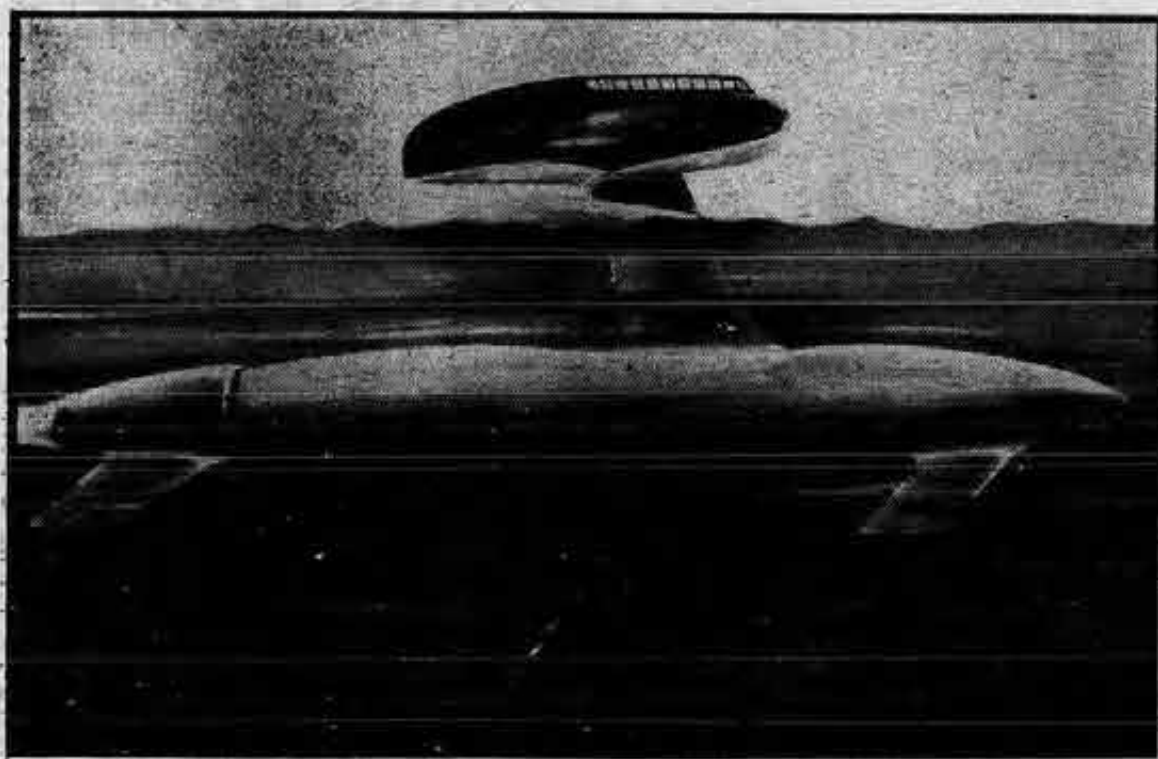


# SIU PUSHES DRIVE FOR SS ATLANTIC

## NLRB Dumps NMU's Charges

Story On Page 3



## Farm Bill Seen Shipping Boost

Story On Page 2

### New SIU Freight, Tanker, Passenger Ship Pay Scales Effective Sept. 1, 1958

See Pages 3, 10

### Tomorrow's Cargo Ship?

No artist's daydream, this design for an underwater cargo ship (above) is now being studied by a contractor for the US Maritime Administration. The submerged torpedo-shaped hull would carry cargo only. Above the waterline, the gondola-shaped structure would house the crew and navigational gear. Propulsion would be an underwater jet exhaust system. Nuclear power might eventually be used. (Story on Page 2.)

### Discuss New Pact Gains.

Seafarers aboard the Bienville hold ship's meeting in advance of payoff at Port Newark, NJ, to go over terms of new SIU agreement, including 8 percent wage rise and additional 6 percent in overtime pay. At right, standing (l to r) are Winan T. Walker, wiper (holding cup); Jesus Araya and J. M. La-Pointe, ordinary seamen. Facing camera (seated, center) is Joe Barron, oiler. SIU patrolmen are seated (left). Membership ratified pact terms at meetings ashore last week. (Story on Page 3.)



# Farm Sales, Aid Program Boost US Ship Cargo

WASHINGTON—The last two bread and butter programs for US merchant shipping—foreign aid and the farm surplus disposal program—have been passed by Congress and seem sure of approval by the President. Earlier, the reciprocal trade program, considered the backbone of American foreign trade policy, was extended for four years.

A Senate-House compromise extended the farm surplus program for 18 months, the longest extension so far, and authorized disposal of \$2.25 billion in surplus agricultural commodities. Under provision of the "50-50" law, under which the disposal program operates, 50 percent of the farm surplus cargoes must be transported in US-flag ships.

Passage of the bill was expected

to result in an immediate boost in cargoes for US shipping. It was learned earlier that pending agreements for disposal of a whopping \$600 million in farm surpluses had been held up, waiting for new legislation to extend the program which expired officially on June 30. The program now will remain in effect at least until December 31, 1959.

Because of the bulk nature of much of the farm surplus cargo, consisting of such items as wheat, rice and cotton, the program is particularly important to US-flag tramp shipping. Liner services also benefit under the program which aids such under-developed countries as India, Pakistan, Turkey, Korea and others.

Congress also voted \$3.3 billion for foreign aid to US allies overseas. The sum was \$800 million less than the President asked for in his budget message in January. The funds are used to pay for US military, economic, and technical assistance to foreign nations, and also provide a considerable amount of cargo for US-flag shipping, under the "50-50" law.

The new reciprocal trade bill extends the Government's foreign trade policies for four years, the longest extension to date. Previous extensions had been for three years or less. It also permits the President to cut tariffs 20 percent below present levels. In the view of proponents, passage of the measure assures a continuation of commercial foreign trade at least at its current levels.

## Balt. Reports Good Shipping

BALTIMORE—Although no new records have been set, shipping in this port for the past two weeks has been good, Earl Sheppard, SIU agent, reports. All beefs arising on the various ships serviced here have been squared away, and all business affairs are in order.

Paying off during the two week period were the Joan, Dorothy, Mae, Emilia and Edith (Bull); the Baltore, Venore, Oremar and Marore (Marven); CS Baltimore and Council Grove (Cities Service); the Transatlantic (Pacific Waterways) and the Armonk (New England).

The Oremar and Marore (Marven); Jean (Bull); Pacific Star (Compass); Atlantis (Petrol Shipping); Irenestar (Traders) and Transatlantic (Pacific Waterways) signed on.

A total of 14 ships stopped by in transit. They were the Robin Sherwood and Robin Hood (Robin); the Steel Traveler, Steel Recorder and Steel Worker (Isthmian); the Feltore, Santore and Cubore (Marven); the Alamar (twice), and Portmar (Calmar); the Seafair (Orion) and the Alcoa Runner (Alcoa).

## 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 3-
- September 17
- October 1
- October 15

## Apprentice Comes Home



Ready for payoff on arrival of Steel Apprentice in New York, SIU crewmen (top, l to r) Louis Vige, Mario Marcelino and Tomas Ramirez listen to discussion at ship's meeting. Above, Leonard Bailey signs off articles after long trip. The ship is heading out again to Japan and the Far East.

## US To Spur Building Of Atom Ships

WASHINGTON — Government aid to shipowners interested in building nuclear ships will be called for in the next session of Congress, the Maritime Administration has announced. Under-Secretary of Commerce Louis Rothchild told a symposium on nuclear ship propulsion that the Administration is in the process of drafting such a measure. In addition, Government officials are holding discussions with various unnamed steamship companies on their interest in operating such ships.

New legislation will be needed for private operation of such vessels because of the extremely high initial cost of nuclear propulsion.

However, once the initial construction costs are out of the way, the Government maintains that nuclear-powered ships could compete on an equal cost basis with conventional steamships.

### Competitive Speeds

The shipowners were told that the nuclear-powered ships could compete on long trade routes where high speed would be a commercial factor. Ore carriers and tankers are favored for this purpose.

In this area, Aerojet General, a corporation specializing in missiles and rocketry, has come up with a proposed design for a commercial nuclear-powered ship in which the crew would ride above the surface but the cargo would be carried in an underwater submarine-like section entirely separate and apart from the navigation and living quarters of the vessel.

Construction costs of a nuclear ship would be 10 to 15 percent higher than for a conventional ship at present, but this differential is expected to diminish as the years go by.

As a result, one report held that within five to 10 years, a nuclear-powered tanker could become economically-competitive.

Among those present at the symposium were representatives of the SIU-contracted Cities Service Oil Company. Cities Service is one of the companies which reportedly is studying the possibilities of constructing an operating nuclear-tanker.

## Matson Buys 350 Trailers

SAN FRANCISCO — The trend toward carriage of cargo in trailer truck bodies is being carried one step further by the Matson Navigation Company, under contract to the SIU Pacific District. Matson is having 350 container units manufactured for use in its service from California to Hawaii, which is expected to get underway very shortly.

For the time being, Matson will handle the containers as deck cargo, but is considering plans to convert some of its C-3s into "lift-on" ships similar to the Pan-Atlantic operation. The containers under order are aluminum and capable of carrying a load of about 22 long tons.

To handle the boxes, the company is ordering a dockside crane with a 25-ton lift strength. This will be necessary in light of the fact that existing Matson freighters do not have cargo-handling gear aboard for the trailer boxes.

## IGNORES RUNAWAY TIES:

# Curran Mum On AMMI Policy

The nature of the relationship between NMU President Joseph Curran and the American Merchant Marine Institute was underscored in the August 14 "NMU Pilot" in its story on Suez surcharge payments for runaway ships. While attacking the decision by the State Department that the United States would pay the additional taxes on American-owned runaway tonnage using the Suez Canal, the "Pilot" made no mention of the fact that the AMMI carried the ball for the runaways on this issue.

As reported in the August 15 SEAFARERS LOG, the US government had agreed to pay the extra charges on US ships using the canal. The surcharges will go to defray the United Nations expense in clearing the canal following the Suez War in the fall of 1956.

The Government's decision to include runaway vessels as beneficiaries of Government tax assistance followed vigorous activity in this direction by the AMMI, which ostensibly represents American ship operators who are in direct competition with the runaways.

Any honest attack on this policy decision would necessarily have to include an attack on the AMMI since it was the organization that was the prime mover in the State Department's decision. But Curran was silent on the AMMI role both in the NMU newspaper and in a subsequent statement on runaways

which appeared in the August 26 "New York Times."

By contrast, Curran's last remaining ally in maritime labor, the American Radio Association, made it clear where it stood on the AMMI's pro-runaway role in a convention resolution. The resolution denounced Ralph Casey, the AMMI president, for his role as a defender of runaways and declared, "We oppose efforts by Casey and the AMMI to scuttle the US Merchant Marine."

The August 15 LOG, in a page one editorial, declared that the AMMI action reflected the understanding between United States Lines and major oil companies with heavy foreign-flag operations to support each other's proposals. With US Lines apparently in complete control of AMMI machinery, American shipowners have no way of voicing their views on this and other subjects.

It was US Lines, in cooperation with Curran, which embarked on the ill-fated venture of setting up a scab engineers' union to break the recent strike of the Marine Engineers Beneficial Association. US

Lines president General John Franklin and Curran serve as co-chairmen of the "Labor-Management Maritime Committee" which is merely another aspect of the company's many-sided Washington political machine.

## SEAFARERS LOG

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### New Dry Cargo Wage Scale\*

#### DECK DEPARTMENT

Rating	Old Scale	Increase	New Scale	New Over-time
Bosun (Mariner)	\$478.74	\$38.30	\$517.04	\$2.23
Bosun	429.13	34.33	463.46	2.23
†Carpenter (Mariner)	413.41	33.07	446.48	2.23
†Carpenter	401.71	32.14	433.85	2.23
AB Maintenance	368.40	29.47	397.87	2.18
Quartermaster	336.73	26.94	363.67	2.18
Able Seaman	336.73	26.94	363.67	2.18
Ordinary Seaman	261.53	20.92	282.45	1.70

#### ENGINE DEPARTMENT

Chief Electrician (Mariner)	554.87	43.39	598.26	2.23
Chief Electrician	534.70	42.78	577.48	2.23
2nd Electrician	498.11	39.85	537.96	2.23
Unlicensed Jr. Eng. (Day)	432.50	34.60	467.10	2.23
Unlicensed Jr. Eng. (Watch)	386.82	30.95	417.77	2.23
Plumber - Machinist	443.84	35.51	479.35	2.23
Deck Engineer	407.92	32.63	440.55	2.23
Engine Utility	392.76	31.42	424.18	2.23
Evaporator Maintenance	358.06	28.64	386.70	2.18
Oiler	336.73	26.94	363.67	2.18
Oiler - Diesel	364.38	29.15	393.53	2.18
Watertender	336.73	26.94	363.67	2.18
Fireman - Watertender	336.73	26.94	363.67	2.18
Fireman	336.73	26.94	363.67	2.18
Wiper	315.20	25.22	340.42	1.70
Reefer Engineer— (When 1 carried)	498.11	37.85	537.96	2.23
Reefer Engineer— (When 3 carried)				
Chief	459.43	36.75	496.18	2.23
1st Assistant	408.63	32.69	441.32	2.23
2nd Assistant	371.32	29.71	401.03	2.18

#### STEWARD DEPARTMENT

Chief Steward (Mariner)	478.74	38.30	517.04	2.23
Chief Steward	429.13	34.33	463.46	2.23
Chief Cook	392.18	31.37	423.55	2.23
Night Cook & Baker	386.82	30.95	417.77	2.23
Second Cook	348.36	27.87	376.23	2.18
Third Cook	332.47	26.60	359.07	2.18
Messman	259.52	20.76	280.28	1.70
Utilityman	259.52	20.76	280.28	1.70

\* For new Seatrail Line wage scale, add \$7.50 to new scale above on all ratings carried except chief electrician and deck engineer. New Seatrail scale for chief electrician is \$589.98; for deck engineer, \$479.67.

† Receives \$20 additional a month if required to provide own tools.

Standby rates have been increased to \$2.14, \$2.18 and \$2.23 for the respective overtime groups.

# SS Atlantic Hiring Ok'd, SIU Pushes For Pact Rights

The SIU's drive for exclusive representation rights on the SS Atlantic took a major forward step as the National Labor Relations Board's regional office threw out Taft-Hartley charges filed by the National Maritime Union. NLRB Regional

Director Ivan C. McLeod, in dismissing the NMU's charges, 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."

As a result of the finding, it appears likely that the SIU will soon be in a position to establish its rights to represent SS Atlantic crewmen and to sign a Union contract with American Banner Lines, the operators of the new transatlantic ship on the eve of the vessel's maiden voyage out of New York, letting SIU men get the jobs.

#### Big SIU Edge

The SIU established a commanding majority on the ship in competition for job openings back in May when the crew was hired. At the time some 500 qualified Seafarers showed up for job openings as compared to well under 200 NMU men. The SIU majority was widened subsequently when the NMU pulled most of its men off the ship.

The regional director's decision, which is subject to appeal to the NLRB in Washington, was made on Taft-Hartley Act charges filed by the NMU back in May even before Banner Lines started hiring a crew. The finding was followed by what has become a standard NMU reaction to such defeats, an outburst accusing the Board of "corruption" and a "cover up" of a "smelly deal."

Regional Director McLeod's response to the accusation was a statement that, "only evidence can



Successful applicants for jobs in hiring for SS Atlantic last May wait for ferry to take them out to the ship at Alabama State Drydock in Mobile. Most of the Seafarers who made jobs are still aboard the Banner Line ship.

be considered in such cases, not unsupported allegations."

The NMU has ten days from the date of the decision in which to file an appeal at NLRB headquarters in Washington.

#### Second Use of T-H

The original NMU charge, accused the SIU of acting in collusion on hiring. It was the second instance in which the NMU had filed Taft-Hartley charges against the SIU, the first being in Philadelphia when the NMU attacked the legality of the union shop clause in an attempt to raid the SIU-contracted Willis fleet.

There too, the NMU's use of T-H

failed to help it overturn an overwhelming SIU majority as established in a collective bargaining contest with NMU the year before.

The Atlantic, which is the first tourist-class venture in the transatlantic service under the American flag, is the first of two ships the company is obligated to operate under the terms of its subsidy agreement with the US Government.

### The NMU Way: No Evidence

The NMU's angry cry of "we wuz robbed" which followed the NLRB ruling on the SS Atlantic is the standard Curran reaction to every organizational defeat administered by the SIU. Back in November, 1957, when Curran was attempting to raid SIU Robin Line jobs, he characterized as "criminal" and "anti-labor" the NLRB order for an election to give Seafarers in the fleet the right to choose the union they wanted.

After taking a bad shellacking in the election, the NMU then went to court trying to overturn the results by alleging an unconstitutional disregard of evidence by the Board.

Federal Judge Sugarman answered that "The NMU has nowhere in the record indicated that its claim is buttressed by anything more than the conclusion that, because it lost, the Board ignored the record."—in other words, there was no evidence to support the charges.

Now comes the NLRB ruling in the Banner Line case, and once again the finding is that there is no evidence to support the charge, just as the AFL-CIO executive council found no evidence to support NMU's charges against SIU in that area. Changes without evidence seem to be the NMU way of life.

## New Wage Terms Win Approval In All Ports

SIU membership meetings in all ports have voted their approval of the memorandum of agreement reached with SIU-contracted operators on August 8. The memorandum, which covered all dry cargo, passenger and tanker companies under SIU contract, calls for an eight percent wage increase, six percent overtime increase and a boost of 30 cents per day in the operators' contribution to the SIU Vacation Plan, effective September 1.

The 30-cent increase will make possible a sizable increase in Vacation Plan payments to Seafarers, somewhere in the neighborhood of \$100 over the present \$260 annual payment. The trustees of the Seafarers Vacation Plan, at their next meeting on September 2, will decide on the amount of the Vacation Plan increase and the effective date for payment of the increased vacation benefit.

As is the practice under the SIU Vacation Plan, any increase in the annual benefit will be pro-rated for Seafarers who wish to collect vacation pay at intervals of 90 days or more. This means, for example, that Seafarers with six months' seafaring can collect exactly half the annual benefit, and are not penalized because they did not put in a full year's work.

Other provisions of the memorandum of agreement call for an additional five cents per man per day contribution to the Health and Safety Program, a five-cent daily contribution to establish a standing (Continued on page 10)

## NMU's 'Wreck' Drive Failing

The NLRB order throwing out the National Maritime Union's Taft-Hartley complaint against the SIU was another serious setback in its long-term campaign to wreck the Banner Line operation. Picking up where US Lines left off, the NMU has undertaken a series of actions beginning last March

which were designed to put the company out of business and destroy new job opportunities in the American merchant marine. The apparent motive for this action was the preservation of the long-time US Lines monopoly on transatlantic passenger service.

The NMU action came after opposition by US Lines to the granting of construction and operating subsidies to Banner Line had failed and it seemed that the company would be successful in starting up a low-cost tourist class service on the North Atlantic run.

At the initial Banner Line subsidy hearings in 1956, US Lines had led the opposition even though it conceded that its passenger vessels did not provide service to Holland and Belgium. This opposition was overruled, but the question of financing the service then became paramount.

In June, 1956, the House Merchant Marine Committee opened hearings on a bill, which was subsequently passed, for 100 percent US mortgage insurance on new

ship construction. It had the support of the Maritime Administrator, the US Navy and the maritime industry at large, as well as strong support from the SIU.

Although this measure would create many more job opportunities for US seamen, the NMU did not testify pro or con on the issue. (Two years later, when US Lines was seeking direct Government financing of its new passenger ship so as to get lower interest rates, as opposed to a mere mortgage guarantee provided in the 1956 bill, the NMU actively lobbied for such preferential treatment for the company and is still doing so.)

The passage of the 100 percent ship mortgage in August, 1956, enabled Banner Lines to bid for the Badger Mariner for conversion into a passenger ship. The company's bid was made on the assumption that it would get approximately 45 percent Government construction subsidy. But in December, 1956, the Maritime Administration lopped 5.1 percent off the amount Banner Lines thought it would get.

It was then that the company appealed to the SIU for financial assistance, to avert collapse of the whole operation, and the SIU membership approved a \$500,000 loan to make up the additional 5.1 percent.

In this area, it is interesting to note that US Lines was successful in obtaining Government subsidy of 55 percent or better, some 15 percent more than Banner Line, for its projected new passenger ship in the same service. The NMU vigorously supported the special treatment for US Lines.

Consequently, with the Banner Lines having succeeded in financing a new ship, the next step was the NMU's. Far from showing any interest in competing organizationally for available Banner Line jobs, the NMU's first step was to fire off a telegram to AFL-CIO President George Meany, demanding that the SIU withdraw its loan. The effect of such withdrawal, of course, would have been to bankrupt the company and wipe out the em- (Continued on page 11)

La. Labor Plans Storm Memorial

LAKE CHARLES—Labor in this area, under the sponsorship of the Central Trades Council, is planning to erect a memorial to the unidentified dead of Hurricane Audrey which hit here June 27, 1957. Following the storm, SIU members from the Lake Charles and New Orleans halls along with other union men, helped to reconstruct five communities of Cameron Parish, Louisiana, after they had been obliterated by the hurricane.

If plans go according to schedule, the memorial will be dedicated on June 27, 1959. The cost of about \$1,000 will be borne by all the labor unions in the area, Leroy Clarke, SIU agent, reports.

Elsewhere on the labor front, the Plumbers and Fitters Union has signed a new contract which includes a wage increase and additional fringe benefits. All but five of the big construction contractors have been signed up, but all members are working. The Butchers Union has started an organizing drive for which it is getting full labor support.

Little Action For Tampa

TAMPA—Maybe it's the fault of the hurricane season, but shipping is still in the doldrums, and there is no sign that it will improve during the next two week period.

There were no sign-ons or pay-offs, but seven ships stopped in transit. They were the Warrior and La Salle (Waterman), Del Monte and Del Mundo (Mississippi), the Gateway City and Raphael Semmes (Pan-Atlantic) and the Alcoa Pioneer (Alcoa).

Pick Up 'Shot' Card At Payoff

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

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

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



SEAFARERS ROTARY SHIPPING BOARD

From August 6 Through August 19, 1958

(Editor's note: Under the new reporting system for SIU shipping, the summaries below give the complete picture in each department by seniority class, job group and port, including the number of men remaining on the beach. Seafarers coming into port to register can pick their spots by checking the "registered on the beach" totals alongside the shipping totals for their department.)

SIU shipping fell off a bit last period, but the drop was only in the deck and engine departments. Steward department shipping was up. Total shipping for the two weeks was 1,083. Registration during the period was 1,102, down for both class A and class B seniority men. However, by the end of the period, the total number of A men registered on the beach was up slightly.

These figures combined to uphold the steady job ratio of one SIU man shipped for every 2.1 top seniority (class A) men registered on the beach. The ratio for class B by itself is one man shipped for every 2.2 men on the beach. Both these figures are above the average for the past five months.

Four ports rode out the slight decline in district-wide shipping to show increased activity during the last two weeks. These ports were Boston, Norfolk, Savannah and Lake Charles. In addition, New York and Houston remained the same as before: good. Philadelphia and Tampa stayed as is and continued slow. Besides these ports, Balti-

more, Mobile and New Orleans fell off slightly, and the West Coast ports slowed up also. Of the three, San Francisco fell way off.

The breakdown by seniority groups shows class A men accounted for 54 percent of the total jobs shipped, while class B men took 20 percent of the jobs and class C an even ten percent. The drop for both B and C men was offset by a rise in the class A portion. These figures show that class A men have been taking roughly two out of every three jobs during a period and class B men better than one out of every four jobs available.

In terms of the men on the beach, seven ports—Boston, Norfolk, Savannah, Tampa, Lake Charles, Wilmington and Seattle—have 100 men or less on hand in all departments. Philadelphia is close behind with only 102. In the same fashion, Savannah, Tampa, Lake Charles and Wilmington have 50 or less class A men on the beach, followed by Boston and Seattle with 51 and 52 respectively. These figures should always be watched as a key to the job potential in any port.

The following is the forecast port by port: Boston: Fair . . . New York: Good . . . Philadelphia: Fair . . . Baltimore: Good and steady . . . Norfolk: Slow . . . Savannah: Fair . . . Tampa: Quiet . . . Mobile: Good . . . New Orleans: Should be good . . . Lake Charles: Fair . . . Houston: Steady . . . Wilmington: Fair . . . San Francisco: Slow . . . Seattle: Fair.

DECK DEPARTMENT

Table showing Deck Department statistics: Registered Class A/B, Shipped Class A/B/C, Total Shipped, Registered On The Beach Class A/B, by Port.

ENGINE DEPARTMENT

Table showing Engine Department statistics: Registered Class A/B, Shipped Class A/B/C, Total Shipped, Registered On The Beach Class A/B, by Port.

STEWARD DEPARTMENT

Table showing Steward Department statistics: Registered Class A/B, Shipped Class A/B/C, Total Shipped, Registered On The Beach Class A/B, by Port.

TOTALS table summarizing Deck, Engine, and Steward department statistics: Registered Class A/B, Shipped Class A/B/C, Total Shipped, Registered On The Beach Class A/B.

# INQUIRING SEAFARER

Question: What is your idea of a good breakfast with which to start the day right?

**Alonzo Bryant, chief steward:** Most men, including myself, eat a big breakfast, so I keep them happy not holding anything back. For example, I see to it that there is a choice of two cereals, two meats, two hot breads, syrup or honey with hot cakes as well as the usual items such as juice, potatoes and good coffee. Topped off by a good cook, who could ask for more?



**Edward Heacox, deck:** I eat a hearty breakfast, usually pancakes when I come off the 4 to 8 watch. Before going to work on deck in bad weather, though, I make it a point to have a bowl of hot cereal for the energy and protection from the cold it provides. Also, like most seamen, I'm a heavy coffee drinker, so a cup of good, hot coffee is always welcome.



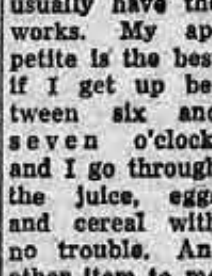
**Anthony Timas, deck:** I hardly eat breakfast aboard ship, as a rule. But it depends on my mood. Sometimes, at home, I'll have the beef stew that I had the night before for supper. But other times I can't stand the sight of the stuff. Since beef stew isn't on the breakfast menu aboard ship, if I'm hungry, I settle for the bacon and eggs with all the trimmings.

**Jackson Fong, steward utility:** I shoot the works just like most guys. I don't know why they're always complaining, though. The food's about the same as they get at home. Most companies put out the same menu so it's usually juice, bacon and eggs, toast or hot rolls with butter and jelly and good coffee that suits me fine. Of course, some of it depends on the cook.



**J. Charon, steward dept:** Up to now, all the ships I've sailed on have had good food and I make the most of it. For example, I start with juice, then cereal, eggs or French toast, sausage, bacon or sweet buns with butter and jelly and a good cup of coffee. Even when rations are short, I manage to get a balanced but not fancy meal which satisfies me.

**Frank Panette, wiper:** I'm not different from most guys so I usually have the works. My appetite is the best if I get up between six and seven o'clock, and I go through the juice, eggs and cereal with no trouble. Another item to me which is very important is fresh milk.



# Revive Talk of Controls On Maritime Bargaining

WASHINGTON—Renewed talk of some form of Government limits on collective bargaining in maritime has emerged as a result of the annual meeting of subsidized steamship operators with the Maritime Administration on August 12. Maritime Administrator Clarence Morse indicated that the Board would like to see unified bargaining by all subsidized steamship operators through a common shipowner group, uniform contract termination dates and possibly some control over manning scales.

The procedures outlined by Morse parallel in part proposals first put forth in 1955 by Rep. Herbert Bonner (Dem.-NC), chairman of the House Merchant Marine Committee. At that time, Bonner proposed that a ceiling be set on wages, manning and fringe benefits. He subsequently made efforts to secure common expiration dates on all maritime contracts.

The SIU and other SIU of NA affiliates at the time objected vigorously to the proposals as involving limitations on their rights to bargain for their membership. The tentative proposals by Morse, while milder in form, would appear to meet with the same kind of objections. For example, on manning scales, the Maritime Administrator indicated he would like to establish a basic scale for various ship types, after which the operators would have to justify employment of men in excess of the scale. This, in turn, would affect the union's right to negotiate on manning.

Other proposals that would most

likely prove controversial would call for over-all uniformity in negotiation on the management side with one group representing all subsidized operators.

At present, Pacific Coast operators negotiate through the Pacific Maritime Association, and most East Coast subsidized operators through the American Merchant Marine Institute. SIU A&G-contracted operators, including three existing subsidized companies,

negotiate independently of these agencies.

There would most certainly be objections both on the part of shipowners and unions if one agency such as the AMMI were given exclusive authority over all collective bargaining on the shipowners side. The last issue of the SEAFARERS LOG outlined the SIU's criticism of the AMMI as being opposed to the basic interests of American-flag shipping.

# Two Foreign Co's Get Right To Operate In US Waters

WASHINGTON—A bill authorizing certain foreign-owned companies to carry their own cargoes in the US coastwise trade has been passed by Congress. Passage of the measure sets a precedent for large-

scale domestic operations by foreign companies and a possible boost in job opportunities for US seamen.

The bill applies specifically to the Bowater Southern Paper Corp. and the Shell Oil Company, which had sought permission to carry paper and oil in barges and other small coastal vessels manned by US crews. Shell's parent company is Royal Dutch-Shell, the biggest corporation in existence outside the United States.

The measure may pave the way for open operation of the SIU-contracted Victory Carriers fleet by Aristotle Onassis, Greek shipping magnate. It might also encourage other foreign companies with American plants and operations to carry their own cargoes in the coastwise trade.

Proposals to encourage foreign investment in US shipping was supported earlier by Maritime Administrator Clarence F. Morse. In House testimony, Morse said he

knew of no other US industry except shipping that restricted alien ownership of stock. He suggested that this policy should be reversed.

Morse proposed that aliens be permitted to buy into all but the subsidized lines. To assure Government control of their vessels, he suggested that the ships should be manned by American crews and officers and the directors of the operating companies should be American citizens. He said the new policy should apply to all shipping, domestic or in-the-foreign trades.

## CG Moves

The Coast Guard has announced that its Certificating Unit will move from its present location, Pier 9, East River, NY, to 21 Trinity Place (near Rector St.) on or about August 16. The telephone number will be Whitehall 3-8000, extensions 108, 109 and 110.

# Gov't To Back M'time Bonds

WASHINGTON—A new type of bond issue, US Government-insured merchant marine bonds, will be available for public sale shortly. Shipowners building new vessels with Government-insured mortgages will be issuing the bonds as a means of financing new ship construction.

## 294 New Ships

It's expected over the next 15 years existing subsidized companies are obligated to replace 294 ships at a total cost of more than \$3½ billion. These figures could go higher if subsidies are approved for Waterman, Isthmian and other bidders who are now unsubsidized.

The Government Insurance will, in effect, guarantee the bondholders against default, and consequently, it is expected that the bonds will have a ready market particularly in investments by pension and welfare funds and other trusts.

# AFL-CIO Rules Against Pacts With Ousted Unions

FOREST PARK, Pa.—The AFL-CIO has ordered its affiliated unions to end all dealings—formal and informal—on a national level with the expelled International Brotherhood of Teamsters. The ban, covering agreements on joint organizing, bargaining and other activities, also applies to other expelled unions.

However, the Executive Council's decision left room for working day-to-day relationships on a local level.

The council, by a 22-1 vote, made clear that the directive would apply to both existing alliances and agreements and to new alliances, including a proposed Conference on Transportation Unity covering teamsters, seamen, longshoremen and other transport workers. The sole dissenting vote was cast by NMU President Joseph Curran, a co-sponsor of the CTU.

"Obviously," the Council said, "there are situations which arise in the day-to-day relationships between various workers which would call for understanding and cooperation based on elementary trade union principles between these workers at the local level. The Executive Council of the AFL-CIO has no desire to interfere with such relationships or understandings."

However, the Council made it clear that "any alliance or agree-

ment, formal or informal, between an affiliate of the AFL-CIO and the International Brotherhood of Teamsters be cancelled."

In other actions, the Council criticized Secretary of Labor James Mitchell and the Eisenhower Administration for contributing to the defeat of the Kennedy-Ives bill to amend the Taft-Hartley law.

SEAFARERS

## PORT O' CALL



**New York and Baltimore**  
675-4TH AVENUE • 1216 E. BALTIMORE  
BROOKLYN BALTIMORE

# KNOWING YOUR SIU CONTRACT



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

Article V, Section 3(c). In port of payoff, all work performed by the steward department between the hours of 5 PM and 8 AM, Monday through Friday, shall be paid for at the overtime rate. The spread of hours shall be as provided in this agreement.

**QUESTION:** If, due to unforeseen circumstances, a crew is paid off in a port other than the one intended by the company, are the members of the steward department entitled to overtime for work done between 5 PM and 8 AM while the ship was tied up in that port?

The SIU-manned Arlyn left Philadelphia recently bound for Puerto Rico for the purpose of taking on a sugar cargo. While in Puerto Rico, the ship ran aground. After refloating, the vessel was laid up in a Puerto Rican shipyard for repairs and the crew was kept on for about twenty days, when the company decided to pay them off. After doing so, they provided the crew with transportation back to Philadelphia, according to the provisions of the contract.

However, the members of the steward department were not paid overtime, according to Section 3(c) of the contract, for the twenty days they were held aboard ship in Puerto Rico. The company held that the intended port of payoff was Philadelphia, and since only the unforeseen emergency made the payoff in Puerto Rico necessary, the men had no overtime coming.

The Union argued that since the company did, in fact, pay off in Puerto Rico whether it intended to or not, Section 3(c) applied, and consequently, the Arlyn's steward gang was entitled to overtime for the time that the ship was tied up.

The company has honored the Union's contention with the result that the men involved should be receiving their overtime checks soon.

# NY Shipping Steady; Gains Please Crews

NEW YORK—The number of ships calling at this port dropped off after the previous week's rush of 50 vessels, but there was still plenty of action for the men on the beach who were looking to ship out. In fact, the port shipped a total of 285 jobs, exactly one job more than the previous two-week period. Of these, 111 went class B and C men, so there is no problem

for class A men who want to ship in a hurry.

SIU Assistant Secretary-Treasurer Bill Hall reported a total of 16 payoffs, four sign-ons on foreign articles and 24 in-transit vessels making 44 ships serviced in all. The one sour note was the lay-up of three Bull Line ships, the Hilton, Ines and Angelina.

However, he reports, shipping should continue to hold up for the coming two weeks.

Crews on ships coming into the port were reported as being well-pleased with the terms of the new SIU agreement and looking forward to the wage and vacation pay increases that resulted from the negotiations. They are ready to give full backing to Union efforts to wrap up job security provisions and other important clauses still under negotiation.

The 18 ships paying off included the Elizabeth, Suzanne, Beatrice, Frances and Hilton (Bull); Alcoa Pennant and Alcoa Runner (Alcoa); Steel Fabricator, Steel Worker and Steel Designer (Isthmian); Seatrain Texas (Seatrain); Azalea City (Pan Atlantic); Robin Sherwood (Robin); La Salle (Waterman); Charles Dunaif (Colonial) and Bents Fort (Cities Service).

Sign ons were the Steel Fabricator, Steel Worker, Robin Sherwood and Andrew Jackson (Waterman).

In-transit ships included the Seatrains New Jersey, Georgia, Savannah, New York and Louisiana; Steel Architect, Steel Age, Steel Traveler and Steel Worker (Isthmian); Azalea City, Bienville, Gateway City, Raphael Semmes, Fairland and Beauregard (Pan Atlantic); Angelina and Ines (Bull); Alamar (Calmar); Robin Hood (Robin); Andrew Jackson, and Wacosta (Waterman); Alcoa Polaris (Alcoa); The Calmar (Texas City Refining), and Val Chem (Heron).

# Isthmian On New Service To Far East

A new joint East Coast to Far East service will be opened by Matson Navigation and the SIU-contracted Isthmian Lines, Inc.

The new combined service will be under the operation of Matson Orient Line, which has applied for an operating differential subsidy on the trade route.

For the time being, three Isthmian ships and three Matson vessels are scheduled for the run. The Isthmian C-3s are the Steel Architect, Steel Maker and Steel Executive. However, if an operating differential subsidy agreement is reached, the company proposes to offer 20 to 26 sailings a year and may purchase additional tonnage in the open market as well as contracting for the construction of new vessels.

The trade route would involve the entire Atlantic East Coast and ports in the Philippines, Formosa, Japan, Korea and elsewhere in the Far East.

## Tell it to the LOG



SEA SERVICE BUREAU  
UNITED STATES SHIPPING BOARD

12/21/34

Ship: Kishacoquillas  
Port of Origin: Cuba  
Destination: Dupont, N.J.  
Manager: FURNAS-Wiby Co.  
Ordered by: MR. TURNBULL  
When needed: at once  
Report to: Chief

DECK DEPARTMENT			ENGINE DEPARTMENT			STEWARDS DEPARTMENT		
No.	Rate	Rate of Increase	No.	Rate	Rate of Increase	No.	Rate	Rate of Increase
Master			Chief Eng.			Chief Steward		
1st Officer			1st Asst. Eng.			Steward		
2nd Officer			2nd Asst. Eng.			Chief Cook		
3rd Officer			3rd Asst. Eng.			1st Cook	700	
Deck Cadets			Eng. Cadets			2nd Cook	450	
Carpenter			Deck Eng.			3rd Cook	400	
Boatwain			1st Mate	500		4th Cook		
4th Asst. Eng.	400		Water Tender			5th Cook	400	
1st Asst. Steward	400		Cook Frames					
2nd Asst. Steward	300		1st Steward	450				
3rd Asst. Steward	200		2nd Steward	400				
Chief Radio Op.			3rd Steward	400				

Sample of what the "good old days" were like is provided by this US Shipping Board order for men needed by the SS Kishacoquillas on a trip from Dupont, NJ, to Cuba in 1934. The going scale for ABs was \$45, and the high man here is the 2nd cook and baker at \$70 per month. The document was submitted by a Philadelphia brother.

# Phila. Thinks Back To Pre-Union Days

PHILADELPHIA—News of the new wage and overtime increases in the SIU contract brought out some nostalgic memories in oldtimers in this port, Port Agent Steve Cardullo noted. "The oldtimers around here can recall very well that roughly 20 to 25 years ago jobs were at a premium with ABs drawing the large sum of \$45 or \$50 a month and the firemen and oilers making the same rate of pay with no overtime. This on top of the deplorable conditions that existed in those days."

On the shipping side, the port has continued to hold its own, Cardullo reported, with the number of replacements called just about equaling the number of registrants.

Next to the terms of the newly-negotiated contract, the favorite topic of the men on the beach here is the outlook on the new SIU hall which is coming in this port. The new hall will be located at 2602 South Fourth Street and will offer ample facilities for shipping, recreation and parking, as well as easy access to major dock areas on the Delaware River.

# Seafarers In Action

The new crew on the Seatrain Texas which recently came out of lay-up, voted its thanks to the former gang on the Texas for leaving their television set aboard. "It's a swell television and we are getting much entertainment out of it," Charles LaRosa, chairman,



LaRosa

said.

Without a beef or even an hour of overtime to argue about, the crew of the Bradford Island (Cities Service) spent most of their time at the last meeting discussing contract rules and hiring procedures, Anthony Melanson, meeting secretary, reported.



Melanson

Melanson, who is also ship's delegate, contributed a talk on ship-board safety as part of the SIU's industry-wide safety program.

Most parents have given up trying to drag their children away from the TV set at meal time. They just bring the food to the kids. Although the arrangement is a bit different on board the Val Chem with the set located right in the mess room, the crewmembers voted at their last meeting to have the set turned off during meal hours in order to give full attention to 2nd cook Lowell Harris' fine culinary talents.



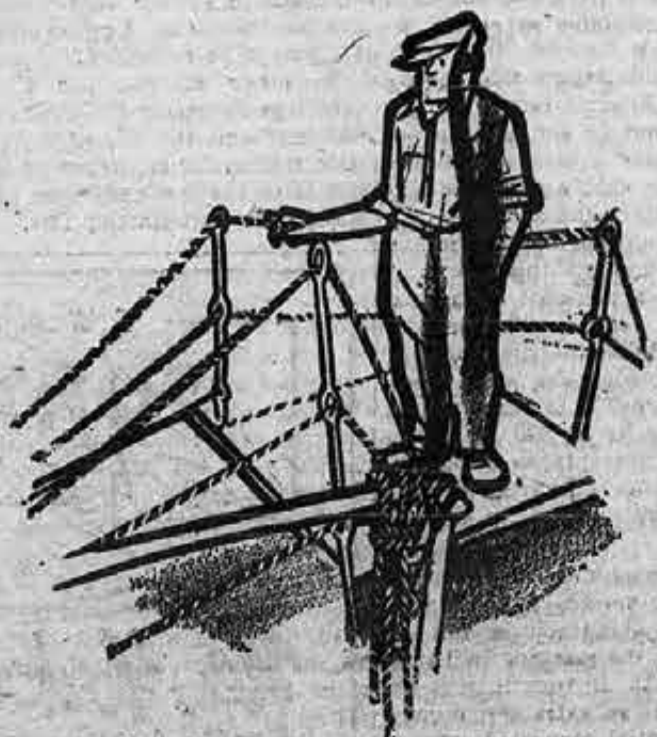
Harris

the set turned off during meal hours in order to give full attention to 2nd cook Lowell Harris' fine culinary talents.

# Watch the Gangway!

Gangway watch in port is never something to be considered lightly, however routine the job may seem. It's not enough just to keep an eye out for who's coming aboard or going ashore, or to keep undesirable or unauthorized persons away from the ship. The job is much more than that, as many a man who's taken a nasty tumble from a badly-rigged or unsafe gangway can testify.

The duties of the gangway watchman call for him to keep a sharp eye at all times on whether the rigging is secure, the lines are fast and all the steps and treads are in good condition and where they're supposed to be. The shipmate toting a heavy or outside parcel also should be cautioned as he hurriedly heads for shore since his mind invariably is on where he's going and not where he's coming from. The gangway man has to be traffic cop, safety man and security watch all rolled into one, for the safety of the ship and the entire crew.



**An SIU Ship is a Safe Ship**

# YOUR DOLLAR'S WORTH

## Seafarer's Guide To "Better Buying"

By Sidney Margolius

### How Some Salesmen Get By

When families are limited in their purchases by high prices and unemployment, and selling competition is keen, sellers resort to all kinds of hoaxes to make prices seem low.

One of the most widespread tricks of the day is the fake list price. Here the wholesalers and retailers often connive to put inflated price tags on goods so the actual price asked by the store seems like a bargain.

Another trick now being used in the appliance trade as in the auto business, is exaggerated trade-in allowances. Dealers often add the trade-in allowances to the price of the appliance, or charge extra for otherwise free services as delivery and installation. The trade-in problem is complicated by the fact that unlike used cars, second-hand appliances have little resale value with the possible exception of television sets.

A leading trade paper in the appliance business, "Home Furnishings Daily," has just published a series of frank articles by an appliance salesman exposing the tricks he and other sellers use. The revelations may make your blood boil, but a so will serve to warn you against these practices.

#### Worthless 'Free' Gifts

One of the tricks used to close a sale is the "free gift." The salesman points "impulsively" to a table lamp standing on one of the TV sets and says, "Give me the order now and you can have that lamp free. I'll make it up with the manager."

Actually, the trade paper reveals, the lamps are spotted around the store for exactly that purpose, and are worth all of 89 cents. Other cheap items often used to close sales are water pitchers, inexpensive television tables and salt-and-pepper sets.

With the public conditioned to expect price increases, the threat of "a price rise tomorrow" is another device for pressuring a hesitant customer. The salesman even may produce a sheaf of news clippings and manufacturers' bulletins announcing impending rises. But the announcements are undated and may be years old, the trade paper reveals.

When you walk in off the street and ask the price of a particular model and brand, the salesman generally realizes you have shopped several stores. Hence he may quote a very low price. But he will disparage the make you are shopping and try to switch you to another. If it's an automatic washer, he may pull out a rusty filter, or show you a letter of complaint about excessive vibration from another buyer. In the case of a refrigerator, he may say that a particular make with a magnetic door closure loses its ability to grip after a year, or pull on a gasket until it stretches. With TV sets, one device is to keep a well-known brand on the floor on a bad hook-up, show you the poor reception, and attempt a switch to a more profitable set.

But trade-ins are a genuine problem. None of us likes to throw out a refrigerator, washer, range or TV set that still seems to have some life. The fact is, used appliances are hard to sell in the second-hand market. TV sets do have some resale value if the cabinet is in good condition. But here too, the new portable TV sets have reduced the demand for used consoles.

One technique used by appliance stores to solve the trade-in dilemma is to offer no more than \$10 or \$15, and then try to get the allowance back by making a service and delivery charge. Or if you initially hinted that you have a trade-in, the store simply may quote a higher price. Since dealers sometimes merely junk traded-in appliances, you often can get much the same price with or without a trade-in.

Your best bet is to sell your old appliance yourself, either to a private party or a second-hand dealer, and then shop for the lowest price without a trade-in. A used refrigerator or washer in good condition may be worth \$15-\$25 to a second-hand dealer. Or if you give the appliance to one of the charitable organizations that renovates and re-sells used goods, you at least can take a tax deduction for the organization's appraisal of the market value.

"Home Furnishings Daily" reveals that salesmen also mislead customers about finance charges. A customer buys a washer and refrigerator for \$390, and pays \$50 down. The balance is to be paid over 24 months. If the customer asks what the finance charge is, the salesman does some quick figuring, then replies, "Two dollars and change a month." He avoids saying that the total finance charge will be \$68 or that the stated interest rate is ten per cent a year, which is actually a true rate of about 20 per cent on an installment debt.

If the customer insists on knowing the interest rate, rather than tell him ten per cent a year, the salesman says it's less than one per cent a month. Here the salesman is actually giving incorrect information, although perhaps not deliberately. The rate would be under one per cent a month only if this charge were figured on the unpaid balance. But since the ten per cent is calculated on the original debt, and the customer really owes, during the life of the debt, an average of about half the original amount, the true interest rate is approximately double.

It's worth knowing the ways shady appliance stores try to tack on extra charges. On TV, for example, if a customer has forced the salesman to cut his price by \$20, he will counter by charging \$19.95 for the manufacturer's warranty, or \$4.95 for the rabbit-ear antenna which the store normally may give free, or \$10 for a swivel base which costs the store only a couple of dollars and often is thrown in with a sale.

#### Concealed Charges

On washing machines, the concealed charge may be an extra fee for parts warranty, service and normal installation. This, of course, is supplied by the manufacturer and is already included in the price the retailer paid for the machine. With ranges, the usual installation charge by the store is \$5. In turn it pays \$3 to the plumber. But if the store wants to conceal an extra fee, it may charge \$10 to \$15.

Another potential concealed extra charge is a credit-investigation fee of \$5. To prove his sincerity, the salesman offers to refund this fee if the application doesn't pass. This "sounds like a sporting proposition," but "the bank will pass anyone whose pulse still can be detected . . . and the bank does not charge for an investigation."

# T-H Law Changes Dead; Welfare Fund Bill Passes

WASHINGTON—Opposition by the National Association of Manufacturers and other business interests toward any disclosure of their "labor relations" operations has helped kill the Kennedy-Ives amendments to the Taft-Hartley law. The Kennedy-Ives bill, which had passed the Senate as a labor reform bill with the qualified support of the AFL-CIO, was defeated in the House by 198-190.

However, another measure, the bill establishing Federal controls over welfare plans, whether operated in part by unions or otherwise, has passed Congress over the opposition of the NAM.

The death of the Kennedy-Ives bill was assailed by the AFL-CIO Executive Council in a statement which apportioned the blame on the NAM, and the White House, as well as on John L. Lewis and the leadership of the Teamsters Union. The statement said that the bill was a much needed reform measure despite its imperfections.

The AFL-CIO said that the NAM ". . . evidently found unacceptable even the slightest regulation of management . . . wrongdoing in the labor-management field." This view was substantiated by Senator Irving Ives (Rep.-NY), a sponsor of the bill, who said that the House had been misled by "false propaganda from the National Association of Manufacturers, the United States Chamber of Commerce, the American Retail Federation, the Teamsters and the United Mine Workers."

One major reason for business opposition to the bill was a provision calling for business to report expenditures designed to influence employees. This would have brought out into the open heavy business spending on union-busting operations and for so-called "labor consultant" set-ups such as the Shefferman firm created by Sears, Roebuck to break up union organizing campaigns. Another provision disliked by the NAM would have given economic strikers the right to vote in a collective bargaining election, eliminating what unions regard as one of the most vicious features of the Taft-Hartley law.

Other provisions of the measure would have called for secret ballot elections in unions, union reports on finances to the Secretary of Labor and limited the terms of union officers.

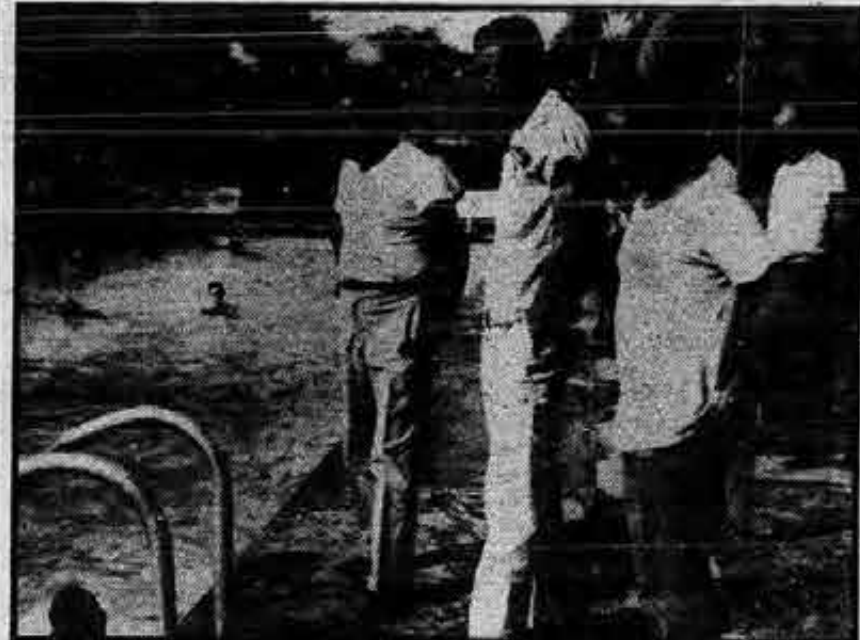
The welfare plan measure pretty much parallels legislation now existing in New York State. It calls on all welfare plans, whether run by employers, unions or union-employer groups jointly, to file financial reports with the Secretary of Labor, effective January 1. The Labor Department will supply standard forms for this purpose requiring detailed reporting of the

operations of any welfare plan. Such reports are already made by the Seafarers Welfare Plan to the New York State Department of Insurance under state legislation which took effect last year.

Business groups had fought tooth and nail to exempt plans financed and operated by manage-

ment from being included under the legislation. The measure had the support of organized labor which was critical of the NAM and other business groups for seeking special exemption from regulation so that they could run their plans as they pleased without supervision.

### Beating The Heat In Abadan



Ocean Dinny crewmembers (l to r) Santos Reyes, 3rd cook; George Bowden, AB and J. W. Allen, AB, watch shipmates cooling off in seamen's club pool in Abadan, Iran.

## LABOR ROUND-UP

A National Labor Relations Board examiner has upset a labor "agreement" between the assistant district attorney of Rensselaer County, New York, and the Grand Union Company. The attorney, Robert E. Gray, said he had been designated as the bargaining agent for some 200 employees who were forced to pay him dues or lose their jobs. The NLRB examiner declared that the attorney was not a "labor organization" and ordered the payments returned by the company.

Runaways are causing trouble in the motion picture industry as well as in maritime. The 44th convention of the Theatrical Stage Employees Union has gone on, record as strongly opposed to the practice of making motion pictures abroad as a device for escaping US taxes and wages.

A similar sort of problem is being faced by the International Typographical Union. Its 100th convention in San Francisco last week heard that the University of California is having a mathematics journal published in Japan because of cheaper printing costs. ITU representatives protested the action by the tax-supported institution.

The first breakthrough in the southern hat industry has been scored by the Hat, Cap and Millinery Workers Union with the signing of the Texas-Miller Company of Corsicana, Texas. The concern is the country's fifth largest, supplying the Adams Hat chain. The agreement provides a six-cent hourly increase, five paid holidays, paid vacations, cost of living bonuses and overtime payments as well as welfare benefits. Previous-

ly the union had won an NLRB election at the plant.

A weekly 15-minute television series is now being produced by the AFL-CIO to be offered for use by local television stations around the country. The series will consist of film presentations under the title "Americans at Work" and will show American workers on the job in various industries. The first films will be available around November 1.

General Electric and Westinghouse, the two giants of the electrical equipment industry, are now in talks with the International Union of Electrical Workers over job security provisions. The security items are the sole topics for discussion permitted in this year's re-opener of the five year agreement. Union demands include provisions for severance pay, guaranteed annual wage, seniority rights where plants are shifted, a shorter work week and elimination of area differentials.

### SF Reports Dull Outlook

SAN FRANCISCO—Without a payoff scheduled for the next two weeks, Marty Briethoff, SIU port agent, reports that shipping here is at a "standstill."

There were no payoffs during the last two week period, but there was one sign-on, the Maiden Creek (Waterman).

Stopping in transit were the J. B. Waterman and Afandria (Waterman), the Steel Admiral (Isthmian) and the Losmar (Calmar).

### Money Exchange Rates Listed

The following is the latest available listing of free exchange rates for foreign currencies. Listings are as of August 28, 1958 and are subject to change without notice.

- England, New Zealand, South Africa: \$2.80 per pound sterling.
- Australia: \$2.34 per pound sterling.
- Belgium: 80 francs to the dollar.
- Denmark: 14.52 cents per krona.
- France: 490 francs to the dollar.
- Germany: 4 marks to the dollar.
- Holland: 2.7-3.8 guilders to the dollar.
- Italy: 624 lire to the dollar.
- Norway: 16 cents per krona.
- Spain: 50 pesetas per dollar.
- Sweden: 19.33 cents per krona.
- India: 21 cents per rupee.
- Pakistan: 21 cents per rupee.
- Argentina: 40 pesos to the dollar.
- Brazil: .008 cents per cruzeiro.
- Uruguay: 14 cents per peso.
- Venezuela: \$2.88 cents per bolivar.

# UNIONS

# of AMERICA

## Air Line Pilots Association



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



Typical professional airman, TWA Captain Roger D. Rae, veteran pilot and former ALPA treasurer, is pictured in cockpit.

The Air Line Pilots Association was informally organized 28 years ago by seven men meeting secretly in a Chicago hotel room. Since then, its growth has paralleled world progress in civil aviation. ALPA today has 15,000 members employed by regularly-scheduled American lines. They are divided into five geographical regions composed of 142 local councils based here and overseas, plus a master council for each of the 52 carriers under contract.

Clarence N. Sayen, a former pilot for Braniff Airways, has been ALPA president since 1951. Union headquarters are in an ALPA-owned building at 55th Street & Cicero Avenue, Chicago, Ill., adjacent to Chicago's Midway Airport. It publishes a monthly magazine, "The Air Line Pilot."

**P**LAGUED like everyone else by the depression, seven veteran pilots whose flights happened to put them in Chicago one night conceived what became the Air Line Pilots Association in 1931. Part of a young, hazardous industry, they had neither financial security nor any safeguards for life and limb.

Recognizing that gains for its members hinged on the safety of air travel and technological advances, ALPA quickly made its voice heard in Washington. Its efforts are largely responsible for Federal laws, safety codes and practices that have helped make air travel commonplace. The union's motto "Schedule with Safety" shows its concern in this area.

The first real protection for pilots came in Decision 83 by the National Labor Board in 1934, which fixed an 85-hour monthly flight time limit, set the base for pay rates and avoided a major strike. US cancellation of private air mail contracts, when for a time the Army flew the mail, produced another crisis. But a series of

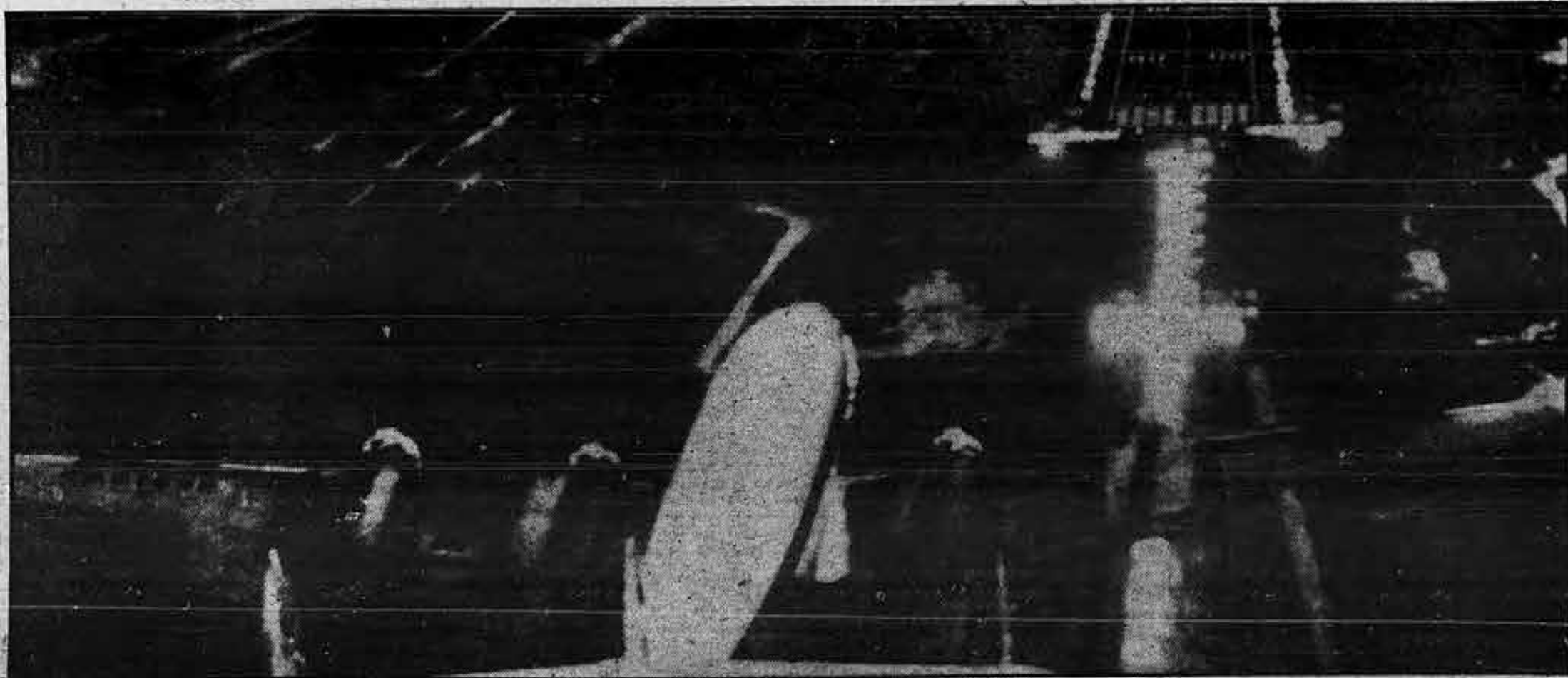
disastrous accidents brought the return of private contracts, helping to stabilize the infant industry.

ALPA's first formal contract was signed with American Airlines in 1939 and has been followed by vast improvements in conditions. Airline pilots today are highly-paid professionals.

ALPA's greatest growth, like the industry's, came after World War II showed how air power had shrunk the world. Its members were the backbone of the famed Air Transport Command when war broke out in 1941.

Now the union has full-time Washington representation, a headquarters in Chicago and regional offices in New York, Miami and Los Angeles. It has its own credit union and insurance plans that provide substantial income even for members who lose their licenses. Its engineering and Air Safety Department is top-notch.

Chartered by the AFL in 1931, ALPA is also part of the ITF, and its current president, Clarence N. Sayen, has headed the world pilots organization since 1952.



Eastern airliner on night flight comes into Newark Airport, Newark, N.J., aided by centerline approach lighting system (right) developed by ALPA. Union maintains an Engineering and Air Safety Department, has pioneered major advances in the industry.





Master executive council for American Airlines crewmen in 12 cities meets at ALPA home office in Chicago.



Sixth annual air safety forum at Chicago this March brought airline safety experts together under union sponsorship.



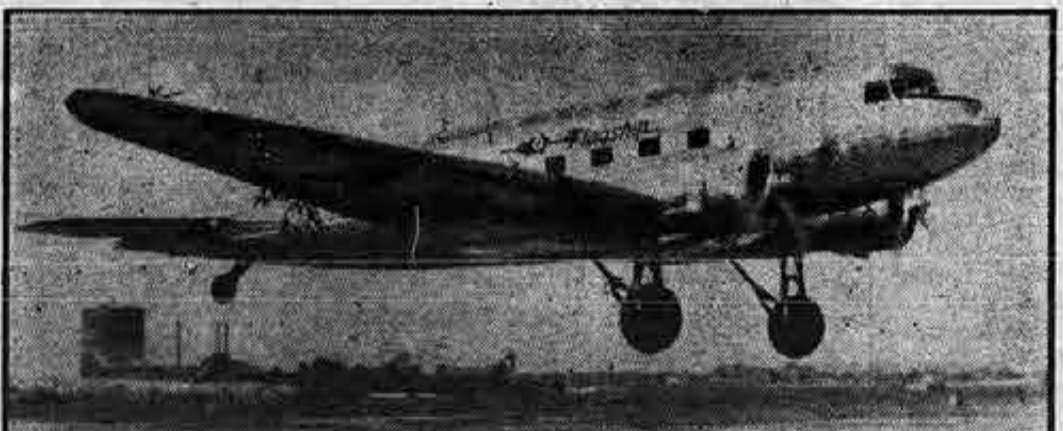
Union safety team (l to r) of S. Terrell, C. Daudt, Roy Holm and C. Kraemer inspects mock-up cockpit of Boeing 707 jet.



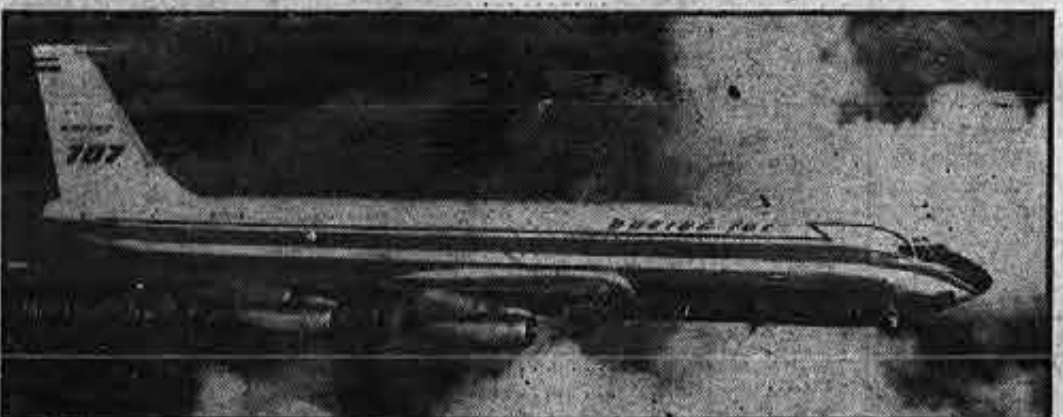
Abuses arising from early air mail flights in 1930-vintage crates like this helped spur growth of pilots union.



Detailed realism of United's DC-6B electronic flight simulator enables observer to check out "flying" technique of crew.



"Middle ground" in airliner development; twin-engine ship has largely given way to four-engine jobs, faces jet (below) next.



First US commercial jet, Boeing 707 will be in service this fall. Advances in plane design add to problems on flight deck.



David Behncke (front), with Ethel Dare in 1922, was one of ALPA's founders and president from 1931 to 1951.

# 'Wreck' Law Brings Back Speed-Up Days

What life is like under "right-to-work" laws was presented by a letter-writer to the "Indianapolis Star" on August 14. Mrs. Patricia Bolen, whose husband is a carpenter, described the legislation as a "right-to-work - a - man - to-death" law which has resulted in bringing back all the old evils of speed-up and total insecurity on the job which unions have fought for so many years.

In Indiana, a "right-to-work" law was passed in March, 1957, and was permitted to become law by Governor Harold Handley, who said he opposed the measure but refused to veto it.

Seafarer Eugene A. Stanton, himself a carpenter, sent in the item, which reads in part as follows:

"As a life-long Republican . . . I pooh-poohed when the right-to-work law was first called a 'man-killer.' But it is—the man I love is being killed by it. He is a carpenter, a strong, capable, hard-working man, capable of doing three men's work, which he does, thereby keeping his job—luckier than most carpenters these days.

"He retains his job by doing man-killing work, but the rest of his crew is fired each Friday. A fresh group is brought in on Monday; fresh, like horses.

"There is no longer a union steward whose job it used to be to

see that the company provided fresh drinking water, toilet facilities, a place to change and keep dry clothes, safety precautions among many other necessities. So my man comes home each day, thirsty (for lack of water), constipated (for lack of a toilet), soaking wet (for lack of a change of clothes), alive (by accident) and heartsick because the eager, hard-working family men on the job are being laid off because they can't double or triple their output.

"As a schoolteacher, I have listened to older teachers talk of days when, to acquire a job, one had to attend the trustee's church, buy from his store, vote his politics, make large contributions, conform to all his beliefs, grovel in the dust, beg for a job and then be dismissed without notice for reprimanding his child. Could we teachers go back to that in one day? Labor did.

"I address this to other teachers, office workers, business people and others who may not have a chance to know first-hand what the 'Handley law' really is—a 'right-to-work-a-man-to-death' law. I plead for repeal."

## Get Polio Shots, PHS Urges

The Public Health Service urges Seafarers who have not already done so to get their polio shots as soon as possible. The shots can be gotten at any PHS hospital without charge. Plenty of vaccine is available so there is no delay in the administering of the shots. The few minutes a Seafarer takes to insure himself against the crippling disease by getting the shots are well worth the saving of time, money, and most of all, the avoidance of suffering and possible disability.

## End Onassis Quiz, Turn To Niarchos

WASHINGTON — Hearings on the transactions involving the transfer foreign of 14 SIU-contracted ships owned by the Aristotle Onassis interests have come to an end. A report on the conclusions of the House Merchant Marine Committee on the transactions is to come out shortly, with the expectation that there will be different views expressed on the subject by committee members.

The hearings dealt with the failure of the SIU-contracted Victory Carriers company to build three supertankers as part of an arrangement under which 12 T-2s and two Liberties were transferred foreign. It was brought out that the earnings of the transferred ships, which were supposed to be earmarked for new construction, were diverted for other purposes including payment of back taxes and fines.

### Not Cancelled

Both the Maritime Administration and the company have insisted that the construction program has not been cancelled, but has simply been postponed. A "draft" letter had been sent by the company to the Maritime Administration declaring the ships would be cancelled, but Maritime Administrator Clarence Morse insisted that the cancellation was not acceptable to his agency.

The three ships to be built are two 46,500-ton tankers and one of 106,000 tons.

Rep. Herbert Zelenko (Dem.-NY) who has been the leading critic of the transfer-and-build program, declared that he would call for further hearings into similar transactions on the part of the Niarchos interests.

He was critical of tactics on the part of the independent tanker operators involving trade-out of T-2s on promises of building new ships, and then trade-outs of the new ships on promises of building still larger ones.

## Ports Approve New Scales

(Continued from page 3)  
Food Program stewards committee to administer the SIU shipboard feeding program, and increases in room and meal allowances to \$1.50 for dinner, \$2 for supper and \$6 for room.

The memorandum is to take effect this coming Monday irrespective of the disposition of other contract items still under negotiation. These include provisions affecting job security arising out of transfers to foreign flags and fleet additions or subtractions.

# Roll-On Price: \$4 Million



First true US "roll on-roll off" ship, the TMT Carib Queen is shown being eased out of Brooklyn Army Base for maiden voyage to Europe last year. The former SIU-manned ship was taken over by the Government when the company defaulted on mortgage payments. US has been trying to sell it ever since.

WASHINGTON—In an apparent effort to recoup its losses on mortgage insurance, the Maritime Administration has put the trailer ship Carib Queen up for sale for \$4.1 million. Industry observers expressed doubt that the ship, which was operated for a short while by the SIU-contracted TMT Trailer Ferry, will bring that price in the open market.

The first true roll-on, roll-off ship under the American flag fell back into the Government's hands last April, when TMT failed in its efforts to operate the ship on the trans-Atlantic run. The Government picked up the tab for the mortgage insurance that had been provided to convert the ship from a Navy LSD to a commercial carrier. The Carib Queen is now in the reserve fleet at Wilmington, NC.

The Carib Queen measures 8,050 gross tons, and is 438 feet long and 72 feet in beam. She made a number of trial runs to Europe, carrying cargo for the Navy's Military Sea Transportation Service.

Bids for the ship open September 17. Industry observers believe the Government may have a prospective buyer in mind. Before

TMT failed, there were rumors that the ship might be taken over by some other company, but these reports never materialized.

## MM&P Gets New Trustee In Local 88

The International Executive Committee of the Masters, Mates and Pilots has named Charles Crooks of Wilmington, California, to succeed Captain Roy D. Lurvey as trustee of the New York Local 88.

The committee also approved the appointment of Captain Carl C. Jurgensen to act as secretary-treasurer and business manager of Local 88.

The New York local union has been under trusteeship since March of this year following an unsuccessful bid by an insurgent group to forcibly seize possession of the union's offices and control of its operation. The insurgent group was ousted by the courts in May following which the trustee took over the headquarters of the local union at 105 Washington Street.

The previous local union officials had been suspended by the trustee and replaced by appointed officers.



## New Passenger Ship Wage Scale\*

DECK DEPARTMENT				
Rating	Old Scale	Increase	New Scale	New Over-time
Bosun	\$504.19	\$40.34	\$544.53	\$2.23
Bosun's Mate	396.77	31.74	428.51	2.23
Carpenter	422.51	33.80	456.31	2.23
Deck Storekeeper	375.42	30.63	405.45	2.18
Watchman	336.73	26.94	363.67	2.18
ENGINE DEPARTMENT				
Chief Electrician (Del Mar)	576.72	46.14	622.86	2.23
2nd Electrician (Del Mar)	498.11	39.85	537.96	2.23
3rd Electrician (Del Mar)	447.54	35.80	483.34	2.23
Chief Electrician (Alcoa)	534.70	42.78	577.48	2.23
STEWARD DEPARTMENT				
Chief Steward	577.35	46.19	623.54	2.23
2nd Steward	405.89	32.47	438.36	2.23
Headwaiter	362.04	28.96	391.00	2.18
Smoking Room Steward	259.52	20.76	280.28	1.70
Bartender	297.72	23.82	321.54	1.70
Deck Steward	259.52	20.76	280.28	1.70
Linenkeeper	267.17	21.37	288.54	1.70
Storekeeper	363.95	29.12	393.07	2.18
Chief Stewardess	297.72	23.82	321.54	1.70
Stewardess	259.52	20.76	280.28	1.70
Chief Cook	497.97	39.84	537.81	2.23
2nd Cook	425.72	34.06	459.78	2.23
3rd Cook	394.75	31.58	426.33	2.23
4th Cook	340.58	27.25	367.83	2.18
Larder Cook	425.72	34.06	459.78	2.23
Crew Cook	404.89	32.39	437.28	2.23
Butcher	438.83	35.11	473.94	2.23
Chief Baker	486.06	38.88	524.94	2.23
2nd Baker	420.57	33.65	454.22	2.23
Chief Pantryman	386.82	30.95	417.77	2.23
2nd Pantryman	332.47	26.60	359.07	2.18
Night Pantryman	282.44	22.60	305.04	1.70
Night Steward	259.52	20.76	280.28	1.70
Bedroom Steward	259.52	20.76	280.28	1.70
Bath Steward	259.52	20.76	280.28	1.70
Officers' Bedroom Steward	259.52	20.76	280.28	1.70
Walter	259.52	20.76	280.28	1.70
Saloon Porter	264.12	21.13	285.25	1.70
Night Porter	264.12	21.13	285.25	1.70
Messman	259.52	20.76	280.28	1.70
Steward Utility	259.52	20.76	280.28	1.70
Assistant Cook	332.47	26.60	359.07	2.18
Dishwasher	259.52	20.76	280.28	1.70
Potwasher	259.52	20.76	280.28	1.70
Assistant Pantryman	282.44	22.60	305.04	1.70
Assistant Baker	259.52	20.76	280.28	1.70
Bellman	259.52	20.76	280.28	1.70
Gloryhole Steward	259.52	20.76	280.28	1.70
Night Cook	405.89	32.47	438.36	2.23
Galley Utility	259.52	20.76	280.28	1.70
Saloon Steward	274.81	21.98	296.79	1.70
Printer-Porter	264.12	21.13	285.25	1.70
Porter	264.12	21.13	285.25	1.70
Laundryman	282.44	22.60	305.04	1.70

\* When the respective ratings are carried. Ratings not listed follow the standard dry cargo wage scale.

## New Tanker Wage Scale

DECK DEPARTMENT				
Rating	Old Scale	Increase	New Scale	New Over-time
Bosun	\$441.33	\$35.31	\$476.64	\$2.23
AB Maintenance	379.53	30.36	409.89	2.18
Quartermaster	347.85	27.83	375.68	2.18
Able Seaman	340.44	27.24	367.68	2.18
Ordinary Seaman	268.81	21.50	290.31	1.70
OS Maintenance	315.20	25.22	340.42	1.70
ENGINE DEPARTMENT				
Electrician	534.70	42.78	577.48	2.23
Chief Pumpman	463.73	37.10	500.83	2.23
2nd Pumpman/Maintenance	463.73	37.10	500.83	2.23
2nd Pumpman/Machinist	463.73	37.10	500.83	2.23
Engine Utility	385.35	30.83	416.18	2.18
Oilier	340.44	27.24	367.68	2.18
Fireman/Watertender	340.44	27.24	367.68	2.18
Wiper	315.20	25.22	340.42	1.70
STEWARD DEPARTMENT				
Chief Steward	441.33	35.31	476.64	2.23
Chief Cook	407.32	32.59	439.91	2.23
Cook and Baker	401.97	32.16	434.13	2.23
3rd Cook	354.72	28.38	383.10	2.18
Messman	259.52	20.76	280.28	1.70
Utilityman	259.52	20.76	280.28	1.70

'Bigger Edition'



Bauxite Stockpile Seen Boosting Mobile Shipping

MOBILE—There is a great deal of activity in this port which indicates that the already steady shipping picture should improve even more in the future. For one, Alcoa has

contracted with the Government to store approximately two million tons of bauxite at the Theodore Ammunition Depot. Present plans call for the ore to be brought into Mobile by ship and then hauled to the depot by truck or barge. It is not known at the moment whether additional Alcoa ships will be needed to handle the operation, but it is a possibility.

Grain Elevator Working

Also, after several months of inactivity, Alabama's dockside grain elevator is finally operating again with the elevator officials looking forward to a banner month in September. Nine ships hauled grain out during July and August, but only one of them, the Ocean Joyce (Ocean Clippers), bound for Yugoslavia, was SIU.

In another area, construction has begun on the state's system of river docks. When this system is completed, cargo previously shipped by rail at a tremendous cost will be handled by barge at a great saving in both time and money, which in turn, should in-

crease deep-sea shipping from this port.

Members at the Mobile branch are mourning the loss of SIU old-timer Sidney Ghale, who died on August 17. Brother Ghale, who was one of the first men in this area to qualify for the disability benefit, spent the last year and a half at a rest home here. He is survived by his sister, Mrs. Frank Smith of Charleston, South Carolina, to whom the membership extends its deepest sympathies.

Shipping in the port remains steady although most of it comes from the coastwise trips. Last week there were nine payoffs, four sign-ons and one ship in transit, all of which were handled with a few minor beefs.

Prospects for the coming period look good with the following ships due to hit port either for payoff or in transit within the next two weeks: the La Salle, Hurricane, Yaka, Claiborne, Monarch of the Seas and the Hastings (Waterman); the Alcoa Clipper, Roamer, Ranger and Corsair (Alcoa); and the Steel Ranger, Rover and Vendor (Isthmian).

NMU Failing In Campaign To Wreck Banner Line

(Continued from page 3)

ployment opportunities involved. At the same time, it would have preserved the US Lines monopoly of American-flag service in this area. In the choice between jobs and the US Lines monopoly, the NMU clearly picked the latter.

This tactic too, was a failure when the SIU conclusively documented the reasons for the loan and established it is proper within the ethical practices codes. The next logical step was for the NMU, if it was interested in manning the ship and not destroying it, to compete for jobs when hiring was opened.

As it turned out, the NMU put in little more than a token appearance at the hiring sessions, with well under 200 NMU men showing up for some 300 available berths as compared to some 500 SIU applicants. The result was that the SIU won an overwhelming majority of the open berths.

Even before the hiring began, on May 27, the NMU had already filed Taft-Hartley charges against the SIU that the hiring—which had

not yet taken place—was unfair. It was these charges which were rejected by the NLRB regional office as unsupported by evidence.

The NMU had more cards to play in its attempt to destroy the operation. The evening before the maiden voyage, it ordered its members off the SS Atlantic and started picketing. No economic grievance was involved in the picket-line. By pulling key men off the ship, the NMU hoped to throw the first sailing hopelessly off schedule, but the key men were replaced and the ship left.

By this action the NMU forfeited any opportunity it had to obtain a majority of the crew in subsequent hiring of replacements for the vessel.

At the same time that the NMU was picketing Banner Lines, it was attempting to set up a company union of licensed engineers on US Lines, in collaboration with the company, to forestall legitimate economic demands by the Marine Engineers Beneficial Association. The action was further evidence of the partnership between the NMU and the company.

No Chance Seen For Polar Route

A freeze has been put on speculation that a commercial polar route would soon be opened up as a result of the voyage of the Nautilus under the North Pole from the Pacific to the Atlantic Ocean. The dramatic feat of the atom-powered submarine tended to obscure geographical facts which would make such a seaway not only impracticable but extremely hazardous.

The Bering Strait—the only entrance from the Pacific to the Arctic—is not only narrow but it is also shallow. Charts show water depths as shallow as 78 feet. It is completely iced over in winter months and pack ice often piles up in the strait to great thickness in spring and early summer. Ice floes sixty to 120 feet thick are known to have grounded in the shoal water which extends some 500 miles northward from the Bering Strait into the Arctic Ocean.

The period of safe transit during the summer months is also unpredictable since ice thickness depends in part on the direction of the wind.

In view of these facts, the commercial development of the route seems unlikely. Although nuclear-powered submarine tankers or freighters are feasible to construct from the engineering point of view, with the Northwest Passage reasonably safe for only three months of the year, use of them on the polar route would not offer any advantages over conventional trade routes.

Ordinarily, items like feeding, safety and health are lumped under the heading of "fringe benefits" in a union agreement. The word "fringe" implies that they are frills attached to the more basic sections of the agreement. Actually, the SIU's health, safety and feeding programs are far more than "fringe." Rather they involve areas which are extremely important to every Seafarer's well-being and job security.

The increased shipowner contributions negotiated for these programs, which will enable them to be run on an expanded scale, represent a major gain in the SIU contract. The fact is that both sides—the Union and the operators—are agreed that these programs have made a valuable contribution to shipboard harmony and to the health and welfare of the crews.

International Test

Even before the International Transportworkers Federation sets up proposed machinery for an international boycott of runaways, a major test is facing the world's maritime unions over the sale of the struck Canadian National ships. By selling the vessels to Cuban ownership, the strikebound company is hoping to accomplish what it failed to do up until now—to get the ships registered under a foreign flag and sail them with imported crews, leaving the striking Canadian SIU seamen on the dock.

This attempt flings down a major challenge to the world's maritime unions who are equally determined to face it. The SIU Canadian District has received world-wide pledges of support from the AFL-CIO, the Canadian Trades and Labor Congress, the ITE and, of course, from the SIU of NA. This then, will be a crucial showdown in the ability of the world's maritime unions to put a stop to cut-rate runaway ship practices.

Whose Rights?

By now a few million words have been written pro and con on the "right to work" issue, but none of them have stated the case as forcefully as those of the carpenter's wife whose letter to an Indianapolis newspaper appears in this issue. She clearly points out that, since passage of the law in that state, conditions for working men have nose-dived and all of their job security has disappeared.

"Right to work" then, is simply nothing more than turning back the clock to conditions which existed before unions were born. Under those circumstances, the upcoming votes on this issue in Ohio and California assume great importance to union men everywhere.

In the hospital?

Call SIU Hall immediately!

# SEAFARERS IN DRYDOCK



Teamwork by the Union's welfare department and the ship's delegate and others of the Frances finally got Brother Joseph Wohltz comfortably settled at the Staten Island PHS hospital last week. Wohltz, in a fall on the ship, broke his leg in three places and was hospitalized in San Juan for three days before returning Stateside with the Frances.

The only kink was that the company hadn't made any arrangements for him to enter the hospital on arrival here. Fast action by the ship's delegate enabled the Union to get the paperwork ironed out quickly. Georgios Mastoras is another newcomer to Staten Island after repatriation from Yokohama. He was hospitalized for illness there after getting off the LaSalle. Double hernias have both Richard Broomhead, ex-Steel Flyer, and M. E. Reid, ex-Shinnecock Bay, laid up in New York also.

Another new arrival is Henry Sojak, who developed back trouble while sunbathing on his roof at home. It wasn't the sunburn at all. Sojak just twisted his back while trying to get up and had to lay there until someone came along to help him. The back can be mighty tricky sometimes.

Lone SIU man on the Seattle hospital roster is Leo Freundlich, ex-oiler on the Portmar, who had a little trouble with his thyroid gland. He should be out by the end of this week. New arrivals at the Savannah drydock include Thomas M. Peacock, ex-Government Camp, who's having some glandular trouble, and Charles Bennett, off the Ocean Denny due to a back condition. Eugene Blanchard, pumpman on the Royal Oak, is also in there trying to get his teeth fixed up.

Cleophas "Butch" Wright just checked in at the New Orleans PHS hospital for treatment of a chest



Broomhead



Peacock



Wright

condition and seems to be improving already. He was on the Steel Traveler as bosun the last seven months. In and out of the hospital over the past two years since he suffered chest injuries from an oil drum explosion on the Alcoa Pennant, Robert McLamore is back in again. However, the last surgery on him seems to have been successful and he should be on his way to recovery.

Hospitalized two months ago after getting off the Del Valle, Jack D. Peralta is coming around okay although they may have to amputate one of his fingers. Peralta suffered a pinched nerve in the spinal region which affected his circulation and then was complicated by gangrene.

All of these brothers and others in the hospitals always appreciate a visit or mail from their shipmates. It's good medicine for all concerned.

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

**USPHS HOSPITAL BALTIMORE, MD.**  
 Joseph T. Arnold  
 Conway Beard  
 Robert H. Belyea  
 Daniel Butts  
 Peter DeVries  
 Stephen Dinkel  
 William Driscoll  
 Oswald Ergle  
 Clarence Gardner  
 Stanley Gelak  
 Gorman T. Glaze

**USPHS HOSPITAL BOSTON, MASS.**  
 George Atcherson  
 L. J. Campbell  
 L. G. Melanson

**USPHS HOSPITAL GALVESTON, TEXAS**  
 Max W. Anderson  
 John W. Graves  
 Claude B. Pickle

**USPHS HOSPITAL NEW ORLEANS, LA.**  
 Chalmers Anderson  
 Louis Bartron  
 John W. Bigwood  
 Claude Blanks  
 Richard Bowman  
 Daniel Byrne  
 William Crawley  
 Louis Dufour  
 Ben D. Foster  
 George W. Flint  
 Henry Foy  
 Monroe C. Gaddy  
 James C. Gilson  
 Joseph Harmanson  
 Wayne F. Harris  
 Louis Holliday  
 John Hrolenok  
 John Howell  
 James Hudson  
 Ramon Irizarry  
 Henry A. Janicks  
 Buford Johnson  
 Chas. W. Johnson  
 Leonard Kay  
 Woolridge King

**USPHS HOSPITAL NORFOLK, VA.**  
 Francis J. Boner  
 William C. Dowdy

**LOG-A-RHYTHM:**  
**Shadowy Sea**  
 By M. DWYER

Purple shadows in the bay,  
Night will soon be on the way.  
Shining star that never fails,  
Guard the men who tend the sails.

Foaming waves that leap and roar,  
Ripples that caress the shore,  
Silver fish that swim the sea,  
Men in ships—so shall it be.

Chapel bells at evening tide,  
Sunset on the ocean wide;  
Women who weep as their men sail  
Foil that beats against the rail

Beacon lights that gleam and glisten  
Winds that whisper, if you listen;  
Salty tales of days of yore—  
Is there such magic on the shore?

Oh seamen's women are ever yearning,  
For their beloved ones' returning.  
Purple shadows, while they roam,  
Guard them till they're safe at home.

**USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY**  
 Lewis R. Akins  
 Manuel Antonana  
 Eladio Aris  
 Fortunato Bacoma  
 Joseph J. Bass  
 Melvin W. Bass  
 Frank Bernick  
 Matthew Bruno  
 James F. Clarke  
 Juan Denopra  
 John J. Driscoll  
 Friedof O. Fodilla  
 Odie L. Gibb  
 Joseph M. Gillard  
 Bart E. Guranick  
 Wade B. Harrell  
 Talb Hassan  
 Clarence Hawkins  
 Frank Hernandez

**USPHS HOSPITAL NORFOLK, VA.**  
 Francis J. Boner  
 William C. Dowdy

**USPHS HOSPITAL SAN FRANCISCO, CALIF.**  
 Joseph H. Berger  
 Joseph V. Bissonet  
 Michael J. Coffey  
 F. B. McCollian  
 John J. DeCully  
 George B. Dunn  
 J. K. Ebbols

**USPHS HOSPITAL SAVANNAH, GA.**  
 Charles B. Bennet  
 Eugene Blanchard  
 Elmer G. Brewer

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

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 Daniel Fitzpatrick

**VA HOSPITAL KECOUGHTAN, VA.**  
 Joseph Gill

**VA HOSPITAL BOSTON, MASS.**  
 Thomas K. Killion

## Asks 360-Day Shipping Rule

To the Editor:  
This letter is in reply to one from the Seatrains Georgia (LOG, August 1, 1958) regarding a motion for an SIU retirement plan.

The motion was as follows: "Resolved, that the officials of our Union, in future negotiations seek in behalf of the membership the establishment of a retirement fund so that a member may retire after 15

the tables (no booths) have intimate, subdued lighting.

Most of smiling Maxie's guests are civilian workers and their wives who live nearby, and he does a hell of a damn good business. This is the kind of a place you can bring your wife or girl friend and know she will not feel out of place or be insulted.

I didn't see so many Seafarers when I was there, though several of our SIU ships were in port. But Maxie tells me that quite a few of the boys do drop in from time to time. However, as we say aboard ship, "she's a feeder," and believe me the food is tops and prices are reasonable. Maxie sends his best to all also.

George B. Dunn

## 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.

## Locksley Crew Draws Thanks

To the Editors:  
The family of the late Vincenzo Vola, father of Oreste Vola, acknowledges with grateful appreciation the kind expressions of sympathy from the crew of the SS Robin Locksley. Many thanks to these wonderful men for their consideration.

Mrs. Vincenzo Vola

## Grandpop Knows Who's The Boss

To the Editor:  
Enclosed is a picture of the boss of my life, who is my grandson. I would like it very much if you would put it in the LOG for me.

I have a lot of shipmates who know him and think a lot of



"Newton's Boss." Sonny, 4, fakes a whirl around the porch on his new scooter.

him. They all call him "Newton's boss." You see, he is all the reason I have to go to sea, as I have raised him since he was born. His name is Sonny, and he will be four on August 23.

James E. Newton  
SS Marora

years' seetime on contracted ships, such retirement plan to be based on seetime alone and not have qualifying requirements such as old age, disability, etc., where it becomes compulsory."

I say this motion only pertains to certain members of the Union who at the present time may have obtained 12 or more years seetime on SIU-contracted ships. These brothers are homesteaders who stay on one ship for a period of five, six or ten years. I have known certain brothers stay on one ship for ten years and still maintain they are unable to take a vacation.

Brothers, I ask if you can answer this question: If every SIU man homesteads his ship like the brothers who made this motion, where will the Union find jobs for all its membership?

I suggest instead the following motion which I and many others would be willing to vote on. It is that we adopt the same measure as the Sailors Union of the Pacific did not long ago. Under that rule, SUP members now spend a maximum of 210 days rather than 360 aboard the same ship and then have to give up their berths to a fellow member.

If the SIU were to adopt such a measure on a 360-day basis there would be more jobs, the homesteaders would have to take a vacation and they would also get acquainted with the Union hall again.

Francis A. Fernandes

## Maxie's Eatery Rates With Him

To the Editor:  
In a recent copy of the LOG (May 23, 1958), I read an interesting article by the bearded bosun, Johnnie "Bananas" Zeireis, the old bard of the split infinitive, about another old pal, Maxie Lipkin, who is fast becoming the Toots Shor of Yokohama.

Knowing Maxie from New York and Beaver Street days, and of his many years in Japan as a "big" bar operator and souvenir shoppe proprietor, I dropped into his latest enterprise, the Marco Polo Restaurant in the Chinatown section of Yokohama. It is really a first-class place, featuring Italian-American cooking and everything from minestrone to spumoni. The walls are all covered with dark, sea-blue drapes from the overhead to the deck, and all

## Urges Guarantee On Weekend OT

To the Editor:  
I have a suggestion I think should be put in the new contract for the passenger ships.

It seems the wash-down gang is classified as watch-standers. Our hours are from 4-8 AM and 9 AM-12 noon, but on Saturday and Sunday the mate knocks us off at 8 AM, giving us just four hours of overtime. However, during the week, rain or shine, between 9 AM and 12 noon they always find lots of work for us to do.

The other watches make their eight hours Saturday and Sunday and the bull gang always works the eight hours OT. Why can't we?

Clifton G. McLellan  
Deck delegate  
SS Del Norte

LET 'EM KNOW!  
Write TO THE LOG

# Topa Topa Still 'Tops' In His Book

Since he's given her "a fair trial"—19 months, 9 days and 18 hours at the last count—Seafarer Jose M. Melendez is now ready to concede that the Topa Topa measures up to 1953, which was the last time he was aboard.

Melendez says he's "enjoyed every single minute" of his latest stay, and is happy to echo the praise he wrote to the LOG about the ship and her crew five years ago. "She's still the 'Queen of the Seas,'" he adds, "and as far as food is concerned, my trip's wages are open for wager to anyone who can produce a better menu with such plentiful variety."

Thanks and praise for the happy state of affairs should start at the top, Melendez says, with Capt. Wallace Royal, Chief Mate Whitaker, the chief and first assistant engineers, and on down. They have gone out of their way to show consideration for the welfare of the crew, he notes. "We should be proud to have officers of this calibre aboard SIU ships."

Chief steward Herb Knowles likewise comes in for some lavish praise as "one of the best—if not the cream of—the best—stewards you ever want to meet . . . He is always on the ball when it comes to having a clean galley, pantry and mess-room."

Melendez rates as some kind of an "authority" on this subject, since he had been aboard what he classed as "the hungriest ship" on the seven seas just before he went on the Topa for the first time. That ship was the Seavictor, which soon after went Liberian.

Unlike many a story that has a happy ending, the Topa Topa had some bad luck this trip, with the death of Brother Maurice A. Webre, who had come aboard a few days earlier in New Orleans. Webre suffered some heart trouble on the way to the Panama Canal and had to be left off at Acapulco for treatment. The ship was informed two days later that he had passed away.

Melendez added praise for the ship's delegate and officers who cooperated in helping to keep Webre comfortable aboard the ship.

**ALCOA PIONEER (Alcoa), June 5—**Chairman, R. Bekoff; Secretary, W. Stone. Proper attire to be worn during meals. Request pantry or cookies at coffee time. Vote of thanks to steward dept for job well done. Discussion to improve conditions aboard ship.  
**June 24—Chairman, C. Gregory;** Secretary, W. Stone. No beefs, everything running smoothly. Request only personnel operate washing machine. Heaters missing from bathrooms and showers to be placed on repair list. Crew to consult dept. delegate in lieu of ship's delegate. Cooperation requested in keeping messhall clean.  
**July 12—Chairman, D. Parker;** Secretary, W. Stone. To purchase new part for washing machine. No beefs. Meetings to be alternated so men absent from previous meeting can attend. Inquire why cigarettes in-

Request bill covering slop chest. Chief pumpman suggests more men on deck during loading & discharging. Motion to see American consul in Aden if no reply from Union. Request American coffee.  
**WELLESLEY VICTORY (Bethlehem), July 27—Chairman, J. Stockman;** Secretary, A. Lorenz. All disputed OT ready for submission. Also repair lists. OT worked on main engine repair, pay rate will be discussed with patrolman and company officials. Few hours disputed OT. Status of utility man to be squared away with patrolman. Notify USPHS officer and Union patrolman condition of drinking water. Request patrolman check reason for meager supply of fresh fruit and vegetables at Port Said. Request better mailing and distribution of LOGS to ships at sea.

Looking a mite skeptical (photo at right), Seafarer T. W. King watches a native snake charmer do his stuff with a cobra on the dock in Karachi. Below, Ray Bunch, DM (left), and Bill Hemple, OS, pose with one of the vacuum pumps brought over from US to expedite discharging.



## Xmas In Springtime Doesn't Help Schedule

The best-laid plans don't always work out on schedule, as the Pan-Oceanic Transporter found out on a recent trip to Karachi.

Somebody just neglected to figure that "Christmas" or its Moslem equivalent would come up in the middle of Spring—four months late or eight months early, depending on your point of view. Of course, most Americans don't have a working familiarity with the Moslem holiday calendar, so it's hard to know just who to blame.

At the present time, the Transporter is on its fourth shuttle between the Persian Gulf, Japan, Okinawa and Manila. One other bit of incidental intelligence offered by King was that the Persian Gulf "is not as hot as its reputation makes it. Our hottest day so far has been only 112," he said.

By comparison, newspaper reports from way up north in Athens, Greece, list temperatures of 114 degrees in a local heat wave.

What happened, basically, is that the Transporter, a T-2 tanker, left Houston last March with a load of grain for Pakistan. The plan was to expedite the discharging with six vacuum pumps that were tried out for the first time in Karachi. It was expected that the pumps would discharge about 4,000 tons a day so the ship could be emptied out in four days.

**Holidays Interfere**  
The element that nobody counted on was the arrival of the Moslem holidays, which stretched out the discharging to 15 days anyway. However, on the days when work went on, it did proceed smoothly, Seafarer T. W. King reported. The grain was pumped on the ground, sacked up by native workmen and then loaded in railway cars.

## Digest Of SIU Ship Meetings

creased in price. Rationing to be checked by patrolman, and limit on draws. Request less seasoning in food; more fresh fruit. All garbage to be thrown over stern. Vote of thanks to delegate for job well done. Cooperation with ship and dept. delegates urged.

**JOHN C. (Atlantic Carriers), June 29—Chairman, R. King;** Secretary, T. Buckley. Several men logged. Ship's fund \$40. Grievance committee elected. Moved to have LOG article on donations. Request Public Health analyze water. Suggestion to donate ship's fund to March of Dimes.

**JEAN (Sull), July 29—Chairman, D. Dickson;** Secretary, W. Ludlum, Jr. Some disputed OT. Report accepted. Poles to be painted. Letter to be written covering clearance of ship upon arrival. New delegate elected. Inefficient ice for cold drinks. Discussion on rearranging men's room for greater convenience. Request more variety of ice cream.

**DEL ORO (Miss.), June 2—Chairman, J. E. Herr;** Secretary, H. Gerdes. No penalty cargo—to be taken up with patrolman at payoff. Report on no shore leave at island. Some logs to be cancelled. Ship's fund \$6.08. 64 longshore hours disputed ot. Motion that members be permitted to remain on vessel only one year. Locker to be built in passageway for bad weather gear. Flowers sent to deceased mother of brother. Patrolman to see chief and list engineer about treatment of men in engine room. Electrician requests clarification re: shore leave.

**MICHAEL (Carrisa), Aug. 4—Chairman, A. Wilson;** Secretary, B. Padgett. Ship's fund, \$9.09. Few hours disputed OT. New treasurer elected. Need two mattresses.

**ALCOA ROAMER (Alcoa), July 27—Chairman, V. Alford;** Secretary, T. Sanchez. Two men missed ship—one in hospital; one in jail. Change brand of milk. Order sufficient milk to last until NO voyage. Vote of thanks to steward dept. See what can be done about ventilation.

**OCEANSTAR (Triton), July 26—Chairman, J. Barrett;** Secretary, R. Morrisette. New delegate elected. Ship's fund, \$18.25. Some disputed OT. All rooms to be sougeed. Return coffee cups to pantry. Place dirty dishes and silver in pantry sink.

**CUBORE (Marvan), July 24—Chairman, J. Conley;** Secretary, W. Strickland. Flowers sent to deceased father of member. One man missed ship. Vents in passageways to be kept open for ventilation. Purchased some books and games.

**DEL NORTE (Miss.), July 19—Chairman, J. Tucker;** Secretary, H. Ellis. Movie projector to be purchased in NO. Ship's fund, \$198. Doctor's office door to be fixed to prevent slamming. Donations for movies will be accepted.

**ISBERVILLE (Waterman), July 24—Chairman, A. Ortega;** Secretary, P. Gladden. Need more cigarettes for slop chest in Honolulu. Few hours disputed OT. Discussion about shortage of some foods at meal time. Request coffee/tea sweets. Repair lists to be prepared by delegates. Discussion on left-over foods, meats, etc.

**ALCOA PENNANT (Alcoa), July 27—Chairman, A. Abrams;** Secretary, H. Ridgeway. Ship's fund, \$44.99. Washing machine to be repaired. One man hospitalized in SJ. Motion to go on record next neg. comm. "to be able to retire after so many years at sea regardless of disability. Report accepted. Need new washing machine. Place catwalks on top of deck loads not on side. Proper attire to be worn in messhall. Keep washing machine clean at all times.

**WANG DISPATCHER (North Atlantic), July 28—Chairman, E. King;** Secretary, G. Van Sitten. Donation to be made next draw for ship's fund.

**WARRIOR (Waterman), July 4—Chairman, F. Blankenberg;** Secretary, M. Elliott. Some disputed OT—to be taken up with patrolman. Motion to rotate ship delegate's job. Discussion on repair list. Need many repairs.

**Aug. 5—Chairman, E. McCaskey;** Secretary, M. Elliott. Three men logged, two missed ship and rejoined; Capt. cannot life logs. Some disputed OT. Do not disturb patrolman until after payoff. Suggestion that one man of steward dept. be put on OT at night in foreign ports to watch pantry and messhalls to keep out stevedores and strangers and also try to prevent stealing. When washing garbage buckets throw dirty water overboard not in sinks. Take trash aft. Repair list submitted.

**ROBIN HOOD (Robin), July 27—Chairman, S. Doyle;** Secretary, F. McGarry. Chief cook incompetent. Repair list turned in. Few minor beefs—to be taken up with patrolman. Locker to be repaired. Vote of thanks to delegates and steward dept. except chief steward and chief cook.

**ROYAL OAK (Chies Service), Aug. 3—Chairman, S. Senak;** Secretary, E. Krez. Steward beef settled. Some disputed OT. Baking not up to par. Shore leave to be straightened out. Request more variety of food.

**PACIFIC STAR (Compass), Aug. 1—Chairman, F. Hughes;** Secretary, J. McGinn. Few repairs made. Few hours disputed OT.

**MAIDEN CREEK (Waterman), July 29—Chairman, R. Maycriston;** Secretary, J. Ballady. Minor repairs being made. Injured brother on way back to US. Ship's fund, \$11. To have raffle on heaters. Some disputed OT. Discussion on brother's injury and how he was left behind in Korea—to be referred to patrolman.

**LOSMAR (Calmar), Aug. 3—Chairman, J. Faircloth;** Secretary, W. Barth. Reports accepted. New delegate elected. Motion re: change of working rules pertaining to cleaning of cargo holds in continental US. ports.

**IRENESTAR (Triton), Aug. 3—Chairman, C. Jennette;** Secretary, W. Deal. Beef re: one crewmember with chief mate—to be turned over to patrolman—also about transportation rate, subsistence pay and travel pay. Some disputed OT concerning longshore work. Request special meeting with patrolman before payoff. See patrolman about SIU feeding plan on ship; also fresh fruit in foreign ports.

**CITIES SERVICE BALTIMORE (Chies Service), July 30—Chairman, R. Fink;** Secretary, T. Guerrero. Baker fired—justified. Do not use messroom as bar room or flop house. Money owed to crew by missing pantryman sent to delegate. Vote of thanks to delegate for job well done. Crew mess to eat after crew is served. See patrolman for clarification on CS contract. Ice trays for crew mess. Use own cots.

**ANDREW JACKSON (Waterman), July 26—Chairman, T. Hill;** Secretary, V. Hopkins. Ship's fund, \$23.17. Repair list to be submitted. Reports accepted. Motion capt. issue one day discharge for day's pay received in NY. Change brand of coffee. Washing machine to be repaired. To buy iron.

**OCEAN DEBORAH (Maritime Overseas), July 28—Chairman, E. Burton;** Secretary, L. Thomas. Few minor beefs. Galley fan needs new motor—engineer will order same. Notify headquarters—insufficient drinking water aboard in order to take on more cargo. Suggestion to make evaporated water for drinking purposes. Vote of thanks to steward dept., especially the cooks.

**ALCOA RANGER (Alcoa), July 4—Chairman, C. Crabtree;** Secretary, J. Faircloth. Discussion on food. Suggestion steward get more variety of ice cream and obtain watermelon and grapes. Also more chocolate syrup.

**July 29—Chairman, J. Stewart;** Secretary, G. Annis. New delegate elected. One man fired. Crew pantry and messhall to be cleaned at least once a month. Spray messhall while in port to keep down flies and bugs; place vinegar into pepper sauce bottles; fresh fruit placed in pantry during coast trip same as topside; cups to be returned to pantry; leave safety lights on in cross-passageway for safety. Keep ice box closed; repair washing machine.

**PACIFIC EXPLORER (Compass), July 27—Chairman, J. McKreth;** Secretary, E. Rosengef. Repair list to be made out. Ship fumigated; fans ordered; decks to be sprayed. New delegate elected. Stewards will take care of recreation room, engine dept. will clean laundry. Ship's fund to be started.

### 'Sea-Spray'



### 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.

—By Seafarer 'Red' Fink

**Pennant Gang Keeps Things In Trim**



Pleased with the way things are going this trip, the steward department on the Alcoa Pennant gangs up for a photo. Pictured (kneeling, front, l-r) H. Ridgeway, steward; W. Hamby, 2nd cook; E. Colon, saloon MM; (standing), T. Walston, crew MM; Mike LaFontaine, crew pantry; M. Howell, passenger utility; J. Cubano, saloon pantry; (on hatch) Carlos Mojica, steward utility; J. Rioux, galley utility. At right, bosun F. A. Pehler keeps a watchful eye on W. T. Mathews, AB, as he maneuvers motorized wire-brush around deck. Both photos by W. R. Cameron, NCB.

**IBERVILLE RINGSIDER AT H-BLAST**

Seafarers aboard the SS IBERVILLE who were up and about at the time had themselves quite a show when they happened to be a mere 600 miles from the scene of a hydrogen bomb test near Johnson Island on July 31. The test involved the use of a hydrogen warhead in the missile program.

Ship's reporter Paul B. Gladden Sr., said Al Ortega was on lookout when the blast went off several minutes before midnight while the ship was 600 miles north of Johnson Island.

"The first flash was so brilliant that he did not know how far away the explosion was," Gladden said. "He started to pick up the bow telephone, but decided he had better hunt a hole."

"The only holes on the fog's head being the hawse pipes, and not much protection, he went down on the main deck and into the forepeak locker. Looking out through a crack in the door he observed the rest of the display."

"After several erupting balls of fire had climbed out of the first mushroom and the display was over, it was learned that some of the crew had heard over the radio of the test to take place on Johnson Island."

The explosion was so strong that it shook the city of Honolulu and caused considerable alarm there until the situation was clarified.

The IBERVILLE was en route to the Hawaiian Islands at the time to pick up sugar for the East Coast. Before that, while one day out of Korea on June 30, she had suffered a badly-dented propeller and had to drydock in Japan for repairs.



Ortega

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- QUEBEC ..... 44 Sault-au-Matelot Phone: 3-1569
- SAINT JOHN ..... 177 Prince William St. NB OX 2-8431

**More On Changes In Pension Plan**

**To the Editor:**  
During a recent meeting on the Chickasaw, I started a discussion on a pension plan based on actual seetime.  
My suggestion is that a pension plan be set up entitling any member to a paid pension if he can show 20 years actual seetime on ships for which the SIU furnished crews. The member

**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.

would get this pension regardless of age or disability.

A large majority of the Chickasaw crewmembers voiced their approval of this proposal, and said they would like to see such a plan provided for in the future.

One brother pointed out that no one stood to benefit under this plan now because the Union was only 20 years old. But I told him—assuming that such a plan will be provided—a fund would have to be accumulated and the sooner this plan could be set up, the better our chances of accumulating the necessary funds.

I figure that the average member would have to go to sea approximately 30 years to accumulate 20 years of actual seetime and when one thinks of this it doesn't seem too unreasonable to suggest this plan.

This plan, of course, is not to be confused with our present disability plan.

Thomas A. Bronn

(Ed. note: Basic provisions on seetime for the existing \$150 monthly disability-pension benefit are 12 years on ships of companies now under SIU contract. If the time was spent on the ship before the company was contracted to the SIU, all the way back to 1934, it still counts toward the benefit. For full details on disability-pension eligibility, see box on eligibility requirements on page 15.)

**Want Bonus Or Air Conditioning**

**To the Editor:**  
This is something that should be brought to the attention of all the membership. It arose at a ship's meeting aboard the Steel Voyager in the Persian Gulf during the month of July. To us it is one of the best motions we have heard.

The motion was that all ships not air-conditioned that make

Saudi Arabia and Persian Gulf ports during the summer months should be required to pay crewmembers a bonus of \$5 per day for their inconvenience and discomfort due to the heat.

There are a few reasons why this motion was brought forth. For one, our ventilation system doesn't work. For another, the captain caught someone messing up the boat deck and afterwards refused to allow the crew to sleep up there. The reefer boxes are also outlawed for us, as there is cargo in number three and four holds.

R. Hunt  
Ship's delegate

**Offers Thanks For SIU Help**

**To the Editor:**  
I would like to have this piece put in our paper. First of all, I want to thank our welfare officials for the assistance they gave me in helping me obtain my disability benefits.

As always, the officials of our Union were right there to help and no time was lost in approving my claim. I was permanently put in the honeypot on account of my heart, after I went through the Staten Island US Public Health hospital. Now with my disability from the SIU and the Social Security I hope I can enjoy things for a while.

Thanks again to all the officials of our Union that I had the pleasure of meeting aboard ship and in the hall, and to all the Union brothers I sailed with. Best of luck and good sailing to all. I hope to drop in at the hall once in a while to see some of you.

Adrian Guns

**'SS Vincent Jr.' Arrives In Port**

**To the Editor:**  
My husband sails with the SIU out of New Orleans and is at present an ordinary seaman aboard the SS Josefina. Perhaps you could reprint the birth announcement for our new baby so that his friends could see it. It reads this way:

Mr. and Mrs. Vincent T. Tividad  
Announce  
The Launching of their Newest Addition to the Family Fleet  
By the Birth of  
Vincent Aubrey Tividad, Jr.  
On Tuesday, July 24, 1958  
Displacement: 8 lb. 6 1/2 oz.  
Fuel: Milk  
Moisture-proof Hatch Covers  
Construction Cost a Military Secret

By Authority of Married-Time Commission

Smooth Sailing Expected After Shakedown Cruise At New Orleans, La.

Thank you in advance, and please send us a copy of the SEAFARERS LOG with my son's statistics.

Mrs. Vincent A. Tividad



**MARYMAR** (Calmar), July 31—Chairman, J. Labenz; Secretary, G. Boscigle. One brother injured, hospitalized. Need wind chutes, screens for port holes.

**BRADFORD ISLAND** (Cities Service), July 31—Chairman, G. Phillips; Secretary, A. Melanson. Delegate gave safety talk; also discussed workings of Union pertaining to "B" and "C" cards.

**VALCHEM** (Maran), June 25—Chairman, M. Gray; Secretary, W. Nests. Ship's fund, \$50. Some disputed OT. Request awarding overboard outside above galley. New delegate elected. Crewmembers to donate 25¢ to get TV set repaired. Shirts to be worn in messhall. Place screens in all port holes and keep screen doors closed.

## Digest Of SIU Ship Meetings

while in port. Turn off TV at meal hour.

July 18—Chairman, T. Daly; Secretary, W. Nests. Repairs to be made. Ship's fund, \$40.50. Some disputed OT. One member missed ship. Mess-hall to be sougeed and painted. Make up repair lists and submit to delegate. Vote of thanks to baker.

**DEL SUD** (Delta), Aug. 3—Chairman, W. Perkins; Secretary, V. O'Brian. Crew to use crew gangway only not passenger gangway. Saloon steward left in Rio. Ship's fund, \$9.87. Movie fund, \$212.46. One man hospitalized, one man logged. Movies to be purchased with fund. To show movies every other night instead of nightly. Get latest information on pay raise.

**CS MIAMI** (Cities Service), July 14—Chairman, J. Nash; Secretary, A. James. Pictures sent to LOG for publication. Ship's fund, 3700 Yen, \$2. Crew requests information on action taken regarding raise in wages. Report accepted. Notify Union re: medical service and supplies. Report on air vents to be taken up with engineer. Do not take tales topside.

**CHARLES C. DUNAIF** (Colonial), Aug. 2—Chairman, J. Fifer; Secretary, W. Walsh. New delegate elected. Three allotments mailed by company. Men who fouled up will be reported to headquarters. Report accepted. Request better grade washing powder aboard. New mattresses and pillows needed also, lava soap instead of pumice soap now being issued. Need new washing machine. Vote of thanks to steward dept. for job well done.

**SUZANNE** (Bull), Aug. 11—Chairman, W. Ortiz; Secretary, J. Pratt. No major beefs. Report accepted. Discussion on food and general cleaning.

**FORT HOSKINS** (Cities Service), Aug. 2—Chairman, A. Rosario; Secretary, C. Middleton. One man missed ship. Affidavits re: OS taken off in

Key West sent to NY. Ship's fund, \$21.87. Reports accepted. Bathrooms and showers in deck dept. need re-painting, cementing, painting. Paint or sougees for deck.

**SEASTAR** (Triton), Aug. 2—Chairman, M. Sugawara; Secretary, C. Caudill. Repair list to be made up. To see patrolman about food stores and coffee. Motion to concur with headquarters organizing drive. Vote of thanks to steward dept. for excellent service and job very well done. Discussion about mattress. Suggestion to order wind scoops.

**STEEL WORKER** (Gohman), May 4—Chairman, C. Burns; Secretary, J. Barnes. Ship's fund, \$50.55. Beef re: Sparks painting for deck on own time. To be referred to patrolman. Some disputed OT. Discussion re: electrician going welding on OT. Chief electrician refuses to teach 2nd electrician how to hook up welding outfit. Request clarification.

Aug. 3—Chairman, C. Burns; Secretary, L. Zwierling. Repair list submitted. Ship's fund, \$30.35. Some disputed OT. Repairs being made. One man logged. Two electricians' beef to be referred to patrolman. Disputed delayed sailing. Reports accepted. Amer. Merchant Marine Library Assoc. contributions to ship treasurer. Suggestions to air beef before payoff. Washing machine on repair list.

**WM. H. CARRUTH** (Penn Shipping), Aug. 2—Chairman, J. Fert; Secretary, S. Butler. Radiogram and letter sent headquarters re: hospitalization in Poland of 3rd cook, also letter to his wife. Repairs being made and mess-room chairs ordered. No beefs. Some disputed OT. Motion to investigate men missing ship. Also personal conduct aboard ship. Motion to recommend man missing ship be barred from Union. Milk in Poland spoiled on both occasions ordered.

**SEAMAR** (Calmar), Aug. 2—Chairman, B. Laffoon; Secretary, J. Eichenberg. New delegate to be elected. Ship's fund, \$500. Letter read from headquarters about sick AB. Crew thanks headquarters for prompt action. Good care to be taken of new washing machine; timer to be ordered. Vote of thanks to steward dept. for fine food and service.

**FLORIDA STATE** (Pence Cement Co.), Aug. 11—Chairman, O. Lee; Secretary, B. DeMartino. Ship's fund, \$20.43—report accepted. Dispute pending concerning dismissal of officer. Disputed OT. New washing machine to be installed. Suggest head be more carefully cleaned.

**SS AFONDRIA** (Waterman), Aug. 16—Chairman, C. Hall; Secretary, J. Fuller. Check with patrolman on American money draws, radio message to headquarters, men being permitted to miss sailings, and beef over testing cluster lights. B and C men with over 60 days pay off on West Coast. East coast B and C men to return to area of engagement as per new ruling in LOG. One man logged. Ship's fund, \$1.78. Disputed OT. Shortage of soap and matches, also milk. No beefs. Theft reported. Renew or repair crew's washing machine.

**AZALEA CITY** (Pan Atlantic), Aug. 17—Chairman, W. Banks; Secretary, J. Austin. Everything OK. Two men took off in San Juan. Disputed OT. New delegate elected. Water to be put on table during meals. Steam to be cut off at hot water. Suggest getting walkway boards. Donation of 80 cents per man to ship fund.

## It's Hot Whatever Name You Call It

One result of the coup in Iraq has been an announcement by the Iraqi government that as far as they are concerned, from now on the Persian Gulf will be known as the Gulf of Arabia.

This has drawn a protest from the government of Iran which declared that the Iraqi decision was not binding and must be considered an unfriendly attitude toward Iran.

As far as Seafarers are concerned, whether its Persian or Arabian, it still is one of the hottest spots on earth with temperatures often going well above the 100 degree mark.

Some Seafarers may have their own names for the place, but they are not likely to get into an atlas.

## Personals And Notices

**Harold George Releford**  
Contact your wife at 235 W. 102 St., NY 25, NY.

Tom Heeney  
SS Steel Apprentice

Get in touch with Joe DiGeorge at SIU hall in New York for the money due you.

**Frank Parsons**  
It is urgent that you contact your former wife, Mrs. Barbara McKun, 42 Pine St., Laconia, NH.

**John A. Tonazzi**  
Walter Ammann wants you to get in touch with him at 816 S. Bond St., Baltimore 31, Md.

**Salvatore Sbriglio**  
Your wife Rita asks you to send money for the children to her new address, 18833 Rayen St., Northridge, Calif.

**Harold W. Lawrence**  
Contact your wife Doris regarding some important papers to be signed.

**Tom Hodney**  
Get in touch with M. McLaughlin, 38 White St., East Boston, Mass.

**George Mills**  
Contact James O'Neill, 15 Liberty St., Poughkeepsie, NY.

**Walter Scott**  
Paul Widener asks that you contact him at 115 Wooley St., Southampton, NY.

**James C. Turner**  
Get in touch with O. J. Esser, Iowa National Mutual Insurance Co., Florida Branch Office, 1451 E. 4th Ave., Hialeah, Fla., or phone 80-2042 regarding your claim.

**Charles O. Lynsky**  
Your mother asks you to get in touch with her at home.

**Seafarer and Mrs. John P. Hayward** of Little Falls, NY, wish to announce the birth of Barbara Jane Hayward, on May 11, 1958.

**Gene Berger**  
Engine Dep't  
Write Mary Ann Picking, 2933 Madera Ave., Oakland 19, Calif.

**Robert Prideaux**  
Tom Griffith would like you to mail his repaired watch to him at 58 Elder Place, Potomac Heights, Md.

**Edmund K. W. Eriksen**  
Please write your wife, Betty, or phone her at AD-2-7444. Very important.

## Keeping in Touch

### WITH SIU OLDTIMERS



This year the SIU celebrates its twentieth year of existence, but for retired Seafarer George Guy Gordano it marks the end of twenty years as a member of the SIU.

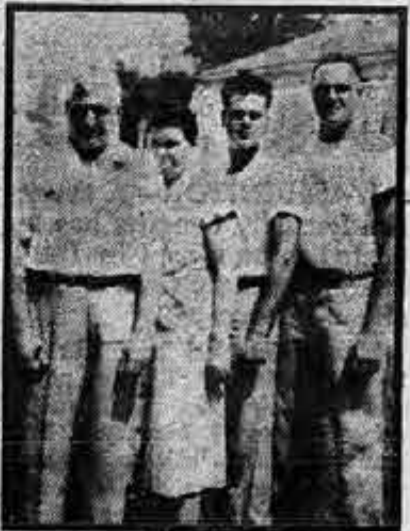
Joining the Union in the year of its organization, 1938, Gordano can account for over a hundred ships he has sailed on since he started shipping in 1918 on the Great Lakes passenger ship, Frank E. Kirby. During World War I he served on a variety of Navy vessels including a battleship, the USS Arkansas; an ammo ship, the USS Nitro; a copper-bottomed gunboat, the USS Galveston, and even a couple of submarines. He also managed to put a stint in with the US Engineering Department on a Mississippi stern wheeler, the SS Douglas.

After the war, Gordano went back to the Great Lakes passengers until he started to make the deep sea runs, shipping as an AB and bosun on tankers, freighters and deep sea tugs.

Gordano, who is 54 years old, lives at 3040 Music Street, New Orleans, La. with his wife, Pauline, two sons, George, Jr., and Kerry Lee and a daughter, Sylvia Lynne. Even though he has settled to the ease of the retired life, he remembers vividly the rigors of seafaring.

In 1944, while aboard the John L. Sullivan, all hands were called on during a heavy gale to lace the starboard foredeck with runners and spring wires after the ship had cracked in a storm. Another time, while rounding Cape Horn on the Josiah Packer during a storm, the deck gang was called on to save the deck load which had broken loose.

But the times Gordano hit the English and German ports more than made up for the hardships at



Oldtimer George G. Gordano, wife Pauline, sons Kerry Lee and George Jr., line up for family photo outside home in New Orleans. Absent is daughter, Sylvia Lunne.

sea. The English and Germans were always hospitable and Gordano especially "enjoyed their ways of joking about life in general."

With the SIU hall just a stone's throw away, the retired Seafarer has no trouble in keeping in touch with many of his old buddies. LeRoy Clarke, port agent in Lake Charles, D. Horn, C. Miller, W. R. Thompson, C. J. Stephens and Charlie Kimball are just a few of the Seafarers who keep him up to date.

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.

## SIU BABY ARRIVALS



- All of the following SIU families have received a \$200 SIU maternity benefit.
- Raul Aguilar Jr.**, born August 4, 1958, to Seafarer and Mrs. Raul Aguilar, Brooklyn, NY.
  - Isaac Brown**, born July 29, 1958, to Seafarer and Mrs. Isaac Vega Brown, Playa Ponce, PR.
  - Willie Midgette Jr.**, born June 20, 1958, to Seafarer and Mrs. Willie G. Midgette, Lowland, NC.
  - Vincent Tividad Jr.**, born July 22, 1958, to Seafarer and Mrs. Vincent A. Tividad, New Orleans, La.
  - Kathryn Wallace**, born August 12, 1958, to Seafarer and Mrs. Earl C. Wallace, La Marque, Tex.
  - Anthony Ferrer**, born July 10, 1958, to Seafarer S. B. Ferrer, Bronx, NY.
  - William Aguilar**, born July 19, 1958, to Seafarer and Mrs. Jose Aguilar, Bronx, NY.
  - Joel Thomas**, born July 9, 1958, to Seafarer and Mrs. Joseph E. Thomas, Alameda, Calif.
  - Michael J. Hayes**, born May 9, 1958, to Seafarer and Mrs. George L. Hayes Jr., Vancouver, Wash.
  - John Howland**, born May 23, 1958, to Seafarer and Mrs. John A. Howland, Lutherville, Md.
  - Rafaela Bonfont**, born August 14, 1958, to Seafarer and Mrs. Gabriel Bonfont, New York City.
  - Katrina Fritz**, born May 24, 1958, to Seafarer and Mrs. Floyd W. Fritz, Baltimore, Md.
  - Tina Marie Murphy**, born June 16, 1958, to Seafarer and Mrs. Carmelo Murphy, New Orleans, La.
  - Victoria Durmo**, born July 7, 1958, to Seafarer and Mrs. John Durmo, Bronx, NY.
  - Lawrence Hitchcock**, born July 13, 1958, to Seafarer and Mrs. Columbus Hitchcock, Baltimore, Md.
  - Susan Rome**, born July 22, 1958, to Seafarer and Mrs. Calvin A. Rome, New Orleans, La.
  - Herman Mielke Jr.**, born August 4, 1958, to Seafarer and Mrs. Herman C. Mielke, Baltimore, Md.
  - Dennis Nettles**, born July 19, 1958, to Seafarer and Mrs. Johnny Nettles, Baltimore, Md.
  - John Eftimiou**, born May 9, 1958, to Seafarer and Mrs. Nicholas Eftimiou, San Francisco, Calif.

## FINAL DISPATCH

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

**John L. Madden, 47:** Brother Madden of Salem, Alabama, died on May 21, 1958, in New Orleans. The cause of death was a stomach ailment. He became an SIU member in 1943 and sailed in the engine department. Brother Madden is survived by a sister, Mrs. Esther M. Payne, of Columbus, Georgia. He was buried in the Salem Cemetery.



**Francis J. Herr, 39:** Brother Herr died on August 8, 1958, in Baltimore, Md., of a brain hemorrhage. He is survived by his wife, Mildred Anna Herr, of Baltimore. Burial took place in the Oak Lawn Cemetery, Baltimore.

**Roland I. Wedberg, 34:** A cerebral hemorrhage was the cause of Brother Wedberg's death on June 13, 1958. His body has been returned to the US from Recife,

Brazil, where his death occurred, but the place of burial is unknown. Brother Wedberg lived in Jacksonville, Florida. He is survived by a brother, Walter F. Wedberg.

**William Rochell, 73:** Brother Rochell died of a malignant tumor August 4, 1958, in New Orleans, La. He joined the Union at its organization in 1938 and sailed in the steward department. Surviving is his sister, Alice De Silva of New Orleans. He was buried in the Holt Cemetery, New Orleans.

**John Flynn, 51:** Brother Flynn died on May 23, 1958 at the Medical Center, Jersey City, NJ. The cause of death was cancer. Brother Flynn started sailing with the SIU in 1937 and was last aboard the Ocean Neva. He was interred in the Montville, Cemetery, Montville, NJ. There are no survivors.

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## Congress Boosts Old Age Benefit

WASHINGTON—A seven percent increase in Federal Social Security benefits has been voted by Congress and is expected to be signed by the President. The new pensions for retired workers would go into effect February 3.

The increased benefits will be financed by higher payroll taxes on employers and 75 million workers, starting January 1. Maximum tax levels will be increased on that date from \$94.50 to \$120 a year.

In addition to increasing benefits for 12 million workers now on the retirement rolls, the bill sets up a new category which will lead to still higher benefits for some workers retiring in the future. Up until now, benefits were based on average monthly earnings up to a maximum of \$350 a month or \$4,200 a year, and payroll taxes were deducted up to that figure.

Workers averaging more than \$350 a month in earnings got no credit toward retirement pay for their additional income as they did not pay taxes on any earnings over the \$4,200 figure.

Now though, the taxes will be

The SEAFARERS LOG is now in the process of obtaining full details of the new benefits from the Federal Security Agency. These details will be presented in chart form in a future issue of the LOG for the information of the membership.

deducted up to \$4,800, or \$400 a month average earnings, and a new category of benefits is set up on the \$400 level.

Therefore, as it now stands the bill provides:

A) A maximum of \$116 for presently-retired single workers and future retirements at the old top figure of \$350 average monthly earnings. This is an increase of \$7.50 a month. For a man and wife in the same bracket it goes up \$11.20 a month to \$174. For a widow and two children it goes up to a top \$232 monthly — a \$32 increase.

B) In the brand-new bracket of \$400 monthly average earnings the maximums will be \$127 a month for a single worker; \$190.50 a month for a man and wife and \$254.10 a month for a widow with two children.

For practical purposes, most Seafarers will probably qualify on the \$400 monthly average and be entitled to the top figure for retirement. In combination with the SIU disability-pension, a single retired Seafarer would then be entitled to \$277 a month, a married retired Seafarer to \$340.50 monthly.

Payroll taxes will go up on January 1 from 2¼ to 2½ percent on both workers and employers and the taxable wage base will be increased from \$4,200 to \$4,800 a year. The tax increase, which will amount to more than the Government needs to cover the benefit increases, has been enacted to provide long-range stability for the Social Security fund.

The final bill also provided for a \$197 million increase in Federal public assistance grants to the states for the needy aged, blind, disabled and dependent children. The increase will raise Federal contributions for the blind, aged and disabled from \$60 to \$64 or \$65 a month, and for a dependent child to \$30.

Payroll taxes will be increased again at three year intervals until 1969. There will be an increase to 3 percent in 1960, to 3½ percent in 1963, to 4 percent in 1966 and to 4½ percent in 1969. Experts believe that by 1960 the present deficit in the Social Security system will be wiped out and the system will be in the black from then on.

### 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.

### Cosy Spot For Relaxation In 'Frisco



Newly-refurbished library at Sailors Union hall in San Francisco provides comfortable spot for reading and relaxation. SUP members, Seafarers shipping from West Coast and men from other SIU affiliates utilize the facilities. At front table (l to r) are Tom Banich, Pete Nielsen and Ben Gagliasso, all SUP men, trying out the new captain's chairs and some of the 1,100 new volumes added to the library collection.

## Showdown Seen Near On Struck Canadian Ships

HALIFAX—A showdown appears to be in the offing in the SIU-Canadian District's 14-month strike against the Canadian National Steamship company. Troy Browning, Lakes operator who is handling the ships on behalf of the new Cuban owners, has announced that he will attempt to get the

ships out of port in the face of an SIU picketline. The ships were sold to the Cuban interests under a Canadian government-sponsored strikebreaking move.

At week's end, the Canadian strikers had the full support of the world labor movement, including the AFL-CIO, Canadian Congress of Labour, the International Transportworkers Federation and the International Confederation of Free Trade Unions, and were awaiting further moves by the new owners.

### Report Steam Up

On Monday, news reports indicated that some crewmembers had gone aboard the Canadian Cruiser, largest of the CNS vessels, and that steam was up. However, this was presumably done by scab ship's officers, who have been maintained aboard the ships

since the SIU strike began, July 4, 1957.

It had been expected then that the company would attempt to sail the ship for Havana, although neither she nor any of the other struck ships have had a going-over in the shipyard since being idled. Like other labor groups, Local 1 of the Industrial Union of Marine and Shipbuilding Workers has refused to handle the "hot" ships.

This month's sale of the CNS ships, which have been operated by a Canadian government-owned subsidiary, was the latest in a series of strikebreaking maneuvers by the operators and the government to smash the SIU strike. Waterfront observers have echoed the union contention that the bargain sale of the ships was engineered primarily in retaliation for the union's determination not to knuckle under.

Opposition members of Parliament have sharply criticized the government for letting the CNS fleet go foreign, particularly when some of the Canadian bids came within \$200,000 of the \$2.8 million sale price and one, late by a few hours, topped the Cuban bid by \$200,000.

The government's action was further criticized because the actual money in issue between the SIU and the company amounted to barely \$24,000 yearly. Not even taken into account, says the union, is the Canadian loss in wages, taxes and other items as a result of the outright foreign sale.

### Crews Locked Out

The SIU beef arose last year when CNS locked out its seamen over a 30 percent wage increase demand. At the time, ABS drew \$204 a month. When a government conciliation board recommended a ten percent award, the union membership scaled down its

demands to 20 percent, and the company countered with a two-step 15 percent take-it-or-leave-it offer. This would have kept CNS wages way below prevailing standards, as they have been all along. Rejection by the SIU of the company's meager offering prompted CNS to transfer the ships to Trinidad in order to break the strike. However, worldwide labor solidarity forced the company to back down when it was unable to obtain scab crews anywhere.

Two plane loads of 100 men from Jamaica turned back in mid-flight and other seamen from England refused to board the ships on arrival in Canada when they learned of the SIU strike. Three of the ships have been tied up here since the strike began. Five others have been anchored in Bedford Basin since December, when they were shifted from Montreal manned only by ship's officers, and waterfront workers here wouldn't tie them to the dock.

Unable to obtain crews, CNS transferred the ships back to Canadian registry and put them up for sale a short time ago.

## Seattle Likes Contract News

SEATTLE—Meetings with the crews of all ships hitting this port were held in order to inform them of the new wage increase, Jeff Gillette, port agent, reports. Needless to say, the news was well received by all hands.

Shipping for the two week period continued to be good and is a good bet that it will continue that way. Two ships, the Mankato Victory (Victory Carriers) and the Alcoa Partner (Alcoa), paid off and signed on.

In transit were the Penmar and Losmar (Calmar), the Maiden Creek and Afoundria (Waterman), the Ocean Evelyn (Ocean Transport) and the Orion Star (Orion).

PHOTOS  
STORIES  
LETTERS  
CARTOONS  
POEMS

Send em to the LOG!

## Union Office Nominations End Sept. 12

There is still some time left for Seafarers who wish to be candidates in the forthcoming Union elections to nominate themselves. The nominations period will wind up as of midnight, September 12, for the 38 union posts which will be open in the voting. Balloting will get underway on November 1 and close December 31.

The nominations procedure calls for a candidate to nominate himself for any Union office simply by submitting proof of his three years' seafaring, four months of which has to be in the current calendar year; his two years' continuous Union membership and US citizenship. Those seeking departmental posts must show seafaring in that department. Candidates should remember to specify the port and office they are seeking.

After all nominations are in and have been deemed valid by a membership-elected credentials committee, the SEAFARERS LOG will publish a special supplement containing photos and statements of each candidate. All Seafarers who are candidates are asked to submit such statements of not more than 100 words, with a photograph.

The 38 offices open were listed in the last issue of the SEAFARERS LOG. They are largely the same as in the previous election with the following exceptions:

Two assistant secretary-treasurers joint will be chosen as against three the previous time.

The ports of Norfolk, Savannah and Tampa will elect agents only.

The ports of Wilmington and Seattle will be on the ballot for the first time for the election of port agents.