000-ton ore carriers; two are smaller Norwegian iron ore boats; three are 34,970-ton bauxite carriers which run from the West Indies to Baton Rouge; and five others are miscellaneous Norwegian-flag ships in various bulk trades.

States Marine argues that none of the services these ships are involved would compete with American-flag ships. Actually, in most instances, there are no American-flag ships in these trades because unsubsidized American-flag tankers and bulk ore carriers have been

driven from the seas by foreign and runaway-flag competition.

Up until now, fleets that have been subsidized under the American flag have been prohibited from having any connection with a foreign-flag operation. The whole object of the subsidy program is to build up American-flag services.

The States Marine petition, if accepted, would involve a major alteration in US shipping policy. It would undoubtedly result in a rush

to foreign-flag operation by subsidized companies, which would be likely to seek to transfer tonnage or build new tonnage exclusively under foreign and runaway flags.

Consequently, the application for continued foreign-flag ties on the part of States Marine is sure to run into heavy opposition from US maritime unions which will argue that such a device is simply another escape hatch for operators seeking to evade US-flag wage standards.

## Fish Union To Investigate Puerto Rican Canneries

A leader of SIU-affiliated fish cannery unions is going to make an on-the-spot investigation of fish canneries in Puerto Rico to determine if any of them are former Southern California operators seeking to escape union wage scales there. Mrs. Andrea Gomez, a vice-president of the SIU of North America, representing the Cannery Workers Union of the Pacific, has been invited to Puerto Rico by the island's Labor Department to survey the canning situation.

For several years now, Southern California cannery workers have been faced with the problem of "runaway" operations as canneries have left their traditional home base of operations and gone elsewhere to take advantage of cheaper

labor and tax exemptions. For example, Van Camp, one of the leading tuna packers, has established an extensive operation in American Samoa, where the US \$1 an hour minimum wage scale does not apply. By contrast, the cannery workers in the unionized California plants average \$2.50 an hour, Mrs. Gomez said.

Recently a number of canneries have opened business in Puerto Rico and Mrs. Gomez has charged that some of them are runaways from Southern California. Under

(Continued on page 15)

The SIU has scored again in its fight for organizing and representation rights for crewmembers on runaway-flag ships. A National Labor Relations Board field examiner has ordered

the P&O Steamship Company, owners of the runaway-flag SS Florida, to reinstate eight discharged crewmembers with back pay and to bargain collectively with the SIU. The action is subject to review by the NLRB.

In another, related action the NLRB has agreed to hear the Union's argument that the Board has jurisdiction under US law over the runaway-flag SS Yarmouth. Both the Florida and the Yarmouth operate most of the time in the Florida-West Indies cruise trade out of Miami.

The eight Florida crewmembers were discharged back in November, 1957, and despite the fact the SIU subsequently won the right to represent the crews, the company had refused to reinstate them or to enter into collective bargaining with the SIU. Reinstatement of the men will undoubtedly mean thousands of dollars in back pay, the amount depending upon their shipboard ratings and the subsequent employment of the individual seamen involved.

### Upheld SIU's Rights

By ordering the reinstatement, the examiner upheld a previous NLRB jurisdictional ruling which said, in effect, that US law protects SIU's rights to organize and represent crewmembers of American-owned foreign-flag ships which operate in American commerce. The matter will now go to the full Board where the company will undoubtedly attempt to get a reversal of the jurisdiction ruling.

In the Yarmouth case the SIU had also filed charges against the operators for firing 136 West Indian crewmembers after they picketed their ship seeking recognition of the SIU as their bargaining agent. The SIU had filed a petition for a collective bargaining election as well.

### Win Reconsideration

Both the petition and the charges had been turned back by the regional director and subsequently the general counsel of the Board rejected the charges as well. However, the SIU has won reconsideration of the matter pending a Board hearing on the union's jurisdictional rights in the Yarmouth case.

The Union is seeking to extend the NLRB SS Florida ruling to cover the Yarmouth as well, where the jurisdictional question is considered to be somewhat more complex. A favorable or partially-favorable ruling by the Board would vastly reinforce the Union's rights to organize in the runaway flag field.

In its landmark decision on the SS Florida, handed down on May 23, 1958, the NLRB ruled that when a ship is controlled by an American corporation and is operated in American commerce an American union may organize it under the National Labor Relations Act. This holds, the Board said, even though the ship is reg-

istered under a foreign flag and carries a foreign crew.

Following the NLRB ruling, the Union won a collective bargaining vote by 87 to 21 on the SS Florida and a sister ship, the Southern Cross. The owners of the Florida refused to accept SIU certification, refused to reinstate the fired men, would not bargain with the Union, and attempted to get some of the men to withdraw or alter their testimony before the Board by dangling before them a promise of a job.

The Florida case has been regarded as the big breakthrough American maritime unions have been seeking in the fight on the runaway flags, because it could set a precedent under which US seamen's unions could organize hundreds of ships and tens of thousands of crewmen now sailing under tax-free, low-wage runaway operations.

Consequently, it is no surprise that runaway operators are fighting the decision tooth and nail and are seeking to overturn it or limit its scope, while the Union is seeking to reinforce the ruling.

## US Fleet At Lowest Ebb, MA Reports

WASHINGTON—A gloomy picture of a declining American fleet and a drop in job opportunities for seamen is shown in the latest statistics on the US-flag merchant fleet released by the Maritime Administration.

The figures show that the active privately-owned merchant fleet had reached its lowest ebb, 902 ships as of September 1. The total operating fleet, private and Government-owned, amounted to 937, which is 12 ships under the previous month.

Even after the Korean War and the subsequent wholesale transfers of American ships to the runaway-flags it was rare for the active merchant fleet to drop below the 1,000-vessel figure.

At present, there are 115 ships in lay-up, of which 41 are dry cargo ships and 60 are tankers. (See story on tanker quota plan on page 16.)

## Throw In For A Meeting Job

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

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



# SEAFARERS ROTARY SHIPPING BOARD



### From September 15 Through September 29, 1959

Shipping for SIU ports throughout the past period rebounded again above the 1,200 mark as a total of 1,207 men were shipped. This represents a gain of 30 jobs over the prior period's total of 1,177. However, while the overall figures show a gain, most of it was felt on the West Coast where Seattle and San Francisco both recovered from the earlier period's job depression and returned to their "on-again-off-again" norm.

Generally speaking the major ports of New York, Baltimore, New Orleans, Houston and Mobile, are still feeling the shipping slump that has hit most of the Atlantic and Gulf ports over the past period, with Baltimore, Norfolk, Mobile, and Houston all reporting drops varying from slight to heavy.

As reported, the West Coast ports of San Francisco and Seattle both showed a remarkable recovery as they climbed back to the 79-90 marks, shipping a total of 159 jobs between them. This is quite a change from the low 40 jobs shipped for the last two week period.

However, not all of the West Coast came in for the shipping boom. Wilmington shipped only eight men, its lowest figure since December, 1958, the port had only three in-transit vessels calling this period.

On the brighter side of the shipping picture Boston, Philadelphia, Savannah, Tampa, Lake Charles all reported sizable gains. The biggest

gain was from the port of Philadelphia which shipped 91 men, almost twice its prior period's figures.

New York handled a high of 46 vessels, while New Orleans, which handled 51 vessels last period, had only 36 this two weeks. Another chance was in Philadelphia which had only one ship paying off and signing on the previous two weeks as compared to seven ships paying off and four signing on this period. There were a total of 226 vessels in SIU ports over the last two-week period, a decline of four from the earlier period. Of this total, 65 signed on, 32 paid off and 129 were in-transit.

Percentage wise, the possibility of a longshore strike probably accounted for the increased number of class A men taking jobs. A men took more than a lion's share, accounting for 68 percent of the total, while class B men took 21 percent, and class C men dropped to only 11 percent of the total number of jobs shipped.

The following forecast of SIU shipping, port by port, depends on the early settlement of the longshoremen's strike along the Atlantic and Gulf:

Boston: Fair ... New York: Good ... Philadelphia: Picked up, may hold that way ... Baltimore: Slow ... Norfolk: Steady ... Savannah: Fair ... Tampa: Good ... Mobile: Fair ... Lake Charles: Steady ... Wilmington: Slow ... San Francisco and Seattle: Good.

## Ship Activity

	Pay Sign In			
	Offs	Ons	Trans.	TOTAL
Boston	2	—	5	7
New York	24	4	18	46
Philadelphia	7	4	6	17
Baltimore	9	2	5	16
Norfolk	1	2	5	8
Jacksonville	2	—	11	13
Miami	—	—	3	3
Tampa	1	1	6	8
Mobile	6	4	8	18
New Orleans	8	4	24	36
Lake Charles	1	—	8	9
Houston	—	4	17	21
Wilmington	—	—	3	3
San Francisco	2	4	7	13
Seattle	2	3	3	8
<b>Total</b>	<b>45</b>	<b>32</b>	<b>129</b>	<b>226</b>

## DECK DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED			Registered On The Beach CLASS A			Registered On The Beach CLASS B										
	GROUP			GROUP			GROUP			GROUP			GROUP			GROUP			GROUP			GROUP										
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	—	6	—	6	—	1	—	1	—	1	—	1	—	2	—	—	—	—	—	—	2	2	—	4	3	21	3	27	2	3	1	6
New York	31	46	13	90	2	11	6	19	22	45	24	91	2	11	8	21	—	5	2	7	91	21	7	119	91	171	41	309	3	21	33	57
Philadelphia	4	10	4	18	—	4	2	6	3	10	8	21	3	1	2	6	1	—	3	4	21	6	4	31	12	19	7	38	—	3	—	3
Baltimore	13	34	16	63	1	9	10	20	11	24	9	44	—	—	3	3	—	—	—	44	3	—	47	42	87	23	152	4	19	28	51	
Norfolk	4	3	1	8	—	3	9	12	3	5	1	9	—	2	2	4	—	—	—	9	4	2	15	8	10	2	20	—	4	9	13	
Jacksonville	3	2	1	6	—	2	3	5	2	2	—	4	1	—	1	2	—	—	—	4	4	2	10	4	6	1	11	—	1	3	4	
Miami	—	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—
Tampa	2	3	—	5	—	—	3	3	3	7	—	10	2	—	3	5	—	—	—	10	5	—	15	1	9	1	11	—	—	—	1	1
Mobile	11	14	2	27	—	2	3	5	5	9	3	17	—	1	5	6	1	1	1	17	6	3	26	29	35	6	70	1	3	9	13	
New Orleans	30	46	7	83	—	9	5	14	14	21	5	40	2	5	7	14	3	4	10	17	40	14	17	71	44	80	12	136	1	5	10	16
Lake Charles	3	3	2	8	—	1	3	4	3	5	1	9	—	—	2	2	—	—	—	9	2	—	11	5	12	3	20	—	—	3	3	
Houston	8	15	6	29	2	4	3	9	9	14	5	28	—	—	4	4	—	—	—	28	4	—	32	25	33	11	69	—	10	6	16	
Wilmington	3	2	1	6	—	—	1	1	2	—	1	3	—	—	—	—	—	—	—	3	—	—	3	7	11	2	20	—	1	1	2	
San Francisco	4	13	2	19	—	3	—	3	6	15	2	23	1	1	2	4	—	—	—	23	4	—	27	16	18	6	40	1	4	4	9	
Seattle	3	6	2	11	—	3	2	5	7	11	4	22	—	7	4	11	1	3	2	6	22	11	6	39	8	11	1	20	3	6	3	12
<b>TOTALS</b>	<b>119</b>	<b>204</b>	<b>57</b>	<b>380</b>	<b>5</b>	<b>52</b>	<b>50</b>	<b>107</b>	<b>90</b>	<b>169</b>	<b>64</b>	<b>323</b>	<b>11</b>	<b>28</b>	<b>45</b>	<b>84</b>	<b>6</b>	<b>16</b>	<b>21</b>	<b>43</b>	<b>323</b>	<b>84</b>	<b>43</b>	<b>450</b>	<b>301</b>	<b>524</b>	<b>119</b>	<b>944</b>	<b>15</b>	<b>80</b>	<b>111</b>	<b>206</b>

## ENGINE DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED			Registered On The Beach CLASS A			Registered On The Beach CLASS B												
	GROUP			GROUP			GROUP			GROUP			GROUP			GROUP			GROUP			GROUP												
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL		
Boston	—	2	—	2	—	1	—	1	—	1	—	1	—	4	—	—	—	—	—	1	4	—	5	—	12	—	12	2	3	1	6			
New York	7	48	7	62	2	13	9	24	8	43	8	59	1	10	8	19	—	2	4	7	59	19	7	85	52	145	25	222	6	35	30	71		
Philadelphia	1	11	—	12	—	4	—	4	1	14	—	15	2	5	2	9	—	—	9	15	9	9	33	3	25	3	31	—	—	—	1	1		
Baltimore	2	37	7	46	1	10	6	17	8	19	4	31	1	4	5	10	—	1	1	2	31	10	2	43	6	90	13	109	1	26	15	42		
Norfolk	3	14	1	18	1	2	6	9	—	8	—	8	—	3	1	4	—	—	—	1	8	4	1	13	5	15	1	21	1	7	4	12		
Jacksonville	—	7	—	7	—	3	1	4	—	3	—	3	—	1	3	4	—	—	—	2	1	3	3	3	4	3	10	2	10	—	12	1	2	4
Miami	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1	—	—	—	1	—	1	1	—	1	—	—	—	—	—	—	—	—	
Tampa	—	1	—	1	—	1	2	3	—	4	—	4	—	2	1	3	—	—	—	4	3	—	7	1	10	1	12	—	—	—	2	2		
Mobile	4	17	3	24	—	2	2	4	2	11	6	19	—	—	2	2	—	—	—	1	19	2	1	22	9	40	2	51	—	2	7	9		
New Orleans	15	42	6	63	—	11	3	14	8	40	6	54	—	4	11	15	1	2	3	6	54	15	6	75	32	53	11	96	—	16	4	20		
Lake Charles	2	6	1	9	—	1	3	4	1	3	1	5	1	1	4	6	—	—	—	1	5	6	1	12	5	7	1	13	1	—	1	2		
Houston	3	19	1	23	1	9	4	14	2	18	7	27	—	6	4	10	—	—	—	27	10	—	37	9	30	2	41	1	10	4	15			
Wilmington	—	3	2	5	—	1	1	2	—	—	—	—	—	1	—	1	—	—	—	1	—	1	1	2	2	7	3	12	—	2	2	4		
San Francisco	3	15	1	19	—	3	—	3	—	12	4	16	1	5	1	7	—	—	—	16	7	—	23	8	24	2	34	—	3	5	8			
Seattle	3	15	—	18	1	4	3	8	2	18	2	22	—	4	1	5	—	—	—	22	5	3	30	1	20	1	22	1	5	3	9			
<b>TOTALS</b>	<b>43</b>	<b>237</b>	<b>29</b>	<b>309</b>	<b>8</b>	<b>65</b>	<b>40</b>	<b>113</b>	<b>32</b>	<b>194</b>	<b>38</b>	<b>264</b>	<b>6</b>	<b>47</b>	<b>47</b>	<b>100</b>	<b>2</b>	<b>10</b>	<b>23</b>	<b>35</b>	<b>264</b>	<b>100</b>	<b>35</b>	<b>399</b>	<b>135</b>	<b>488</b>	<b>65</b>	<b>688</b>	<b>14</b>	<b>111</b>	<b>80</b>	<b>205</b>		

## STEWARD DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED			Registered On The Beach CLASS A			Registered On The Beach CLASS B										
	GROUP			GROUP			GROUP			GROUP			GROUP			GROUP			GROUP			GROUP										
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	3	1	1	5	1	—	—	1	2	1	—	3	—	—	2	2	—	—	—	3	2	—	5	9	2	4	15	—	—	4	4	
New York	20	5	34	59	3	3	22	28	13	8	39	60	—	2	15	17	—	—	16	16	60	17	16	93	109	29	101	239	3	1	52	56
Philadelphia	6	4	7	17	—	1	3	4	4	4	6	14	1	1	3	5	1	1	6	8	14	5	8	27	10	9	15	34	—	—	4	4
Baltimore	19	5	18	42	—	2	10	12	12	4	16	32	—	1	4	5	—	—	2	32	5	2	39	55	16	34	105	2	4	26	32	
Norfolk	2	3	1	6	—	—	6	6	—	1	1	2	—	—	3	3	—	—	—	1	5	6	2	11	5	3	2	10	1	2	7	10
Jacksonville	6	1	1	8	1	1	2	4	3	1	—	4	—	—	—	—	—	—	—	3	4	—	7	7	2	1	10	1	1	1	3	
Miami	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tampa	1	—	2	3	—	—	2	2	4	1	4	9	—	—	4	4	—	—	—	9	4	—	13	5	—	2	7	—	—	—	—	—
Mobile	5	4	18	27	—	—	4	4	3	—	10	13	—	1	4	5	—	—	—	13												

# 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.

Howell, Marvin E.  
Hughes, Guy Willis  
Hermansen, Robert  
Lakwyk, Jake  
McCaffrey, Thomas E.  
Caram, Ashar G.  
Gelles, Michael  
Maher, Thomas F.  
Mladek, Richard J. S.  
Roberts, Lewis W.  
Silverstein, Harry  
Cheshire, James  
Odgaard, Sigurd  
Catherine, Theodore  
Colon, Edelmiro  
Pineyro, Claudio A.  
Wescott, Joseph A.  
Stephens, Charles

Quintayo, Felipe  
Montgomery, Walter C.  
Balducci, Felice J.  
Scanlon, Thomas J.  
DaSilva, Joaquin A.  
Hamby, William H.  
Thornton, William  
Olmeda, Jaime  
Herkenheims, Henry  
Kempczynski, Charles J.  
Lanier, William E.  
McDaries, Ralph M.  
Gillet, James F.  
Meshover, George  
McDermott, John J.  
Chiappone, Vincent  
Dunn, Thomas A.  
Richardson, John

## Salvage Company Aims For WW II Lost Cargoes

A Florida company will attempt to salvage 75 million dollars worth of metal cargoes resting on the bottom of Gulf and Caribbean waters, in ships that were victims of German submarines during the Second World War.

The Isthmus Steamship and Salvage Company of Miami, Florida, reported that it has obtained options from Lloyd's of London permitting it to make the salvage attempts.

The company has already spent \$250,000 during the past ten years trying to determine the locations of 22 ships that were sunk in coastal waters during World War II, and has located another 18 ships at depths that can be worked.

Capt. Robert J. Stefanish, president of the company, said he was negotiating with "Venturi Salvaggi", a salvage company in Genoa, Italy for the use of its naval engineers and salvage ships.

### \$4 Million Cargo

He said that he expected both companies would begin joint operations next month on the steamship Bayard which was sunk in 1942. Capt. Stefanish said he believes that about half of the ship's \$4 million cargo was salvageable. "Don't get the idea," he said, "we're trying to raise these wrecks, anybody would be crazy to talk about that. All we want to do is get their cargoes out."

In World War II some 1,900 ships were sunk in Western Hemisphere waters carrying a cargo worth \$3 billion. More than 1,200 members of the SIU gave their lives in this conflict.

The heaviest sinkings in coastal waters came in the early months of 1942 when unarmed merchant ships traveling convoy protection were sunk by the score. Many SIU-manned companies includ-

ing Alcoa, Bull and Waterman, suffered particularly-heavy ship losses during this period.

After the Bayard operations, the company will attempt to salvage 5,000 tons of uranium, valued at \$8 million and two iron ore cargoes worth \$1 million.

The Isthmus company was formed in 1948.

## The Roamer Makes It



SIU-manned Alcoa Roamer made 1,000 days without a lost-time accident on September 27 and was promptly awarded a certificate of merit by the city of New Orleans. At presentation are (l. to r.) Carl Andrews, oiler; Ambrose Day, 1st assistant; Acting Mayor Victor Schiro; Harris Patterson, ship's delegate.

# MSTS Laying Up 8 Transports; Gov't Report Hits Inefficiency

WASHINGTON—The Military Sea Transportation Service will lay up six C-3 transports and two C-4 troopships as an economy measure, the Navy announced recently.

The decision follows a report published by the Government's General Accounting Office which criticized the

MSTS as being inefficient and wasteful. It also follows an Army proposal to move its personnel by private airliners rather than on MSTS ships.

The decision to mothball a number of transports is a victory for commercial shipping and especially air-transportation interests, who have maintained that they should be given more military work.

The Maritime Trades Department AFL-CIO passed a resolution at its last convention criticizing the MSTS for being inefficient and for depriving private operators of a substantial share of shipping. It warned that Government competition would bankrupt private companies. Maritime unions have traditionally been critical of MSTS operations.

About 370,000 Army personnel

and their families and possessions are shipped by sea under the present system, the majority on MSTS ships. If the Army decides to ship its personnel by air, only 16,000 of the total would be transported by ship.

The General Accounting Office's report noted that during one four-month period, four MSTS ships sailed with as little as 12 to 32 percent of their total cargo utilized. Four refrigerator ships listed in another section of the report only had from 31 to 55 percent of their cargo space utilized.

It is estimated that the failure to attain effective space utilization in the first four cases cost about \$173,000.

"We found instances," the GAO report said, "in which MSTS was purchasing space on commercial vessels while, at the same time, MSTS ships sailing to the same destinations were only partially loaded."

The Army's proposal to adopt air transportation of troops and dependents was also influenced by the success the Air Force has had with this method of transportation.

By cutting transportation time, the Air Force is able to increase the utilization of its manpower appreciably. Currently the Air Force

transports 96 percent of its personnel by air.

Also, the MSTS has found that ships inactivated according to Maritime Administration standards could be returned to work quicker and at less expense than those mothballed under more stringent Navy standards. This tends to counteract the MSTS claim that it must maintain a large and active fleet for tactical purposes in the event of war.

## LABOR ROUND-UP

A drive to erect a \$2½ million memorial hospital was kicked off by the Communications Workers of America at the time of Soviet Premier Khrushchev's visit to the US. The union noted that the Soviet premier's visit should be taken as an opportunity to do something positive for the victims of Communism. CWA President Joseph Beirne declared that the union hoped to send thanks to Khrushchev for his unintentional assist to the hospital construction program.

An expanded scholarship program is being offered by the AFL-CIO as a result of a decision made at the Federation's recent convention. Four year scholarships will now be offered to six students each year.

Still on strike against Swift & Co., 19,000 members of the Packinghouse Workers and the Amalgamated Meat Cutters unions have called for a national boycott of all Swift products. The company has been accused of attempting to break the strike by starting "back to work" movements and unloading propaganda by the ton on the homes of union members.

A mutual aid program in the airlines industry has been set up by six AFL-CIO unions operating in the air transport field. Involved in the program are the Machinists, Transport Workers, Air Line Pilots, Airline Dispatchers, Flight Engineers and Railway Clerks. The introduction of jet aircraft and problems of airline safety are among the areas that the group will discuss and act upon.

In the face of the continuing national steel strike, the United Steelworkers and two major manufacturers have agreed to extend their contracts for at least 30 days. The decision affects 32,500 workers employed by American Can and Continental Can. The companies have accepted retroactivity as part of the agreement.

Regulations governing the activities of so-called "consultants" in the labor-management field have been issued by Secretary of Labor James Mitchell. The regulations require detailed reporting of spending, fund receipts and other activities by the individuals involved. The reports will have to be filed within 30 days after an individual enters into an agreement to serve as a consultant and must be made annually thereafter.

## Movie 'Job' Bait Proves Debtor Trap

A new gimmick—collection agencies masquerading as movie and TV casting bureaus—came to light as the Federal Trade Commission accused the Television and Appliance Credit Corp., of Los Angeles, of misrepresenting itself in order to obtain information on delinquent debtors.

The company, which also operates as the "Hollywood Casting Service, Inc.," mails debtors "confidential casting" forms, asking information such as current address, place of employment and car license number.

The Commission claims that the company is not a casting service and that it sells the information to business people who use this information to attach the debtors' property.

Accompanying the forms are letters, supposedly from the "chief casting director," which indicate the persons receiving them are to be cast as movie extras and bit players.

The company also uses these forms, which they falsely represent to purchasers as being cleared by postal authorities and the FTC, for its own finance business, the FTC charged.

## Quitting Ship? Notify Union

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

# NY Reports Headway In SIU-MAWD Campaign

NEW YORK—Prospects are good that a number of marine companies in this harbor will be under the SIU's Marine Allied Workers Division banner in the near future, Bill Hall, assistant secretary reported. Organizers in the field who have been meeting with success in talking to the various employees, are now obtaining pledge cards and will probably seek representation soon.

The number of Seafarers attending the SIU's Lifeboat School and who have received their tickets is rapidly approaching the 200 mark, Hall said. In

addition to the Lifeboat School, the training school for ABs and FWTs is coming along very well, with new classes ready to start soon. It is hoped that more wipers will enroll for this course and try for their FWT tickets.

Shipping for the port over the last two-week period dropped slightly below the 300 mark. However, although shipping decreased, especially in the steward department, there were 18 class C cards shipped in the galley alone.

There are still two vessels in lay-up in this port, the SS Pandora and the SS Seagarden. There has been no official word yet as to the possibility of their taking on crews and coming out.

Although job activity decreased somewhat, there were a greater number of vessels calling into the area over the last two weeks than during the prior period. Of the 48 vessels serviced here during the period, 24 paid off, four signed on and 18 were in transit.

### Vessels Paying

The following were the vessels paying off in this port during the past period: the CS Baltimore, Council Grove, Bradford Island, Bents Fort (Cities Service); Alcoa Patriot, Alcoa Puritan, Alcoa Pennant, Alcoa Polaris (Alcoa); Robin Gray (Robin); Seatrain's New Jersey, Louisiana, Texas, New York, Georgia (Seatrain); Frances Elizabeth, Dorothy (Bull); Gateway City (Pan-Atlantic); Denton (Denton); Atlantic (American Banner); Steel Rover, Steel Fabricator, Steel Director (Isthmian) and the Jean LaFitte (Waterman).

Signing on were the Ocean Deborah (Ocean Trans); Robin Hood, Robin Gray (Robin) and the John C. (Atlantic Carriers).

The in-transit ships were the Alcoa Partner (Alcoa); Massmar, Texmar, Seamar (Calmar); Steel Artisan, Steel Recorder (Isthmian); Robin Gray (Robin); Emilia, Hilton (Bull); Seatrain Georgia (Seatrain); Hastings, LaSalle, (Waterman); Beauregard, Fairland, Raphael Semmes, Vienneville, Azalea City (Pan-Atlantic) and the Sand Captain (Const. Agg.).

# Ship Outlook Seen Good In Houston

HOUSTON—Port Agent Bob Matthews reports that shipping held its own for the past two-week period. He expects the next two weeks to produce an increase in ship traffic—assuming the dock situation is clarified.

Visiting the port of Houston during the last shipping period and signing on were the Steel Artisan, Steel Maker (Isthmian); Young America (Waterman) and Julia (Julia Nav.).

During the last two weeks there were 17 ships in transit. They were the Dol Sol, Del Aires (Mississippi); Seatrain New York, Seatrain New Jersey, Seatrain Georgia, Seatrain Texas (Seatrain); Vallant Freedom (Ocean Tramp); Natalie (Intercontinental); Neva West (Bloomfield); Ocean Joyce (Ocean Clippers); Arizpa, Afoundria, Morning Light (Waterman); Bienville, Beauregard (Pan-Atlantic); Pacific Thunder (Pacific Thunder) and Petrochem (Valentine).



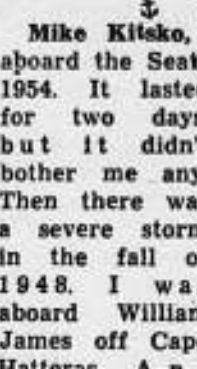
# INQUIRING SEAFARER

QUESTION: Have you ever run into any hurricanes, typhoons, or severe storms while at sea?

Hank Bjerring, AB: In 1929 off Hatteras my ship got caught in a hurricane. I was on a Hog Islander and we averaged eight miles a day. Last year the Steel Vendor got caught in a big blow off in Japan, and back in 1949, aboard the SS Paoli I encountered a severe storm. None of them caused much damage.



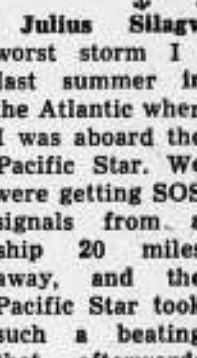
Mike Kitsko, AB: We got hit aboard the Seatrain New York in 1954. It lasted for two days, but it didn't bother me any. Then there was a severe storm in the fall of 1948. I was aboard William James off Cape Hatteras. Another ship, not far from us, the tanker El Captain, broke right in two.



R. Vasquez, messman: Last year coming from Bremerhaven, Germany, aboard the Coeur D' Alene Victory, there was a bad storm. The ship was rolling, and everything was on the floor—we must have been traveling at about five knots. The storm lasted three days.



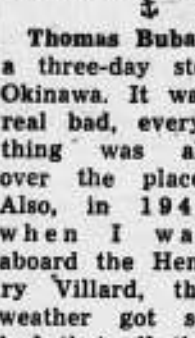
Julius Silagwi, baker: The worst storm I encountered was last summer in the Atlantic when I was aboard the Pacific Star. We were getting SOS signals from a ship 20 miles away, and the Pacific Star took such a beating that afterwards we had to stay in the shipyard for ten days for repairs.



"Blueberry Hill" Motto, oiler: Just recently on the Steel Recorder I got a taste of wicked weather. We were in the Mediterranean when the winds started to blow... I thought the ship would tip over. Most of the passengers got terribly sick. How did I fare? I'm an old seadog—you know, and seadogs don't get sick.



Thomas Bubar, AB: I ran into a three-day storm in 1945, off Okinawa. It was real bad, everything was all over the place. Also, in 1943 when I was aboard the Henry Villard, the weather got so bad that all the ships in the convoy separated. We were going to Murmansk at the time and had to make it by ourselves.



WASHINGTON—Another step forward toward commercially-useful atomic power on merchant ships has been taken by the Atomic Energy Commission. It has awarded a contract for a design and engineer study of a nuclear reactor for use in a 45,000-ton tanker.

# Study Begun On A-Tanker

The design involved is the pressurized water type, but studies are already underway on a half dozen other designs. Emphasis in the latest study contract is on simplicity, self-regulation and other features which would lower the cost of construction and operation. The high cost of shipboard reactors is one of the principle obstacles in the way of commercially-useful atomic power. The target date for the use of the reactor aboard a working ship would be 1964.

# Alcoa Gear Gives Fast Radar Plot

The Alcoa Steamship Company is installing a radar-plotting system which is designed to make it faster, safer and easier for a mate to plot a ship's course.

The question of radar-plotting had come into dispute as a result of many collisions of radar-equipped merchant ships in recent years.

The system being adopted by Alcoa, the Fraser Luminous Maneuvering Board, makes use of ultra-violet light illumination for nighttime plotting plus special triangles, luminous dividers and a stop clock which makes possible rapid plotting of a ship's course in relation to an oncoming vessel.

### Using Radar

Isthmian Steamship, another SIU-contracted company, has had the system on board its ships for about six months now. The system was installed aboard Grace Line vessels, and was aboard the Santa Rosa at the time of its collision with the Valchem. States Marine, Lykes and MSTs have also utilized the equipment to some degree.

Opponents of reliance on radar in navigation have cited the difficulty of a watch officer navigating a ship and trying to plot a radar course at the same time. Faster plotting would overcome at least part of that objection.

# Steel Still Slows Balt.

BALTIMORE—Like the last two periods, shipping has been very slow for the past two weeks. This, of course, has been due to the continuing steel strike, and the expiration of the ILA contract.

Paying off in the last two week period were the Emilia, Hilton, Jean, Mae (Bull); Seastar, Irene-star (Traders); Marymar (Calmar); Vallant Explorer (Ocean Wind); Massmar (Calmar).

Signing on were Feltore (Marven) and The Cabins (Texas City). Ships in transit were Evelyn (Bull), Steel Recorder (Isthmian); Robin Gray (Robin); Alcoa Runner, Alcoa Polaris (Alcoa).

# Rigging A Safe Gangway



From the time ships first started going to sea, gangway accidents have always been a major shipboard problem. Various devices have been tried out, including cargo nets slung under the gangway to catch a man who might fall off.

Pictured here is another proposed device for gangway safety, a strip of canvas, secured so that a seaman slipping on the gangway will not roll through and over the side. It's a device that merits consideration as a way of preventing injury and saving lives.

An SIU Ship Is A Safe Ship

# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### Unions Fight High Medicine Costs

Mounting complaints over excessive charges for medicines, and increasing efforts by unions, co-ops and group health services to beat this gouge, have the drug manufacturers worried.

The drug industry struck a bonanza in antibiotics, vaccines, tranquilizers and other new medicines, and, as their profits soared, Wall Street investors cashed in. Drug companies became the big new money-makers while you paid \$8, \$16 and even more for various prescriptions.

US labor and co-op papers six years ago first called attention to the high charges for medicines. Now, an increasing number of publications and organizations have joined the protests. The complaints are beginning to draw blood.

The cost of medicines has become a big expense for your family. One industry estimate is that the average person spends \$30 a year for medicines, pharmaceutical products and medical appliances. For a family of four, this is \$120 a year. Various estimates indicate that medicines now usurp 20 percent of the average family's medical expense.

In a long illness, the cost of medicine can be a serious obstacle to treatment. Edith Ault, of the Citizens Committee for Children of New York City, reports the case of a municipal worker earning \$65 a week.

He developed a skin condition requiring \$15 worth of Meticorten a week for a year. This is 20 percent of the man's wage. He's insured for hospital and medical care but not for the medicine.

The result of the exorbitant prices is to discourage families from getting proper medical care. Group Drug Service of New York reports it finds some people now tend to delay calling a doctor because they fear they may have a \$12 prescription bill as well as \$6 or \$7 bill for the doctor. The Committee for Children found cases in which parents immediately filled prescriptions for their children, but waited with their own to see if they would feel better later.

Mrs. Ault reports another expediency used by many families nowadays is to get a smaller amount of a medicine than the



doctor prescribes.

Often druggists themselves suggest a smaller amount when a family complains about the price or doesn't have enough money to pay for the prescription. While some pharmaceutical experts do feel that sometimes doctors go overboard in the quantity they prescribe, the growing practice of cutting the prescription without the doctor's knowledge tends to be a little risky. It would be safer to phone him back, explain the predicament caused by the high price, and ask whether it would be all right to get a smaller amount.

This would also serve to remind doctors that the cost of medicines has become exorbitant, and beyond the ability of many patients to pay. Doctors could do more to stop the drug-price gouge than anybody else.

Actually the cost of medicines could be cut to a fraction of present tags. It is reported that the pharmaceutical center run by Group Health Cooperative in Seattle serves its 50,000 members at an average cost of \$2 a year per person for prescriptions.

Joint efforts by unions and group health plans, such as is being explored by a group of New York City unions with the Health Insurance Plan, could chop costs in these ways:

- The combined purchasing power of union health clinics and group health plans could cut the cost of medicines by about 25 percent.

- Education of doctors to prescribe drugs by their generic or scientific names instead of the same products under higher-priced brand names could chop the price in half in many cases. For example, District 65 offers members a vitamin preparation, of the same formula as the well-known "Unicaps," for \$3 for 250 instead of \$6.75 for Unicaps.

- Development of a more limited "formulary," meaning a smaller list of drugs to avoid duplication of much the same drug under different brand names, would be another cost-cutter.

Labor unions already have taken the lead in finding ways for their members to get modern life-saving drugs at reduced costs, just as they pioneered in organizing group medical services. For example, HIP found that of 76 New York locals who answered a questionnaire (of 1100 who received it), 38 now have some kind of arrangement for their members to get drugs at discounts. Nine operate their own pharmacy, 23 have an arrangement with a privately-operated group drug service, five with local pharmacies, and three with pharmacies operated by neighborhood group clinics.

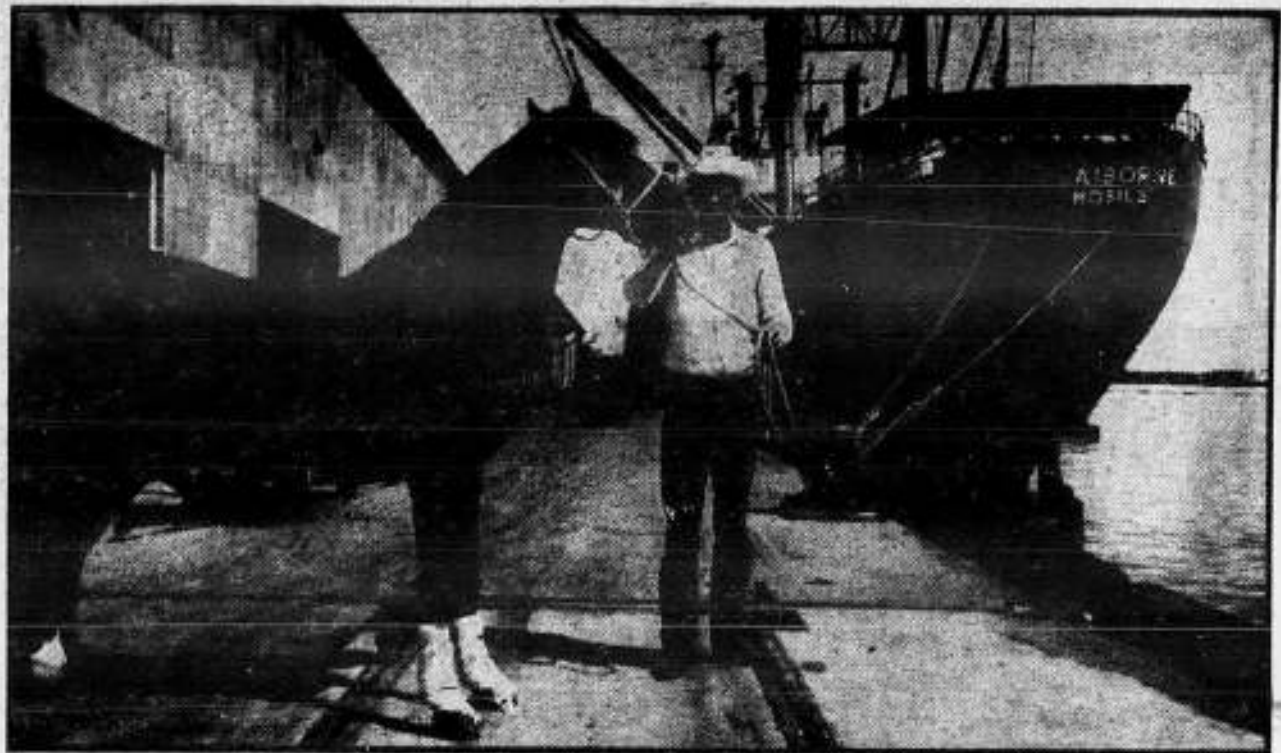
Other unions in various cities have services of this type too. But they're still scattered and in the minority. Until the movement for group drug services becomes more widespread, all you can use to try to keep down your family's drug costs are these admitted half measures:

- Ask your doctor when possible, to prescribe by generic or scientific name rather than brand name.

- Shop several druggists to see which has the more reasonable price. Charges do vary by location, volume of business, etc. This won't save you much because most of the cost is controlled by the manufacturers. But some druggists do shade prices a little, especially in hardship cases.

- In buying non-prescription items, select the lowest-priced brand that has the letters "USP."

### Arabian Steeds Via SS Claiborne



Handler holds one of eight "pasofino" horses delivered by SIU-manned Claiborne to Mobile. Three stallions and five mares, all of them descendants of Arabian horses brought over from Spain, came aboard in San Juan. Photo from "Port of Mobile News."

### 'Fortune' Describes Esso Rig

The long-established policy of Standard Oil of New Jersey of promoting and fostering so-called "independent" unions on its ships and its plants has been discussed in detail in a lengthy article appearing in the October issue of "Fortune" magazine. The publication, which is addressed to a busi-

ness audience and largely reflects a management viewpoint, discusses some of the devices employed by the company to keep the so-called "independents" on the leash. In the process, it reports on the attempts of the Esso Tanker Men's Union to break free of domination of the John Collins' chain of "independent" tanker unions.

The ETMU, whose members recently voted by secret ballot to affiliate their organization with the SIU of North America, is currently fighting an attempt by Collins to reestablish himself in the Esso fleet.

#### Company Called Shots

The "Fortune" article reports that as far back as the first World War Esso employed the formula of "employee representation groups." These groups were openly company-controlled and existed until the Wagner Act was passed.

Since the Wagner Act made it illegal for company-dominated unions to function, new "independent" unions were set up, theoretically "independent" of management control.

However, "Fortune" said, "On two occasions the NLRB ordered local independents disbanded on the ground that they were company-dominated; but each time a new independent was formed." The nature of the "independents" was such, "Fortune" reported, that leaders of the outfits "are often fully paid by the company, even for time spent on union business . . . In Baton Rouge and at Baytown—until early this year—the companies provided presidents of the independents with office space and telephones."

By American union standards, a set-up of this nature clearly stamps the "independent" as a company-dominated organization.

The pattern of "independent" unions in Esso has been employed on the company's tankers. "Until early this year this independent

had only one paid official, John J. Collins, who was also an adviser to at least six other independent marine unions at other oil companies. As run by Collins, the union had no hiring hall and no formal right to represent men who were fired. In the past decade, layoffs in the marine division have been increasing, partly because Esso has trimmed its own fleet (from sixty-seven ships ten years ago to twenty-six) and has chartered tankers from other companies, many of them foreign-registered," the article said.

"In July of 1958, Charles Gallagher, an unpaid official of the independent, finally led a revolt against Collins, complaining that he had never in his year of office seen a union financial record . . ."

Under new leadership, the Esso men reconstituted their organization to provide for full-time officers ashore elected directly out of

the fleet. However, as soon as the ETMU moved to affiliate with the SIUNA, Collins reappeared with a new "independent" which he named the Esso Seamen's Association.

The ETMU has filed charges with the NLRB accusing the company of promoting the Collins-created Esso Seamen's Association in an effort to restore the long-established Standard Oil pattern of company domination.

Seafarers who were active in the Cities Service organizing drive back in the late 1940's will recall Collins as the man who attempted to block the SIU's certification and a contract in the fleet by creating a "Cities Service Tankermen's Association." The attempt collapsed when the NLRB ruled the organization out as a company-dominated association created for the sole purpose of blocking SIU organization in the fleet.

## AMONG OUR AFFILIATES

A self-insured Welfare plan has gone into effect for members of the Staff Officers Association. Group insurance formerly carried with the John Hancock Insurance Company was terminated at estimated savings of some \$3,000 to \$4,000 annual for the pursers union plan.



A group of home economists toured the Marine Cooks and Stewards training center at an open house affair during the recent AFL-CIO convention, and were high in their praise of the training methods and organization of the center which is used to assure a supply of qualified cooks and bakers for West Coast ships.



Deck crewmembers of the Western Pioneer, members of the Sailors Union of the Pacific, have been hailed for the rescue of eight Canadian fishermen in the Aleutian Islands. The fishermen had to abandon their boat when it ran up on the rocks. Western Pioneer crewmembers took a lifeboat through heavy surf and then rode a big comber back out to sea after picking up the eight men.



Wage increases of \$40 to \$60 per

month have been obtained for about 100 Canadian Seafarers sailing with Dominion Steel and Coal. The company operates three ships which haul coal, iron ore and steel. The new agreement, negotiated by the SIU Canadian District, runs until July 4, 1961.

### Pick Up 'Shot' Card At Payoff

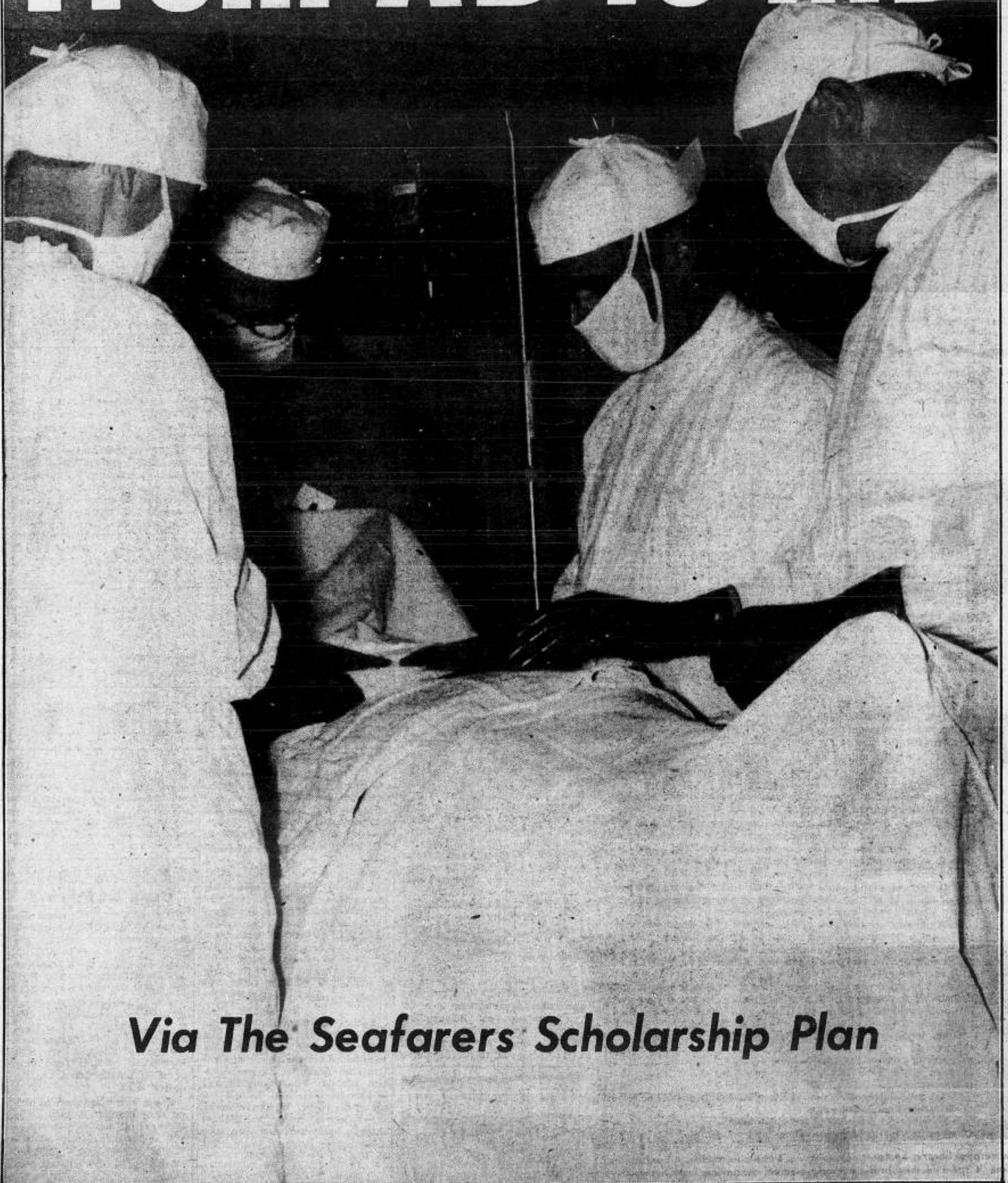
Seafarers who have taken the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they pay off at the end of a voyage.

The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots.

Those men who forget to pick up their inoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another such voyage.



# From AB to MD



**Via The Seafarers Scholarship Plan**



# SIU Award Winner Aiming For MD Tag

"When I first heard of the SIU's Scholarship Plan, I was that such an opportunity existed," said Seafarer Wallace. "After knocking myself out while..."



Shipmate took this shot of Seafarer Seymour Wallace on deck of SIU ship.

Clipping above from July 23, 1954, SEAFARERS LOG reported on Seafarer Seymour Wallace's ambitions to attend medical school.

His seafaring days now behind him, Seafarer Seymour Wallace, SIU scholarship winner, is now a full-fledged MD as the result of his graduation from Columbia University's College of Physicians and Surgeons last July. Dr. Wallace is currently completing his one-year "apprenticeship" as an intern at Methodist Hospital, Brooklyn, a short run from the Union's Brooklyn headquarters.

Dr. Wallace has the distinction of being the first Seafarer to obtain an MD degree under the SIU's scholarship program, although one other scholarship winner, Miss Alma Jimenez, daughter of Seafarer Pedro Jimenez, obtained her degree in 1958 at the University of Puerto Rico.

It was in 1952 that the Seafarer was awarded his four-year, \$6,000 SIU scholarship. At the time he was a pre-medical student at Long Island University. He promptly enrolled in Columbia University, completing his medical studies and graduating in June. He sailed the first two summers while in medical school, but from then on schoolwork was a 12-month-a-year proposition.

Dr. Wallace started in the hospital July 1, selecting a rotating internship which would give him the broadest possible experience. "I expect to enter a specialized field, anesthesiology, when my internship is completed," he explained, "and I thought it desirable to undertake an assignment which would give me experience in all areas of hospital practice."

As a rotating intern, Dr. Wallace treats patients in the out-patient clinic, handles admissions to the hospital, assists in surgical operations, performs minor surgery and serves in the emergency ward. He spends all of his time at the hospital, except that he is off duty every other night and every other weekend.

Actually he "stands watch" continuously, and during the duty period, is on call in the hospital at all times and sleeps on the premises.

When his internship is completed, Dr. Wallace expects to enroll at Columbia for two years of advanced study in anesthesiology. He will then enter medical practice.

A native New Yorker, Dr. Wallace started sailing with the SIU back in 1948 when he was 18. He sailed as AB, usually on Bull Line or Mississippi ships.

Subsequently he decided to enter college for pre-med training, in the hope of somehow being able to get a medical degree on his own. The going was pretty tough, particularly with a family to support (he is married and has a daughter, 7). The scholarship award made it possible for him to complete his medical training.



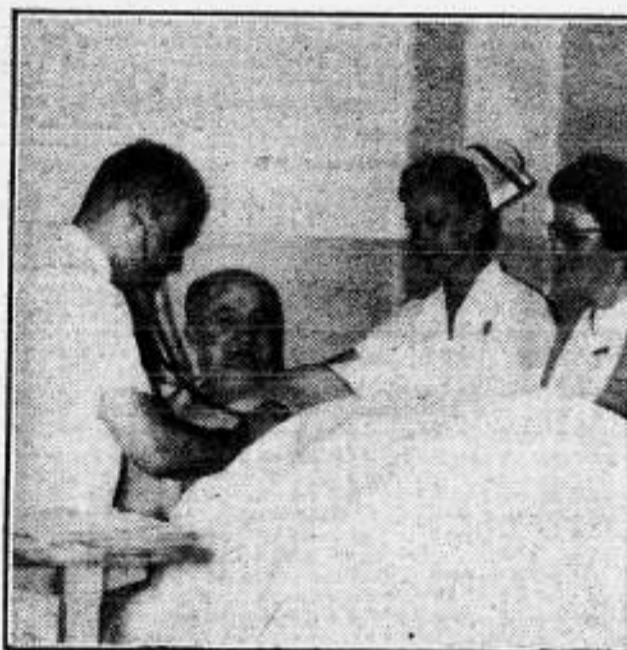
Youthful patient came to emergency ward with cut finger. As a rotating intern, Dr. Wallace's duties include emergency assignments as well as assisting in surgery and other hospital tasks.



After completing his tour of duty at the hospital, Dr. Wallace heads home to wife and child.



While on duty, Dr. Wallace eats in hospital cafeteria along with other doctors on staff.



With assistance of two members of nursing staff, Dr. Wallace conducts examination of hospital in-patient, one of his regular hospital assignments.



Dr. Wallace checks x-ray of patient's spine.



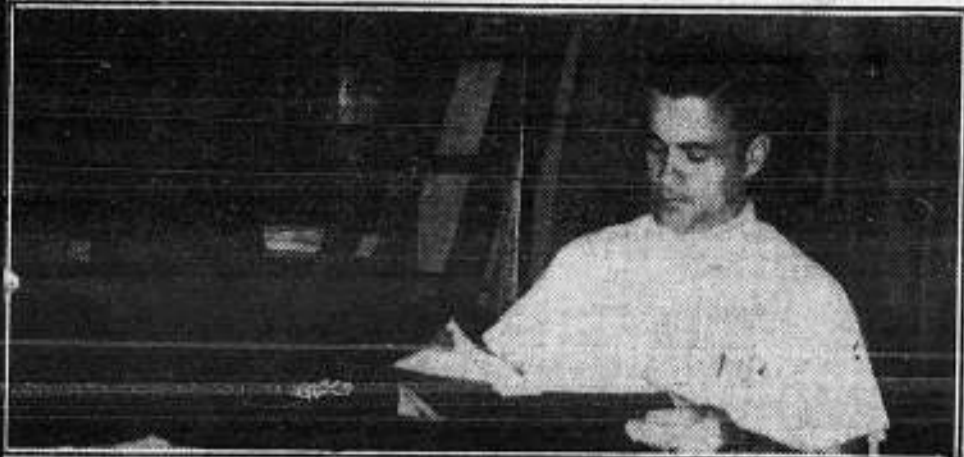
In pathology lab, he examines specimen on slide.



Vernon Stutzman, hospital director, chats with Wallace at entrance.



Infant sets up healthy clamor as Dr. Wallace uses stethoscope. Part of the ex-Seafarer's duties include work in the pediatric out-patient clinic.



In hospital library, Seafarer MD looks up some information. Much of his time is spent in the library studying medical magazines and journals to keep up with the latest advances in medicine.

# Waterman Hits Rough Going In Subsidy Battle

WASHINGTON—Waterman Steamship is stepping up its almost three-year-old fight to gain Government operating subsidies on four essential trade routes, following a Federal Maritime Board examiner's decision in August cutting back the number of subsidized sailings.

Attorneys for the SIU-contracted company have filed exceptions to the examiner's findings, citing the need for additional sailings on the services involved. The four trade routes are the US Gulf/United

Kingdom and Continent service, US Gulf/California-Far-East, Pacific Coast-Far East and US North Atlantic-Continent.

### Partial Approval

The company had sought approval for 96 to 144 subsidized sailings, but the examiner recommended a minimum of 84 and a ceiling of 120. The examiner's approval for Waterman's requests, which involved over a half dozen different routes and services, covered subsidies on three services now operated by Waterman, plus permission to offer subsidized service to two other areas not adequately serviced by other US-flag companies.

Although its original application dates back to January, 1957, Waterman must still win approval of its subsidy bid by the Maritime Board itself. An additional barrier to be hurdled are exceptions to the examiner's decision filed by the public Counsel. His recommendations would further whittle down Waterman's proposed subsidized service in three major areas below the examiner's recommendations.

Waterman and Isthmian are among the last of the big dry cargo operators running without Government subsidy today. Isthmian's petition for subsidy on three separate routes is also still pending, although it was cleared by an examiner almost a year ago.

# 'Prize' Hulk Safe, Value Is Dubious

"Fools rush in where angels fear to tread," as the saying goes, and a group of amateur salvagers aren't sure yet if it applies to them. Disregarding the advice of experts, they sank \$100,000 in raising a sunken Liberian tanker, The African Queen, which broke in two and sank in shallow water off Maryland eight months ago. The owners abandoned the vessel several months later when professional salvagers said it couldn't be saved.

### A Six-Month Job

The amateurs, headed by Paul Brady and Lloyd Deir of Suffolk, Va. quit their jobs, pooled their savings, and worked for six months to refloat the 400-foot stern section of the boat, which they then floated 110 miles to Norfolk, Va.

Were the tanker to be rebuilt the salvagers could get as much as \$3 million, but this unlikely because there is currently a surplus of tankers on the market. They'll be lucky if they even make a profit when they sell it for scrap.

### Short Career

Brady, a 45 year-old appliance dealer said, "For six months I've felt like I had a bull by the horns. This is wonderful. I'm going straight home and get some sleep. When I get back to the appliance business I'll stay there. No more salvaging for me."

# Brand New Pier Near SIU Headquarters



New Mooremack pier at foot of 23rd Street, Brooklyn, is just four blocks from SIU headquarters hall. It was recently dedicated and is now being used by Robin Line ships in addition to Robin Line's old stamping grounds in Erie Basin.

# Ask Anti-Strikebreaking Law

All strikebreaking agencies active in New York State would have to be registered and all employment agencies would have to specify if a strike existed at a plant calling in a job, according to proposals by a special state investigating committee.

The committee, named last year to investigate the use of imported strikebreakers in a

Westchester newspaper chain, said it discovered the existence of only

one such firm. This is an agency whose offices are in Indiana, owned and operated by Bloor Schleppey with the assistance of Miss Shirley Klein, now an executive of the Macy newspaper chain in Westchester.

However, it noted the operations of the firm were widespread in the newspaper business, as it is engaged in recruiting and transporting strikebreakers to newspapers in many states. In New York State, the agency supplied 117 strikebreakers in three separate disputes involving printers' unions and newspapers. The investigators noted that students were recruited in Florida for the strikebreaking jobs without being told there was a strike situation involved.

As a result of the investigation, State Industrial Commissioner Martin P. Catherwood said he would recommend state legislation to curb the activities of such agencies.

The proposed legislation would require strikebreaking agencies to register and file reports providing for full public disclosure of their activities. Employment agencies would be required to notify job applicants when and if a strike situation existed at a firm calling for job replacements.

# Hails MTD Newscasting

Reporting from the Yorkmar, on which he sails as 8-12 oiler, Seafarer Lawrence H. Chapman has applauded the short-wave broadcasts of the Maritime Trades Department. The newscasts go out every week both on a voice transmission and via Morse Code.

Chapman noted that "I usually copy the news as best I can for the crew and, although I'm not a court reporter I get all the main facts of the broadcast."

He noted that he picked up the voicecast on WFL-65, 19 meter wavelength on a frequency of 15,850 kilocycles.

### Eyes Lakes News

A resident of Chicago, Chapman expressed particular interest in developments on the Great Lakes. Discussing the sinking of the Lakes ore-carrier Carl Bradley, Chapman noted that, "Those self-unloaders all look heavy at bow and stern, and many a person has wondered if they would split when hitting a storm. Certainly I wouldn't go deep-sea on any of them. The length-to-width ratio seems too much for the way the weight is distributed."

The Yorkmar Seafarer has an innovation on his mail which could well be copied by other SIU men. He places an American-flag sticker on the back of his envelopes with the legend, "US Flag Ships for American Cargoes."



Seafarer Chapman's mail carries plug for US shipping.

**STEEL FLYER (Isthmian), Sept. 5—**Chairman, D. Keady; Secretary, L. Calderon. No beefs; everything running smoothly. Request each person clean own fan. Ship's fund \$2.20—donation of \$4 to library fund. Few hours OT disputed. Request coffee be made in coffee urn at breakfast. Discussion on washing machine which needs repair. Suggest \$1 be donated to ship's fund.

**PENN EXPLORER (Penn Shipping), Aug. 21—**Chairman, J. Puckett; Secretary, F. Sawyer. New delegate elected. No beefs. Shortage of fans, porthole windscoops and screens to be taken care of after voyage. Suggest laundry be cleaned by wiper and ordinary and recreation hall by messman. Repair list to be turned in.

**FLORIDA STATE (Ponce Products), Aug. 27—**Chairman, A. Jimens; Secretary, C. Ducote. Ship's fund \$3.77. No beefs. New delegate elected. Vote of thanks to delegate for job well done.

**LUCILE BLOOMFIELD (Bloomfield), Aug. 16—**Chairman, L. de Parlier; Secretary, H. Huston. OT settled in Houston. No beefs. New delegate elected. Put sacks in doorway after slushing deck. Request soup be kept warmer; hotplate to be used. Cold water fountain discussed.

**Sept. 5—**Chairman, H. Huston; Secretary, L. de Parlier. New delegate elected. Have patrolman clarify delegate's position on ship.

**ALCOA PENNANT (Alcoa), Sept. 6—**Chairman, F. Pehler; Secretary, M. Howell. One man missed ship from Ponce to St. Thomas. Two men failed to join ship from St. Croix to Baltimore. Repairs to be turned in to steward. Report on safety meeting for ship.

**COEUR D'ALENE VICTORY (Vic. Carr.), Aug. 30—**Chairman, J. Morris; Secretary, K. Abarons. New delegate

elected. Discussion as to who should make coffee at 10 AM and 3 PM.

**Sept. 11—**Chairman, J. Morris; Secretary, K. Abarons. No beefs; everything running smoothly. Three hours disputed OT to be taken up with patrolman. Request recreation room be painted. Vote of thanks to steward dept. for job well done.

**STEEL ROVER (Isthmian), Aug. 2—**Chairman, E. Bryant; Secretary, R. Sipsey. See that repairs from last trip are done before arrival in San Francisco. Keep messhall clean.

**Aug. 19—**Chairman, R. Sipsey; Sec-

retary elected. Request cutting down on grease in food. Turn in repair list. Discussion on retirement; also on fans by electrician.

**LONGVIEW VICTORY (Victory Carr.), Sept. 6—**Chairman, Watson; Secretary, F. Pullbright. Ship's fund \$4.50. No beefs. New delegate elected. Deck and engine depts. to alternate cleaning laundry room. Steward utility to take care of recreation room.

**DEL VIENTO (Delta Line), Aug. 23—**Chairman, J. Procell; Secretary, L. Galuska. No beefs. Ship's fund \$20. New delegate elected. Take care of washing machine and keep laundry clean. Three chairs ordered. Take garbage aft.

**GATEWAY CITY (Pan-Atlantic), Sept. 14—**Chairman, E. Ligon; Secretary, C. Jones. Repair lists made up. Few hours OT disputed.

**SEASTAR (Triton), Sept. 14—**Chairman, J. Keavney; Secretary, M. Sugaw. One man missed ship in Brazil. One man hospitalized and repatriated before following port. Repair list made up. Beef re chief mate's lack of cooperation with deck gang. Some OT disputed. Request men getting off, strip bunks and leave room clean. Bring cots back to be checked. Request captain give 24 hours' notice if ship lay up.

**DEL NORTE (Mississippi), July 13—**Chairman, E. Leonard; Secretary, G. Annis. 80 hours OT disputed in engine dept. Time off for Coast Guard taken care of. Relief for deck and engine dept. held to four men from each dept. for present time. Motion to use ship's fund to pay for repairing movie projector. New delegate elected. One minute of silence observed in memory of our departed brothers.

**Aug. 16—**Chairman, E. Leonard; Secretary, G. Annis. Three men logged. Some OT in engine dept. No beefs. Ship's fund \$7. Vote of thanks

to steward dept. for job well done.

**Aug. 30—**Chairman, J. Catalanetto; Secretary, G. Annis. Motion to change hours of crew's wash room hours from 8 AM to 10 PM to 8 AM to 8 PM now that there are two washing machines. Request large jar be placed in steward dept. lounge for donations of toy and doll fund.

**ALMENA (Clover Carr.), Aug. 30—**Chairman, J. Denatz; Secretary, A. Calderari. Sailed short one 2nd pumpman. Request each delegate make up minor repair list to include all watertight doors and portholes. Repair ice water line.

**VALLIANT HOPE (Ocean Carr.), Sept. 6—**Chairman, L. Thomas; Secretary, A. Olive. New delegate elected. Draws to be in American money. Spent \$5.00 on NK and Seattle calls. Few hours OT disputed. Refrain from using topside head. Vote of thanks to steward dept. for food and service.

**DEL ALBA (Mississippi), Sept. 6—**Chairman, G. Parker; Secretary, C. Cobb. Ship's fund \$38.20. New delegate elected. Request proper attire worn in messhall.

**BRADFORD ISLAND (Cities Service), Sept. 17—**Chairman, H. Darrow; Secretary, A. Carpenter. Repair list turned in. No beefs. One man short in engine dept. Vote of thanks to steward dept. for fine food and service. Chief engineer to start on repairs and painting for '59.

**STEEL ADVOCATE (Isthmian), Sept. 14—**Chairman, J. Gouda; Secretary, A. Espino. Parts for refrigerator still not aboard. Ship's fund \$15.55. Few hours OT disputed. No beefs. Request American money in lieu of travelers checks.

**VENORE (Marven), Sept. 19—**Chairman, R. Nuren; Secretary, R. Hammond. Two men missed ship in deck dept. Motion to have agreements and clarifications put aboard all Ore ships.

Vote of thanks to steward dept. for job well done. Request cots be brought inside when in port. Refer to patrolman matter of having slop chest manifest placed where crew can read it.

**EAGLE TRAVELER (Sea Transport), Sept. 13—**Chairman, F. Otto; Secretary, J. Morgan. Three men paid off; four men hospitalized. Ship's fund \$20. One man short. Seven hours OT disputed. New delegate elected.

**YAKA (Waterman), Sept. 12—**Chairman, T. Danzey; Secretary, D. Nickolson. One man missed ship in Mobile. No beefs. Turn in repair list. New delegate elected. Keep pantry and drinking fountain clean. Vote of thanks to steward dept. for job well done.

**WINTER HILL (Cities Service), Sept. 16—**Chairman, F. Wherrity; Secretary, J. McLaughlin. Beef re menus. Delayed sailing being checked. No beefs. New delegate elected.

**STEEL NAVIGATOR (Isthmian), Sept. 18—**Chairman, C. Mazury; Secretary, R. Wardlaw. Ship's fund \$24.85—donated \$4 to library in NY. No beefs. One man short in engine dept. Request napkin holders on tables. Native personnel to stay out of galley and iceboxes. Suggest boiled eggs and sardines for night lunch. Second electrician expresses thanks for flowers sent to father's funeral.

**OCEAN JOYCE (Maritime Overseas), Sept. 13—**Chairman, H. Mady; Secretary, L. Meyers. Ship's fund \$17.08. New delegate elected. Request better grade of coffee. See chief engineer re having new washing machine hooked up. Discussion on fire and boat drill.

**COUNCIL GROVE (Cities Service), Sept. 23—**Chairman, T. Strickland; Secretary, R. Myers. New delegate elected.

# Digest Of SIU Ship Meetings

'It Fits!'



**Tax Bureau Pickets Hit Wage Cuts**

WASHINGTON — The nation's capital is being treated to an unusual sight, a union picketline around a Government office. What's more, the office being picketed is the Internal Revenue Service.

Actually, the picketline is aimed at a cleaning service company hired by Internal Revenue to provide janitorial services for the building. The striking union, the



Building Service Employees International Union, has no union contract, whereas the previous company had union help. When the new service came in, employees were told they would have to take a pay cut from \$1.25 to \$1 an hour. The picketline prompted someone to inquire what would happen if a taxpayer refused to enter the building on the ground that he refuses to cross a picketline. Internal Revenue officials indicated it would not create a problem.

Another setback for runaway operators has resulted from the arrogant disregard of US labor law by the P&O Steamship Company. Acting on charges filed by the SIU, a National Labor Relations Board field examiner has filed a report recommending that the company reinstate men fired for pro-union activity and sit down and bargain in earnest on a contract.

Even though the SIU had previously established its right to organize P&O ships and represent its employees, (the company's runaway-flag registration notwithstanding), the company has refused to accept the fact that it is subject to US regulation.

By so doing, it has proven that the runaways are exactly what maritime unions have said they are—companies seeking to evade all their obligations to the Government, their employees and to the legitimate American-flag shipping industry.

Thanks to the stubborn rear-guard action by these operators, the P&O case and the companion Yarmouth case now before the NLRB, are gradually giving the Union an accumulation of legal precedent through which to organize and represent the crews of hundreds of runaway ships actively engaged in US commerce or controlled by US financial interests.

The NLRB rulings and the findings of various Federal judges in last year's worldwide picket demonstrations against runaway ships, indicate that the rights of American maritime unions are being defined in such a way as to give them the weapons they need to bring runaway ships under union conditions.

**'Finkherders, Inc.'**

Agencies that make a profession of recruiting strikebreakers have long been regarded as an outdated relic of the bad old days, but apparently they are still with us. A special report to the New York State Department of Labor bares the activities of one such agency which operates solely for the purpose of supplying strikebreakers to the newspaper industry, and does so on a considerable scale.

As a result, it is expected that the state legislature will have a proposal before it next year to require registration of these agencies and their operators.

The existence of any such organized recruiting to break strikes proves once again that many employers accept unions only because they are compelled to. They would wipe unions out in a twinkling if given half the chance.

That should serve as fair warning to any union member in any industry not to let his guard down.

**Banner Line Seeks British Port Rights**

WASHINGTON—A decision by a Federal Maritime Board examiner is now pending on a petition by the SIU-contracted American Banner Line to include calls at Southampton on its regular transatlantic schedule. The company's all-tourist liner SS Atlantic now runs only to Holland and Belgium.

In support of its petition, Banner Line cited a special study showing that broader passenger operating rights for the Atlantic would generate new sea traffic, divert additional traffic from foreign-flag vessels and have little or no effect on existing US-flag passenger service. The only US-flag liners now running to Southampton are the United States and America of US Lines, which opposed the petition.

The Banner Line study said "the record indicates that the expansion of tourist-class sea traffic between Europe and the US has generally been limited by capacity and not by demand... Each introduction of a new vessel has been followed by a corresponding increase in total traffic and particularly in tourist-class travel."

While agreeing that air travel was and will continue to increase tremendously, it contended this will not bring about a decline in sea travel and, "given the capacity, sea travel will increase."

The company's witnesses also pointed to the "well-known fact" that it is virtually impossible to get high season bookings less than many months in advance, especially in tourist-class accommodations, since the number of tourist accommodations on other vessels is cut down in peak times.

**Vote Results Announced By MEBA**

NEW YORK — E. N. Altman, business manager of Local 38, Seattle and Jesse M. Calhoun, business manager of Local 11, Norfolk, have been elected president and secretary-treasurer, respectively, of the National Marine Engineers Beneficial Association. Altman and Calhoun defeated Herbert L. Daggett and Arthur La Barge, the incumbents.

The results were announced here October 5 following tabulation by the Honest Ballot Association. A total of 4,616 votes were cast in the 90-day mail ballot referendum, the largest number ever recorded in an MEBA election.

Ray H. Robinson, business manager of Local 41, Portland, Oregon and Francis H. Rogers, dispatcher of Local 97, San Francisco were reelected national 1st and 2nd vice-presidents, respectively. Julius Dembicki, assistant business manager of Local 33, New York, was elected 3rd vice-president, defeating Charles Evans, business manager of Local 10, Tampa, and incumbent John C. Emery.

The elected officials will take office in 30 days, under the terms of the MEBA national constitution.

Altman polled 2,456 votes against 2,140 for Daggett, and Calhoun received 2,503 votes against 2,089 for La Barge. Robinson, who was unopposed, tallied 3,974 votes.

Altman was chairman of the Pacific Coast negotiating committee and Calhoun co-chairman of the Atlantic and Gulf negotiating committee.

**Seattle Booms; Ratings Scarce**

SEATTLE—Shipping has been very good during the last two-week period, reports Ted Babkowski, port agent. Jobs disappeared from the board in quantities as card holders threw in for openings. In both the "A" and "B" classes more men shipped than registered. Forty-one "A" men registered, and 60 "A" men shipped out, while 15 "B" men registered, and 18 shipped out. That leaves the beach low in men with seniority ratings.

Paying off during the last shipping period were Jefferson City Victory (Victory Carriers), and Ocean Star (Dolphin).

Signing on were the Ocean Alice (Sea Liberties), Jefferson City Victory and Ocean Star (Dolphin).

In transit ships were the DeSoto (Waterman), Alamar (Calmar), and Atlantis (Petrol).

**PENSIONERS' CORNER**



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

Erick Eklund . . . 68 . . . Sailed on all types of ships, including sailing vessels. Originally Eklund commenced his sailing career in Sweden back in 1905. He later came to the US in 1909, and sailed under the US flag up until 1955 when he retired. A member of the deck department, and a long-time seafarer, Eklund had no favorite runs, took the jobs as they came.

Taking it easy now, Brother Eklund resides in New Orleans, La. He keeps in close touch with old shipmates by regularly coming to the shipping hall in that port and passing the time of day with Seafarers on the beach. He is looking forward to the construction of the new New Orleans hall which will have improved facilities for Seafarers in that port.

Sam Knuckles . . . 71 . . . Brother Knuckles retired in 1956. A former member of the steward department, Knuckles joined the SIU in 1939, right after it was founded. He sailed on all ships, and preferred no special runs.

Knuckles is now living in Baltimore, Md. He is an avid sports fan, and keeps abreast of the latest doings in the world of sports by daily reading of the sport pages of the morning newspaper. He still corresponds with former shipmate Seafarer James Allen.



# SIU SHIPS AT SEA

While a number of Seafarers have been expressing their views on how long a man can stay on a ship, the crew of the Penn Voyager went on record in opposition to any such limitation. This limit, they said, would require a man to get off his vessel after one year's time, and many Seafarers would like to keep it the way that it is now. Frank Leonard was chairman of the meeting when this was brought up, and D. Haberkamp was secretary.



Leonard

Shore leave and call back had stirred up some discussion on the SS Antinous recently. The steward department offered the suggestion that they get three hours' per day port time in all ports inasmuch as the department is obliged to be aboard while the other two departments are free to go ashore. The deck also had a beef over call-back in out of the way ports. Handling the beefs as ship's delegate is G. Zalensky.



Zalensky

## LOG-A-RHYTHM:

### The SS Jean La Fitte

By R. EDEN

Jean La Fitte was a steamer vessel of the type that is called C-2. She was named for a river pirate, and was manned by a Mobile crew.

Every seaman in that port knows the story of the day, Jean tried to take the highway to the French port of La Pallice.

The weather wasn't foggy, it was only sort of grey, And the sun was getting brighter, and was lighting up the way. The skipper had the bearings, but the course was slightly fey, For instead of water 'neath her hull, poor Jean had Isle de Re.

First was hollered up a towboat, with a hawser shining bright, And the anchors both were run out, so's to take a mighty bite. Added soon another towboat, and by numbers three and four, But the towboats soon departed, for the Jean was fast ashore.

So a Salvage Master came in, and a Frenchy longshore crew, And they brought along some barges, and a fuel oil tanker too. Of wine they had a-plenty, bread and onion sausage too, But of work they wouldn't do any, 'till they'd had their daily stew. Though the weather was delightful, sun and calm marked every day,

Still the longshores moved less cargo than they brought in jugs so gay. But every day to town they carried tales of bright dramatic hue, And the bigger jugs they carried, why the bigger such tales grew.

(Stories were told in every barroom of how strong hearts and muscles frail, Struggled to remove Jean's cargo, while competing with a gale.)

Every day when tide was fullest, every night at water high, Then the Jean would try her utmost, to get off the beach so dry. But the pinchy-fingered French mud held her tender bottom fast, And it looked like Jean's seagoing days, were something of the past.

Full ten days men heaved and grunted, moving cargo to the shore, And the towboats strained and started breaking cables by the score. Then one day the tide came running and the screw bit deep with glee,

And the towboat whistles shouted . . . for the Jean La Fitte was free.

## Homestead? Let Them, He Advises

To the Editor: I would like very much to have this letter reprinted in the SEAFARERS LOG. I have just finished reading the August 14 issue of the LOG and the articles on the new tankers and Brother Neill's article on vacation pay interested me very much. I might also add the other members of the crew of the SS Orion Clipper also found them very interesting.

Quite a few of us are satisfied with our wages, food and the many other things the SIU has gotten for us, but these new ships, 48,000 tons and up, seem great for the companies only. How many jobs did we give up for them? To Victory

Carriers' 14 ships and 460 jobs we will get in return 160 jobs. These are rough figures, but for my point, close enough.

Do we give up all these jobs for nothing? How about some health and comfort, like private rooms and air conditioning. This ship, the Orion Clipper, was built some five years ago and we have the same things the new Transeastern has, including a swimming pool. I say let the homesteaders stay and let shipping stay good. We in the SIU enjoy better shipping than any other maritime union and if any of the brothers don't believe me go to the other union's halls and listen to the dates on their shipping cards.

One other thing we would like would be some more library books. These ships go out for a year, and one batch does not last.

In closing I would like to say we have a fine SIU crew aboard this ship. There have been very few beefs so far and the very best of food served up by the best of steward departments.

Kenneth "Dusty" Winters

## Continue Drive On Runaways

To the Editor: It is interesting to note the effectiveness of the last drive on runaway flags. It now is apparent that many shipowners feel the result of this latest endeavor of the combined resourcefulness of the powerful unions, and will not be so anxious any more to evade their responsibilities for Uncle Sam's taxes and for job security to American seamen.

I propose that we do not let up on this movement but rather take the initiative in following it up with new legislation to combat "others" who would try to tread on this territory with

their ships in an effort to grab American trade.

The "Greek" ships are a serious threat to our shipping with their owners still pocketing enormous profits and chartering inferior ships like those of Turkey and Yugoslavia, and still keeping those seamen on a low level.

I have always stressed the importance of proper union representation for allied ships plying American waters and think it would be to our advantage to solicit all foreign companies

## 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.

operating in these waters to join with us in an all-out effort to have the SIU as their representative. As we are well prepared to offer them our services, we could have a so-called "foreign department" in which each seaman aboard those ships could belong and share the added benefit of having each foreign company contribute to a welfare plan which would cover these men in proper proportion.

This added benefit protection for all seamen here would greatly enhance the protection of job opportunities and welfare plans, something they are now virtually without.

Harold Horowitz

## Sea-Lawyers Got To Go, He Says

To the Editor: This letter is in reference to Brother Walter Wallace's article in the July 17 issue of the LOG, concerning instructions for delegates.

I don't quite agree with that headline, but I do agree 100 percent with the rest of the article.

I think that every full member knows the routine duties of a shipboard delegate's job. Now when he said sea-lawyers, he hit the nail right on the head. We have that type that strictly won't accept one of these jobs, but they'll try to tell you what the job is all about.

The main point to a delegate's job is to act as the voice of the membership. It's the privilege of all to accept or decline these jobs. We understand that quite clearly, but let's all try to cooperate with whoever takes the job, SIU style. Percy Boyer

## Wants To Change Payoff Methods

To the Editor: I have a beef to bring up and would like some comment on it from the rest of the membership. What bothers me is what happens when a ship does not pay off until late in the afternoon, the day following the day the payroll ended.

In this instance the officers and the mates all get an extra day's pay whereas the unlicensed personnel, including those who are signing off and anxious to get home, have to wait around for their money at their own expense.

This has happened time and again with the pay ending at 12 midnight, and the crew not receiving their money until well after three o'clock the following afternoon. This works quite a hardship on many of them for they either lose shore time, or may miss a train going home.

However in the same case, when the officers come up for their pay, if they do not get it by 12 noon the day following the day the pay ended, they collect an additional days' pay. I think that this is the correct way to handle it, but it should also apply to the unlicensed as well as the licensed crewmembers.

John Farrand

## Oldtimers Read LOG, Talk It Up

To the Editor: Many thanks for putting another seaman, W. H. Thomson, on the LOG mailing list. Now I have another seagoing buddy here in the US Soldiers Home to gab with.

I have been a member of the SIU since 1936, and sailed with that suicide convoy to Russia back in 1942, on the old ironclad Waterman ships.

Best wishes to all of the boys and officials of the SIU. Many of them may remember me, or my brother Walter, who is still shipping out.

Paul Stovall  
US Soldiers Home,  
Washington, DC

## LOG Is Tops In His Estimate

To the Editor: This is just a line to say keep up the good work on the LOG. I enjoy reading it greatly and would like to see more unions prepare an organ comparable to the LOG in order that their members may stimulate more interest in their organizations and themselves.

Walter Chmialanski



MADAKET (Waterman), Aug. 16—Chairman, F. Ballard; Secretary, W. Jarvis. Ship's fund \$5.75. One man hospitalized in Genoa. Some OT disputed. Vote of thanks to chief cook and messman for exceptionally fine job.

DEL VALLE (Mississippi), Sept. 20—Chairman, C. Murres; Secretary, E. Bradley. Ship's fund \$32.89. No beefs. New delegate, treasurer and safety director elected. Request magazines be returned after reading. Follow instructions in using washing machine. Replace empty coke bottles in cases.

DEL MAR (Delta), Sept. 26—Chairman, H. Maas; Secretary, G. McFall. 17 Logs. One man missing at sea. Ship's fund \$437.33. Some OT disputed. To make collection for movies and projector repairs. Request \$25 wreath be given to any brother who dies in foreign port. New temporary delegate elected. Suggest additional washing machine.

ALCOA PARTNER (Alcoa), Sept. 17—Chairman, M. Flowers; Secretary, J. Picou. No beefs. One man missed ship in NO. New delegate elected, also treasurer and reporter. Proper attire requested in messhall and pantry. See patrolman re roaches and repairing of settee in messhall and locks on fore'sle doors.

ELIZABETH (Bull), Sept. 26—Chairman, Ricci; Secretary, R. Hernandez. Some OT disputed. Delayed sailing disputed. Discussion re food and its seasoning; same to be referred to food plan representative or patrolman. Request washing machine be repaired or replaced.

SEATRAN NEW YORK (Seatrains), Sept. 17—Chairman, R. Jones; Secretary, V. Corlis. One man left in Texas City. No beefs. New delegate elected. Return cups to messhall. Lodging to be put in for two days, due to no lights and water.

KYSKA (Waterman), Sept. 12—Chairman, C. Mohl; Secretary, F. Airey. Discussion re missing gear.

ALCOA PIONEER (Alcoa), Sept. 5—Chairman, G. Trosciar; Secretary, E. Canonizado. No beefs; everything running smoothly. Delayed sailing from NO to Mobile. Ship's fund \$16. New delegate nominated. Refrain from dumping mop bucket water into laundry sink.

MADAKET (Waterman), Sept. 7—Chairman, Moore; Secretary, N. Crews. One man missed ship in NY. Men cautioned about being logged. Ship's fund \$3.75. No beefs; everything running smoothly. Request engine room door be kept closed. Return cups and glasses to pantry. Vote of thanks to steward dept. for service, preparation and menus.

ALCA PLANTER (Alcoa), Sept. 13—Chairman, S. Prokagutz; Secretary, E. Ching. One man fired in NY. Installed small fans in head and slop sink in washroom for cleaning purposes. Ship's fund \$46.75. No beefs. New delegate elected. Request more supplies in slop chest. Request iceboxes be checked before turning off lights. Engineer to check wash machine.

WANG PIONEER (North Atlantic), Sept. 12—Chairman, Nona; Secretary, Nona. Read letter from her shore leave in Yokohama. Ship's fund \$12.48. One replacement in Japan. Motion made to have meeting before payoff to square away beefs. Discussed meeting re deck delegate's job. Letter sent to her re beefs and shore leave. Cooler not working properly—gives hit water. Discussion re crew going topside. Beef re baker's bread and baking in general. One minute of silence observed in memory of departed brothers.

PACIFIC STAR (World Tramping), Aug. 30—Chairman, G. Iverson; Secretary, E. King. Spoke to captain re funds available for draw; reported OK. No beefs. One man left ship. New pillows to be ordered for entire crew. New delegate elected. Each delegate to check on keys for fore'sle.

ALCOA POLARIS (Alcoa), Sept. 19—Chairman, W. Messenger; Secretary, K. Brittain Sr. All repairs being taken care of. No beefs. One hour OT disputed. New delegate elected. Vote of thanks to previous delegate.

BALTORE (Marven), Sept. 25—Chairman, S. Holden; Secretary, V. Dougherty. One man missed ship in Phila. New delegate elected. One man fired. Leaking washer to be repaired.

DE SOTO (Waterman), Sept. 20—Chairman, A. Tramer; Secretary, J. Smith. One man missed four days work. Some OT disputed in engine dept. No beefs. To see about washing machine being fixed and engine dept. rooms being painted.

EDITH (Bull), Sept. 18—Chairman, G. Hatzimislos; Secretary, W. Barth. No beefs; everything running smoothly. Disputed OT to be taken up with patrolman in Savannah. New delegate elected. Return cups and glasses to pantry. Seat cushions in messhall not to be taken on deck.

ANTINOUS (Waterman), Sept. 20—Chairman, E. Farrell; Secretary, W. Anderson. No beefs. Ship's fund \$19.76. Discussion re safety aboard ship—one man injured.

CS MIAMI (Chiles Service), Aug. 30—Chairman, E. Padgett; Secretary, F. Nelson. Everything running smoothly. Ship's fund \$10.43. No beefs. One man missed ship in Linden.

DEL ORO (Mississippi), Aug. 9—Chairman, G. Duncan; Secretary, J.

Gerdes. No beefs; everything running smoothly. New treasurer elected. Suggest one dollar be donated to ship's fund. Instructions in using coffee makers. Discussion re library books.

CHIWAHA (Chiles Service), Sept. 23—Chairman, M. Ellis; Secretary, E. Wright. Some OT disputed. One man getting off in deck dept. and one in steward dept. Motion that ships be air-conditioned. Discussion re food menus.

ALCOA RANGER (Alcoa), Sept. 13—Chairman, L. Mynex; Secretary, C. Fox. Request better grade of bacon. Ship's fund \$18.50. Suggest new port-hole screens.

PENN TRADER (Penn Shipping), Sept. 28—Chairman, W. Brownings;

### Digest Of SIU Ship Meetings

Secretary, C. Soranson. Repairs taken care of. No beefs. Vote of thanks to steward dept. for job well done. Request laundry be painted. Suggest more brands of cigarettes and sizes of clothes.

DEL ORO (Miss.), Sept. 26—Chairman, J. Charlain; Secretary, M. Gerdes. Four men logged—to be reported to patrolman at payoff. Ship's fund \$5. Discussion re officers' use of washing machine.

PENN VOYAGER (Penntrans), Sept. 27—Chairman, F. Lenard; Secretary, D. Haberkamp. Few hours OT disputed. Discussion re welfare plan.

ROBIN LOCKSLEY (Robin), Sept. 25—Chairman, W. Horno; Secretary, W. Pritchett. Three men hospitalized. One man missed ship in London. Discussion re carpenter's beef with mate. Motion made to put better grades of meat aboard vessels. Suggest only fresh potatoes be used.

MARORE (Marven), Aug. 7—Chairman, R. Gowan; Secretary, R. Ripley. No beefs; everything running smoothly. New delegate elected. Return cups to pantry after use.

ROBIN SHERWOOD (Robin), Sept. 26—Chairman, F. Paseluk; Secretary, T. Williams. One man left ship due to illness. Few hours OT disputed. Suggest build ship's fund by having each man put in \$.50. Keep pantry locked in NY. Vote of thanks to steward dept. for job well done.

ROBIN GRAY (Robin), Sept. 4—Chairman, R. Allanera; Secretary, F. Collins. One man hospitalized in Dar Es Salaam. Turn in repair lists. Ship's fund \$49.32. Some OT disputed. Discussion concerning purser re hospital slips and seeing doctor. Vote of thanks to steward dept. for job well done. Special meeting called on Sept. 13 re dispute over logs and bring. Also hard timing of boom and other crewmembers. Referred to NY patrolman for handling.

SEATRAN NEW JERSEY (Seatrains), Sept. 28—Chairman, W. Bried; Secretary, J. Ricomonte. Check with mate re repairing of port hole. Ship's fund \$8.89. No beefs. Request variety in night lunch.

ALCOA PURITAN (Alcoa), Sept. 20—Chairman, F. Pandino; Secretary, A. Ferrara. Ship's fund \$11.80. Few hours OT disputed. Discussion re officers getting OT before 8 AM and after 5 PM while on sea watches. Vote of thanks to steward dept. for job well done. New treasurer elected.

WACOSTA (Waterman), Sept. 20—Chairman, J. Blanchard; Secretary, J. Pursell. Few minor beefs. One man missed ship in London. Keep pantry and messroom clean at night. Vote of thanks to steward dept. for job well done. Suggest more cake at coffee time. Prices too high in slop chest. Bring soiled linen to steward. Washroom to be kept clean.

REBECCA (Maritime Overseas), Sept. 15—Chairman, D. Hartman; Secretary, V. Fitzgerald. Ship's fund \$1.35. No beefs. New delegate elected. Suggest returning magazines so everyone can have chance to look at them.

ZEPHYR HILLS (Pan American), Sept. 19—Chairman, J. Baldisar; Secretary, J. Griffin. New delegate and treasurer elected. No beefs. Suggest donation of \$.50 for ship's fund.

HASTINGS (Waterman), Sept. 29—Chairman, J. Walls; Secretary, G. Lima. New delegate elected. No beefs. Few minor repairs discussed. Vote of thanks to steward dept. for job well done.

VALIANT FAITH (Ocean Carr.), Sept. 13—Chairman, M. Jones; Secretary, S. Kotina. No beefs; everything running smoothly. Some OT disputed in deck dept. Motion made to have ship fumigated before leaving States. Motion made to have new gangway—port gangway considered unusable.

# Ice Cream Goes Big On Lucile

"Too Much Too Soon" is the motto of the crew of the SS Lucile Bloomfield these days according to the ship's minutes. However, contrary to the story in the popular book with that title, the Bloomfield's problem is ice cream, not liquor.

It all started when the vessel had to sail from New Orleans minus its ice cream stores because they were not delivered on time. The gang "roughed it" however, and held out until they got to Rotterdam where, much to their surprise, a load of the delicious dessert was waiting for them, the compliments of the New Orleans dairy for their failure to deliver it on time back in the States.

Now properly stored, the vessel was equipped to continue its voyage to other European countries. However, the ship no sooner cleared port when its troubles started anew, this time in the form of faulty ice boxes which kept acting up, endangering the ice cream. Many attempts were made to preserve it and keep it in shape for the rest of the voyage, including storing it in the crew's ice box for a couple of days. However all efforts were of no avail and the now thoroughly-watered-down dessert was fed to the fish.

**Crew Optimistic**  
However, all bad streaks must end sometime and the gang on the Lucile Bloomfield is very optimistic on the outlook for the coming trip. "More ice cream will be purchased in Rotterdam, and the boxes are OK," they reported. But as for the last two trips, well they boiled it down to one sentence—"No ice cream one trip, too much the next." Some trips nothing seems to go right.

Handling all of the beefs, and hot ice cream, on the Lucile Bloomfield are S. Sbriglio, ship's delegate; N. Beck, deck delegate; W. Bowles, representing the black gang, and J. Rabago, Jr., speaking for the galley force.

It isn't just the dessert that makes the news on the Ocean Evelyn, according to the crew. The whole gang on the Ocean Evelyn "unanimously agree that their ship should be on the top of the list for the best feeder in the SIU. Why? Because there have been no chow beefs at all," they said.

## Lauds Crew For Saving Son At Sea

Through their efforts, a son was returned to his mother and father, and a father was returned to his wife and three small sons," wrote C. H. Griffin, lauding the officers and crew of the Seatrain New Jersey for their rescue of the two man crew of a small shrimp boat which sank in the Gulf September 20.

**Trawler Sank**  
"I am writing this," he said, "that through you, I may extend my deepest gratitude to the officers and crew of the SS Seatrain New Jersey, who rescued my son, John D. Griffin, and his crew, W. Welsch, when his shrimp trawler, the "Ottis," sank in the Gulf on the morning of September 20."

"Their kindness to him after he was picked up and the donation of enough money for them to return to Savannah, will never be forgotten by him or myself . . ."

## Beauty Is Her Business



Although just reaching her 21st birthday, petite Rose Marie Genco, daughter of Seafarer Vincent Genco, has proven herself an expert at the many facets of beauty treatment and is the manager-operator of a beauty salon in Windham, Ohio.

A 1958 graduate of the Warren Academy of Beauty, Rose Marie quickly adapted herself to all phases of the business and was appointed manager of the newly opened Jerry's Beauty Post located in the Windham Shopping Center.

Rose Marie's father, Seafarer Vincent Genco, has been a member of the SIU for the past 14 years, shipping out mainly in the deck department. He is presently sailing as an AB on the SS Steel Executive, one of Isthmian Line's "round-the-world" C-3s. Rose Marie is shown above giving a youthful customer a beauty treatment in her establishment.

## Traveler Men Celebrate Cook's Calcutta Wedding

"It was a lavish affair to say the least," reports W. A. Schlecht, of the recent wedding of Ling Shin, chief cook on the SS Steel Traveler, and Miss Constance Seldon, in Calcutta, India.

The wedding was held in the St. James Hall, Schlecht, ship's delegate on the Traveler said, and was well attended by the officers, crewmembers and friends of both the bride and groom. Shin's many friends in Calcutta joined to give him and his wife a real send-off. "Both Chinese and American foods were served, with an unlimited amount of beverages of every kind, including champagne, which was used to toast the bride. Needless to say all hands, from Captain Peter Walsh on down, enjoyed themselves."

The crew presented the newlyweds with a solid silver ice bucket, tongs and tray. In addition, there were many other gifts from the couple's numerous Chinese and Indian friends in Calcutta. Ling has been on this run for some time now and is well known and liked throughout the port, he noted. "I know that all of Ling's friends in the SIU will join with us in wishing him and Constance, a long and happy life together," Schlecht said.



Shin



Introducing . . . With a name like Cathleen Mary O'Rourke, who also could this young miss be but the granddaughter of Seafarer George O'Rourke? Cathleen was just eight months old when this picture was taken. Her seafaring grandfather ships AB.

PHOTOS CARTOONS LETTERS STORIES Send 'em to the LOG

# SEAFARERS IN DRYDOCK



Serious injuries suffered in a car collision ashore laid up Seafarer Francis Boner in the Norfolk USPHS hospital, welfare representatives report. Boner was paralyzed as a result of the accident and will be hospitalized for an indefinite period. He last sailed as an OS on the Cities Service tanker, Council Grove.

Also in the Norfolk hospital is Seafarer John L. Griffin, former FWT on the Coe Victory. Griffin is recuperating from a stomach condition



Griffin



Boner

and said he expects to be released in the near future. Although he will not be back on the beach right away, R. L. Rhea, a former messman on the Mount Whitney, is reported making fine progress with a lung condition. Rhea was operated on a couple of weeks ago and seems to be responding favorably to treatment.

A hospital is lonely enough for a seaman ashore, but the USPHS hospital in Brighton, Massachusetts, is getting lonelier all the time. Boston reports as the number of Seafarers laid up there decreases steadily. As of the start of this week, there were only two Seafarers in that hospital and both of them are making progress toward recovery.

One of the men in the Brighton USPHS hospital is Edward Slegier, former wiper on the Bradford Island, now recuperating from a case of leg ulcers. Also on the "improving list" is Seafarer Raymond Perry, former chief steward on the SS Maxton. Perry has a heart condition but is coming along fine under expert treatment.



Perry

Seafarers off the ships 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, both ashore and aboard ship. Many of the 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 hospital patients:

- USPHS HOSPITAL BALTIMORE, MD.**
  - John Atkinson
  - C. Barranco
  - Stephen Bergeria
  - Harold Ciyatt
  - James W. Cox
  - Anargyros Dokeris
  - William Dunningan
  - Gorman T. Glaze
  - John C. Green
  - Charles F. Ison
  - John A. Jensen
- USPHS HOSPITAL BOSTON, MASS.**
  - Raymond L. Perry
- USPHS HOSPITAL GALVESTON, TEXAS**
  - George Howard
- USPHS HOSPITAL SEATTLE, WASHINGTON**
  - John Brady
- USPHS HOSPITAL NEW ORLEANS, LA.**
  - Sidney Anderson
  - J. T. Attaway Jr.
  - Lance Bailey
  - Arthur Botelho
  - Daniel F. Byrne
  - Paul R. Cook
  - Ewal Crawford
  - Eugene Crowell
  - Donald Dambrino
  - Thurston Dingle
  - Miles C. Foster
  - Enoch Gaylor
  - Trifon Gialuris
  - George Hatchett
- USPHS HOSPITAL NORFOLK, VA.**
  - Francis Boner
  - John L. Griffin

- USPHS HOSPITAL SAVANNAH, GA.**
  - R. Cotechovich
  - George S. Chance
  - Harry M. Galphin
  - Louis T. McGowan
  - John M. Power
  - Raymond Reddick
  - Joseph Trawick
- VA HOSPITAL SEATTLE, WASHINGTON**
  - Kenneth Elvin
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
  - Mack J. Acosta
  - Edw. H. Huizenga
  - James Johnson
  - Tom. E. Kelsey
  - L. Knickerbocker
  - Richard Kohls
- SEASIDE MEMORIAL HOSP. LONG BEACH, CALIF.**
  - D. H. Gemeiner
- USPHS HOSPITAL FT. WORTH, TEXAS**
  - Richard Appleby
  - B. F. Deibler
  - James Laurer
  - Woodrow Meyers
- VA HOSPITAL CENTER HOT SPRINGS, SO. DAKOTA**
  - Clifford Womack
- VA HOSPITAL HOUSTON, TEXAS**
  - R. Arsenault
- SAILOR SNUG HARBOR STATE ISLAND, NY**
  - Victor B. Cooper
- MT. WILSON STATE HOSPITAL MT. WILSON, BALTIMORE, MD.**
  - George Davis
- VA HOSPITAL KEEOUGHTAN, VA.**
  - Joseph Gill
- VA HOSPITAL TUCSON, ARIZ.**
  - Frank J. Mackey
- TRIBORO HOSPITAL JAMAICA, LL. NY**
  - James Russell
- US HOSPITAL SOLDIERS HOME WASHINGTON, DC**
  - Wm. H. Thomson
- SO. BALTIMORE GEN. HOSPITAL BALTIMORE, MD.**
  - Eusebie Gherman
- USPHS HOSPITAL STATE ISLAND, NY**
  - James Alston
  - Erasmus C. Arroyo
  - Conway Beard
  - Louis Cavette
  - Diego Cordero
  - Ernest DeBautle
  - Joseph DeBurger
  - James Elwell
  - Martin Fay
  - Oscar Figueroa
  - Howard Hamlin
  - Stanley Hayes
  - Charles Haymond
  - Paul Liotta
  - Edgar W. Lake
  - Daniel McMillen
  - John Marinaro
  - Carlos Morales
  - Jose Moro
  - William Morris
- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY**
  - Matthew Bruno
  - G. Caraballo
  - Leo Carron
  - Joseph Cox
  - John Driscoll
  - Otis Gibbs
  - Bart Guranick
  - Talb Hassan
  - William Kenny
  - Thomas Leahy

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## Shore Leave



Ashore in a foreign port? Take it easy at a sidewalk cafe like the crew of the Wang Archer in Port Said, Egypt. Pictured (l-r) are Perry Lydal, 2nd assistant; W. Winsley, chief elect.; and Bob Reed, 2nd electrician.

## SIU HALL DIRECTORY

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  - PORTLAND.....211 SW Clay St. Capitol 7-3232
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  - SEATTLE.....2505 1st Ave. Main 3-0088
  - WILMINGTON.....505 Marine Ave. Terminal 4-8538
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  - NEW ORLEANS.....523 Bienville St. RAmond 7-428
  - NEW YORK.....675 4th Ave., Brooklyn HYacinth 9-6600
  - PORTLAND.....211 SW Clay St. Capitol 7-3232
  - SAN FRANCISCO.....350 Fremont St. EXbrook 7-3600
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  - HONOLULU.....56 North Nimitz Highway Phone 5-6077
  - NEW ORLEANS.....523 Bienville St. MAGnolia 0404
  - NEW YORK.....130 Greenwich St. Corlind 7-7094
  - PORTLAND.....523 NW Everett St. CAPITAL 3-7297-8
  - SAN FRANCISCO.....240 Second St. DOuglas 2-4592
  - SAN PEDRO.....286 West 7th St. Terminal 3-4402
  - SEATTLE.....833 Western Ave. MAin 2-8326

## Right Hospital, Wrong Operation

To the Editor:  
I am writing this to correct an error in the LOG concerning my operation here in the Staten Island USPHS hospital. I did not have a calcium spur removed, but had a supinator muscle cut and also a nerve in my left elbow worked on. This is just to get the facts straightened out.  
The operation was performed

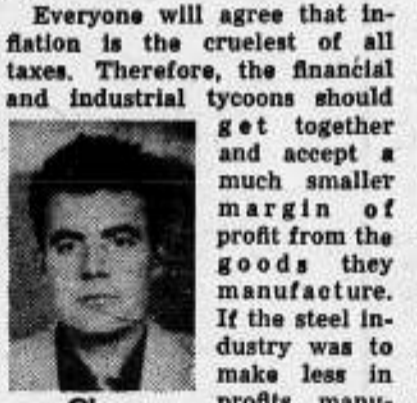
## Letters To The Editor

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

on September 22, and I am doing fine and hope to be out soon. I have been laid up as not fit for duty since June 17 and believe me, when they let me out of here they'll never see me back again.  
As long as I am writing to the LOG I would also like to say hello to many of my fellow shipmates in the SIU.  
Ernest C. de Baulte

## Record Profits? More Inflation

To the Editor:  
Brother Seaman's cartoons and that most interesting and informative editorial in the September 25, 1959, issue of the LOG should be studied very closely by our SIU parent bodies, namely the AFL-CIO.  
Many of the nation's giant corporations must be of the opinion that organized trade union movements do not have enough gumption to realize there is less than an ounce of truth in what they say on the problems of confronting inflation.  
Everyone will agree that inflation is the cruelest of all taxes. Therefore, the financial and industrial tycoons should



get together and accept a much smaller margin of profit from the goods they manufacture. If the steel industry was to make less in profits, manufacturers of steel products would have no excuse for not reducing their market prices of manufactured steel goods—whether it be on a can of peaches or a battleship.  
I candidly believe that the outrageous greed for financial gain by high mark-ups is partly responsible for the nationalizing of many European industries, including hospitals and medicine in sixteen European countries. The essence of our freedom loving and prosperous democracy is the American constitution which must not be overtaxed by a small circle of money hungry tycoons.  
If the industrial and financial powers will not combat inflation by voluntarily reducing their margin of profit, then, when future union contracts are being negotiated, the officials representing the union memberships should reach for a contract bearing this idea in mind.  
However, if union and industry negotiations cannot come

to an agreement on reducing profit, a bill should be introduced in Congress calling for a ceiling price on all materials and products which are a vital asset to the national economy. A bill of this nature should certainly increase the buying power of the American dollar, besides combating inflation.  
Whatever it is, something must be done in our struggle to divert from the trend of inflation which is creeping upon us. Surely management can be of some help by not breaking past records of profit. Why not start with a reduction in the cost of steel, and the very high cost of medicines which are needed by some of our sick and invalid citizens?

Jim Chew

## Lauds Union For Helping Family

To the Editor:  
I would like to extend my deepest thanks to the Baltimore Welfare Representative John Arabacz, and also to Dr. Camp and his staff for their services to both my wife and my mother.  
During this past year my wife and mother had to be hospitalized and at both times I was at sea.  
But our welfare representative made all of the arrangements for them to receive the proper medical care. It is a great relief for a seaman who is away from his family to know that his Union will take care of them in time of need.  
Howard E. Rode

## Thanks Members For Sympathy

To the Editor:  
I would like to thank every member of the Seafarers International Union for their kindness to my husband Julian during his illness, and for the floral offering on his death.  
God bless every each and everyone of you.  
Mrs. Bernice Autencio

## Laid Up, Would Like Company

To the Editor:  
My husband is a Norwegian seaman and has been in the USPHS hospital for months now. He was transferred to the City Hospital in Highlandtown, in Baltimore recently. His name is Einer (Johan) Holmer, and he is located on the third floor, ward 4. The reason I am writing this is in the hope that any of his friends, Norwegian or otherwise, may find out where he is and take the time to pay him a visit.  
As most seamen know, a stay in the hospital is very lonely, especially if a man is there by himself, and I know Einer would appreciate and welcome company very much. Thanks a million.  
Mrs. E. Holmer

## Thanks LaSalle Men For Flowers

To the Editor:  
In behalf of myself and my family I would like to thank the crew of the SS LaSalle for the flowers they sent on the death of my mother. The gesture was one of kindness and thoughtfulness in this difficult period.  
Francis "Mac" McCall

# 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:

Richard Lenard Broadus, born August 28, 1959, to Seafarer and Mrs. John B. Broadus, Springhill, Ala.

Tammy Loraina Caine, born August 28, 1959, to Seafarer and Mrs. Francis E. Caine, Mobile, Ala.

Vincent Craig Cantrell, born August 9, 1959, to Seafarer and Mrs. John D. Cantrell, Jr., Mobile Ala.

Michael Howard Saucier, born May 30, 1959, to Seafarer and Mrs. Howard L. Saucier, Puris, Miss.

Earl Harvard Utz, born August 18, 1959, to Seafarer and Mrs. Jack R. Utz, San Francisco, Calif.

Bernard Brian Vasquez, born August 30, 1959, to Seafarer and Mrs. Telesforo Vasquez, Philadelphia, Penna.

Daniel Harry Will, born July 14, 1959, to Seafarer and Mrs. Harold C. Will, Fort Lauderdale, Fla.

George Anthon Garza, born August 17, 1959, to Seafarer and Mrs. Antonio Garza, New Orleans, La.

Lonnie Carlton Hanson, born September 9, 1959, to Seafarer and Mrs. Lonnie C. Hanson, Mobile, Ala.

Lou Ella Trippe, born September 22, 1959, to Seafarer and Mrs. George W. Trippe Jr., Mobile, Ala.

Roland Lee Fillingim, born September 7, 1959, to Seafarer and Mrs. Tommy R. Fillingim, Chickasaw, Ala.

Elizabeth Mae O'Brien, born September 11, 1959, to Seafarer

and Mrs. Francis J. O'Brien, New York City.

Randall Eugene Holley, born August 18, 1959, to Seafarer and Mrs. John S. Holley, 8 Mile, Ala.

Guy D. Ireland, born July 25, 1959, to Seafarer and Mrs. Jack F. Ireland, Bayboro, NC.

Stephen John Kucharski, born June 2, 1959, to Seafarer and Mrs. John Kucharski, Baltimore, Md.

Douglas James Powell, born June 24, 1959, to Seafarer and Mrs. Odell B. Powell, Brodnax, Va.

Tammy Lucille Reese, born August 24, 1959, to Seafarer and Mrs. Frank P. Reese, Groves, Tex.

Menetta Ann Roberts, born July 17, 1959, to Seafarer and Mrs. John R. Roberts, Jr., Springhill, Ala.

Michael Jude Sanchez, born September 2, 1959, to Seafarer and Mrs. Thomas H. Sanchez, Chickasaw, Ala.

Kirk Leon Sojka, born August 26, 1959, to Seafarer and Mrs. Robert John Sojka, Maspeth, N. Y.

Virginia Jean Wing, born August 14, 1959, to Seafarer and Mrs. Yao Fang Wing, San Francisco, Calif.

## 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.

## Plenty Of Job Action In SF

SAN FRANCISCO — The last shipping period here saw all jobs taken by "A" and "B" men. Taking part in the clean sweep of the board, 70 "A" and "B" men shipped out. This was one more than the combined number of "A" and "B" men registered. All in all, this was an excellent two weeks for west coast Seafarers and the port has high hopes for continued good shipping this coming period.

Paying off at this port during the last two-week period were the Fairport (Waterman) and Orion Comet (Colonial).

Four ships were signed on. They were the Northwestern Victory (Victory Carriers); Orion Comet (Colonial); Malden Creek, City of Alma (Waterman).

Ships in transit were the Ocean Dinny, Ocean Eva (Ocean Clippers); Alcoa Pioneer (Alcoa); Yaka, De Soto (Waterman); Steel Executive (Isthmian) and Ocean Alice (Sea Liberties).

## Gathering Of The Morris Clan



Seafarer Harvey W. Morris is shown with four sons at SIU headquarters (l. to r.) Frank, James Paul, Patrick and Harvey Walter.

## Ship Makes Port After Fighting Fire, Hurricane

The NMU-manned Mormacetal, was ravaged by explosion, fire and hurricane wind as it started on its New York to Latin America run, but it didn't go down, making it into Bermuda with all under control.

Captain John M. Hultman, the skipper, described the tense action. He told how Mormacetal was rocked by an explosion at 4 AM as the number 3 hatch blew up. At 8:30 AM fire broke out in the number 1 hold.

"We had boat drill the day before," he said, "so the passengers and crew knew exactly what to do. We had each of the 12 passengers put on life jackets and gave them a little spirits to keep out the cold while the crew fought the fire."

The crew attempted to smother the fire with carbon dioxide, but at 10:30 AM there was another explosion in hold 3.

"That's when we brought out the fire hoses," he continued. "We

fought the fire until one o'clock and poured tons of water in the two holds to put the fire out."

Capt. Hultman also had to contend with Hurricane Hanna to the south, whose powerful winds were already kicking up the seas. He figured that Hannah would swing westward so he set his course to the East. Unfortunately, Hannah followed him to the East.

"We had strong ninety-mile-an-hour winds," the captain said. "We had rough seas, 20 feet at least. Everything on the ship went—that is, everything that could move moved."

There were five US nationals and seven Latin American passengers on the vessel.

## Personals And Notices

James Dawson  
Get in touch with your sister, Gloria, at 33-24 93rd Street, Jackson Heights, LI, or call DE 5-3644.

David Abner Dutton  
Please get in touch with your daughter-in-law, Mrs. David A. Dutton, Jr., 107 Hudson St., Buffalo, NY.

Frederick E. Lillard  
Your Union books, seaman's papers and other valuable papers left aboard the Young America are being held for you in the vault in New York headquarters. Please pick them up.

Robert Eisengraeber  
Please contact Peninsular Navigation Company, 17 Battery Place, NY, for transportation due you from the Valley Forge.

Paul Aubin  
Please contact your brother, John Greaux, P.O. Box 7, St. Thomas, VI. Very important.

William W. Stevens  
Anyone knowing the whereabouts of William W. Stevens is requested to contact his mother, Mrs. C. Stevens, 3003 Avenue J, Brooklyn 10, NY.

G. W. Flint  
Please contact Carl McCoy at DU House, 1300 W. 3rd Street, Bloomington, Indiana.

EVERY SUNDAY DIRECT VOICE BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN AND SOUTH AMERICAN WATERS

## "THE VOICE OF THE MTD"

EVERY SUNDAY, 1620 GMT (11:20 EST Sunday)

WFK-39, 19850 KCs Ships in Caribbean, East Coast of South America, South Atlantic and East Coast of United States.

WFL-65, 15850 KCs Ships in Gulf of Mexico, Caribbean, West Coast of South America, West Coast of Mexico and US East Coast.

WFK-95, 18700 KCs Ships in Mediterranean area, North Atlantic, European and US East Coast.

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

Every Sunday, 1915 GMT (2:15 PM EST Sunday)  
WCO-13020 KCs Europe and North America

WCO-16908.8 KCs East Coast South America

WCO-22407 KCs West Coast South America

Every Monday, 0315 GMT (10:15 PM EST Sunday)

WMM 25-15007 KCs Australia

WMM 81-11037.5 Northwest Pacific

## MARITIME TRADES DEPARTMENT

# FINAL DISPATCH

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

Ardie Shanazarian, 61: Heart disease felled Brother Shanazarian while he was aboard the Ocean Joyce in port on August 8, 1959. He joined the Union in 1957 and was a member of the engine department. He was buried at the Odd Fellows Cemetery, Olympia,

Washington. Brother Shanazarian leaves no known survivors.

## Hunt Fleeing Fish Cannery

(Continued from page 3)  
the Puerto Rican development program, new industries are encouraged to set up plants on the island and get tax concessions for ten years. However, they are supposed to be brand-new enterprises and not refugees from the mainland seeking to take advantage of lower wage scales and tax exemptions.

Mrs. Gomez said she is confident that if she establishes that any of the plants are, in fact, runaways from California, that the Puerto Rican government will take steps to withdraw tax exemptions granted to these firms.

Knud B. Larsen, 63: Brother Larsen died of a malignancy on September 6, 1959, at the Mobile General Hospital, Mobile, Ala. He was buried at the Pine Crest Cemetery, Mobile, Alabama. Larsen leaves no known survivors. He joined the Union in 1941, and was a member of the deck department.



Ludwig Manhardt, 53: A fractured skull, which occurred when Manhardt fell from the after gangway of the Andrew Jackson and caused his death. Brother Manhardt passed away on July 7, 1959. He was a member of the steward department, and joined the Union in 1958. He leaves no survivors.



## '50-50' Tanker Drive Gaining Senate Backing

WASHINGTON—Preliminary steps have been completed in the Office of Civil and Defense Mobilization in its consideration of a petition for a "50-50" rule on US oil imports. Meanwhile, the campaign of the Joint Committee for American Flag Tankers for such a rule is winning significant Congressional support.

The Committee, which is composed of the SIU, the NMU and a group of independent tanker operators, is fighting for the "50-50" quota ruling so as to enable US-flag tankers to get a share of the oil import business. This business is now monopolized by foreign and runaway-flag ships.

The committee submitted its initial petition on September 14 asking for the ruling on the ground that the present lack of US tankers in the offshore trade imperiled the national security. It indicated in its initial petition that it would submit supplementary documentation and the OCDM has now asked for that information.

In Congress, the campaign has brought a sympathetic response from Senator Homer E. Capehart (Rep.-Ind.), an Eisenhower Administration stalwart, and several other members of Congress. Senator Capehart wrote to Leo A. Hoegh, director of the OCDM, it was "most important and in the national interest" that a full hearing be granted on the petition.

He summed up the situation this way:

"The evidence is that we must make a decision now as

to whether or not the American tanker fleet is to exist because with no share of the American oil imports, we cannot have a viable American tanker fleet."

In submitting their evidence to the OCDM, the tanker group pointed out that American tankers are now carrying only about two percent of the total quantity of oil imported into the US. This total amounts to almost two million barrels daily and is expected to go up in the years to come.

The group noted that as a result of this situation, the foreign oil producer, using runaway-flag ships, is able to deliver his oil cheaper to East Coast ports than oil can be carried from US Gulf ports to the East Coast. The edge for the nearby foreign producer amounts to as much as \$10 a ton on the freight rate.

By permitting oil to be carried on the runaway ships, the US is, in effect, subsidizing the foreign producers' transportation costs at the expense of American oil producers. The runaway ships, as has been pointed out many times, do not pay taxes to the US or any other government, and operate with crews who receive wages of \$80 to \$100 a month on the average.

The Joint Committee estimates that a "50-50" quota rule on oil imports would require the addition of 200 T-2 units to the American-flag tanker fleet. For practical purposes, the large American oil companies who now operate many foreign-flag ships, would have to transfer ships back to the American flag, or else charter ships from independent operators. In either event, American seamen would benefit to the tune of 5,000 to 6,000 additional jobs on US-flag tankers.

At present, the active American-flag tanker fleet consists of less than 230 ships. Some 60 tankers are in lay-up at last report, and many of the remaining ships are carrying dry cargo, usually grain, under the farm surplus program.

## Warn Against Excessive Use Of Penicillin Shots

GENEVA—A stern warning against excessive and unjustified use of penicillin issued by the World Health Organization noted particularly that excessive use of penicillin had rendered it virtually useless against venereal and other diseases.

The warning was confirmed by Dr. Joseph Logue, medical director of the Seafarers Welfare Plan Medical Department, who noted that many infections which formerly were treated effectively by penicillin now are resistant to it.

He added that because of excessive penicillin use, an increasing number of severe shot reactions, some of them causing death, have occurred. Repeated use of penicillin can lead to such reactions.

## Another Supertanker Launched



New 35,000-ton supertanker Ocean Ulla slides down the ways at New York Shipbuilding yard in Camden, NJ. Vessel is owned by SIU-contracted Ocean Transportation Co. and is expected to take on a crew at end of this month.

## UN Debates Issue Of Suez Restriction

The issue of free navigation, especially as far as the Suez Canal is concerned, came up before the United Nations again as Israel and the United Arab Republic clashed several times in heated debate.

Dr. Mahmoud Fawzi, Foreign Minister of the UAR, claimed that Israel is trying to cause a crisis by pushing her claims for free passage through the canal. He said that Cairo would restore Israeli shipping rights only when the rights of the Palestinian Arab refugees were "fully and actually" recognized.

He then went on to blast Israel, France and Britain for their "canal wrecking misadventure" in 1956.

Israel claims that Cairo is trying to obscure the issues and reiterated its position that the Security Council ruled that the ships of all nations must have unrestricted passage through the canal. The Council reached this decision in 1951.

The SIU is in agreement with

the Security Council ruling since the curtailment of shipping rights for any country can eventually seriously affect the welfare of all seamen.

### SIUNA For Free Trade

In past conventions, the SIU of NA has gone on record as being officially opposed to all restrictions on shipping rights, and favoring free navigation in all seas and waterways of the world.

No SIU ships have been stopped in the canal but a number have been blacklisted by Egypt for making Israeli ports.

The Israeli delegate to the UN cited the Assembly's overwhelming disapproval of Cairo's interference with Israeli shipping in the Suez Canal. He noted that more than 20 countries had censured the UAR for its actions in Suez and that not one non-Arab country supported Cairo.

One UN delegate, Thor Thors of Iceland, suggested that navigation should be re-established on the basis of International Law and the 1888 Constantinople Convention which said that the Suez Canal should be "free and open in time of war as in peace to every vessel of commerce or of war without distinction of flag."

Fourteen countries have endorsed the principle of unrestricted use of the Suez Canal: the United States, Britain, France, Sweden, Norway, Denmark, the Netherlands, Peru, Australia, Liberia, Ecuador, Honduras, New Zealand, and Iceland.

Nine other countries have supported "free navigation," although they did not specifically mention the Suez Canal. They are: Argentina, Italy, Uruguay, Bolivia, Belgium, Costa Rica, El Salvador and the Dominican Republic.

## on the ball

NEWS HEADLINES IN REVIEW



LUNIK III, NEW RUSSIAN SATELLITE, TO CIRCLE MOON AND THEN ORBIT AROUND EARTH. OUTCOME OF EXPERIMENT UNCERTAIN.



FEDERAL JUDGE ALLOWS DUPONT TO KEEP GENERAL MOTORS STOCK WITH SOME RESTRICTIONS. GOVERNMENT MAY CARRY ON CASE.



BRITONS TO CHOOSE BETWEEN LABOR AND CONSERVATIVES IN ELECTION. ISSUES ARE LABOR REFORMS, FOREIGN POLICY AND NATIONALIZATION OF INDUSTRIES.



SOVIET PREMIER KHRUSHCHEV VISITS CHINA, REPORTS ON EISENHOWER TALKS, PLANS STRATEGY WITH MAO-TZE-TUNG.



U.S. TREASURY DEPARTMENT OFFER OF FIVE PERCENT INTEREST SNAPPED UP BY EAGER BANKERS.



INDIA AND RED CHINA CLASH OVER BOUNDARY. PREMIER NEHRU OF INDIA DEMANDS THAT REDS LEAVE INDIAN TERRITORY.

## N'Orleans Had Active Ship Board

NEW ORLEANS—Shipping has been very good, reports Port Agent Lindsey Williams. The last two weeks witnessed active shipping at this port with eight ships paying off, four ships signing on, and 24 ships in transit, before the port shut down for the dock strike.

Ships paying off were the Del Aires, Del Mar, Del Santos, Del Oro (Mississippi); Lucille Bloomfield (Bloomfield); Arizpa, Morning Light (Waterman) and Penn Shipper (Penntrans).

Ships signing on were the Del Sol, Del Aires (Mississippi); Lucille Bloomfield (Bloomfield) and Penn Shipper (Penntrans).

The following were the ships in-transit: Alcoa Ranger, Alcoa Corsair, Alcoa Roamer, Alcoa Cavalier (Alcoa); Seatrain New York, Seatrain New Jersey, Seatrain Louisiana, Seatrain Texas (Seatrain); Del Sol, Del Aires (Mississippi); Kathryn, Beatrice (Bull); Steel Artisan, Steel Apprentice, Steel Maker (Isthmian); Daphael Semmes, Gateway City (Pan-Atlantic); Monarch of the Seas, Choctaw, Wacosta, Claiborne (Waterman); Barbara Fritchie (Liberty Navigation); and Maxton (Trans. Ocean Petroleum).