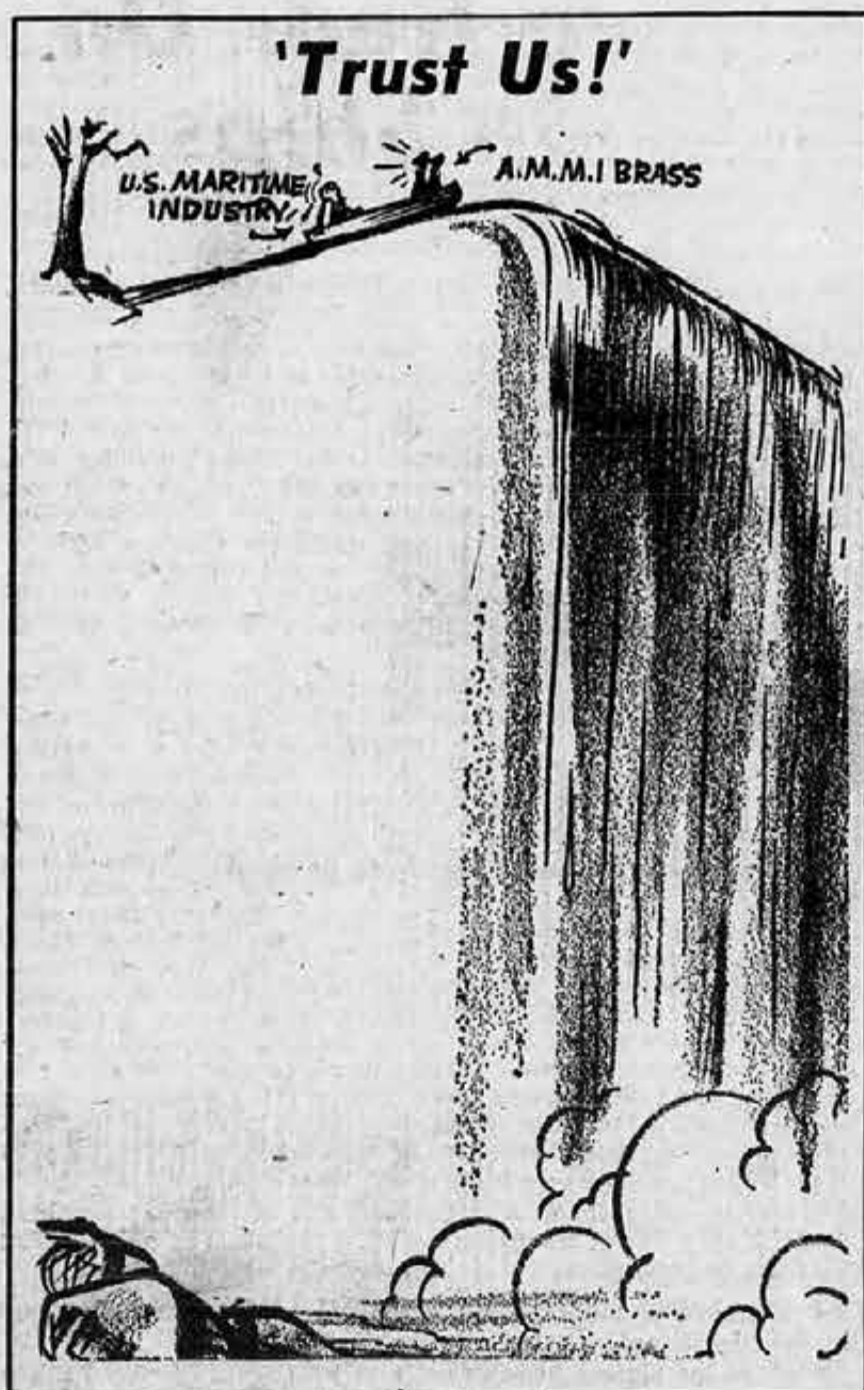


SIU VACATION PAY BOOSTED TO \$360

Story On Page 3

Seafarers Hit Batista Scabbing

Story On Page 2

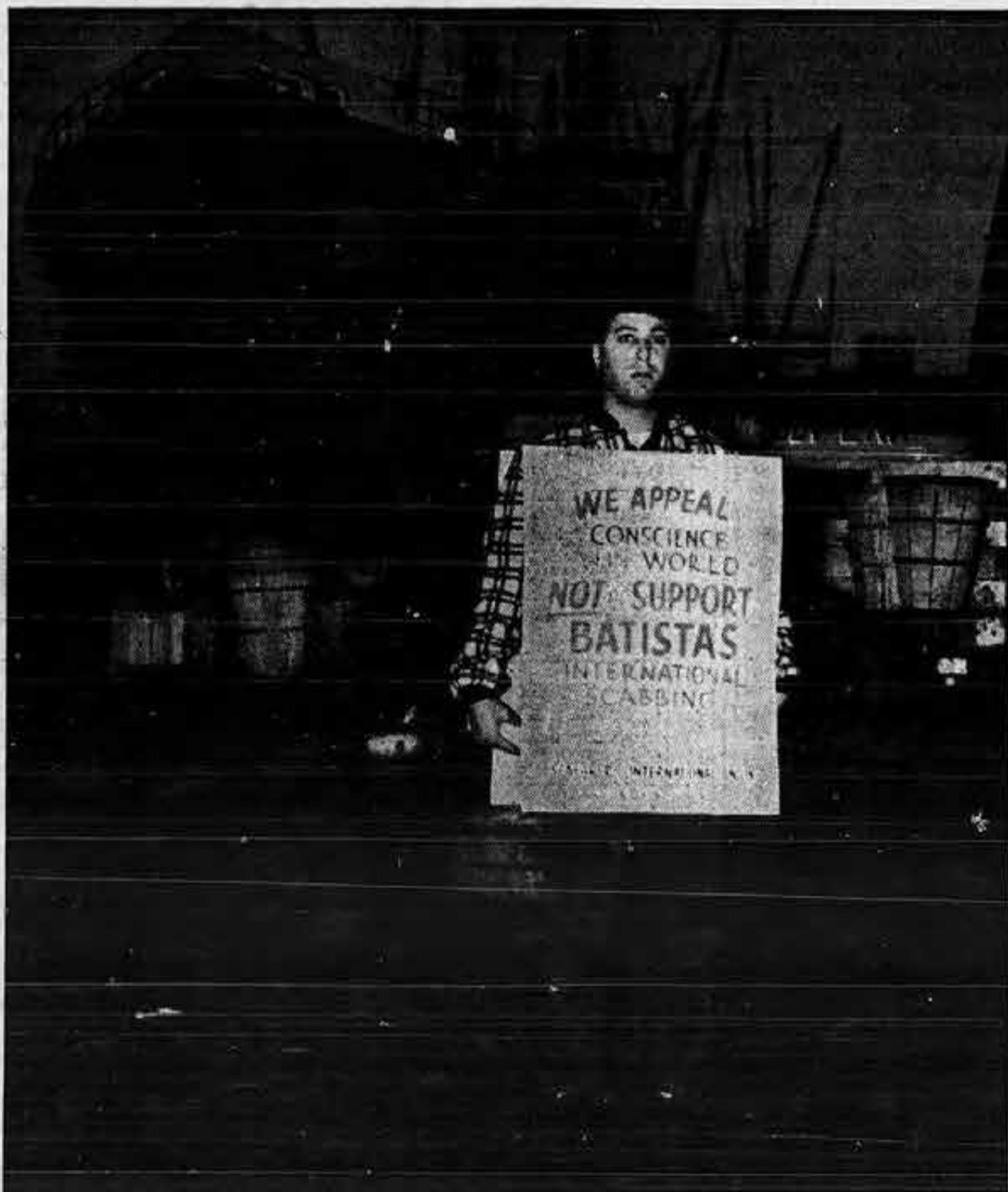


AN EDITORIAL:

AMMI: Maritime Menace

Traditionally, the maritime industry is no stranger to trouble. But aside from the normal quota of headaches maritime faces in terms of violent fluctuation in shipping, competition from runaways and the like, the industry has been hurting for some time because of the long history of bumbling and ineptness on the part of the American Merchant Marine Institute. There are a number of major areas in which the AMMI has

(Continued on page 2)



Canada SIU Protests Strikebreaking

Canadian SIU's protest against sale of struck Canadian National ships to Cuban government concern spread to New York and Baltimore this week. Demonstrator (above) in front of Cuban-flag Bahla de Nipe participated in protest in New York while other Canadian District lines hit the Ciudad de Habana (former Canadian Challenger) in Baltimore. Highlight of protest took place yesterday as 100 demonstrators picketed Cuban consulate and UN building in NY. (Story on Page 2.)

Mass Union Protests Hit Batista Scabbing

The sale of strikebound Canadian National steamships to an agency of the Cuban government has resulted in the spread of the dispute to US ports. The SIU Canadian District has struck back with protest demonstrations in front of Cuban-flag vessels in US ports and a mass protest of 100 seamen in front of the Cuban consulate in New York and the United Nations building.

Carrying signs labeling Cuba's President Fulgencio Batista as a "fink" and an "international strikebreaker" the Canadian demonstrators denounced the Cuban government's action in taking the struck Canadian Challenger out of Halifax. The ship, renamed the Ciudad de Habana, is now in Baltimore's Maryland Drydock.

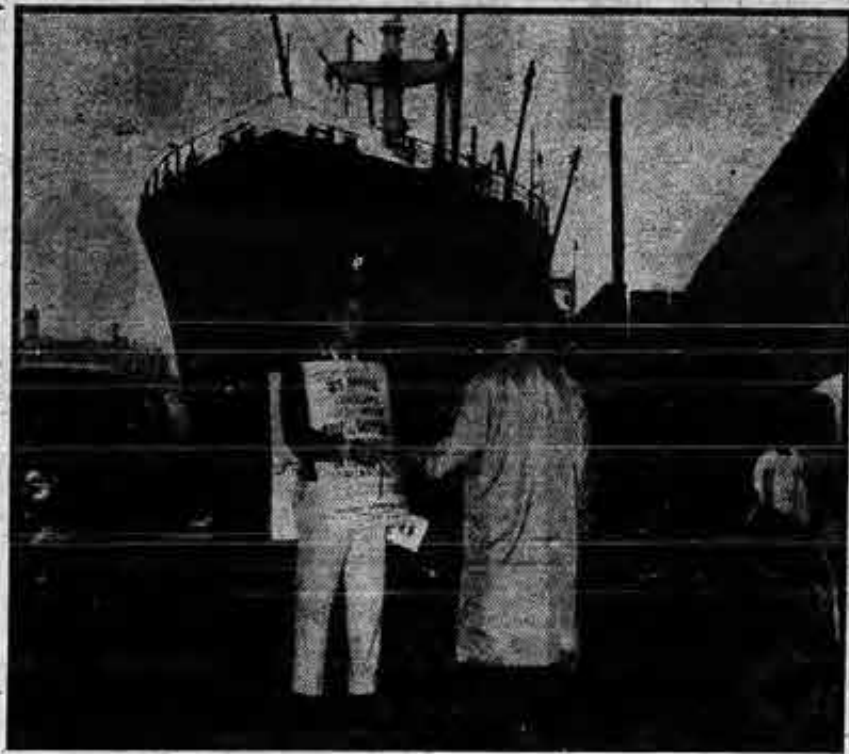
The orderly demonstration by the Canadian District included four former crewmembers of Canadian National ships who were flown in for the occasion. They were Mike Houllhan, AB, ex-Canadian Constructor; Lewis Engelman, FOW, ex-Canadian Conqueror; Bill Zinuck, oiler, and Richard Johnstone, donkeyman, ex-Canadian Cruiser.

Pistol-Toting Guards

Canadian Seafarers reported that Cuban seamen who were flown to Halifax to man the ship at first rebelled at being cast in the role of strikebreakers. They threw tools over the side and announced they would not sail the ship. As a result, the Canadians said, pistol-toting guards from the Cuban armed forces compelled the Cuban seamen to go to work under the gun.

When the vessel got to Baltimore it was met by a protest line. At last word, a large number of the Cuban seamen had quit the ship.

Here in New York, longshoremen and teamsters refused to cross the protest line established in front of the Cuban-flag ship Bahia de Nipe of the Vacuba Line. Demonstrators handed out leaflets to passersby explaining the beef and



Passerby gets leaflet from demonstrator outlining reasons for protest in front of the Cuban-flag vessel, Bahia de Nipe.

carried signs denouncing Batista's scabbing on the striking Canadian SIU men.

Other Cuban-flag ships are being tied up as they come into American ports.

The demonstrations in front of the Cuban consulate on Madison Avenue and the United Nations were highlighted by a mock funeral with a coffin carried by the pickets bearing the sign "Batista! You Killed Canadian Seamen's Jobs." A stuffed effigy of a working seaman in chains guarded by mock Cuban tommy-gun toters bore the legend "This is the Seaman Batista wants."

Passersby on Madison Avenue and in front of the UN indicated keen interest in the leaflet distrib-

uted by the demonstrators. Many recalled the time that white-capped Seafarers had participated in the Wall Street strike. There was considerable interest in the dummy effigy figure representing the enslavement of seamen resulting from Batista's strikebreaking.

Newspaper and television cameramen were out in force, and motion pictures of the demonstration appeared on many TV stations last night.

The beef with Canadian National got under way on July 4, 1957, when the Canadian District struck the eight-ship fleet in a straight-away contract dispute. The crews had received total postwar wage increases of only 17 1/2 cents an

(Continued on page 11)

AN EDITORIAL:

AMMI: Maritime Menace

(Continued from page 1)

failed the industry, the most unfortunate being that in the face of past failure, it is persisting on its destructive course.

What's wrong with AMMI? Here are a few of the ills it has perpetrated on the industry:

• Cutthroat infighting to get subsidy preference.

For years the AMMI has been a pawn in the hands of a few fat cats, among them US Lines. Its label and officers have been used by this company and others like it to secure the lion's share of Government assistance and to rig matters to their advantage even if such arrangements were harmful to the rest of the industry. A flagrant example was the AMMI's successful lobbying for a 55 percent construction subsidy for a new US Lines passenger ship while the rest of the industry gets along with 40 to 45 percent aid or no assistance at all. Companies not favored with subsidy aid have to fight alone every step of the way against the fat cats to get such assistance from the Government.

• Member companies have no voice in policy-making.

It is a notorious fact in the industry that the dues-paying members of AMMI have no meeting forum, no ballot box and no outlet to voice their dissents from AMMI policy. Policy decisions are imposed on a take-it-or-leave-it basis by the AMMI leadership, which, in turn, gets its instructions from the tight clique of fat cats headed by US Lines. The latter company employs the AMMI as one of its branch lobbies for exerting pressure on legislative and administrative decisions in Washington.

• There is no liaison between companies and no common policy.

It follows from the above that with the AMMI the private preserve of US Lines, with no exchange of views, there is a complete lack of coordination on major issues, with companies left to pull every which way on their own. The result is a mad scramble for preference.

• The AMMI leadership supports runaway shipping.

The action of the AMMI president in devoting his energies to the defense of runaway shipping is a total betrayal of the interests of American-flag operators whom the AMMI supposedly represents. Here again, the objectives of US Lines and that company's desire to attract the support of major oil companies, have been pushed into the forefront to the detriment of other American-flag companies. The AMMI's action in this area reflects the total lack of independence on the part of the nominal leadership of the institute.

• It resorts to foolhardy and archaic tactics on labor issues.

The AMMI's ill-advised venture into company unionism, designed to upset long-established and stable patterns of collective bargaining, was an open invitation to anarchy and chaos in the shipping industry. One steamship company—US Lines—unilaterally imposed a preposterous and dangerous pattern of company unionism on the rest of the industry. If there was any competence in the AMMI leadership, if it was not the rubber stamp of US Lines that it happens to be, but was representative of the feelings of the industry, that leadership would have told US Lines that the Institute could not go along with its strike-breaking plans. Not having done so, and having brought the industry to the brink, the leaders of AMMI can scarcely expect US maritime unions to regard them as "good-faith" trustworthy opposite numbers at the bargaining table.

Had the AMMI persisted in this adventure, it would have crippled many smaller companies and involved the industry in a long, costly struggle which it could not win. Perhaps it would not be surprising to find that AMMI leaders would welcome such a development as favoring the narrow circle of ship operators whom they actually represent.

• The AMMI leadership has been partisan with respect to unions.

At the recent American Legion convention, the AMMI president made a snide remark to the effect that "some of our union leaders" are "unable or unwilling" to understand the need of subsidy assistance for US ships. His reference to the SIU (for this Union was obviously the target) was a defensive reaction to justify AMMI's policy on restricting subsidies to a handful of favorites. If he in at all familiar with maritime, the AMMI president knows that the SIU and affiliated unions in the AFL-CIO Maritime Trades Department understand the need for subsidies very well; in fact, have been on record for giving subsidies to the entire industry on a broader and more equitable basis.

The partisanship of the AMMI leaders and advisors has also been shown in their efforts to torture and twist the shape of long-standing collective bargaining units to the advantage of their favorites.

• The AMMI leadership and AMMI advisors are strangers to the maritime industry.

Much of the present sorry situation in AMMI can be traced to the practice of handing over direction of the institute to political appointees and public relations gimmick men out of Washington, rather than seasoned shipping men. Having no base in the industry, the sole interest of these imported strategists is to perpetuate themselves by doing the bidding of the big lines. Hence their reliance on stunts and schemes instead of a constructive program, designed to aid all ship-owners.

Under such conditions, responsible sections of the industry and of maritime labor cannot stand by while these people disintegrate the American merchant marine. There must be a responsible management group dedicated exclusively to the needs of American-flag shipping, in which all shipping companies have a voice in deciding policy. The AMMI obviously has demonstrated its incapacity for this type of leadership. The maritime union, whose members are dependent on the industry, cannot permit this incapacity to go unchallenged.

SIU Seniority Rules Amended

Healthy shipping conditions for holders of class A seniority in the SIU, plus the shrinkage of the class A group from deaths, retirements and withdrawals from the industry have resulted in a decision by the Seafarers Appeals Board to modify class A seniority requirements. The Appeals Board acted under authority given it by a recent change in the SIU contract with the operators.

The amendment to the seniority hiring rules opens up the class A group to Seafarers who started sailing with the SIU in years after 1951.

The new rules makes the following men eligible for class A:

• Seafarers who started with the SIU before January 1, 1953, (in other words, some time in 1952 or earlier) and who have shipped with SIU companies in 1953, 1954 and 1955 for at least 90 days a year.

• Seafarers who started with the SIU before January 1, 1954, (in other words, some time in 1953 or earlier) and who have shipped with SIU companies in 1954, 1955 and 1956 for at least 90 days a year.

The original requirement called for "A" men to have started in 1950. Two years ago, this was changed to 1951 and it is now advanced again.

Obviously, with the passage of years, retention of the original 1950 starting date would have resulted in a shrinkage of the class A seniority group to the point

where it would not have been able to meet the needs of SIU-contracted companies. As has been reported in the SEAFARERS LOG in recent months, increasing numbers of class B and class C men have been taking SIU jobs because of the small numbers of class A men on the beach in many ports.

In addition to the changes in the class A category, the Appeals Board amended the rules for class B men. Until now, any man having 90 days in two successive calendar years could advance from class C to class B. This requirement continues, but in addition a Seafarer can also obtain class B status by satisfactorily completing a course at the Andrew Furuseth Training School and then serving 60 days on an SIU-contracted ship.

ACTION #33

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following actions:

(a) The first two paragraphs of Rule 1 B, are amended to read as follows:

"A Class A seniority rating, the highest, shall be possessed by all Unlicensed Personnel who have shipped regularly, up to December 31, 1954, with one or more of the companies listed in Appendix A, since before January 1, 1951. On and after October 1, 1956, a Class A seniority rating shall be possessed

by all seamen with ratings above ordinary seaman, wiper, or messman, who have shipped regularly, up to December 31, 1954, with one or more of the companies listed in Appendix A, since before January 1, 1952, subject, however, to Rule 9. On and after September 1, 1956, Class A seniority rating shall also be possessed by all seamen who have shipped regularly with one or more of the companies listed in Appendix A, either

(1) up to December 31, 1955, since before January 1, 1953 or (2) up to December 31, 1956, since before January 1, 1954 subject, however, to Rule 9.

A Class B seniority rating shall be possessed by all seamen who have shipped regularly up to December 31, 1954, with one or more of the companies listed in Appendix A, since before January 1, 1953, and who do not have a Class A seniority rating, subject, however, to Rule 9. Class C personnel who possess a certificate of satisfactory completion of the Andrew Furuseth Training School course and who, after obtaining such a certificate of satisfactory completion, have completed 60 days of sea service with any of the Companies set forth in Appendix A, shall be entitled to a Class B seniority rating.

(b) Rule 9, paragraph A is amended to read as follows:

"Unless otherwise specifically entitled thereto by these Rules, all those who possess a Class B seniority rating shall be entitled to a Class A seniority rating eight (8) years after they commenced to ship regularly with the companies set forth in Appendix A, provided they maintain their Class B seniority rating without break."

(c) Rule 2 J is deleted from the Shipping Rules and Rule 2 K is redesignated Rule 2 J.

Revised September 2, 1956.

Boost Vacation Pay To \$360



Six man rank and file credentials committee checks SIU nominees' papers. They are (l to r) G. Principe, P. Marinelli, O. W. Emanuel, S. L. McCormick, W. C. Brown and chairman P. Patrick.

HQ Credentials Group Checking On Candidates

NEW YORK—A six-man rank-and-file credentials committee, consisting of two men from the deck, engine and steward departments, was elected by the membership in headquarters at the last regular meeting. Bill Hall, assistant secretary-treasurer reported.

This committee is now reviewing all of the applications of members who have nominated themselves as candidates in the coming Union elections and will certify those who have fulfilled all of the constitutional requirements needed to hold office in the SIU. The one month nominating period, which opened August 12th, closes as of midnight tonight, September 12th.

A subsequent edition of the SEAFARERS LOG will carry a special supplement containing photographs and statements of each of the certified candidates.

Shipping for this port, Hall said, while slightly under the prior period's high of 285, was still considered good. These totals, he noted, do not reflect the true shipping picture for class A men in this port since out of the total of 270 jobs shipped during the period, more than 60 of them were filled by class C cards.

Taking this into consideration, he said, it would appear that many Class A and B men are either on vacation now or are waiting for a particular run or ship.

There were 26 vessels paying off in this port during the past period. They were the Alcoa Polaris, Alcoa Puritan, Alcoa Pennant (Alcoa); Frances, Suzanne (Bull); Steel Apprentice, Steel Recorder (Isthmian); Bienville, Fairland, Gateway, Beauregard (Pan-Atlantic); Seatrain Georgia, Seatrain New York, Seatrain Louisiana, Seatrain Savannah (Seatrain); Robin Hood, Robin Trent, Robin Gray (Robin); Atlantis (Petrol Shipping); Ames Victory (Victory Carriers); Jean LaFitte, Iberville (Waterman) and the Orion Comet (Colonial).

Signing on during the last two weeks were the Alcoa Polaris, Alcoa Puritan, Alcoa Pennant (Alcoa); Steel Apprentice (Isthmian); Charles Dunaff (Colonial); Robin Hood, Robin Gray (Robin); the Fairland and the Beauregard. Among the in-transit vessels were the Val Chem (Heron); Steel Worker (Isthmian), Michael (Carras) and the CS Baltimore (Cities Service).

A \$360 annual vacation pay rate, involving a \$100 increase over the old scale, has been established for Seafarers effective as of September 1. The new scale will be paid on all seetime worked by a Seafarer after that date.

The \$360 benefit level was made possible by the 30 cents per man per day increase in vacation contributions that the Union won from SIU-contracted operators. The contribution increase was part of the settlement on major money items that was reached last month.

Subsequently, Union and employer trustees of the Seafarers Vacation Plan voted to set the new benefit level at \$360.

One Month's Pay

For practical purposes, the \$360 annual benefit is equivalent to one month's base wages for crewmembers employed in the ratings of AB, quartermaster; watertender, oiler, fireman-watertender and firemen. In effect then, the new vacation scale means a cash benefit equivalent of one month's vacation for one year's work, one-half month's vacation for six months aboard ship and one-quarter month's vacation for every three months time.

Under the SIU Vacation Plan, Seafarers have the option of collecting vacation money as soon as they have accumulated 90 days' discharges. Or, if they wish, they can accumulate more days of sea-

time and still collect on a proportionate basis. The only limitation in the Plan is that discharges should not be more than one year old.

The SIU Plan was the first in the industry to provide for vacation payments by the operators into a common kitty so that men could

benefit no matter how many ships they sailed. It started making payments at a \$140 annual rate in 1952. There have been several increases in annual benefits since then, to \$176 in 1954, \$244 in 1955, \$260 in 1956 and now to \$360, the largest increase since the Plan was established.

Raid Fails, Ship Crewed By SIU

SAVANNAH—The focal point for still another unsuccessful raid by the National Maritime Union, the former SS National Freedom, resumed sailing under the SIU banner last week as the SS Valiant Free-

dom.

Manned by Seafarers until the end of 1954 when she went Liberian, the ex-National Freedom was targeted for an NMU raid last May when her owners got Federal Maritime Board permission to bring her back under the US flag. The NMU tactics kept the ship bottled up in a Charleston shipyard, where she was being surveyed and refitted, until her owners, National Shipping and Trading,

bareboated her out to another company.

Under a bareboat agreement, the charterer furnishes the crew. As a result, under the existing SIU contract with Martis Steamship, which also operates the John B. Kulukundis, the ship crewed out of the SIU hall here. Seafarers went to Charleston to take the ship out, and she is now enroute to India with a load of grain and a new name.

The developments surrounding the return of the National Freedom to US registry and the subsequent NMU raiding attempt parallel the case of the ex-Rion, which occurred at about the same time. In that situation, NMU also tried to move in when the SIU-contracted owners, Actium Steamship, sold her to a newly-formed shipping firm, Mack Klosty, Inc.

SIU Filed Charges

An arrangement between Klosty and the NMU resulted in the replacement of the existing SIU crew with a predominantly-NMU crew, despite the wishes of SIU crewmembers to remain aboard. The result was that the SIU filed discrimination charges against Klosty, while SIU pickets protested the manning of the ship.

Idled in a Hoboken shipyard as the SS Maurice George at the time, the former Rion was sold a short time later to World Carriers, an SIU-contracted operator, which bareboated her out to another SIU company. The ship was renamed the Pacific Carrier and soon after was crewed by Seafarers and sailed for Europe.

The wind-up in both cases was that the NMU merely exposed its eagerness to snatch SIU jobs, since both ships have now returned under the SIU banner.

Agree On Interim Banner Pact



Group of SS Atlantic crewmembers relax in steward department messhall on ship's last stopover in New York. Seafarer Marion Payne (center) catches up on National Labor Relations Board decision in favor of SIU. At left are Seafarers Allen Friend and S. Bernstein.

Representatives of the SIU and American Banner Lines reached agreement last week on an interim contract setting forth company recognition of SIU bargaining rights and basic working conditions for unlicensed personnel on the tourist liner SS Atlantic.

The accord came a day before the Atlantic arrived back in New York from her fifth voyage to Europe. Working on a quick turnaround schedule, the SIU crew got the Banner Line vessel out again the next day, Saturday, September 6, with the newly-established conditions already in effect.

Meanwhile, apparently still unable to concoct any proof to substantiate its flimsy Taft-Hartley charges against the SIU and the company, the National Maritime Union called on the general counsel of the National Labor Relations Board in Washington for more time to file a petition for review. It now has until October 13 to file its appeal of the decision by the NLRB's New York regional director throwing out the charges for lack of any evidence.

In a ruling on August 21, the re-

gional director stated: "It does not appear that further proceedings are warranted inasmuch as there is insufficient evidence to substantiate the charge. I am, therefore, refusing to issue complaint in this matter."

Few NMU Applicants

Characteristically, the NMU had filed its charges of SIU-company collusion last May even before Banner Line started hiring a crew. Moreover, despite the large number of jobs up for competition, the NMU indicated the insincerity of its charges over the hiring in Mobile when it failed to muster anywhere near the number of men to match the open berths.

As a result, a large majority of the 500 qualified Seafarers who were on hand secured jobs. The SIU margin was further widened when, on the eve of the Atlantic's

maiden sailing in June, the NMU pulled most of its men off the ship. It thus exposed its objective as harassment of the new operation, rather than a beef over porkchops and jobs for its membership.

The same harassment tactic, as reported in the LOG two months ago in the case of the ex-SS Rion, also accomplished nothing following an abortive NMU raiding attempt involving the former SIU-manned National Freedom. (See adjoining story.)

Appeal Pending

Pending the final outcome of the NMU appeal to the labor board's general counsel, the Atlantic, first tourist-class liner under the American flag, is now under the SIU banner. Negotiations for a formal SIU contract covering all aspects of the passenger ship operation are continuing.

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SIU Shipping Page 4

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PENSIONERS' CORNER



"From 1926 to 1943 I really had a tough time sailing on non-union and poor union ships," retired Seafarer Vladslavis Kelpess recalls. The first date was the year he started sailing on a Latvian sailing ship, 1943, the year he joined the SIU.

During the seventeen years between, Kelpess shuttled all over the world on every kind of vessel under foreign flag. In 1938, with Europe on the brink of war and the Baltic Sea heavily mined, he was flown to Holland by the Latvian Shipping Company to man one of their ships. From then on he shipped out of England, holding down all of the engine ratings on Greek, Swedish, Norwegian and Canadian ships. In February of 1943, Kelpess finally made it to the US, leaving the Swedish ship



Kelpess

BME Boosts Benefits For Engineers

The Brotherhood of Marine Engineers has obtained sweeping improvements in the BME welfare plan which will provide expanded coverage for engineers, their wives and children and their dependent parents.

The new schedule increases hospital benefits for engineers and dependents from \$100 to \$150; raises benefits for doctors' visits to the same level; increases death benefits to \$3,500 from the old \$3,000 figure and makes dependent parents of unmarried engineers eligible for family coverage.

The \$150 hospital coverage goes for actual hospital expenses each time an engineer, his wife or dependent child is an in-patient in a hospital. Surgical expenses and visits to the hospital are also covered by the BME plan on the same levels as before.

The doctors' visits benefit involves office calls by engineers or family members or calls at the engineer's home at a maximum of \$5 per visit, and up to \$20 for specialist calls. Eye care and chiropractic treatment are also covered.

Eligibility under the BME plan is one day's work in the past 90 days and 90 days in the previous calendar year.

Outport Calls Help In SF

SAN FRANCISCO — Shipping for this port has been on the slow side as there were no vessels paying off or signing on during the period. However 28 men were shipped as replacements on the seven in-transit vessels which were in port for servicing, and a number of others were sent to outports which were low on rated men.

The in-transit vessels were the Madaket, Choctaw, Fairport (Waterman); the Calmar, Yorkmar (Calmar; Steel Architect (Isthmian) and the Alcoa Partner (Alcoa).

on which he was the bosun when she docked in NY.

Almost immediately, he was assigned by the War Shipping Administration to an SUP-manned vessel heading for Omaha Beach to assist in the Normandy invasion.

In May of that year, Kelpess became an SIU member while continuing to sail as AB, bosun and carpenter.

His experiences on foreign ships made him acutely aware of the importance of a strong union in maritime, and consequently, Kelpess was active in the SIU as an organizer as well as in other phases of Union activity.

It was smooth sailing for him until early in 1956. He was aboard the Montebello Hills on the Persian Gulf-East run, when he was stricken by a heart attack which has kept him from returning to seafaring life. He retired in August, 1956 and since then, has been receiving the \$150 monthly disability-pension from the SIU Welfare Plan.

Kelpess lives just a subway stop away from New York SIU headquarters at 217 - 42nd St.

He is especially happy with visits from Ike Isaak, who was steward on the Montebello Hills when he was stricken, since it was he who Kelpess credits with saving his life.

See US Tramps Hard-Hit Under Forced Lay-Up Plan

A world-wide trampship operators' plan to keep Liberty ships idle until the end of the current shipping slump could have important repercussions on SIU-contracted companies. The plan calls for the tramps to set up a pool and pay owners to keep their tonnage idle until charter rates go up to a more lucrative level.

In effect, the plan would be of major benefit to the operators of new bulk tonnage under runaway ships at the expense of American-flag shipping which, in the tramp category, consists mainly of Libertys and Victories. The result would be to put many US-flag ships out of business and to give runaway ships a profitable market in the form of higher rates for carriage of "50-50" bulk cargo such as farm surplus.

The proposal is being circulated by Manuel Kulukundis, who is president of the Greek Shipowners New York Committee and who has an interest in a number of SIU-contracted tramp vessels. It would consist of two parts: An annual payment to Liberty ship owners in the vicinity of \$22,500 a year if they keep their ships in lay-up, and a bonus of around \$95,000 to Liberty operators who sell the vessels for scrapping.

About 500 Libertys and similar World War II ships would be affected by the proposals, but only a small percentage of these are still under the American flag. The US tramp fleet has been decimated by transfers to runaway flags since 1954.

However, in recent months, there have been a growing number

of "transfer-backs" of Liberty tonnage because of cargoes available under the "50-50" law. The US tramp fleet had shrunk to such a low point that it was easier for a tramp to get American-flag "50-50" cargo than compete with the many hundreds of foreign bulk

carriers for the foreigners' share of US Government cargo.

Practically all US-flag tramp operations consist of World War II Liberty and Victory ships, so that American-flag shipping would be the most severely affected by such a proposal.

Jobless \$ For Peacetime Vets Starts In October

WASHINGTON—Under a law recently signed by President Eisenhower, Seafarers who were drafted into the armed forces or those who joined up under the abbreviated six-months tour of duty and who have been discharged, will be eligible for unemployment compensation while waiting to ship out. The new benefit will go into effect the last week of October.

While patterned after the "52-20 Club" used after World War II and Korea, under which discharged servicemen could receive \$20 a week for 52 weeks, the new law will extend jobless unemployment compensation for the first time to "peacetime" servicemen. However, the benefit will vary in amount and duration as set by individual state laws.

Until now, former servicemen, except for those who served in the last World War or in Korea, had to establish a civilian job record before being eligible for unemployment compensation. That is no longer necessary.

The new act differs from the World War II law in that it will be administered by state unem-

ployment agencies and not the Veterans Administration, and the stricter state rules of eligibility apply to other unemployed workers, will apply to veterans. This means that a veteran must accept a suitable job if one is available, including those listed with the state agency.

However, Seafarers are reminded that many states, including New York, have ruled that a shoreside job of the same nature or title as that one aboard ship is not considered a suitable job for a seaman waiting to ship out in that rating.

The amount of compensation paid to a veteran will be determined by his military pay before discharge and his various service allowances. In New York, therefore, it is possible for a discharged veteran to be eligible for benefits equal to the state's maximum unemployment payment of \$45 a week for \$39 weeks, provided he was in a high pay bracket in the service.

Eligibility requirements for the \$35 weekly SIU disability-pension consist of the following:
Seafarers physically unable to work, no matter what their age, who have 12 years of seetime plus the Plan's standard eligibility requirement, can apply for and receive the benefit. The seetime has to be with SIU-contracted companies.
Seafarers who are of age 65 or over, and also meet the 12-year seetime requirement plus the Plan's standard eligibility provision, can also obtain coverage under this benefit.



Health Center 'Open House'

"Family day" every Thursday at the SIU medical center in Brooklyn has long shown its usefulness to Seafarers and their families who use the modern SIU Welfare Plan facility. At far left, technician checks eyes of John McHale, Jr., 3. Meanwhile, Seafarer Sou Shek brings his family in for check-up. Seated with doctor is Harrming, 10, while dad, Mrs. Shek, James, 5, and May Ling, look on. Below, technician takes blood sample from Harrming. At far left, doctor takes blood pressure reading on Mrs. Rose Salazar.



Hogan's 3rd Generation



Larry F. Hogan, former SIU wiper and now a Navy man, proudly shows off Lawrence, Jr., grandson of Seafarer Lawrence P. Hogan, a veteran of the American Coal beef. Mrs. Hogan, child's grandmother, lends helping hand.

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight.

LABOR ROUND-UP

A walkout by 9,000 members of the Steelworkers Union at Timken Roller Bearing Co. in Ohio over pension rights has entered its sixth week. The union set up picket lines in protest of the company's refusal to grant vested pension rights to employees of at least 15 years of service who have been laid off and not recalled in two years. The union charged that Timken, one of the state's leading supporters of a "right-to-

work" law, while verbally agreeing to accept the pattern set up for the industry, was actually trying to break the union by forcing a walkout in a period of recession. Under the industry pattern, workers who are furloughed and not recalled after reaching the minimum seniority level are entitled to reduced pension benefits upon retirement.

✦ ✦ ✦

Representatives of the Motormen's Benevolent Association and the Transport Workers Union have reached an agreement making the Motormen a division of the TWU. Under the agreement the MBA, which claims to represent 2,600 of New York City's 3,100 subway motormen, will become a division of the TWU's Local 100 and will accept the current contract between the TWU and the NY City Transit Authority. The pact calls for the reorganization of the local to allow the MBA a greater voice on motormen's problems. It will also provide similar division status for other groups of transit workers which are regarded as qualified on the basis of their skills, training or classification. The agreement, reached under the supervision of AFL-CIO President George Meany, was designed to avoid any possibility of a repetition of last December's strike by the MBA which tied up the city's subway service.

✦ ✦ ✦

In a drive to prevent fires in small shops and factories which have taken a number of lives in the past, New York Local 1 of the Pocketbook and Novelty Workers union has elected 1,000 fire wardens from its membership to carry out an extensive fire prevention program. The program is aimed at eliminating fire hazards and at training union members to deal with emergency fire situations. The action arose out of the disastrous March 19 fire in a lower Manhattan factory which claimed 25 lives.

✦ ✦ ✦

The Plumbers and Pipefitters Union has reached an agreement setting the pattern for wage increases for plumbers in the construction industry and providing for a revised hiring procedure. The new minimum wage scales will cover some 150,000 workers employed by 26 of the nation's largest construction firms. Journeyman plumbers and pipefitters will receive increases from \$2.75 to \$2.90 an hour and foremen from \$3 to \$3.15. These rates will not apply to the New York area or any other local contract providing for scales in excess of these minimums. In New York a journeyman plumber receives \$4.25 an hour, plus 13 percent of his hourly wage rate and 10 cents an hour for fringe benefits. He also receives \$2 a day for security benefits.

Age No Job Barrier In NY

A guide to assist in interpretation of New York State's new law barring job discrimination because of age has just been issued by the State Commission Against Discrimination. Similar bans are already in effect against job bias due to race, color or nationality.

Veteran Seafarers are advised to note the rulings as they may apply to themselves, and to notify the SIU of any problems that arise.

Effective July 1, 1958, the law puts the burden of proof on the employer that the rejection of a job applicant was not based primarily on age, unless it can be shown that age is a bona fide factor in job performance. The rules also cover discrimination because of age by employment agencies, labor organizations or in the issuing of a license which may affect a person's job chances.

The ban refers primarily to job bias against "over-age" persons, as in cases where an applicant must be under 35, or between 25 and 35, or where a job order only specifies the a "young man" or "young woman" is wanted. These qualifications are considered unlawful unless age is a bona fide factor in the performance of the job, or in selecting applicants for an apprentice training program or in complying with other statutes, such as laws regulating the employment of minors and women.

Exams Lawful

Pre-employment physical examinations to determine if an individual meets certain minimum physical standards are lawful, provided these standards are reasonably necessary for the performance of the job and are uniformly applied to all applicants for the job.

An employer's policy of terminating the employment of every worker reaching the age of 60 is also subject to challenge unless the boss can substantiate his claim that a worker over 60 cannot perform the work involved or the work is very highly specialized.

For practical purposes then, a man's physical condition, not his age, is the crucial issue in determining the employment of older men. In this respect, the laws against discrimination conform with the SIU policy of assuring employment to Seafarers irrespective of age who are fit for duty.

The rules also apply to cases where a job applicant seeks a job covered by a retirement plan with a compulsory retirement age, and

is past the maximum entrance age specified in the plan. The commission says in such cases, where an applicant meets the other qualifications, he has a right to

the job. The fact that he may only qualify for reduced benefits or none at all upon reaching the plan's compulsory retirement age cannot be the basis for barring him.



It's Time for Your Check-Up

THE time to get your annual check-up at the SIU Health Center is right after you come ashore. That way, in case the examination shows you need treatment, all your health needs can be taken care of before you ship out again. Don't wait until just before you ship. Do it now!



Interim Report By NLRB Examiner Issued On ACS

An intermediate report has been issued by National Labor Relations Board trial examiner Thomas Wilson in the American Coal Shipping case, on the basis of charges filed against the company by the SIU.

Briefly, the trial examiner held that the contract ACS had signed with the National Maritime Union was valid on one ship—the SS Coal Miner—and that it was a "technical violation" with respect to all the other ships that had

been operated by the company. The NLRB examiner dismissed 324 individual claims of discrimination against the company. He indicated that the intervention of District 50 of the United Mine Workers was responsible for the whole situation that had developed in ACS.

In addition, the examiner was highly critical of the action of the company in signing an agreement with District 50 for licensed officers. He declared that the decision to deal with District 50 "amounted almost to an act of genius in fomenting labor strife . . . If it had not been for the agreement with District 50, this whole mixed-up mess would probably have been straightened out amicably between the parties."

The NMU had supported District 50's contract covering the licensed officers on ACS ships as a legitimate agreement despite protests by AFL-CIO mates and engineers' unions and by AFL-CIO headquarters. District 50, an affiliate of the UMW, is also a part-owner of the company.

The NLRB examiner's decision is not final. It must now go to the Board in Washington. At the same time, prior to the Board's consideration of Examiner Wilson's report, each party has 20 days in which to file exceptions in the form of briefs, unless additional time is granted for this purpose by the Board.

As far as American Coal is concerned, the decision is academic as of the moment. The only dry cargo ship the company owns, the Coal Miner, has been laid up for more than seven weeks in Staten Island. It had previously been in the grain trade. Another American Coal ship, the recently-purchased tanker Conoco Lake Charles, was last reported in the oil trade.

A report on the meaning of the examiner's finding will appear in the next issue of the LOG. Meanwhile, SIU attorneys are preparing appropriate papers for presentation to the Board before final decision is rendered.

BME Head Unopposed In Voting

Brotherhood of Marine Engineers president, Ray McKay, is set to be reelected without opposition in balloting for union office which starts October 1. A rank and file credentials committee also reported to the BME headquarters meeting on September 9 that nine other candidates in addition to McKay have qualified for seven open spots.

Acting Treasurer Leon Berlage is also unopposed in his first bid for election as treasurer, as are Business Manager Gordon Spencer, running for the post of Vice-President-business manager in Philadelphia.

Paul H. Isham and incumbent John W. Regan are contesting for the office of vice-president-business manager in San Francisco, and five candidates are competing for the three spots on the union's board of trustees.

Voting will continue until November 31 with new officers taking their posts as of January 1, 1959 for a four year term.

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Living Costs Going Down?

You'll find your living costs leveling off and even dropping slightly this fall as food, especially meat, gets a little cheaper. But the combination of inflation and unemployment already has done its damage to wage-earners.

In all, there's been a shrinkage of about four per cent in the average worker's buying power the past year. The most serious situation is in mortgage foreclosures, which have been running 19 per cent ahead of the same period in 1957, and 36 per cent ahead of 1956.

In contrast, business corporations not only have checked their 1957 profit decline, but actually made more money in the second quarter of 1958 than in the first, the First National City Bank of New York reports. Stockholders have barely felt the recession. Dividend payments during the first half year were down less than one per cent from a year ago, the Commerce Department reports.

Even in the midst of record-high prices, knowing shoppers can find good buys. Here are this department's recommendations for September's outstanding values:

Corduroys for children's school clothes are selling at lowest prices in recent years because the fashion pendulum has swung away from them for the moment. Even men's and women's corduroy slacks, skirts and jackets are reasonably priced this year.

Dacron-cotton boy's shirts for school at around the \$3 mark are a big labor-saver because they resist soil, need little or no ironing, and don't wear out as fast as plain cotton. Preferred blend is 65 per cent Dacron, 35 cotton.

Resin-treated and polished cotton blouses for girls are available for as little as \$1.50-\$2 this year, and similarly resist soil and need little ironing.

Four-in-one reversible skirt, selling at around \$11, is a popular and versatile style for women this year.

Poultry is the standout food buy this month. Supplies of broilers and fryers are about 20 per cent more than a year ago, with prices lower.

Here are tips on these and other September buying opportunities.

SCHOOL CLOTHES: In comparing values in corduroys, note that some trousers are made of durable, warm twelve-ounce corduroy, others are only eight-ounce. Look for weight and good construction details as double woven knees, rather than decorative or style details, as full self-belt instead of half, which adds a half-dollar to the price.

In buying flannels and other wool clothing for children, note that those with ten to fifteen per cent nylon are stronger than all-wool and better resist wear on cuffs, hems, and sleeves. Wool with Orlon is even a little stronger than the wool-nylon blend. But the advantage is small compared to the much higher price of Orlon-wool garments.

Another useful development in children's clothes is flannel-lined denims and twills with water-repellent finish. The finish is the so-called "durable" type, which means it isn't really durable but will last through a number of washings.

One of the most annoying and costly problems in children's and men's wear are tee shirts, undershirts, and knit baby garments that stretch out of shape when laundered. Research by the US Agriculture Department's Institute of Home Economics finds that sometimes knit fabrics are stretched and pulled as they are manufactured. The normally round knit loops are pulled long and thin. When washed the tiny loops return to their normal round shape and the garment becomes shorter and wider.

To avoid fabrics manufactured cheaply so the loops are stretched out of shape, the researchers suggest you look for shirts with firm even knitting, and avoid fabrics that have thin spots. You can easily see the shape of the loops with a magnifying glass, if you're determined enough to take one shopping with you. But even without a glass, if you stretch a fabric a little when you shop, and hold it over a contrasting background, you'll be able to see the shape of the loops. The shape is easier to see on the wrong side of some fabrics. The more round the loops, the more likely the knit garment will retain its shape.

Nearly all tee shirts can be expected to shrink, but a superior one shrinks less than five per cent, and a good one between five and ten, and they shrink evenly, the researchers found. Some of the inferior shirts shrank as much as 35 per cent in length in these tests. If you use a tumble dryer, you can expect additional shrinkage of knit garments, and should buy the next larger size.

In buying children's jeans, note that an Ohio survey found over half the mothers reporting difficulty getting a good fit, especially in the popular, slim-hipped western style. Don't depend on age size, Government experts warn. Sizes of different manufacturers may vary in waist, in seam and length. Incidentally, the mothers found jeans one of the most durable garments. Girls outgrew them while boys wore them out, but in most cases did get eight months or more wear.

FOOD: Pork is getting a little cheaper, but will still be relatively expensive in early Autumn, as will beef. It's time to switch to medium-size eggs, now a better value per pound than large. Besides broilers, another food bargain is the biggest peach crop in eleven years. Exploit it by putting up frozen peach jam. This uncooked jam can be stored in a refrigerator for several months. You can get recipes for uncooked jams by writing the Office of Information, US Agriculture Department, Washington 25, DC.

Also look for cut prices this month on canned and frozen fruits and vegetables as stores clear shelves for the 1958 pack.

HIWD Wins Trailership Vote



Victory smiles wreath faces of crew of MV New York and SIU organizers following SIU-HIWD election win in Philadelphia. Around table (l to r) are Charlie Mosier, Norfolk SIU patrolman; Rudolph Salter, Justin Ball, ABs; Dennis Belleville, oiler; Gordon Spencer, BME Philadelphia agent; Henry Hampton, engineer; Leonard Goodwin, OS; John Hetzel, SIU patrolman; Alvin Lewis, AB; Ray Oates, SIU organizer.

PHILADELPHIA—The SIU-affiliated Harbor and Inland Waterways Division was victorious here in a National Labor Relations Board election aboard the MV New York, a converted LST in the coastwise service. The New York operates as a roll-on, roll-off vessel between Camden, New Jersey, and Norfolk, Virginia, carrying up to 50 large truck vans.

Owned by Van-Ship, Inc., a New York concern, the vessel is the first roll-on ship in the coastwise trade.

Only one vote was cast against the HIWD in the NLRB voting.

SIU representatives are now seeking an agreement patterned after the contract with the Willis fleet, which also runs in the coastwise service out of this port.

Balt. Gives Voting Info

BALTIMORE—Seafarers attending the regular meeting here were again reminded to make sure they and their families register in time for the state elections this fall. In order to facilitate registration, a notice has been placed on the bulletin board in the hall giving all of the particulars on how and where to register.

Shipping has been slow and registration high for the last two weeks in this port. There are now four Ore Line vessels, three Calmar ships and the Steel Rover tied up in this port, and it is anybody's guess as to when they are coming out.

The ships paying off during the period were the Jean, Emilia, Dorothy, Mae (Bull); Steel Rover, Steel Chemist (Isthmian); Oceanstar (Dolphin); Santore, Cubore, Feltore (Marven); Ocean Deborah (Ocean Trans.); Royal Oak (Cities Service) and the Bethcoaster (Calmar).

Signing on were the Oceanstar, Santore, Ocean Deborah, Feltore and the Council Grove (Cities Service). In transit were the Bethcoaster, Seamar (Calmar); Steel Recorder (Isthmian); Alcoa Purlan, Alcoa Runner, Alcoa Pennant (Alcoa); Vallant Freedom (Martis); Oremar (Marven); Edith (Bull); Robin Trent (Robin) and the Jefferson City Victory (Victory Carriers).

Mates By-Pass AMMI, Sign 31 Freight Lines

With the American Merchant Marine Institute thus far refusing to approve a new agreement for licensed deck officers, the Masters, Mates and Pilots are signing with individual steamship operators on the basis of a pact reached with a committee of Atlantic and Gulf Steamship companies.

The committee, chaired by Max Harrison, who represents a number of ship operators, had reached agreement with the mates union on a contract package that includes pension, vacation and welfare benefits, plus a number of significant changes in contract rules.

At last report some 31 steamship companies operating approximately 100 ships had signed the pact. Among major companies signing were Alcoa, Waterman and Mississippi. Negotiations are now in progress with other companies including Isbrandtsen, Isthmian, Victory Carriers, Calmar and others including Collier companies.

Ralph Casey, president of the AMMI, assailed the union for negotiating independently with the operators, instead of doing business first with his institute. In maritime circles, the AMMI pitch was seen as reflecting concern

over the fact that some steamship companies were no longer willing to follow the AMMI blindly on labor relations, particularly since the fiasco of an AMMI-engineered attempt to scab on the Marine Engineers Beneficial Association.

The major contract changes obtained by the mates included the package of pension, vacation and welfare benefits similar to that won by the engineers and other improvements such as grievance boards in all ports to handle contract grievances; 72 hours' notice before layoff and establishment of a list of penalty cargoes for which premium pay would be due.

In addition, the union won the right to ship all reliefs through the union halls, and set up reliefs beginning at 4 P.M.

\$5,000-Plus Earners Get Short Form

Seafarers who have struggled with the complications of the long form tax return simply because they earned over \$5,000 a year can breathe easier now thanks to a new ruling by the Internal Revenue Service. The Service said that any taxpayer earning up to \$10,000 a year can now use the short form.

For practical purposes, it means that most wage earners will be filing the short form return unless they have unusually heavy medical expenses and other deductions, or if they have more than \$200 in income from dividends, bank interest or other sources not subject to the withholding tax.

One reason for extending the use of the short form is that it can be processed by computing equipment. Since anybody using the form is not claiming any unusual deductions, the extensions of the limit to \$10,000 will mean speedier handling of returns and of tax rebates where they are called for.

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:

September 17
October 1
October 15
October 29

ANTINOUS (Waterman), Aug. 24—Chairman, B. Porter; Secretary, J. Maloney. No logs—no major beefs. To change ship's library. Improvement needed in cooking dept. Thanks to dept. delegates for cooperation. Repair list to be made up. Ship's fund \$28. Some disputed OT. Report on P&O and Tomlinson Victories received. Reports accepted. Steam lines in deck engineer work not bosun's. Beef on 3rd assistant hard-timing members of engine dept.—to be taken up with patrolman. Vote of thanks to steward dept.

ALMAR (Calmar), Aug. 24—Chairman, J. McPhaul; Secretary, C. Rawlings. Ship's fund \$42.02. Report accepted.

IRENESTAR (Trifon), Aug. 24—Chairman, C. Jennette; Secretary, H.

Digest Of SIU Ship Meetings

Hutchins. Need new washing machine and galley range. Delegate elected. Letter from HQ read. Less noise in passageways; radios to be tuned low. Foc'sles to be sougeed; decks to be repaired. Repair list to be mailed.

YAKA (Waterman), Aug. 17—Chairman, N. Gene; Secretary, F. Johnson. Two men missed ship; two men logged. Some disputed OT. Check on engine room water fountain. Repair list to be turned over to ship's delegate.

NEVA WEST (Bloomfield), Aug. 3—Chairman, J. Rawlins; Secretary, W. Gels. Ship being cleaned and painted. Keep doors closed in port. Screen doors to be put up in galley and messhall. Recreation room to be fixed up. Keep messhall clean. Vote of thanks to delegate. Camera purchased from fund. Pictures to be mailed to LOG. Delayed sailing disputed. New delegate elected. Resolution to assist qualified members in securing credit for purchasing a home. List of slop chest prices to be posted. Vote of thanks to steward dept. for job well done and fine food.

OCEAN EVA (Maritime Overseas), Aug. 3—Chairman, J. Burchinal; Secretary, T. Brightwell. Two men hospitalized; one man failed to join ship; picked up replacements. Unable to secure cots. Motion to refer to negotiating committee to increase to at least 25 percent on ammunition bonus—at present only 10 percent. Have slop chest prices checked for overcharge. Vote of thanks to steward dept.

PACIFIC WAVE (World Tramping), Aug. 23—Chairman, M. Gorel; Secretary, D. Catlin. One man hospitalized.

Some disputed OT. Ship to be sougeed—very dirty. Bad ice obtained in Karachi. See HQ about filthy condition of ship. Ship needs fumigation. New delegate elected. Discussion on captain violating promise to put out only US money on draws. Meat very poor quality. All steak meat gone. Discussion about company not forwarding mail. Insufficient supply of lava soap, matches and washing powder when leaving States. No disinfectant aboard.

SEA GARDEN (Peninsular), Aug. 3—Chairman, G. Smith; Secretary, J. Cobb. Retain copy of previous ship's minutes.

STEEL ARTISAN (Isthmian), July 26—Chairman, F. Ammons; Secretary, J. Daniels. Discussion on old repair list. Engineer had slight sprain of ankle. Safety delegates elected. Beer issued to crew. No OT beefs. New delegate elected. Tanks to be pumped—wash water bad. Obtain list of working rules for steward dept. re: food serving, coffee, etc. Crewmembers to wear shirts and pants in pantry and messhall. All to observe safety rules. Do not sit on outside rails. Keep gangway clean.

ALCOA POLARIS (Alcoa), Aug. 10—Chairman, W. Harris; Secy, J. Mannon. Repair list turned in. Two men logged. Few hours disputed OT. Request beef of fireman be taken up at payoff. Check on man being logged and fined. See about jury toilet aft. Keep washing machine clean.

ALCOA PIONEER (Alcoa), Aug. 11—Chairman, R. Eckhoff; Secy, E. West. No beefs. Thanks for cooperation to all hands. Chief electrician hospitalized in Honolulu. Report accepted. Request slop chest be checked.

BIENVILLE (Pan-Atlantic), Aug. 18—Chairman, A. Thompson; Secy, J. Hall. One man missed ship and one quit. Everything going smoothly. Suggest janitor in Houston hall. Request port-hole in electrician and crane maintenance toilet. Also better heat requested. Vote of thanks to steward dept. for fine food.

STEEL SURVEYOR (Isthmian), Aug. 18—Chairman, F. Shala; Secy, E. Delaney. No beefs. Ship's fund \$85.33. Suggest buzzer system be installed in messroom so stand-by can answer promptly.

ELIZABETH (Bull), Aug. 24—Chairman, J. O'Neil; Secretary, W. Janisch. No beefs. Some disputed OT. See that awning is replaced aft. Discussion about new passes. Benches for poop needed. Return all cups to messhall. Beef about stickers being put on luggage.

PACIFIC EXPLORER (Compass), Aug. 17—Chairman, M. Krath; Secretary, E. Taylor. Crew list sent to agent. New fans received. Ship exterminated for termites. One man hospitalized. Steward dept. bathroom secured. Quarters to be painted. Repair list to be made. No beefs. Everything running smoothly.

SUZANNE (Bull), Aug. 24—Chairman, G. Ortiz; Secretary, A. Aracones. Report accepted. Motion to hold meeting every other trip. Suggestion to revise method of books, dues, receipt stamping to avoid confusion later on.

Disabled Get Big US Aid Boost

WASHINGTON—As was expected, President Eisenhower has signed into law the amendments to the Social Security Act providing for increases in Social Security benefits and increased payroll taxes to cover the added costs.

The new law makes it possible for Seafarers over 50, receiving the SIU disability pension of \$150, to get as much as \$266 a month in combination with their US Social Security, with this figure due to go up for retirements in future years to as high as \$276. Other benefits are to be increased proportionately, effective February of next year.

In addition to increasing disability benefits and other payments the new law provides that wives and dependents under 18 of disabled men are also entitled to proportional benefits.

For practical purposes, it means that Seafarers between the ages of 50 and 65 who are receiving disability benefits from the Government can get up to a total of \$232 for themselves and their families. Coupled with the SIU benefit, this makes a maximum monthly payment of \$382 a month.

At the same time, the law calls for an increase in taxes paid by workers for this purpose to 2½ percent effective January 1. The old tax rate was 2¼ percent. The tax will now be paid on the first \$4,800 of earnings as compared to \$4,200 at present, making it a double-barreled tax boost.

Over the years, Social Security taxes will continue to rise to finance the growing outlay of benefits. They will reach a maximum of 4½ percent on a step-by-step increase plan.

Retired Seafarers, like other retired workers, will also benefit from an increase in the amount they can earn in a given month without losing their benefit. The new ceiling is \$100 a month, as compared to \$80 monthly under the old regulations.

In another area of interest to union members, the President called for legislation to safeguard labor-management relations against abuses. He said such legislation should provide that Union dues be used to advance the members' welfare; that unions be responsive to the will of the membership; that deals between manage-

ment and labor representatives should not be allowed to interfere with the right to organize and bargain; and that the public be protected against unfair practices by either labor or management.

The Administration had objected to the Kennedy-Ives amendments to the Taft-Hartley Act which dealt with these areas. Republicans and Democrats are now accusing each other for the defeat of the amendments, which had the qualified support of the AFL-CIO. However, Senator Ives, a Republican sponsor of the bill, stated that 75 percent of the Republicans in the House voted against the measure and 70

percent of the Democrats were for it.

The Administration had claimed that the measure was unsatisfactory because it was not "strong enough. Supporters of the amendments, including the AFL-CIO, charged that the real reason for the defeat of the Kennedy-Ives bill was the opposition of business interests to provisions which would have required large corporations to report on sums spent on so-called "labor relations" operations. It was aimed at the heavy spending by management on elaborate company union and strikebreaking machinery.

Study Of Health Center Set By West Coast SIU

SAN FRANCISCO—A study is underway of costs and arrangements needed for setting up a proposed joint union-shipowner pre-shipment medical center for members of the SIU Pacific District here.

Representatives of the three SIU-Pacific District unions and the operators have agreed to obtain an expert to study the proposed operation from every aspect. No definite commitments will be made until the study is completed and his recommendations have been considered.

The planned clinic, similar in conception to ones already in operation in four SIU A&G ports, will provide a standard examination at a central location convenient to members of all three unions. The intention is to set up an initial center in San Francisco with others to be opened in other Pacific Coast ports later.

The operation of the medical program would be under the joint supervision of the participating unions and the operators, with control remaining in the hands of the trustees of both groups. The center is not planned to replace marine hospital care or that pro-

vided by private doctors, since its main functions will be preventive and diagnostic.

Provisions are also being made to include the mates and engineers unions if they should decide to participate in the program.

Make Checks To 'SIU-A&G'

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

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

Be Careful OFF the Job!

Safety is never something to be taken for granted, not only on the job but also when the day's work or watch is over and it's time to relax. You can't spend your life looking over your shoulder or wondering when your number is going to be up, of course, but it certainly isn't enough to be safety-conscious only at work.

You can be side-lined just as easily from tripping over a paint bucket on the way back to the foc'sle, or while going to relieve the watch, as on the job itself. Accidents, by their very nature, are unexpected occurrences and carelessness helps them along.

Of the 348 accidents to Seafarers in January-March '58 (only 111 were lost-time accidents), 53 occurred going to or from work.

—SIU Welfare Plan Safety Dept.



An SIU Ship is a Safe Ship

'All Beefs Settled, Minor Amount of Disputed OT'



SS BIENVILLE. Pictured at Port Newark Terminal (right) Seafarers C. W. Howell, crane maintainer; Andrew Thompson, DM and M. J. Berrane, (l to r) pose on gangway. Smiles reflect fact that trio had just been paid off after learning details of new SIU agreement. Below (extreme right) Charles Tyler, AB, catches up on news items in SEAFARERS LOG. In photo at Tyler's left, John Monaghan, electrician, finishes off repair on fan before going topside for his pay envelope. Vessel is one of Pan-Atlantic's trailer carriers. She is in coastwise service between Port Newark and Houston and photos were taken at the New Jersey end.



SS ROBIN GRAY. New SIU wage scales are being attentively scrutinized (above) by Ralph Bullard, 3rd cook; (left) and Theodore R. Goodman, steward. At right, Clifford Henry, chief cook, a member of Marine Cooks and Stewards Union, an SIU Pacific District affiliate, chats with headquarters patrolman Ted Babkowski before ship paid off. Vessel paid off at Erie Basin terminal in Brooklyn after returning from her regular Robin Line run to South and East African ports of call.



Coffeetime call on Robin Gray finds Seafarer H. R. Lowman, electrician, ready for favorite shipboard pastime as he draws himself a cup of java from urn.



Hard at work on job of replacing broken ladder rungs are Robin Gray deck gang members Seafarers Mike Filosa, deck maintenance, and Joaquin Cortez, AB.



Cables anyone? Seafarer Larry Elorin, AB, has himself a mess of line to play with as he straightens out some of the ship's running gear on the Robin Gray's deck.

Bienville chief steward H. D. Higginbotham and SIU Assistant Secretary-Treasurer Ed Mooney check canned goods. (below). Guard rails were recently installed.



NY Authority Buys Erie Basin

The Port of New York Authority, as part of its plan to improve the Brooklyn waterfront, has purchased a major portion of Beard's Erie Basin for \$7.5 million. The Basin, familiar to Seafarers who sail Isthmian and Robin Line ships consists of approximately 34 acres of land and 59 acres of basin water at the entrance to the Gowanus Canal and includes three old finger docks, a warehouse pier and two breakwaters, improved with transit sheds.

It contains berths for 12 large ships. One of the three piers is used by Robin Lines, while Isthmian-States Marine occupies the breakwater pier.

Acquisition of the century-old shipping center would give the port agency a third major holding in Brooklyn's pier facilities. The other two are a stretch of waterfront between Atlantic Basin and the Brooklyn Bridge, being developed now at a cost of \$85 million and the grain terminal in the Gowanus waterway adjacent to the Erie Basin.

The stage was set for the purchase of the property when the private corporation which owned it indicated that it was not in a financial position to modernize and improve the property to meet the

future needs of modern shipping. Port Authority officials declined to predict what changes the agency will effect to improve the Basin.

Tampa Gripped By Doldrums

TAMPA—Shipping for this port during the past two weeks failed to pick up to any degree.

There were no vessels paying off during the period and only one, the Del Aires (Mississippi) signing on. In transit were the Gateway City, Raphael Semmes (Pan-Atlantic); Hurricane, Yaka (Waterman) and the Chiwawa (Cities Service).

Jr. Likes It Here



Francis McGarry, Jr., 2 1/2, is obviously pleased with life as he sits on Seafarer Frank McGarry's lap in headquarters.

'That's No Woman— It's My Watch-Partner'

WASHINGTON—"Frailty, thy name is woman," may have been so in Shakespeare's day, but after an examination of the latest Department of Labor statistics on the US working force, it would not seem true today. Women, the survey found, have been rapidly making their way into every type and class of job, including those previously considered strictly for men; for example, seafaring, where about 1,000 women are now involved.

The Department's figures which

covered the period from 1900 to 1950, showed that while the total number of male workers climbed from 24 million to 42.5 million, the number of female workers earning a living more than tripled, from 5.3 million to 16.4 million.

More disconcerting to the male than the increased number of female workers is the current trend in women's jobs. For example there were 199,893 male bartenders in 1950 as compared to 88,337 in 1900. However the number of female bartenders in that same period jumped from 440 to a high of 14,295. But the trend has not been all one-sided for today, the findings revealed, there are 2,737 male "laundresses" in the US.

Such categories as merchant seamen, funeral directors and embalmers have been invaded by the "weaker" sex. "There are now almost 1,000 female sailors, most of them stewardesses and waitresses but a surprisingly large number deck hands, and over 2,500 female funeral directors and embalmers.

Some new industries, the Department reported, such as professional pilots and navigators and radio operators have added over 30,000 jobs to the nation's total. But others such as male blacksmiths, forgers and hammermen slumped from 220,111 in 1900 to 59,520 at the end of the period.

The findings showed that while in 1900 unskilled laborers were about as numerous as semi-skilled operatives, and more numerous than skilled craftsman, these totals have been completely reversed. In 1950 there were only 4,000,000 unskilled workers as compared with 8,500,000 skilled and 12,000,000 semi-skilled workers

Union Has Cable Address

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

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

Your Gear... for ship... for shore

Whatever you need, in work or dress gear, your SIU Sea Chest has it. Get top quality gear at substantial savings by buying at your Union-owned and Union-operated Sea Chest store.

- Sport Coats
- Slacks
- Dress Shoes
- Work Shoes
- Socks
- Dungarees
- Frisko Jeans
- CPO Shirts
- Dress Shirts
- Sport Shirts
- Belts
- Khakis
- Ties
- Sweat Shirts
- T-Shirts
- Shorts
- Briefs
- Swim Trunks
- Sweaters
- Sou'westers
- Raingear
- Caps
- Writing Materials
- Toiletries
- Electric Shavers
- Radios
- Television
- Jewelry
- Cameras
- Luggage



the SEA CHEST

DE SOTO (Waterman), August 14—Chairman, G. Chadler; Secretary, C. Garner. No beefs. Two men replaced in Mobile. Ship's delegate to see chief engineer about more pressure on toilets. Have keys made for all rooms aft.

SEATRAN NY (Seatrains), August 24—Chairman, W. Goff; Secretary, J. Cois. Delayed sailing good. Man replaced. Two stolen radios not recovered. No beefs. New delegate elected. Three coffee pots needed.

STEEL RECORDER (Isthmian), August 17—Chairman, J. Kramer; Secretary, O. Winfield. Request fumigation of ship for roaches. Two men missed ship. One man hospitalized. Ship's fund \$12.27. Disputed delayed sailing. Mate expresses thanks for cooperation from deck dept. Ten hours

Digest Of SIU Ship Meetings

disputed OT to be taken with patrolman. Thanks to crewmembers for their cooperation. No beefs. Vote of thanks to steward dept. Keys to be left on ship after quitting ship.

YOUNG AMERICA (Waterman), Aug. 9—Chairman, M. Manning; Secretary, N. Matgimilios. Electricians getting hard time—to be straightened out when arriving in US. Washing machine to be shut off when not in use. Put cups, jams and jars back when through. Everything running smoothly. Ship's fund, \$11.50. Turn in all excess linen. Drains in deck dept. shower to be opened and cleaned. Vote of thanks to steward dept. for good meal.

FAIRPORT (Waterman), Aug. 17—Chairman, E. Anderson; Secretary, J. Cois. Ship's fund, \$59.08. No beefs. Discussion on restriction to ship and OT. Five hours disputed OT. Shortage of linen and inferior stores.

KYSKA (Waterman), Aug. 16—Chairman, J. Parnell; Secretary, E. Alpede. Repairs being made. One man missed vessel on coast. New delegate elected. Vote of thanks for job well done last trip. One minute silence for departed brothers. Screen doors installed and can openers to be installed. Everything running very smoothly.

MARORE (Marven), Aug. 10—Chairman, C. Roberts; Secretary, J. Green. Request fo'ales be soogied. Report accepted. Second engineer to be reported to Union for cursing pantryman and saloon messmen and disrupting work. Suggest more fruit juices and larger servings.

ALICE BROWN (Bloomfield), Aug. 10—Chairman, R. Wilkins; Secretary, H. Scholes. Turn in all repairs, also check portholes for leaky gaskets and frozen dogs to be loosened. Request larger blankets. Some disputed OT. Suggest LOG be sent to Rotterdam office. Pillows need replacing. Suggest better brands of ice cream, and try buying cheese in Holland.

ORION STAR (Oil Carriers), Aug. 19—Chairman, W. Ferguson; Secretary, C. Smith. Repair list made up. Medicine chest and slop chest to be checked upon arrival in San Pedro. Ship's fund, \$7. Suggest making collection for ship's iron. Discussion on sanitary water pressure, contaminated potable water, pulling ice, cleaning of laundry room and recreation room. Vote of thanks to steward dept. for fine food.

REBECCA (Maritime Overseas), Aug. 14—Chairman, L. Coffey; Secretary, J. Henning. No penalty cargo according to captain. Discussion about steward not turning to due to alcoholism. Generally agreed to have ship's delegate confer with captain and try to confine steward to hospital. Crew agrees to cooperate and stand watch if necessary.

STEEL ROVER (Isthmian), Jan. 11—Chairman, T. Gaspar; Secretary, F. Donovan. Letter sent to headquarters about water. Ship's fund, \$20.00. Disputed few hours OT. No beefs. Everything running smoothly. Investigate new slop chest list. Ringer on washing machine to be repaired. Vote of thanks to crew of Robin Lines for splendid work. Vote of thanks to steward dept. for good dinner and decorations on Christmas holidays. Painting to be done in rooms, recreation hall, galley crew pantry, showers and toilet.

March 25—Chairman, Nene; Secretary, T. Gaspar. Beef on chief engineer taking water on lake at Panama Canal. Ship's fund, \$20. Few hours OT disputed. No beefs. Vote of thanks to refter for installing water cooler pipes on water fountain.

April 27—Chairman, F. Pagos; Secretary, C. Gregson. See delegate about information or application for absentee ballot. Extra water cooler needed. Discussion regarding donations for repair of TV set. Request return of shower head in steward dept. shower.

May 27—Chairman, J. Higgins; Secretary, V. Giscome. No beefs. One hour disputed OT. Request rooms kept clean for new men. Give repair

list to delegate. Vote of thanks to men donating for TV repairs and to American Merchant Marine Library Association.

July 5—Chairman, R. Barrett; Secretary, T. Gaspar. New delegate elected. Motion to install another water cooler in recreation room. Keep laundry room and slop sink clean.

Aug. 2—Chairman, A. Mosher; Secretary, T. Gaspar. Everything running smoothly. No beefs. Few hours OT disputed. Motion made and seconded to install drinking water fountain in recreation hall. Vote of thanks to steward dept. for good food. Suggest not to give any food to longshoremen or dumping garbage by longshoremen.

OCEANSTAR (Triton), Aug. 17—Chairman, J. Gillier; Secretary, S. Kollins. Everything running smoothly except for repairs. Ship's fund, \$17.95. Get rid of old Spanish water from No. 4 tank and use good water. Repair holes in No. 2 lifeboat. Replace lifeboat covers. Make out repair list.

MARIA H (Herald), Aug. 21—Chairman, E. Lissoy; Secretary, R. Banta. Fumigate ship. Everything running smoothly. Water supply discussed. Vote of thanks to steward dept. for job well done. Request bedsprings and mattresses be changed where needed. Better sanitary conditions discussed. No shopside vendors of other Arabs allowed in foreign ports. Theft precautions to be taken. Request omelette for supper. Litterbugs to use trash cans or have trash.

STEEL FABRICATOR (Isthmian), Aug. 16—Chairman, G. Ruf; Secretary, L. Calderon. Sec'y reporter elected. Ship's fund, \$42. No beefs. New delegate elected. Request new mattresses and washing machine. All members asked to check repairs. Each dept. to elect their own safety delegate.

ALCOA FILORIM (Alcoa), Aug. 24—Chairman, J. Robinson; Secretary, W. Messenger. No beefs. Ship's fund, \$35. Check milk and fresh vegetables and cigarettes before leaving Hawaii. See patrolman about cash or travelers checks. Ship to be fumigated for bedbugs and rats. Motion that fore and aft bunks be put in 4-8 deck fo'ale. New delegate elected. Request more greens on menu. Beefs over fresh salads. Suggest onions, celery, etc. Be left in night lunch. Potatoes not well done.

GATEWAY CITY (Pan-Atlantic), Aug. 17—Chairman, A. Gilliland; Secretary, P. Erck. Insufficient cold drinking water. Ship's fund, \$16.50. Frequent sailing short-handed. Patrolman to be notified. Discussion on repair lists, arrival day payoff, contract clarification, chief electricians duties re: cranes. To purchase Scotch cooler.

STEEL ARCHITECT (Isthmian), Aug. 17—Chairman, V. Tucker; Secretary, L. Torres. All rooms to be painted. New delegate elected. Ship to be fumigated for roaches.

ALCOA PURITAN (Alcoa), Aug. 10—Chairman, L. Gardier; Secretary, J. Bassfield. No beefs. One man missed ship. Ship's fund \$1.75. Everything running smoothly. Water system not satisfactory—to see chief engineer.

CANTIGNY (Cities Service), Aug. 17—Chairman, A. Ferris; Secretary, L. Magmann. Washing machine to be repaired. Need fan in galley; wind-scoop and insect screens. All rooms to be painted. Some disputed OT. One replacement. Return cups and glasses to pantry. Members to come in mess-hall properly dressed.

CUBORE (Marven), Aug. 24—Chairman, C. Webb; Secretary, W. Strickland. One man deserted ship after borrowing money. Vote of thanks to steward Dept.

OCEAN DEBORAH (Maritime Overseas), Aug. 24—Chairman, R. Queen; Secretary, L. Thomas. Few beefs. Letter sent to hq explaining same. Water probably cause of dysentery. Repair list turned in to captain. Some disputed OT. Vote of thanks to steward dept. for job well done. Discussion on washing machine—weather hose from pump can be fixed—if not obtain new one.

OCEAN ULLA (Maritime Overseas), Aug. 24—Chairman, W. Dood; Secretary, F. Johnson. OT to be paid for back-dated articles. Repairs to be made on pipe while in Trinidad. Everything running smoothly. No beefs. Have fo'ales sougeed and painted. Put red light on washing machine to indicate when on and off. Suggestion to get automatic timer for machine. Turn off machine when finished. All garbage to be dumped aft unless it is bad weather. Steward requests list for new mattresses and other items and forwarded to company office.

SEASTAR (Triton), Aug. 11—Chairman, M. Bugawan; Secretary, E. Caudill. No beefs—everything OK. Request watch be fed five minutes early. Discussion on sougeeing galley after loading and unloading. Capt. refuses to authorize sougeed OT. Request new fire hoses, need five more. Vote of thanks to steward dept.

WANG PIONEER (Inter-Ocean), Aug. 22—Chairman, D. Sacher; Secretary, None. No beefs. Ship's fund \$17. Suggest biscuits be served from galley.

DEL SUD (Mississippi), Aug. 17—Chairman, B. James; Secretary, V. O'Brian. Ship's fund \$9.87; movie fund \$11.46; athletic fund \$24.00. New delegate and librarian elected. Members to be aboard one hour before sailing time. Cups to be returned to pantry.

'Won't Wash Off'



When's A T-2 Not A Tanker? Seattle Asks

SEATTLE — Shipping for this port has been very good, Port Agent Jeff Gillette reported, with relatively young shipping cards having no trouble landing berths. In some cases it was necessary to call on San Francisco and Wilmington to find rated men to fill some of the openings during the period.

While all of the beefs on the vessels hitting this port were settled, one of them, an overtime dispute on the SS Producer, was referred to headquarters for further clarification.

The ship, a T-2 tanker, had carried grain on her last trip and the pumpmen were required to maintain six gasoline engines around the clock while the vessel was discharging cargo. These men put in for 243 hours overtime under the standard tanker agreement but the company refused to pay it, claiming the ship was supposed to be under freightship working rules. However the company later agreed to pay the OT and to refer the matter to headquarters for clarification for future trips.

There were two vessels, the Producer (Marine Carriers) and the Northwestern Victory (Victory Carriers) paying off during the past period. Signing on were the Producer, Northwestern Victory and Waterman's Choctaw. In transit were the Yorkmar, Calmar, Losmar (Calmar) and the Alcoa Partner (Alcoa).

The fast-breaking developments in the Canadian District's strike against Canadian National ships have now expanded the dispute into an international conflict between the union and the Cuban government. By purchasing the scab ships from Canadian National with the connivance of an American operator, Troy Browning, by changing the names of the ships and compelling Cuban seamen to work them under armed guard, the Cuban government is attempting to erase the past history of the vessels and to evade the Canadian District's picketline.

Whatever the outcome, no matter how many name changes, registry changes and crew changes are undertaken, it seems pretty clear that as far as the world labor movement is concerned, these ships will remain scab ships. It remains to be seen whether the Cuban government's strikebreaking operation will succeed in the face of the position taken by free maritime labor throughout the world.

-In The Middle Again

The decision of the Red Chinese government to extend its territorial limits 12 miles out to sea and to include Formosan waters as its territorial waters, puts SIU-manned ships in the middle of another red-hot international crisis. Theoretically, according to the Red Chinese decision, SIU ships entering Hong Kong, or calling at Taiwan and other Formosan ports, are trespassing on Red Chinese territory.

It doesn't seem likely at the moment that the Chinese Communists will do anything to enforce that decision because any such step would almost automatically involve them in direct hostilities with the United States. But at the same time, this crisis, like all the others that have gone before it, points up the key role played by Seafarers in maintaining the US position overseas.

Another Runaway Story

Another one of those fascinating runaway-flag stories has popped up, this one involving a ship with which many Seafarers are familiar, the old SS Puerto Rico. Now called the Arosa Star, she is Swiss-owned, under the Panamanian flag and carries an assorted crew of European seamen. Despite this, she has been selected by the sponsors of the America Cup yacht race to serve as an observation vessel.

This development follows upon the story of a few weeks back that the runaways, with the helping hand of the American Merchant Marine Institute, had persuaded Uncle Sam to pay their Suez Canal surcharge taxes. Runaways, it seems, get preference over all comers.

Canadian SIU Condemns Batista's Strikebreaking

(Continued from page 2)

hour and wage improvements for the men were long overdue.

Rather than settle with its employees, the company, which is actually a Canadian government subsidiary, first tried to transfer the ships to the Trinidad flag. That move fell through in the face of united opposition from world maritime labor. West-Indian seamen hired in the islands to man the ship refused to do so as did British engineers flown over from England.

Balked in this area, Canadian National worked up a deal with the Cuban government and with Troy Browning, a Great Lakes American-flag operator, to sell the ships. The sale was announced last month for a price of less than \$2,800,000, actually under an offer made by a Canadian-flag operator. Several Canadian-flag operators had offered sums near the Cuban offer, but these, including one bid of around \$3 million, were ignored by the company which was determined to sell the ships foreign.

After the Cuban crews were flown in and forced to work the Canadian Challenger, efforts were made to put her in a Canadian shipyard to clean her bottom. However, shipyard workers, members of the Industrial Union of Marine and Shipbuilding Workers, refused to handle her there. It was then that the ship, renamed Ciudad de Habana, left for Baltimore and the other seven ships

of the fleet are scheduled to follow suit.

Browning, whose other operations are under contract with the SIU Great Lakes District, has been sued in Detroit by the SIU of North America on a charge of breach of contract. The lawsuit cited the fact that he agreed to employ SIU crews on all ships which he operates.

From the beginning, the Canadian beef has had worldwide labor support. The Canadian Labour Congress, AFL-CIO, International Transportworkers Federation and International Confederation of Free Trade Unions have all denounced the strikebreaking effort. It is doubtful, in light of this support, whether the ships will be able to operate successfully in commercial service to either Canadian or American ports, or on the St. Lawrence Seaway.

America Cup Job Given To Runaway

The old SS Puerto Rico, well-known to Seafarers on the Hull Line run, is finding profitable employment under the runaway flag of Panama.

Originally known as the Borinquen, the Puerto Rico was operated for a number of years on a regular passenger run between New York, Puerto Rico and the Dominican Republic.

The ship is owned by a Swiss company, registered under the Panamanian flag, and used to carry American passengers on cruises to the Caribbean and other parts of the world. It is manned by crews recruited from waterfront dives all over Europe.

Capping its patchwork background, the ship's next assignment will be as an observation vessel for the forthcoming America Cup yacht race between US and British yachts.

In effect, the contest between Britain and America will be viewed from the deck of a runaway ship which operates regularly out of US ports but is not obligated tax-wise to the United States or to abide by US wage and manning scales.

P-A Selling T-2 Lift-Ons

Four T-2 tankers that were used to kick off its trailership operations are being sold by the SIU-contracted Pan-Atlantic Steamship Co. The line is disposing of the Ideal X, Maxton, Coalinga Hills and Almena because they are no longer needed in the coastwise operation.

The four lift-on ships went into service in 1956 carrying fully-loaded truck trailers on their decks from Port Newark to Houston. They have been replaced with converted C-2's that perform the special service more efficiently.

The tankers had been laid up for some time following their replacement by the converted freighters.



Shown in her days as an American-flag SIU-manned passenger ship, the SS Puerto Rico, is now the Arosa Star of Panamanian registry. Despite her runaway flag, she will serve as the observation ship for the America Cup races to be held off Newport next weekend.

SEAFARERS IN DRYDOCK



A variety of ailments have drydocked Seafarers at Atlantic, Gulf and West Coast hospitals in the past few weeks. Generally, most of the boys seem to be coming along nicely.

As a sample, William Brightwell should be discharged almost any day now from the Baltimore hospital after a general check-up. He was a little run down after a year in the oil shuttle with the Orion Clipper. A rupture has laid up Thomas Hickey, AB off the Transatlantic. He's been making fair progress since he checked in. Off the Losmar since June, Vincent J. Rizzuto has been side-lined by a broken leg suffered in a shoreside injury. At last report, he was showing lots of improvement.



Hickey



Salinas

One of the brothers on the Curtis Bay tugs in Baltimore harbor, Henry Machlinski has been an in-and-out patient for the past six months due to a stomach condition. He worked last on the tug J. P. Pulliam, and is coming along fairly well these days.

Around the coast in Galveston, two new inmates at the USPHS drydock are Jose P. Salinas and Harvey W. Field. Salinas went in for a check-up the same day he got off the Steel Surveyor and was found to have bladder stones. Surgery has apparently turned the trick. They expect he'll be fully recovered in about two weeks. A routine exam on Brother Field turned up a hernia that required treatment—and quickly got it.

Clifford C. Womack and Santiago Martinez, both at the big San Francisco marine hospital, are also coming along okay. Womack, messman on the Chickasaw, was suffering from chills and fever when he checked in, but is in good shape now. Off the Topa Topa, Martinez is being treated for ulcers.

These and all brothers in the hospitals always appreciate visits and mail from their shipmates. Remember them when you're in port or have a time to drop 'em a line.

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

- USPHS HOSPITAL, BALTIMORE, MD.**
 - Conway Beard
 - Robert H. Belyea
 - Raymond Boston
 - William Brightwell
 - Noe R. Cardona
 - Elwood L. Cramer
 - Stephen Dinkel
 - William Driscoll
 - Oswald Ergle
 - Clarence Gardner
 - Gorman T. Glaze
 - Eddie Hall
 - Ronald Hannigan
 - Donald Hewson
- VA HOSPITAL, RUTLAND, MASS.**
 - Daniel Fitzpatrick
- VA HOSPITAL, KEEOUGHAN, VA.**
 - Joseph Gill
- USPHS HOSPITAL, BOSTON, MASS.**
 - George Atcherson
 - L. J. Campbell
 - Charles Dwyer
- USPHS HOSPITAL, GALVESTON, TEXAS**
 - Edward E. Edinger
 - Robert McCulloch
 - Jose P. Salinas
- USPHS HOSPITAL, NEW ORLEANS, LA.**
 - Chalmers Anderson
 - William Bargone
 - John Bigwood
 - Claude Blanks
 - Richard Bowman
 - L. Carrasquillo
 - William Crawley
 - Henry Foy
 - Monroe Gaddy
 - James Glisson
 - Louis Harris
 - Wayne Harris
 - John Harrison
 - Louie Holliday
 - John Hrolenok
 - James Hudson

- Joseph Stocker
- Florencio Suarez
- Thomas Tears
- Gerald Thaxton
- Patrick Thompson
- Francis J. Boner
- Billy Russell
- Simon Effime
- J. R. Alsbrook
- L. Anderson
- H. Ledwell Jr.
- John C. Palmer
- R. J. Arsenault
- E. T. Cunningham
- George Chaudoin
- Victor B. Cooper
- Thomas W. Killion
- James F. Markel
- Eugene Roszko
- Joseph Berger
- Joseph V. Bissonet
- Michael J. Coffey
- Joseph Ebbole
- William J. Kramer
- Albert M. Morse
- Charles B. Bennett
- Elmer G. Brewer
- Lucious DeWitt
- Lewis R. Akins
- Manuel Antonana
- Eladio Aris
- Fortunato Bacomo
- Joseph Bass
- Melvin W. Bass
- Matthew Bruno
- James F. Clarke
- Juan Denopra
- John J. Driscoll
- Friedof O. Fondlla
- Odis L. Gibbs
- Joseph M. Gillard
- Bart E. Guranick
- Wade B. Harrell
- Talb Hassan
- Clarence Hawkins
- Frank Hernandez
- Antonio Infante
- Standmore Bell
- Dollar Ben
- Frank J. Bradley
- Richard Broomhead
- Robert Butner
- Robert Delgado
- Earl Ernest
- Charles Goldstein
- Ignatius P. Gomes
- Harvey Gordon
- Edward Heacock
- Konstant N. Kain
- Raul Lopez
- Georgios Mastoras
- George Meltzer
- Marcel Mitchell
- James Ward
- George Williams
- George Williamson
- Cleophas Wright
- Charles Wynn
- William C. Dowdy
- Harold J. Pancost
- Edouard Piscopo
- Paul W. Seidenberg
- Harold J. Killian
- Butler, PA.
- Henry J. Schieving
- Henry J. Schreiner
- Bernardo Tapira
- Clifford C. Womack
- Jimmie Littleton
- B. F. Lowe
- Louis T. McGowan
- Claude B. Jessup
- Woodrow Johnson
- Ludwig Kristiansen
- Thomas Leahy
- Kenneth Lewis
- Warren J. McIntyre
- Herbert C. McIsaac
- Jens Madsen
- Leo Mannaugh
- Albert Martinelli
- W. F. O'Dea
- C. Osinski
- George G. Phifer
- Winston E. Renny
- G. E. Shumaker
- Henry E. Smith
- Pan F. Wing
- Royce Yarborough
- R. S. Nandkeshwar
- Anthony Pisani
- Santos Pizarro
- Joseph Poturalski
- Francis Regan
- John Robertis
- Edison Shaffer
- G. Sivertsen
- Warren Smith
- Henry Sojak
- Jose Sousa
- Ramon Varela
- Joseph Wohlitz
- Roland Wilcox
- Nelson Wood

Easy Does It



Stubborn door lock seems to be no problem for Charles Wysocki, carpenter on the Portmar, as he works on repair. Steward Ben Rucker caught the big smile on film.

Like Mother, Steward Day Is Never Done

Despite the inevitable disents from the deck and engine departments, a chief steward aboard ship invariably has more than his share of problems while serving as head of the culinary and commissary departments.

However routine these items happen to be, they still are "problems" that have to be dealt with one way or another. Consider the case on the Seatrain Texas, as noted in the ship's minutes of August 16.

"Cooks reported no salt. I searched the ship upside down... Finally thought of salt tablets. They would have gotten me in (to port). Chief engineer found out about my trouble and gave me a box.

Glass Shortage

"Next it was glasses. I got them in Texas City. On linen, we got over one hurdle but were short the second time because a number of bath towels were sent out for cleaning. We just squeezed through by freezing rooms and searching. This was done just with crew delegates.

"Six men still had no towels and we were out at sea. I washed three dozen bath towels and ironed them. Now I can wait till Tuesday as I have enough for replacements of everything.

"Koolade ran out. I got 60 packages; no more... They (the company) cut me to 12 quarts of ice cream to come back with but no harm. I had to serve the last of it the second day out. It was in liquid state.

Pick Up Fruit

"Ran out of grapefruit and melons. Received canteloupe and watermelon in Texas. Had two meals of canteloupe... Fruit juice ran out coming back.

"Ran out of bread. We couldn't make any; pastry flour was all we had. I got bread at a supermarket as soon as we landed. That lasted till supplies came... Consolidated a lot of space for new stores... We were one man short going down to Texas... Boxes, mess-rooms are immaculate, as is the galley."

Since there were no beefs registered elsewhere in the minutes over food, service or shortages, apparently all ended well anyway.

Oldtimer Goes To Final Rest

To the Editor:

Oldtimers who read the LOG—regardless of their union affiliation—will be saddened to learn of the death on August 12 of Archie McGulgan. There are many of the younger members who also numbered Archie among their friends.

He had been a seaman for the greater part of his life, having started his seagoing career as a young man. His last voyage

one like "Smokey". Thank you "Smokey". I know that Baltimore is proud to have you shipping out of there.

Carter V. S. Myers

Appreciates Aid In Bereavement

To the Editor:

Many thanks for the expressions of sympathy and condolence on the death of my husband. I must thank all for the kind consideration given me.

I must also express gratitude with all my heart for the extraordinary care and service given to my husband at the marine hospital, and for the unsurpassed attention given me and my family by the organization of which my husband was a member, the SIU.

I am also very proud and thankful that my husband was part of the SIU and that the organization shows such respect and assistance to the families of its members. My deepest gratitude to you all.

Mrs. Jesusa Rivera

Praises Speedy Welfare Service

To the Editor:

I wish to express my gratitude for the extreme promptness with which the \$4,000 SIU death benefit was paid to me as the beneficiary of my late brother Edwin B. Rhoads.

In addition, I'd sincerely like to thank everyone concerned for the sentiments and warm interest expressed in regarding Ed. If I do run into any snags in connection with his affairs, I shall indeed take advantage of the Union's offer to assist me.

Ed will be missed around the hall in New Orleans, at least by the oldtimers. He carried his SIU union book with a great deal of pride and was a loyal Union member. He was not just an ordinary baker but a skilled craftsman, having been educated along technical and research lines by his work in earlier years. Because of this, I am sure he brought many extra eating delights to passengers and crews alike.

Please extend my family's heartfelt thanks to all for everything that was done in Ed's behalf. All good wishes for the continued success of the SIU.

Elizabeth R. Romaine

LOG Service Is Applauded

To the Editor:

This is to express our sincere appreciation for receiving the LOG regularly and for the pleasure we have reading it. The LOG is read both by seamen and by our staff and we meant to send our appreciation for it much sooner than this.

It is our sincere wish that the LOG will serve well in the cause of seamen as it has done so well in the past.

Yung Heul Kim
Seamen's Overseas Service
Pusan, Korea

Welfare Assist Is Appreciated

To the Editor:

Having just been discharged from the marine hospital at Staten Island after seven weeks of confinement, I should like to express my appreciation for the help given to all of us by the SIU welfare representative.

This assistance really means a great deal when a guy is laid up and can't handle a lot of details himself.

G. M. Waggoner

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.

was aboard the SS Thomas Hayward, a vessel owned by Waterman Steamship.

On August 16, following a solemn High Requiem Mass at the Roman Catholic Church of St. Mark, Brooklyn, Archie was laid away in his final resting place in St. Charles Cemetery, Farmingdale, Long Island, NY.

On behalf of the SIU membership here at the Manhattan Beach Public Health Service hospital, I would like to thank the SIU Welfare Department for its untiring efforts in assuring that a proper and dignified burial would be given this well-liked brother.

John Driscoll
Hospital delegate

Offers Tribute To Top Shipmate

To the Editor:

This letter is about Brother Charlie W. White, and I sincerely hope you will print it in your next issue. White, known as "Smokey" to all his friends, hails from Baltimore and was engine delegate on the SS Wellesley Victory.

When I was injured in Suez, he came ashore with me and saw to it that everything was done to make me comfortable. He also made sure that I was getting all the medical care that was possible. All the time the ship was in port "Smokey" came to see me every day and brought cigarettes, candy and everything else I needed.

When they packed my clothes and brought them ashore there was some question as to a camel saddle that I had bought before the accident. Since it was too big to carry because of my injury, "Smokey" spoke up and promised that he would take care of it until the ship reached the States; and then would have it crated and shipped to my home.

He tried in vain to find a crate big enough to crate the saddle properly and when he couldn't, he did the one thing I'll never forget. "Smokey" and his wife put the camel saddle in their car and drove all night from Baltimore to Boston to keep a promise he had made.

"Smokey" was the best delegate and shipmate that I have ever been with. I sincerely hope that someday I will be able to ship with him again and repay some of the kindness he showed me.

A man like this must have a million friends who, like me, are very proud to know some-

Newlyweds Really Get A Sendoff

Every wedding is the happy ending to a kind of a fairy tale. But one SIU man and his bride were really showered with good fortune in Baltimore recently. Appropriately enough, their ship was the Cities Service Baltimore.

According to Mrs. Terry Maggio, wife of Seafarer Dom Maggio and matron of honor at the nuptials, the wedding of Seafarer James Logan and Carole Doughty got underway while the ship was in the shipyard, and the couple decided this was their chance to take the big step. Accordingly, the ceremony was held at St. Luke's, with the Maggios, shipmate John Kozar as best man and most of the crew at the church.

From there, everybody went over to the Southern Hotel for a couple of drinks, anticipating a modest celebration due to a lack of funds on all sides. It was here that some good samaritans stepped in.

Asked why everybody was all dressed up "like for a wedding," members of the SIU party said there really had just been a wedding, but everybody was kind of short on cash. Thereupon the manager of the hotel, Mr. Eldridge, had champagne brought out, and another bystander, Congressman Edward A. Garmatz, said he was buying too. It went like that all evening, as US Commissioner Carroll, Schenley distributor Morris Kasoff, and the owner of Baltimore's "China Clipper" Restaurant arrived and chimed in to do their bit.

Before the evening was over, the bridal couple and guests had been treated to dinner and a night on the town with all expenses paid and the newly-weds got the bridal suite at the Southern Hotel. The next day they were the honored guests at a luncheon arranged by their new-found friends. Unable up to the last moment to attend the luncheon, Maggio, Kozar and other crewmembers found that arrangements had been made with Cities Service to get them some time off for the occasion.

The round of parties and VIP treatment continued until the Baltimore sailed the following day for Lake Charles with the bridegroom.

Fairy tales? Well, sometimes they really come true.



"Adopted" by good samaritans, newlyweds James and Carole Logan (couple at right, top photo) had festive wedding celebration after all before the Cities Service Baltimore sailed from that city. With them (standing, l to r) best man John Kozar, Mrs. Terry Maggio, maid of honor, and Dom Maggio (seated). Above, the bridal couple; with (l to r) US Rep. Edward A. Garmatz, J. Eldridge, manager of Southern Hotel, and Morris Kasoff.

They Were Lucky — Only The Boat Lost Its Head

A runaway outboard motorboat that threatened to decapitate two men after it spilled them in the water was quickly brought under control with an assist from an SIU ship.

The runaway craft was going around in circles when spotted by the SS Dykes as it was docking in New Jersey's Raritan River two weeks ago. Nearby two men in the water were hollering for help.

Ordered to lower the port lifeboat, the gang began ripping off the covers until the skipper spotted a boat already in the water a couple of hundred yards ahead. Dutch Remyn and Jimmy Moore, ABs, took off for the smaller boat, broke the lock that held it and began rowing toward the men in the water.

Once the castaways were gotten ashore, they went after their own craft, which was still wildly circling about. After a couple of tries, they were able to jam the oars into the propeller and wrap a heaving line around the screw while one of them climbed aboard to shut off the 30 hp motor.

It developed that they had been spilled from the outboard while making a sharp turn with the throttle wide open, and had thereafter been at the mercy of the erratic boat. They figured they were lucky to be alive, mostly thanks to the Dykes' crew.

"Skippy," the ship's reporter, added: "P.S. we now have two chewed-up oars and a one beat-up heaving line."

'All Ashore!'—by Seafarer R. 'Kentucky' Perry



Captain: The ship is going fast, men. Anyone know how to pray?
Fireman: I do, captain.
Captain: Good. You pray. We're one short on life preservers.

STEEL VENDOR (Isthmian), July 27—Chairman, E. Mooney; Secretary, A. Nottuno. Ship's fund, \$29.00. Few hours disputed OT. Motion that receipts be placed at pay-off for accepting contribution towards ship's fund. Motion that ships on India run be supplied with enough DDT bombs, especially where food is prepared and served. Motion that ship be fumigated. Motion that forced air fan be led to laundry room to give relief from intense heat. Duties of gangway watch to be clarified by patrolman. Keep natives from inside passageways and messhalls. No watchmen or other authorized extra meals to be fed until crew members have been fed. No natives to work in messhalls or area where food is handled. Suggest better grade and variety of slops be placed aboard ship. Medicine chest should be checked before next voyage.

26—Chairman, S. Bayne; Secretary, M. Hitchcock. Repair lists submitted—everything running smoothly. Men who were logged, to present their cases to boarding patrolman. Some disputed OT. Three men logged. Report accepted. Vote of thanks to steward dept. for excellent job. Fine cooperation among crew. No beefs.

WILLIAM CARRUTH (Penn Shipping), July 19—Chairman, W. Porter; Secretary, B. Butler. Repair lists to be submitted. No beefs. To investigate hot water situation. Discussion on washing machine. Need strainer for washing machine. More cold drinks to be put out at meal time. Discussion on brown laundry soap.

AMES VICTORY (Victory Carriers), July 12—Chairman, P. Whitlow; Secretary, R. Simpson. Repair lists to be submitted soon as possible. Fine operation among crew. Few hours disputed OT. Motion to have specs outside midship house for use by foreign chackers to keep them out of crew's quarters. Request jury bathroom on stern for use by foreign longshoremen. Return notes after use. Ship to be exterminated for roaches.

BARBARA FRITCHE (Lib. Navigation), July 12—Chairman, O. Mayner; Secy, R. Charroin. New delegate elected. No beefs. Request laundry be cleaned by engine and deck department. Keep glasses out of sink.

STEEL KING (Isthmian), July 14—Chairman, N. Burgess; Secy, P. Howe. No beefs. Few unfinished repairs to be completed soon. Ship's fund \$183.43. Report accepted. Motion made and carried to request SIU to seek hard and fast rules by US Public Health, regulating company doctors re vaccinations and shots; shots given but not recorded, men getting too many shots. Avoid washing mops in laundry room, exclusively for laundry.

CITIES SERVICE NORFOLK (Cities Service), Aug. 4—Chairman, P. Hammet; Secy, S. Nielsen. Several small beefs straightened out. Ship's fund \$21.12. All ships be air-conditioned, or at least those to tropics. Motion made that letter be written to Union about steward. Suggest crew go to delegates with beefs. Dissatisfied with steward; is strongly anti-union, uncooperative. Vote of thanks to steward dept. for good food.

July 8—Chairman, A. Peura; Secy, S. Nielsen. No beefs. \$20 ship's fund. New delegate elected. Request cups returned to pantry. Keep messhall clean.

STEEL APPRENTICE (Isthmian), Aug. 16—Chairman, J. Patterson; Secy, W. Rose. Disputed OT. Everything running smoothly. Ship's fund \$8. One man left in Rotterdam; picked up one replacement. No beefs. Reports accepted. Suggest Health Department check drinking water tanks. Motion made that chief cook attend school to learn better methods of preparing meals.

SEATRAN GEORGIA (Seatrains), Aug. 17—Chairman, P. Serano; F. Flanagan. Repair list turned in concerning painting foc'sles, larger fans, and longer windcoops. To be taken up with company. Phone installed near guard's shack in Texas City. Request safety meetings be held. Verification of wage increase to be given. \$30.84 ship's fund. No beefs. Reports accepted. Request changing agreement on delayed sailing. Poor condition of messhall and foc'sles. Night lunch not up to par. New delegate elected.

ORION COMET (Orion), July 26—Chairman, J. Ohannasian; Secretary, W. Buttner. Repair list turned in. Delegate resigned; new one to be elected. Ship's fund, \$13.82. One man missed ship. Price list to be posted for slop chest. One man in each dept. to take care of linen change. Delegate to see captain and chief engineer re refrigerator. Request more clocks in messroom and recreation room.

Aug. 19—Chairman, J. Ohannasian; Secretary, E. Watts. Request draw list and men to be replaced. Curious to be locked up. Repair list to be turned in. Ship's fund, \$13.82. One man missed ship. No beefs. Send radiogram to agent in Norfolk to meet ship on arrival to square away beefs and make arrangements for replacements. Request checking slop chest for excess prices. Have icebox and washing machine repaired or replaced.

Digest Of SIU Ship Meetings

—should include larger quantity of drugs. Only dept. delegates to air beef to insure clean and expedient pay-off. Messhalls and rooms should be sougeed.

SEATRAN TEXAS (Seatrains), Aug. 16—Chairman, T. Montemarano; Secretary, H. Franklin. No beefs. Man failed to meet ship, department short a man. Steward erred on extra meals. Captain explained condition of overtime sheets. Reports accepted. TV needs repairs. Shortage of food and linen take care of. One man short going to Texas.

ROBIN LOCKSLEY (Robin), Aug. 13—Chairman, J. Bracht; Secretary, W. Horne. Letter read for approval. Discussion on performing aboard.

DEL SOL (Mississippi), Aug. 2—Chairman, D. Ramsay; Secretary, O. Payne. Ship's fund, \$1,500. Some disputed OT. Everything running smoothly. Discussion on raise in pay.

AMES VICTORY (Victory Carriers), Aug. 16—Chairman, L. Meyers; Secretary, P. Whitlow. Repairs to be completed. 24 hour notice to be given if planning to quit before payoff port. Members to work their own time off to avoid inconvenience. No beefs. Basic seafaring ruling explained. Suggest hot coffee in morning, also larger percolators needed.

HASTINGS (Waterman), Aug. 3—Chairman, W. Cuipepper; Secretary, J. Wells. Missing men replaced in New York. No beefs. Few hours disputed OT. Have gratings made for shower. Repair list to be made early.

CITY OF ALMA (Waterman), July 27—Chairman, R. Corns; Secretary, J. Zetterman. Ship's fund, \$12. Everything running smoothly. Delegate to contact chief mate about cleaning and painting quarters. Keys to lock pantry and messhall in port. No smoking or loitering in train coach being used as passage aft.

ROBIN LOCKSLEY (Robin), July 31—Chairman, J. Bracht; Secretary, O. Vola. Ship's delegate resigned—due to accident. Swift Laundry not to be used—do not do good job. One member getting off with broken leg. Collection made for injured brother. Water cooler to be repaired.

PAN OCEANIC TRANSPORTER (Penn Shipping), Aug. 3—Chairman, R. Bunce, Jr.; Secretary, M. MacAlear. Ship's fund, \$3.25. One man missed ship in Singapore. Few hours OT disputed. Shortage of fresh milk and vegetables. Suggest better variety in menus. No variety in night lunch. Slop chest to be refurnished. Report milk in Singapore not processed under sanitary conditions. Two scuppers need repairing. Repair list to be posted.

PENN MARINER (Penn Trans.), July

SEAFARERS

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Anyone Got Any Ideas?



Repair job on the winches keeps this pair hard at work aboard the Alcoa Pennant, as chief electrician A. A. Abrams (left) and 2nd electrician E. Watson team up to set things right. Presumably everything worked out okay. The photo by William R. Cameron, night cook and baker, certainly did.

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

LOG-A-RHYTHM:

Blue Lament

By John J. Sodofsky

Heading out to sea,
Feeling a little blue,
'Cause the ship that I am on
Is taking me from you.

I've heard men say they'll sail no
more;
They're going to get a job ashore,
And stay home with their kids and
wife
To try and lead a normal life.

But they'll find out it's mighty
hard,
And back they'll go for their ship-
ping card.

Wants to Keep 'Credits' Right

To the Editor:
Upon arrival here at Rio de Janeiro on the SS Del Sud I received a copy of the LOG (Aug. 15, 1958) with an article I sent in from the SS Monarch of the Seas.

There is an error in it naming me as the ship's delegate on that ship, as I was actually the steward department delegate on there. Brother Pate, DM, was our ship's delegate. I'd appre-

benefits. This letter, incidentally, has the approval of the majority of crewmembers aboard.

Loyal E. Joseph
Ship's reporter

(Ed. notes The seetime requirement for the existing \$150 monthly SIU disability-pension benefit, aside from the basic eligibility rule for all SIU Welfare Plan benefits, is 12 years on ships of companies now under SIU contract, as far back as 1934. Full details on disability-pension eligibility are in the box on page 5. Just to keep the arithmetic straight, on the assumption that the average Seafarer sails nine months a year, it would theoretically take him 16 years or more, rather than 18, to accumulate the necessary time.)

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.

ciate if this would be corrected so the record would be straight. Meanwhile, smooth sailing to all. Everybody on here is very happy with our new contract gains.

Eddie Eriksen

(Ed. note: Apologies to Brother Pate for shutting him out.)

Opens New Bar In Yokohama

To the Editor:
I'd appreciate a notice in the LOG that I have opened a bar in Yokohama so some of my friends and shipmates can see it. I'd appreciate anybody dropping in to say hello, as SIU guys will always be welcome. I'm sure they'll find the service and prices right.

If possible, have the LOG sent to the place, so the boys can see them when they come over. The address is George's Bar, No. 2-93 Yamashita-Cho, Naka-Ku, Yokohama, Japan.

George W. Harding

(Ed. note: LOGS are being sent as you requested.)

Urge Pro-Rated Pension Set-Up

To the Editor:
We, the crew of the Young America, have been following several articles in the LOG about a new pension plan.

In our estimation, on the issue of seetime, we figure that the average guy sails nine months out of the year. Therefore, in order to secure 12 years' seetime, he must sail at least 18 years or more.

In any event, we would like to approve Brother Donald D. Whittaker's writeup in the LOG of August 1, 1958 (urging a pro-rated pension set-up—Ed.) or at least some kind of outright pension benefit under which the average seaman could draw

Says Hawaii Is No Paradise

To the Editor:
I just came back to San Francisco as a first-class passenger on the Pacific Navigator after being in the Tripler Army Hospital in Honolulu.

Honolulu stinks in my book. If you can afford to put out about \$50 per diem and live in the Royal Hawaiian or Henry Kaiser's Hawaiian Village or own yourself a villa you got it made. Then you can be like the plutocrats or multi-millionaires who use this territorial playground for their backyard and charge a darn good bit off to taxes.

But a few miles away and also on other islands, many of the native-born still live in shacks and huts. You take away American protection and money and, assuming no other country takes over, namely Russia, in less than ten years the inhabitants would be using out-rigger canoes to catch their daily meal and the outstanding diet would be fish and poi.

The board of health evidently doesn't inspect the disease-breeding massage parlors in the downtown area where for \$3 per half hour one wades through wet, sloppy floors without any foot covering to climb on a bench covered with dirty linen which is not changed for each customer. I have seen people lay on these dirty, unsanitary sheets and have pus squeezed out of their bodies, and then watched the next customer climb up on the same sheet. This is a common practice here.

What a joke it would be if this place ever became the 50th state, or even the 150th.

George B. Dunn

Formosa Strait Is Getting Hotter

To the Editor:
Enclosed are photos taken aboard the tanker Cities Service Miami on our way back to Sasebo, Japan, after another shuttle run to the Persian Gulf. As the rumors fly, we have one more shuttle run and then head back to the States.

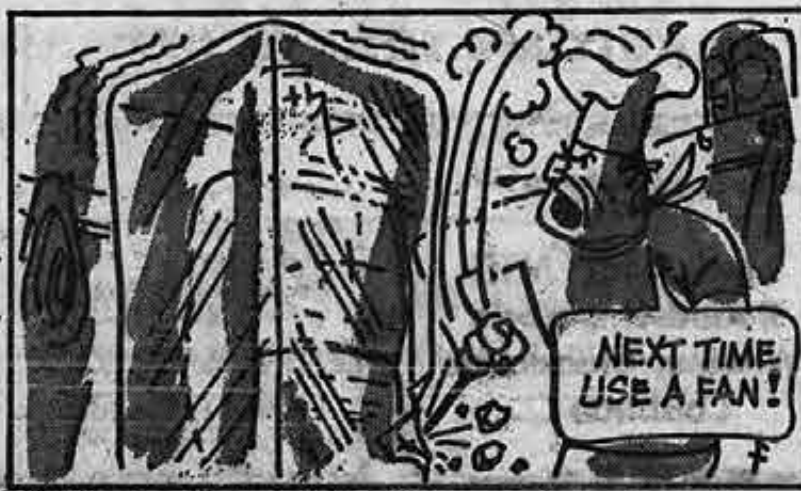
The boys are all looking forward to a couple of good days ashore, and then to getting the trip over with and heading home. We will then have been out over a year.

The pictures were taken with Formosa in the background. As you know, there has been some shooting the past few days between the Nationalist Chinese and Red forces involving some of the nearby islands. Gens Langstrand, OS, should get the credit for the camera work.

Alex Janes
Ship's reporter



Enjoying peaceful passage off Formosa despite shooting between Chinese forces in nearby Straits, Seafarers on the Cities Service Miami pose for photographer Gene Langstrand, OS. Pictured (standing, l to r) John Lefca, ship's delegate; W. Wallace, fireman; Joe Wilaszak, baker; Alex Janes, ship's reporter; kneeling, Gerry Cordero, utility, and Eddie Abrams, steward.



SIU BABY ARRIVALS



All of the following SIU families have received a \$200 SIU maternity benefit.

Robert Schwatka Jr., born July 30, 1958, to Seafarer and Mrs. Robert Schwatka, Baltimore, Md.

Ralph Bullard, Jr., born July 9, 1958, to Seafarer and Mrs. Ralph Bullard, New York, NY.

William Knapp Jr., born August 8, 1958, to Seafarer and Mrs. William Knapp, Houston, Tex.

Gloria Marie Law, born July 8, 1958, to Seafarer and Mrs. Richard A. Law, Philadelphia, Pa.

Steven Paul Lupo, born July 29, 1958, to Seafarer and Mrs. James Lupo, Rosebank, SI, NY.

Grant Marzett Jr., born August 8, 1958, to Seafarer and Mrs. Grant Marzett, Mobile, Ala.

Dora Alice Rios, born August 14, 1958, to Seafarer and Mrs. Juan L.

Rios, New York, NY.

Guadalupe Romero, born August 27, 1958, to Seafarer and Mrs. Jose L. Romero, Houston, Tex.

Michael Anthony Sullivan, born July 29, 1958, to Seafarer and Mrs. Frederick R. Sullivan, New Orleans, La.

Abert & Alfred Webb, born August 31, 1958, to Seafarer and Mrs. James L. Webb, Mobile, Ala.

Milagros Cruz, born August 8, 1958, to Seafarer and Mrs. Juan Cruz, New York City.

Catherine Mae Evans, born August 1, 1958, to Seafarer and Mrs. John P. Evans, Baltimore, Md.

James Carley Gordon, born August 18, 1958, to Seafarer and Mrs. Hunter U. Gordon, Norfolk, Va.

Lk. Charles Has 'Dry' Ambitions

LAKE CHARLES—Expansion of dry cargo freight operations here is reaching the construction stage. The Board of Harbor Commissioners is already letting bids for new docks, on which work is expected to start at once.

The new docks will enlarge the port's freight capacity by several hundred thousand tons, and will undoubtedly lead to greater job possibilities for Seafarers in the area. Lake Charles is still primarily a tanker port.

Shipping, meanwhile, continues to be on the slow side, although some men succeeded in getting out during the period. Port Agent Leroy Clarke pointed out, however, that there was an ample supply of ratings.

Vessels in the area during the past two weeks included six Cities Service tankers—Royal Oak, Chikawa, Council Grove, Winter Hill, Bradford Island and CS Baltimore—plus the Petrochem (Valentine) and Del Sol (Mississippi). All of them were in good shape.

FINAL DISPATCH



Archibald McGuigan, 71: Brother McGuigan died in the PHS Hospital, Manhattan Beach, Brooklyn, NY, after a lengthy illness. He is survived by a sister, Julia Magilton, of Belfast, Ireland, where he was born. Brother McGuigan was interred in the St. Charles Cemetery, Farmingdale, LI, NY.



Alexander Rever, 56: Brother Rever, of Philadelphia, died in Baltimore, Md. on April 20, 1958. Cause of death was cancer. After joining the SIU in 1952, Rever

sailed in the deck department. He leaves his wife, Mrs. Elizabeth Rever of Philadelphia.

James A. Oliver, 51: Brother Oliver died of a heart ailment in the US Naval Hospital, Yokosuka, Japan, on August 8, 1958. Sailing in the steward department, he joined the SIU in 1955. Brother Oliver lived in Baltimore, Maryland where his sister, Anna M. Wingate, survives him. The place of burial is unknown.



David S. Furman, 64: Leukemia caused the death of Brother Furman on June 6, 1958, in the Staten Island PHS. He joined the SIU in 1952, sailing in the steward department. Brother Furman lived in Irvington, NJ, with his sister, Bertha F. Hickman, who survives him. He was buried in the Hollywood Cemetery, Union, NJ.



Charles Burton, 42: Brother Burton died on July 22, 1958, in the PHS hospital, Memphis, Tennessee. The cause of death was tuberculosis. Brother Burton is survived by his sister, Mrs. Elsie Buena Murray, of Weaver, Alabama. Place of burial is unknown.

James J. Ruth, Jr., 58: Brother Ruth died May 8, 1958, aboard the Margaret Brown, on which he was a member of the deck department. Death resulted from a heart ailment. Brother Ruth, who joined the SIU in 1953, was buried in St. Joseph's Cemetery, New Orleans, La. There are no survivors.

Personals And Notices

Leonard A. G. Smith
Please contact your wife at 201 Thomas St., West Haven, Conn.

Joseph Rioux
Will you please get in touch with Mrs. Armand Rivet at 161 Avon St., Lowell, Mass.

Selden F. Manard
Please contact your wife at 1722 63rd St., Brooklyn, NY.

Walter C. Zajanc
Your mother, Mrs. Mary Zajanc, wants you to contact her at 147 John St., Staten Island 2, NY. Her telephone number GI 8-8808.

Andrew Danliuk
A letter is being held for you in the LOG office.

"Blinky" Allen
Mitchell Mobley would like you to return the glasses he left with you in NY. His address is 3613 E. Wilder Ave., Tampa 10, Fla.

John Thompson
Certificates of vaccination which you left aboard the Robin Hood are being held in the LOG office.

Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every two weeks to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, three copies of the LOG, the headquarters report and minutes forms are then airmailed to the company agent in the next port of call.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer so requests it by notifying the LOG office that Seafarers congregate there.

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

Junior Yankee



Though bat and arms conceal the lettering on his shirt, James "Slugger" Messic, Jr. is on the Yankees... of the Baltimore Little League. Jim's "manager" is Seafarer James Messic, Sr. on the Robin Trent.

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Northwest Pacific WMM 81-11037.5

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

Twelve-Mile China Coast Limit Seen Danger To Ships

The failure of the 86-nation UN Conference on the Law of the Sea to reach agreement on territorial waters and fishing rights, earlier this year, is having consequences which might directly affect SIU-manned ships. The action of the Red Chinese government in unilaterally setting up a 12-mile offshore territorial limit, raises questions about ships calling at Hong Kong as well as ships going into Formosan waters where Red China is now pressing her claims.

The Chinese proclamation of a 12-mile limit came after Iceland announced that she would extend her territorial waters to 12 miles and served notice that British fishing vessels violating the line would be penalized.

Britain, one of the world's six chief fish producers, countered Iceland's decision by sending a small armada of fishing vessels into the 'roubled waters, accompanied by several warships, in the event that there should be trouble. So far, Iceland has had little success in keeping the British from fishing its waters.

The "fish war" apparently set

the stage for Red China to claim a 12-mile limit. However, while the basis for Iceland's action was economic, China's is military. After declaring the offshore islands of Quemoy and Matsu and British-held Hong Kong within their territorial limit, the Communists are charging the US with "violation" of territorial waters.

Aside from the fact that the US 7th fleet is in the area, SIU-manned Isthmian ships occasionally make calls at Hong Kong which, in the Red Chinese book, would be placing SIU ships within the territorial limits of the Chinese Peoples Republic. Other SIU-manned vessels are frequent callers at Taiwan in the heart of the trouble area.

Propaganda Move

At the moment, it is believed that the Chinese announcement is a propaganda move designed to win the support of the majority of the 86-nations at the Conference of the Sea, which were in favor of an extension of the three mile limit.

During the conference, most major Western maritime powers offered plans to extend the three-mile limit to six. Since this was unacceptable to nations demanding twelve miles or more and agreement could not be reached, the Western powers gave formal notice that they would recognize only the traditional three-mile limit as universally applicable.

The current disputes open up the possibility that the UN may try again to negotiate new international regulations in this field as soon as possible.

Seafarers In Action

Adding to the growing list of "vote of thanks" members are the deck engineer of the Andrew Jackson (Water-

man), Emil Nordstrom, and the ship's steward department gang consisting of Hemsley Guinier, chief steward, Clarence Oliver, chief cook; Cicero Douglas, 2nd cook; Pablo Lopez, 3rd cook; Charles Kayanagh, Fred Lewis, Frank La Rosa, James Mitchell, messmen; J. Richards, steward utility and John Fanoli, galley utility. Also making the list was the entire steward department of the Ocean Deborah (Maritime Overseas) but especially the cooks, Roland Lomax, chief cook, Robert Green, night cook and baker and 3rd cook Dallas D. Hill.

Finally, a sweeping okay for the entire crew of the Penn Mariner (Penn Trans.) from meeting secretary M. Hitchcock, who pointed out that "cooperation among the entire crew shows why there is no beefing aboard this ship."

Because he is doing such a "swell job", Evert Rosenquist was reelected as deck delegate on the Pacific Explorer.

And that's the word for the entire crew Ed Taylor, meeting secretary, notes. "Everyone is doing his job well, the SIU way."

Taylor reports. "No beefs, no disputed overtime in all departments."



Nordstrom



Rosenquist

New Food Regulations To Safeguard Public's Health

WASHINGTON—The Government is finally changing a "cart before the horse" situation that has been plaguing consumers for years. Beginning early in 1959, food producers will have to prove that the chemicals used in their products are safe before the food can be put on the market.

Up until now, consumers have been at the mercy of the often-exaggerated claim of food producers and processors who may have stretched the truth a little in advertising their wares. The new regulations under the Food and Drug Act also affect virtually all other foods on the market.

Burden Of Proof

The change now puts the burden of proof on the food industry, rather than the consumer or the Government itself. Previously, a new product could go up on the grocer's shelves without challenge. It then became necessary for the Government to show that a chemical used for flavoring, coloring or other purposes was harmful altogether or at least in the amounts used.

Aside from court action, animal feeding tests over a period of two years were then required before

sale of the product could be barred. In the interim, the consumer would be left on his own to decide whether it might be safe to use a particular product.

Issues have frequently been raised, for example, over chemicals used by bakery chains in making various types of bread, particularly over the additives used for coloring purposes and to retard spoilage. Similar circumstances surround other types of foods as well.

Chemicals used in food are added for such purposes as color, flavor, bleaching, thinning, thickening and preventing mold and rancidity. The new rules require the manufacturer to make the tests and submit proof of the results before the product can be marketed. Foods already on the shelves will have to be tested in the same manner.

No tests will be required in the case of such long-used additives as sugar, salt, vanilla, vinegar, paprika and some other spices.

Afloat In The Streets Of Detroit



Great Lakes District put on this impressive display for Detroit audience during huge Labor Day parade in that city. Float won second prize in competition with other unions in the Detroit area.

Jordan Dock Snafu Holds 'Coe' 3 Weeks

The old Army game, "hurry up and wait," took on new meaning for the crew of the SIU-manned Coe Victory. During the recent Middle East crisis, the Coe Victory spent three weeks waiting to unload

"vital" supplies at the Jordanian port of Aqaba because of a dispute over unloading and a backlog of 40,000 tons of cargo on the docks. At one time about two dozen ships were on the hook waiting to discharge their cargo.

Oil In Drums

The Coe Victory headed for Aqaba carrying of all things, oil in drums, because of what was reported as a dire shortage of fuel. The revolution in Iraq had cut off normal fuel supplies to Jordan leaving that country totally de-

pendent on what could be brought in via Aqaba.

Consequently, the ship hightailed it into Aqaba on August 14, and then started waiting. It was reported that she finally got out on September 5.

Another Victory Carriers ship, the Coeur D'Alene Victory, left Bremerhaven hurriedly with 457 military vehicles for the trouble area, but it was diverted at sea and came to New York instead.

Jeep Road

Aqaba is linked with the rest of Jordan by a road that's little more than a jeep track to a railhead 54 miles away. There were not enough wharves to berth the ships or trucks to haul cargo to the railroad. In addition, American experts found that the local railroad had just 21 locomotives, of which 11 were sitting on sidings turning into rust. The Americans had to get 100 rail carloads of rubbish and 26 carloads of scrap hauled out of the railroad yards and the shops before they could get the railroad functioning with some degree of normalcy.

It is now moving 600 tons of cargo a day with a mere 25,000 tons piled up on the docks and an equal amount waiting to be unloaded.

Things got so bad that oil tankers were unloading directly into tank trucks which were put on landing barges and brought to the ships.

Incidentally, the charges for the Coe Victory while she was waiting to unload her "vital" cargo amounted to \$3,200 a day.

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.

Check Atom Ship Crew On Radiation

Although the vessel is designed to minimize the possibility of radiation a large majority of the crewmembers aboard the nuclear-powered NS Savannah will be restricted from the machinery spaces, and others will have to wear personnel geiger counters while going about their duties.

According to Richard P. Godwin, nuclear project officer of the Maritime Administration, both passengers and crewmembers aboard the Savannah will be subject to some radiation. However, it is calculated to be lower than that which is allowed X-ray technicians.

Radiation Varies

In his address to the United Nations Conference in Geneva, Switzerland, Godwin reported that the maximum degree of radiation would vary according to certain areas of the ship.

In passenger areas the radiation level will be no greater than an accumulated dosage of 0.5 rems per year. The maximum in areas where the crews will be quartered or work will be five rems per year.

Some parts of the ship, those labeled "limited areas" will not be entered without the captain's permission. In these parts, when the plant has full reactor power, no more than three rems will be permitted in any 13-week period. Five rems is the average radiation at which X-ray technicians are allowed to absorb.

Engine Room Rules

Total restriction, he said, will be placed on the controlled machinery spaces where only members of the engine department and officers, when wearing personnel dosimeters, can work.

Extreme precautions were taken for the containment of all radioactivity on the Savannah in case of a rupture of the reactor or its primary system. All equipment that may fail during operations may be completely contained and isolated and duplicate machinery will be used.