

ALL SHIPS TO GET SIU FOOD PROGRAM

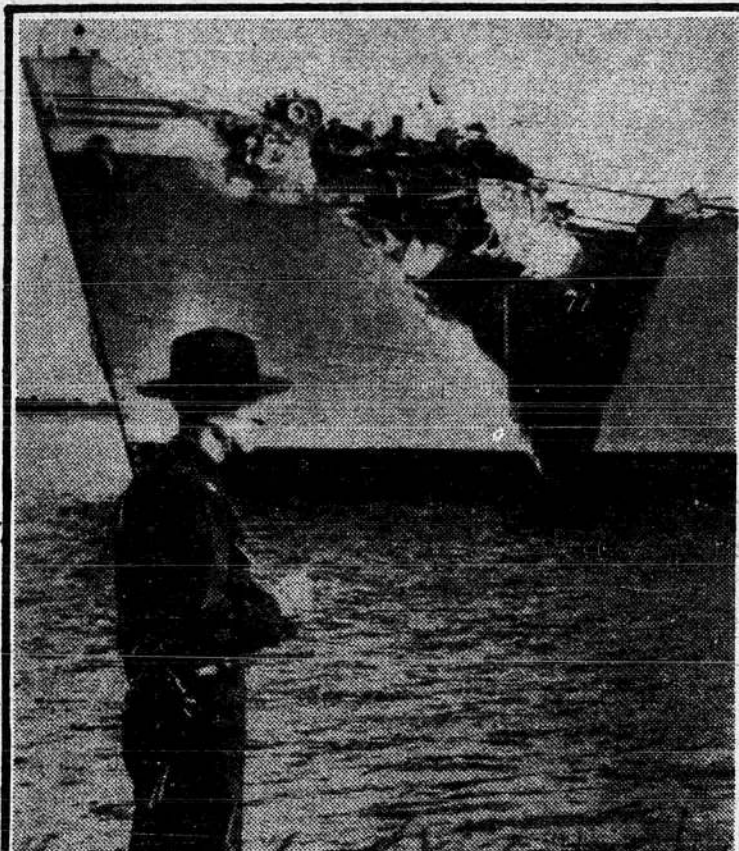
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SIU Co. To Build Four Box-Ships

Story On Page 2



Groundbreaking. Group of Seafarers gathers at site of new Philadelphia hall for groundbreaking ceremonies. That's Port Agent Steve Cardullo at the wheel. New building will be modern structure with all facilities on one floor for Union and Welfare Plan needs. (Story on Page 16.)



Casualty. Lebanese-flag Taxiarchis got holed-through in collision after owners tried to save pilot's fee and navigate Seaway without one.



Strike Details. Striking Italian seamen explain their beefs to LOG staffer (right) at SIU headquarters. Seated (l. to r.) are Federico Columbino; Claude Simmons, SIU assistant sec.-treas.; Luigi Mennille; Giordano Artuzato; Fabio Chiussi. Standing, Frank Morgese, headquarters employee, who interpreted. (Story on Page 3.)

Plan 4 Giant Box-Ships For 'Coastal Trade'

WASHINGTON—Reflecting the apparent success of its containership operation in the coastwise trade, the SIU-contracted Pan-Atlantic Steamship Corp. is planning to build four containerships to be used in the intercoastal services. The ships would actually be built by Sea Land Ships Inc. of Port Newark, NJ, and would be chartered to Pan Atlantic for operating purposes.

Sea Land has already applied for Government-guaranteed construction mortgage loans for the four ships, which are estimated to cost almost \$20 million each.

The proposed containerships, unlike those presently operating in the coastwise trade, would be built for container purposes from the keel up. The present containerships, six in all, are converted C-2s.

In addition to being new ships, the proposed vessels would carry more than twice as much cargo as the present C-2s. They have a capacity of 226 containers and 4,500 short tons of cargo. The new ships would carry 550 containers with a capacity of 12,400 short tons. Such higher cargo capacity would be essential in the longer intercoastal runs.

As on the existing ships, the new vessels would carry their own traveling cranes for loading and unloading, making them independent of shoreside-based gantry cranes. Consequently, the ships could call at virtually any pier in any port.

Long Experimentation

The application for mortgage on new ships climaxes several years of experimentation by the company in the carriage of containers. Initially, the company started carrying 50 containers on specially-built decks on four tankers. The tankers carried oil and loaded containers northbound from Houston, and loaded containers southbound, making paying cargo both ways. These ships depended on a shoreside crane for loading and unloading.

Subsequently, the conversion of the C-2s was undertaken, and the tankers were chartered out to other companies for pure bulk cargo or tanker operation.

When the McLean interests purchased Waterman-Pan Atlantic, they had announced plans to build roll-on, roll-off ships for the coastwise service. Subsequently, studies indicated that containerships might be more practical, since there wasn't any waste space involved in bringing a truck engine, chassis and wheels aboard. The roll-on idea was then abandoned in favor of the "lift-on" containership in which the trailer box is lifted off the chassis and stored in the ship's hold as a large cargo box.

In another development in the containership field, a corporation

known as Containerships, Inc., has qualified for a loan and mortgage insurance from the Government and is building two small containerships at a cost of \$7 million.

The two ships would operate between New York and Jacksonville, beginning in the summer of 1960. The ships will be diesel-powered and will carry 198 light-weight containers, totaling 2,100 tons of cargo, somewhat under half the capacity of Pan-Atlantic's C-2s.

Co's On Box-Ship Bandwagon

Huge savings in time, handling and costs are convincing more and more ship operators that the way to lower costs and bigger profits is through containerships.

Initiated by the SIU-contracted Pan-Atlantic Co. two years ago, containerization has been adopted by a number of major operators on both coasts to some degree, while many others are seriously considering the possibility.

Pan-Atlantic is presently the

leader in container operations with its six converted C-2's carrying 226 vans apiece. The company is hoping to charter four new containerships in the near future for

use in the intercoastal trade. These ships would hold about 550 containers. (See adjoining story.)

The biggest spur to the trailer-carrying vessels came with the design of detachable wheels and chassis on the vans, making it possible to stack them one atop another. In the "piggy-back" system, the vans cannot be stacked and consequently there was a huge waste of storage space.

Matson Expanding

The major containership operator on the West Coast is Matson Lines, under contract to the SIU Pacific District. Matson has been operating six of its 14 ships as partial containerships for the past year. The vessels carry about 75 containers but only on the main deck, using below-deck space for conventional cargoes. However, the line is planning to add a seventh ship next year that will carry nothing but containers, both on its decks and in its holds—300 containers in all.

Unlike Pan-Atlantic's set-up, which employs cranes already mounted on the vessel, Matson operates with a shoreside gantry crane.

Another West Coast company, American President Lines, has started using 17-foot containers on a limited scale. Here too, the vans are stored on deck, but the company is planning to convert several freighters to handle containers in part of the below-deck area as well. On the East Coast, Grace Lines is converting two of its ships for container operation.

\$1.25 Minimum Proposed For 100,000 In Maritime

WASHINGTON—A Senate Labor subcommittee has recommended sweeping changes in the minimum wage laws which, for the first time, would bring deep-sea seamen, tug-boatmen and other workers on river, lake and harbor craft under the provisions of the law.

The proposal by the the committee would apply a \$1.25 minimum wage and the 40-hour work week to some 100,000 men in the marine industry over a four-year period. However, another proposal, which would apply the wage minimums to foreign-flag vessels owned by American citizens, is under attack by the Department of Labor and may be dropped from the bill.

Would Drop OT

Another compromise provision would not apply the overtime provisions of the act, calling for time-and-a-half-for work performed over 40 hours, on the ground that this would involve a considerable boost in seamen's overtime payments under Union contracts.

Even in its present form, if adopted, the revised Fair Labor Standards Act would make for considerable improvement in wages of non-union seamen on hundreds of tugs, barges, towboats and other craft which are presently paying well below the \$1 hourly minimum. As a consequence, the gap between these workers and those on union

ships would be lessened and union organizing made easier.

The SIU and other maritime unions had strongly supported the proposal to apply the wage minimums to runaway-flag ships owned by American citizens. These ships now pay in the vicinity of \$90 to \$100 monthly for a minimum 56-hour week. Even at the \$1 an hour level, the wages of seamen on runaway flag ships would be almost tripled.

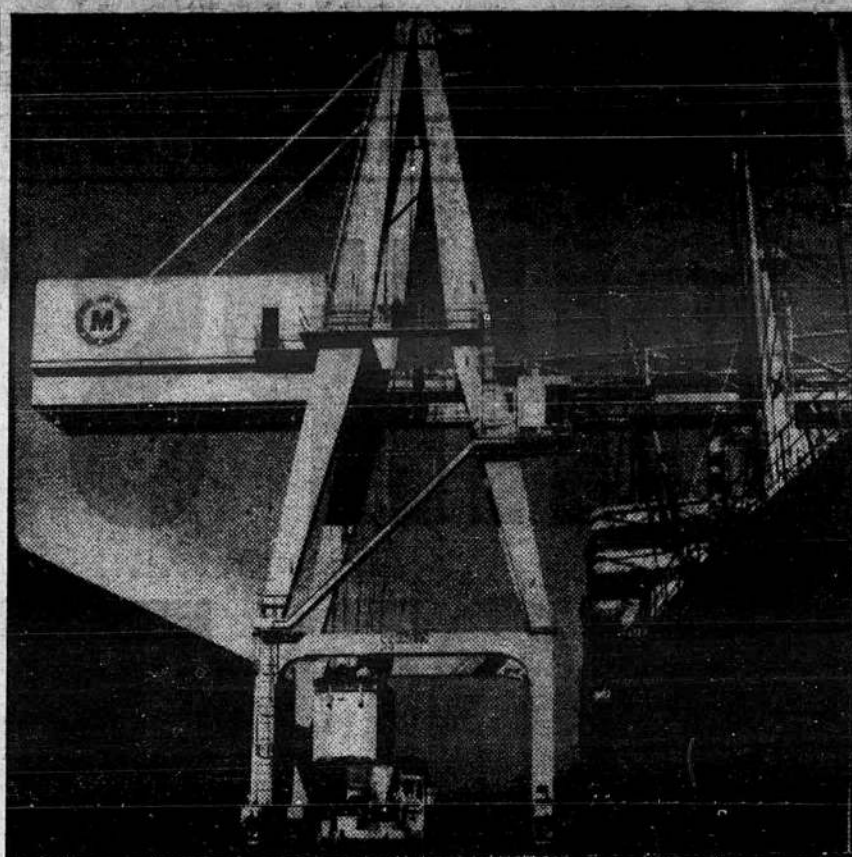
Consequently, the steamship industry, particularly the large oil and metals companies which operate runaway ships, have opposed the minimum wage provision bitterly and may be successful in excluding the runaway-flag crews from its application.

Payoffs Are SF Surprise

SAN FRANCISCO — Although none had been expected, three ships turned up here for payoffs during the last report period and then signed on again. As a result, shipping in this port was good, says Marty Breithoff, port agent.

The ships paying off were the Producer (Marine Carriers), Almena (Clover Carriers) and John B. Kulukundis (Martis).

Besides these three ships, the City of Alma (Waterman) also signed on. In transit were the Steel King (Isthmian), Yorkmar and Penmar (Calmar), Royal Oak (Cities Service), Wild Ranger (Waterman) and Alcoa Pegasus (Alcoa).



Massive shoreside crane lifts loaded trailers aboard Matson ship in San Francisco. Matson ships carry trailers on deck. Company is converting other ships for full containership operation.

File Appeal In 'Speeding' Suspension

The case of the Coast Guard vs. captains entered a new phase earlier this month when Captain James W. La Belle, skipper of the American Export liner Constitution, appealed the one-year suspension of his master's license and other Coast Guard papers.

The suspension was ordered June 5 after La Belle was found negligent in the collision of the Constitution and Norwegian tanker Jalanta last March 1.

In the hearing which followed the crash, a Coast Guard examiner found that La Belle had operated his 30,500-ton vessel "at an immoderate speed" in poor visibility and had failed to stop his engines when he heard the fog signal of an unseen vessel ahead.

In late June the Coast Guard followed up its action against La Belle by filing almost identical charges against both captains and both second mates of the Grace liner Santa Rosa and the tanker Valchem.

These collided off the Jersey coast March 26, bringing death to four Valchem crewmen, including three SIU members and one engineer.

Similar Charges

In this case, too, the Coast Guard charged improper navigation at immoderate speeds, improper use of radar, and failure to stop after hearing fog signals.

The Masters, Mates and Pilots have charged that over-reliance on radar, plus company demands on captains to maintain speed in order to meet schedules, are important contributing factors to ship accidents.

The hearings on both the Constitution-Jalanta and Santa Rosa-Valchem collisions essentially substantiated these charges. But the Coast Guard at the same time warned skippers that they must obey the rules of the road or face the penalties.

La Belle's appeal is subject to review by the Coast Guard Commandant, who has the power to overrule or reduce the suspension. If he does not do so, La Belle will automatically get his papers back next June 4.

Houston Has A Breather

HOUSTON — Shipping in this port was fair during the last report period. Three ships were in for payoff and there were 20 ships in transit. There were no sign-ons.

During the next two weeks only one ship is scheduled for payoff and the shipping picture is not too bright. However, this port has had more than its share of hot shipping in recent months.

Paying off here were the Valley Forge (Peninsular Navigation), Texas Ranger (Marine Carriers) and Pacific Venture (Pacific Venture).

In transit were the Mermaid (Metro Petroleum); Jean LaFitte, De Soto and Hastings (Waterman); Seatrains New York, New Jersey, Savannah and Texas (Seatrain); Steel Navigator (Isthmian); Pacific Ranger (Penn Shipping); Atlas (Tankers and Tramps); Petro-Chem (Valentine); Fort Hoskins, Bradford Island, Bents Fort and CS Norfolk (Cities Service); Rebecca (Intercontinental); Bienville (Pan-Atlantic); Margaret Brown (Bloomfield), and Del Aires (Mississippi).

Stay Put For Jobless Pay

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

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

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ANTI-TRUST MAN RAPS ICC

WASHINGTON—An unnamed Justice Department official has backed up the SIU position that the Interstate Commerce Commission is biased toward the railroad industry and does the bidding of the railroads on all major issues. A story in the July 8 "Wall Street Journal" by the newspaper's Washington office quotes "a veteran Government trustbuster" as follows:

"These agencies" [independent regulatory agencies] "started out as simple administrative agencies to look after the public interest. Then the industries took over, and now the agencies look after the industry interest. Take the ICC. I'd love to see the day when they get that agency back in the US Government. It's so wrapped up with the Association of American Railroads it's terrible. And the other agencies are getting just as bad."

The business newspaper's feature story pointed out that the Anti-Trust Division of the Justice Department has been at loggerheads with the ICC, the Federal Communications Commission and other Government agencies (including the Maritime Administration on some issues) over actions taken by these agencies to permit monopolistic practices to continue.

As has been reported in previous issues of the SEAFARERS LOG, the ICC has been under attack from maritime unions and the shipping industry for favoring the railroads at the expense of domestic American-flag shipping.

The last SIU of NA convention charged that a conflict of interest situation existed in the ICC with the agency's commissioners coming out of the railroad industry before going into Government service and then going into plush railroad jobs after serving with the ICC.

Revised SIU Food Program Covers All Union Vessels

An expanded and strengthened SIU food program covering ships of all SIU-contracted companies is now in operation, with six chief stewards working as full time field representatives in major SIU ports. The program, officially known as the Atlantic and Gulf Com-

panies Food Program, is being operated jointly by the SIU and all contracted companies, and is financed by a five-cents per man per

day operators' contribution to a central fund. The contribution was negotiated last August as part of the SIU contract renewal package, and sufficient funds have now accumulated to put the feeding program into operation.

Named by the trustees as director of the program is Seafarer Cliff Wilson, who in the past had been consultant steward for Alcoa Steamship Company in establishing sound feeding practices on Alcoa ships. Working with Wilson as field representatives are Seafarers Bob Principe, Pete Loleas and William Jenkins in New York; Ed Smith in Baltimore; Phil O'Connor in New Orleans and Phil Reyes in Mobile.

These field representatives will visit SIU-contracted ships as they hit their respective ports and will assist shipboard stewards in setting up efficient inventory systems, strengthening their menu planning, and improving the quality of shipboard food preparation and service while, at the same time, helping eliminate waste.

The food program is also making available to all steamship companies standard storing lists and standard inventory and requisition forms which simplify the job of the steward department in providing ample shipboard variety at moderate cost.

The new food program set-up is an outgrowth of the SIU feeding plan which got underway initially in 1954. At that time, the Union, in cooperation with several SIU-contracted operators, set out to replace the old "boarding-house" style of feeding on ship by a "to-order" system reflecting the practices of better-quality shore-side restaurants.

It was felt at the time that substituting individual preparation for mass cookery wherever possible, and individual service as well, would greatly improve shipboard feeding quality while reducing costs through more economical food usage.

Under the new system, for example, steaks and chops would be

cooked to order, roasts would be sliced to order, and individual servings of butter patties, side dishes of vegetables and other improved serving practices would be employed.

The old mass cookery system, it was found, resulted in heavy waste, because the excess food that was prepared or sliced ahead of time had to be thrown away. Family-style serving at the table also resulted in wastage.

Several of the major steamship companies, notably Alcoa, Bull, (Continued on page 15)

158 Years' Worth Of Seetime



Veteran Seafarers, now on SIU disability-pension program, discuss the old days with Port Agent Lindsey Williams at SIU meeting in New Orleans. They are (left to right) August Steinman; Emory Barfield; Nils Larsen; Williams; and Erik Eklund. Oldtimers had a total of 158 years of seagoing experience among them.

NY Italian Ship Strikers Hold Firm; Get SIU Aid

The strike of Italian merchant seamen is now well into its second month with no immediate prospect of major concessions from shipowners in sight. The strike, which broke out June 8, has tied up more than 100 vessels around the world, including three ships in New York—the liners Giulio Cesare and Vulcania, and the freighter Punta Alice. Together, the three ships have over 1,000 seamen on them.

Meanwhile the strikers, who have declared that they intend to hold fast in their demands, have been aided by the SIU, which has supplied them with cigarettes, handled their mail, and interceded with the Italian Line to obtain shore leave for them.

Permits Expired

The question of shore leave came up earlier this month when the crews' 29-day landing permits expired. The US Immigration Service informed company officials that they would be required to keep the crews in custody, but that they would be allowed, on their own responsibility, to let any or all crewmen go ashore pending the completion of repatriation arrangements.

The action was one of several that the Immigration Service might have taken under the circumstances. It could have decided to put guards on the ships and kept the crews on board; it could have ordered the company to repatriate the men; it could have arrested the men and deported them, or it

could have ordered the men individually to leave. It could also have extended the 29-day time limit.

Although company officials were given the option of allowing the men ashore, they were apparently reluctant to do so, since under the law they would be subject to a \$1,000 fine for every crewman who

jumped ship or stayed behind. It was at this point that the SIU interceded in the men's behalf.

The Union emphasized the responsible behavior of the crewmembers thus far, none of whom has run afoul of the law in any respect, and urged that the company, in light of this behavior, extend them leeway to get off. If necessary, the SIU said that it would accept responsibility on behalf of a certain number of men.

Also interceding on behalf of the crew was Rep. Victor Anfuso (Dem-Brooklyn). As a result, company officials agreed that there was no harm in letting all the men ashore. The essential demands of the strikers, according to spokesmen for the Cesare and Vulcania crews, are as follows:

- Negotiation of a new contract to replace the present 40-year-old agreement which has brought no appreciable gains to the men since the end of World War I.
- Wage increases of 15 to 20 percent. (The owners have reportedly offered 6 to 8 percent.)
- Recognition of shipboard delegates or committees to present crews' grievances.
- Renewal of the right to strike

Twenty-six transatlantic steamship companies have agreed to increase passenger fares next year eight percent. The increase will affect year-round rates both off-season and high-season, except that passengers going both way by ship in the off season will be able to get a 10 percent discount.

On the run to the Mediterranean on American Export ships, for example, the minimum off-season charge for first-class passage will be \$385; for cabin class \$297 and for tourist class \$233.

The same type of fare schedule will apply to Italian Line ships, whose crews are currently on strike for an increase in their \$60 to \$80 monthly wage scale plus a grievance procedure and proper overtime rules.

The election of a slate of officers to take over from the existing trusteeship is scheduled to take place in Local 88, Masters, Mates and Pilots this fall.

Under plans worked out by the National Organization, the New York local of the union, which has been under a trustee since March, 1958, will hold its election under the supervision of an outside impartial arbitrator.

Present plans call for nominations to begin August 15, voting to get underway under the arbitrator's supervision on September 15 and to continue for a period of two months. The new officers would be installed on January 1.

NY Mates Local Will Vote In Fall

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Present plans call for nominations to begin August 15, voting to get underway under the arbitrator's supervision on September 15 and to continue for a period of two months. The new officers would be installed on January 1.

States May Get OK To Tax Crews

WASHINGTON — The sticky problem of multiple tax withholding from seamen's wages seems headed for a compromise solution in the House Merchant Marine Committee.

The committee wound up a one-day public hearing last week with an apparent decision to write legislation authorizing the withholding of state, as well as Federal taxes, from seamen's wages. An existing Federal statute had raised the question of whether withholding for state taxes was legal.

The committee indicated that it probably would go along with an industry suggestion permitting withholding of state taxes only for the state in which the seaman maintained a legal residence, and not for states where he did not make his home. Such a provision would protect seamen from multiple withholding during the course of the year, but would allow another type of deduction from seamen's wages.

The problem has arisen as a result of recent decisions by states and local governments to withhold taxes from wages, instead of permitting residents and non-residents to pay their taxes at the end of the year. An industry spokesman pointed out that 23 states now have income tax withholding requirements, and that even one township in Easton, Pennsylvania requires withholding from residents of that area who are seamen.

In addition, some states are withholding taxes on non-residents as well as residents, a practice that is putting more hardship on individual seamen. Since seamen, in the course of their work, are likely to be employed or paid off in many different states, the existing laws would result in extreme forms of multiple withholding.

Whatever solution is worked out, it seems certain that seamen will still be required to pay state taxes if they are residents of states that have income tax legislation.



SEAFARERS ROTARY SHIPPING BOARD

June 24 Through July 7, 1959

Although nine SIU ports reported a greater number of vessel calls over the past period, shipping throughout the 14 ports dropped slightly, staying just above the 1,200 mark. There was a total of 1,206 men shipped during the last two weeks as compared to 1,260 for the prior period. The decrease was felt mostly in New Orleans and Houston, while four other ports, New York, San Francisco, Tampa and Savannah, reported gains.

There was a total of 226 vessels serviced during the past period. Of this total, 61 were payoffs, 30 sign-ons and the remaining 135 were in transit. New York continued to lead the list in payoffs, with 19 during the period. All of the increased activity was the result of a larger number of in-transit ships, and not vessels signing on. In fact three ports, Boston, Tampa and Houston, had no ships signing on during the period, while four other ports, Philadelphia, Savannah, Lake Charles and Wilmington, only had one each.

On the shipping side, New York bounced back over the 300 mark again, shipping a total of 337 men during the period, a gain of 83 over the prior two weeks. Also showing noticeable gains were Boston, Savannah and Tampa, each shipping almost three times the number of men shipped previously. Frisco's increased shipping came toward the end of the period when three unexpected ships hit the port, calling for a number of replacements. The dispatcher there was hard-

pressed to fill many of the jobs, especially rated berths in the engine department and they had to be filled from the outports.

Class A men accounted for over 60 percent of the total number of jobs shipped while class B men filled approximately 23 percent and class C cards the remaining 17 percent. This is almost the same breakdown as had been reported in the previous period.

While shipping for the period stayed slightly ahead of registration, a number of ports reported more men on the beach than they would need. Philadelphia reports plenty of men on the beach there because of a local longshore beef. Other ports with growing lists are Mobile, New Orleans, Houston and Tampa. San Francisco has no class B men registered in the deck department and Savannah has none in the steward department. Five ports, Boston, Norfolk, Savannah, Lake Charles and Wilmington, reported less than 50 class A men on their lists.

The following is the forecast port by port:

Boston: Steady... **New York:** Good... **Philadelphia:** Slow, no sign of improvement... **Baltimore:** Slow... **Tampa:** Slow, only in-transit ships expected during the coming week... **Mobile:** Should pick up... **New Orleans:** No change... **Lake Charles:** Steady... **Houston:** Fair... **Wilmington:** Good, need rated men... **San Francisco:** Good... **Seattle:** No change.

Ship Activity

	Pay Sign In			
	Offs	Ons	Trans.	TOTAL
Boston	1	—	5	6
New York	19	3	21	43
Philadelphia	3	1	9	13
Baltimore ...	9	5	14	28
Norfolk	4	3	1	8
Savannah	—	1	9	10
Tampa	—	—	4	4
Mobile	7	2	4	13
New Orleans ..	8	7	23	38
Lake Charles ..	1	1	9	11
Houston	3	—	20	23
Wilmington ..	1	1	5	7
San Francisco ..	3	4	6	13
Seattle	2	2	5	9
Totals	61	30	135	226

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED			Registered On The Beach CLASS A				CLASS B							
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS			GROUP				GROUP							
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	2	5	1	8	1	1	—	2	2	4	3	9	—	—	2	2	—	1	—	1	9	2	1	12	5	14	3	22	—	—	5	2	7		
New York	24	44	17	85	—	2	12	14	23	51	19	93	1	3	8	12	—	2	6	8	93	12	8	113	85	149	36	270	2	18	29	49			
Philadelphia	3	9	2	14	—	—	1	1	—	4	—	4	—	1	1	2	1	—	—	1	4	2	1	7	11	18	9	38	—	—	1	—	1		
Baltimore	10	34	8	52	1	5	13	19	7	22	8	37	6	—	7	13	6	5	7	18	37	13	18	68	42	73	19	129	1	13	27	41			
Norfolk	2	7	3	12	1	1	3	5	2	5	1	8	1	2	2	5	—	—	1	1	8	5	1	14	10	10	3	23	—	—	6	7	13		
Savannah	2	8	—	10	—	—	1	1	2	5	1	8	—	1	—	1	—	—	1	1	8	1	1	10	5	10	3	18	—	—	3	3	3		
Tampa	2	6	1	9	—	—	3	3	—	4	—	4	—	1	1	2	—	—	—	—	4	2	—	6	5	10	—	15	—	—	4	4	4		
Mobile	8	14	6	28	—	—	2	2	7	7	4	18	—	—	1	1	1	—	1	2	18	1	2	21	35	57	7	99	—	—	6	6	6		
New Orleans	15	27	11	53	3	2	6	11	11	23	11	45	1	2	4	7	2	3	3	8	45	7	8	60	32	56	12	100	3	4	4	11			
Lake Charles	1	4	5	10	—	—	1	1	2	2	2	6	2	—	—	2	—	—	—	—	6	2	—	8	1	14	6	21	—	—	2	2	2		
Houston	17	24	1	42	1	7	2	10	10	8	7	25	—	6	3	9	2	—	—	2	25	9	2	36	24	51	13	88	2	13	10	25			
Wilmington	6	7	6	19	—	4	1	5	4	6	5	15	2	3	—	5	—	3	1	4	15	5	4	24	7	3	3	13	—	3	2	5			
San Francisco	6	9	3	18	—	2	2	4	4	10	1	15	—	6	3	9	—	2	7	9	15	9	9	33	15	18	3	36	—	—	—	—	—		
Seattle	1	7	1	9	—	5	3	8	2	9	2	13	1	1	2	4	—	—	3	3	13	4	3	20	11	9	4	24	—	4	3	7	7		
TOTALS	99	205	65	369	7	29	49	85	76	160	64	300	14	26	34	74	12	16	30	58	300	74	58	432	288	492	116	896	8	67	99	174			

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED			Registered On The Beach CLASS A				CLASS B							
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS			GROUP				GROUP							
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	—	8	1	9	—	2	1	3	—	5	2	7	—	—	—	—	—	1	—	1	7	1	—	8	—	6	1	7	—	—	2	2	4		
New York	18	37	5	60	5	16	10	31	18	45	10	73	2	13	6	21	—	—	13	13	73	21	13	107	48	137	23	208	8	27	22	57			
Philadelphia	—	15	2	17	—	1	4	5	—	6	2	8	—	1	1	2	—	—	—	—	8	2	1	11	—	20	3	23	—	1	4	5			
Baltimore	1	19	6	26	—	8	7	15	5	25	5	35	—	6	8	14	—	10	10	20	35	14	20	69	7	67	11	85	1	13	13	27			
Norfolk	3	7	—	10	1	3	4	8	1	9	1	11	—	1	2	3	—	—	—	—	11	3	—	14	1	8	—	9	1	2	6	9			
Savannah	1	4	—	5	—	1	2	3	2	4	1	7	—	2	2	4	—	1	1	2	7	4	2	13	1	8	2	11	—	—	2	2	2		
Tampa	2	6	1	9	—	—	3	3	—	4	—	4	—	1	1	2	—	—	—	—	4	2	—	6	5	10	—	15	—	—	4	4	4		
Mobile	2	18	4	24	—	3	6	9	2	8	3	13	—	5	2	7	—	1	—	1	13	7	1	21	8	52	6	66	—	6	9	15	15		
New Orleans	14	28	5	47	—	7	4	11	6	23	7	36	—	4	3	7	—	1	1	2	36	7	2	45	17	52	4	73	—	5	7	12	12		
Lake Charles	2	1	—	3	—	1	1	2	1	1	4	6	—	—	2	2	—	—	—	—	6	2	—	8	2	7	1	10	—	1	1	2	2		
Houston	7	—	2	9	28	13	5	46	2	17	—	19	1	6	3	10	—	3	1	4	19	10	4	33	15	39	3	57	1	11	4	16	16		
Wilmington	2	7	1	10	—	1	6	7	1	4	—	5	1	12	2	15	—	1	1	2	5	15	2	22	2	9	2	13	—	3	1	4	4		
San Francisco	4	14	2	20	—	1	—	1	2	5	1	8	2	4	2	8	—	7	5	12	8	8	12	28	11	23	—	34	—	2	—	2	2		
Seattle	—	8	—	8	1	3	2	6	—	8	1	9	—	3	1	4	—	1	1	2	9	4	2	15	3	15	—	18	2	1	3	6	6		
TOTALS	56	172	29	257	36	65	49	160	40	164	37	241	6	58	35	99	—	27	33	60	241	100	59	400	120	453	56	629	13	74	78	165			

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED			Registered On The Beach CLASS A				CLASS B							
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS			GROUP				GROUP							
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	4	—	1	5	—	—	3	3	3	—	1	4	—	—	1	1	—	—	—	—	4	1	—	5	10	—	7	17	—	—	6	6	6		
New York	18	10	21	49	3	5	24	32	18	6	28	52	1	2	20	23	2	1	39	42	52	23	42	117	90	34	94	218	4	7	35	46	46		
Philadelphia	5	1	7	13	—	—	3	3	2	1	2	5	—	—	1	1	—	—	—	—	5	1	—	6	7	7	9	23	—	—	5	5	5		
Baltimore	10	2	10	22	—	1	11	12	3	9	3	15	—	—	14	14	2	—	13	15	22	14	15	51	44	14	20	78	2	1	18	21	21		
Norfolk	4	1	2	7	—	1	3	4	4	1	3	8	—	1	1	2	—	—	2	2	8	2	2	12	3	4	3	10	—	1	8	9	9		
Savannah	3	1	—	4	—	—	—	—	3	2	1	6	—	1	1	2	—	—	—	—	6	2	—	8	6	1	3	10	—	—	—	—	—		
Tampa	2	—	2	4	—	—	1	1	2	—	1	3	—	—	—	—	—	—	—	—	3	—	—	3											



SIU SHIPS AT SEA

Whaddya do when you have 27 men on board and only two watermelons to divvy up among them? That was the quandary facing the galley gang on the Petrochem (Valentine) where it was cited as an example of the steward's difficulties in obtaining proper stores. "But it was also brought out," the report noted, "that the steward feeds very well with what he has." He must have divided those watermelons with finesse. The steward who rated this pat on the back was John Hoggie. Delegates on the ship are Richard B. Jones, ship's delegate; J. E. Townsend, deck; F. LeBorde, engine and Julian Dedicatoria, steward.



Hoggie

Handle with care" is the word on the foc'sle fans aboard the Seastar. It seems there are no spare parts and consequently everybody aboard is urged not to burden the fan motors with unnecessary labor. Delegate J. Keavney is hoping that they last all trip and give him one less beef to turn in.

Want to keep in trim? It's simple, according to William Magnard, recording secretary on the Steel Designer. When asked for suggestions at a recent shipboard meeting, Magnard, in the true tone of a physical culturist, said, "a seaman should touch the toes of his shoes every morning at least twenty times.

"Then," he concluded, "he should put on his shoes and turn to." End of exercise.

The last meeting aboard the SS Almena was called a "good show" according to William Souder, meeting chairman. In addition to handling the regular business and reading of all the reports, the crew also dug into all of the old annoying squabbles that have been put off.

One member reported about the galley range, and then the hot-water heater and finally it turned into a "general overall verbal clam bake." However now that all of the beefs have been reviewed, Souder noted, they will remain aboard and will not come out in the first ginmill ashore.

"Manana" may be a nice leisurely way to live, but it caused the crew of the John B. Waterman no end of trouble recently. They reported that one of the members of the black gang was taken ill and the ship rushed him to the nearest port, which happened to be Salinas, Mexico. They dropped the hook at 7 PM in the evening, but had to wait until 9 AM the following morning before medical attention could be gotten ashore. Salinas, it seems, is no place to get sick in after five o'clock in the evening.

The Lucile Bloomfield headed to Rotterdam on a mournful note

on her last trip. The trouble? No ice cream aboard. It seems that the ice cream was put aboard at Houston but the reefer boxes went dead and all of the cream melted. By this time it was Saturday afternoon of sailing day and the steward was unable to get action on replacements. As a result the ship's minutes noted that "ice cream is to be procured in Rotterdam."

Bill Mitchell, ship's delegate, resigned after spreading the bad news about the ice cream, but the gang gave him a vote of thanks anyway.

Fishermen Elect Officers; Hail SIU 'Splendid Help'

NEW BEDFORD, Mass.—In their first election under their new constitution, the New Bedford Fishermen's Union has elected Howard W. Nickerson, secretary-treasurer and Robert Swain and George Edwards as delegates.

With five candidates in the field, Nickerson received 366 votes out of a total of 909 cast. His nearest rival was Edward P. Patenaude who received 303 votes. Nickerson had been an interim delegate in the reorganization period.

Swain and Edwards ran one, two for the open delegates' posts in a field of ten candidates.

The fishermen's election was under the provisions of a constitution adopted in February by a 14 to 1 majority. The constitution established the group as an autonomous union of fishermen affiliated directly with the Atlantic and Gulf District but retaining control over its own membership and finances, and electing its own officers.

Following the certification of the month-long secret ballot election, Nickerson wrote to SIU Secretary Treasurer Paul Hall thanking the SIU "for your Union's splendid help and cooperation in helping us establish a permanent autonomous organization of fishermen in New Bedford.

"Not one of us here can ever hope to repay the SIU for its genuine assistance and support in our time of need . . . Now on our own feet . . . we recognize that we could never have come as far as we have without the moral and physical support of the SIU behind us. . . .

"The result is that today we have the finest contracts and benefits in the industry . . . Our members and their families are fully protected . . . by a no-cost Welfare Plan . . . We have a constitution guaranteeing full trade union rights to all our members . . .

"Of primary importance to our members," Nickerson noted, "is the job security protection which has been established on their behalf, thereby dispensing with the loose, unwritten procedures of the past. We are also working out an even more detailed, iron-clad seniority hiring procedure to be incorporated in our contracts in the near future. This will mean further pro-

Propose Greater Surplus Sales, Plus Overseas Gifts

WASHINGTON—Congress and the administration are still wrestling with the problem of surplus farm sales overseas as the result of a disagreement on the length of time the program is to be extended. The outcome of the debate on the farm surplus issue is of crucial importance to the US merchant marine since in recent years, the farm surplus cargoes have been a major bulwark of American-flag shipping.

At present, the Agriculture Department is selling \$1,500,000 worth of agricultural surplus overseas on bargain terms this year under authorization voted by the last Congress. Earlier in the year, a special study recommended that the program, which had been operating on a year-to-year basis, be put on a long-range schedule in an effort to get rid of the mounting pile of Government-owned farm surplus.

Amendment Offered

However, an amendment offered in the Senate by Republican Senate leader Everett Dirksen, calling for a three-year program, was defeated in the general debate on farm legislation.

At present, there are two pro-

posals before the Senate. One offered by Senator Hubert Humphrey (Dem.-Minn.) would set up a five-year "Food-For-Peace" bill and would call for sale at bargain prices for local currency of \$2 billion worth of farm surplus each year. The program would be aimed at strengthening US alliances abroad by use of food surplus as a foreign policy weapon.

The other proposal calls for continuation of the present program on a one-year basis with allocation of another \$1.5 billion worth of crops. This proposal seems likely to go through while the Humphrey proposal is debated.

Several related bills are in the House of Representatives with one calling for expansion of a program whereby farm surplus is swapped for foreign-produced strategic minerals, in addition to the straight sales of such surplus. The House is also discussing a Government "food for peace" proposal which would include outright gifts of surplus foods to foreign nations.

Another Government program upon which shipping depends heavily, foreign aid, has been cut back heavily in the Senate. The upper house voted to slice military aid \$300 million from the \$1.6 billion proposed and cut another \$83.5

million out of the defense support program.

Cargoes shipped under these programs travel in whole or in part on American-flag vessels and are another important factor in keeping American shipping going.

MEBA To Seek Lakes Job Security

AFL-CIO marine engineers on the Great Lakes are making additional job security the top demand in their current contract negotiations with Lakes shipping companies.

The engineers will also push for improved working conditions and welfare and pension protection, says Great Lakes Local 101 of the Marine Engineers Beneficial Association.

The 1,100-man local was recently created after merger of MEBA and the Brotherhood of Marine Engineers, with Ray McKay as its pro-tem president.

The Seaway, the engineers point out, has thrown open the gates to the foreign flags and many of these are now competing with US ships even in the bulk trades, on which most American seamen on the Lakes depend for their employment. Thus, the matter of job security has become a primary concern.

Faced with the same situation, the SIU Great Lakes District on June 26 negotiated an agreement with 14 of its contracted companies which provides an iron-clad program of job security and seniority protection for its unlicensed seamen.

The engineers' local said it would press vigorously to obtain an effective seniority clause, to extend the union shop provision throughout its contracts, and to establish a preferential hiring program for all job openings.

The operators, the local said, will also be asked to provide better pensions for engineers as well as an industry-wide welfare program. In negotiating its job security program, the SIU Great Lakes District also signed the 14 operators to the Great Lakes Seamen's Welfare Plan.

The engineers' present contracts with bulk carrier operators were slated to expire at midnight, July 15, but have been extended subject to 30-days' notice of cancellation.

The extensions cover the Pittsburgh, Bethlehem, Brown, Tomlinson, International Harvester, Midland, Ore Navigation, McCarthy and Browning lines.

New Orleans Expects Slack

NEW ORLEANS—Port Agent Lindsey Williams reports that shipping was very good during the last report period, but the outlook for the next two weeks is uncertain as only four ships are due in for pay-off and one of these, the Del Monte, is slated to go into temporary lay-up.

On the brighter side of the picture is the crewing of the MV Del Oro and the SS Penn Vanguard. These ships have been in temporary lay-up.

Paying off during the last report period were the Alcoa Partner (Alcoa); Del Oro, Del Aires and Del Norte (Mississippi); Alice Brown (Bloomfield); Hastings (Waterman); Penn Vanguard (Penn Marine); and Valiant Explorer (Ocean Wind).

The Alcoa Partner and Del Norte signed on, as did the Margaret Brown (Bloomfield); Steel Seafarer (Isthmian); Antinous and De Soto (Waterman); and Rebecca (Intercontinental).

In transit were the Alcoa Ranger, Corsair, Pioneer, Roamer and Cavalier (Alcoa); Seatrain Georgia and Louisiana (Seatrain); Del Campo and Del Norte (Mississippi); Margaret Brown (Bloomfield); Steel Navigator, Steel Seafarer and Steel Traveler (Isthmian); Kathryn, Carolyn and Beatrice (Bull); Antinous, Monarch of the Seas, De Soto and Claiborne (Waterman); Raphael Semmes and Gateway City (Pan-Atlantic); and Ames Victory (Victory Carriers).



Howard Nickerson, delegate of New Bedford fishermen, shown at SIU of NA convention in Montreal.

tection for the professional fisherman in New Bedford."

Although the union now has concluded its first election and has permanent officers and full autonomy, Nickerson wrote, "SIU representatives have remained on call at all times to assist in any way possible in settling problems which may develop because of the newness of our organization.

"All of these significant changes represent an outstanding contribution to the welfare and security of New Bedford Fishermen. I know I speak for all of our members when I say we could not have achieved all this without the willing and able assistance of the SIU and its representatives who worked long, hard hours to help our small organization get set up on its own feet."

The New Bedford Union has approximately 1,100 members in the fishing and scallop-dragging industry out of the Massachusetts port. Under the terms of the Union's constitution, the current officers will hold office until December 31, 1960, with elections to be held at two year intervals.



Sign Name On LOG Letters

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

British Firm Selling RR 'Strike Benefit'

The nation's railroads are setting up a gigantic "strike insurance" program to fight demands for new contracts by the rail brotherhoods. The strike insurance plan provides for pooling industry funds in the event major railroads are struck.

Under the insurance program, a struck railroad could collect as much as \$600,000 a day in benefits. The insurance policy is being underwritten by a British insurance concern in the Bahamas which is supposedly associated with Lloyds of London.

Pays Fixed Charges

The policy says that a railroad would be covered for all its fixed overhead charges during a strike, such as property taxes, pensions, interest on borrowings, payments

to various funds and all costs of the railroad's supervisory forces.

Each participating railroad will pay premiums which will depend on the frequency of strikes and will be required to make an initial deposit amounting for the industry to some \$6 million. The railroads will also pay an estimated \$150,000 a year to the insurance company which will go for administrative costs.

All these details were revealed in the July 13 issue of the "Wall Street Journal" in a lead story which commented, "The railroads have endeavored to keep the insurance plan secret. The blue-jacketed, eight-page policies mailed to some 300 roads which are members of the Association of American Railroads, are stamped 'confidential.' A memo that preceded mailing of the new policies instructed rail officials how to brush newsmen off with a few general statements about the plan, in case they learned of it."

The insurance program is not in effect yet. It will become so when railroads accounting for at least 65 percent of the industry's business have signed up. And the claims will not be paid when a strike becomes so widespread as to affect more than half the industry. However, the industry is confident that the railroads will sign up.

Other industries which have set up strike insurance programs are the American Newspaper Publishers Association and the nation's major airlines. The airlines recently shared revenues in the course of strikes.

Balt. Gets An Overhaul

BALTIMORE—The hull here has been put back into shape, reports Port Agent Earl Sheppard, with completion of repairs to the roof and other repairs and painting.

Shipping has continued fair with a large number of C men shipped and few takers for the Ore boats. The Cabins, undergoing rebuilding, may be ready for crewing around August 1, but so far no dates have been set for crewing the Valiant Freedom and Shinnecock Bay.

Sheppard urges all men who have not had recent physical check-ups to get them—also to send their wives and children, now that school is out.

Paying off here during the last report period were the Emilia, Mae, Jean and Edith (Bull); Bethcoaster (Calmar), and Feltore, Santore, Marore and Oremar (Marven).

The four Ore ships signed on, as did the Alcoa Polaris.

In transit were the Oremar, Cubore, Chilore, and Baltore (Marven); Bethcoaster and Marymar (Calmar); Alcoa Patriot (Alcoa); CS Norfolk (Citiles Service); and Steel Seafarer, Steel Traveler, Steel Scientist, Steel Admiral and Steel Navigator (Isthmian).

Tell it to the LOG



Ready For Long Vacation



Patrolman Jeff Gillette (left) presents \$441.25 vacation payment to Seafarer Troy Savage at headquarters. Check covered vacation benefits for 506 days, from Feb. 1958 to June 1959, for service on one SIU ship.

Pacific SIU Plans Clinic In 'Frisco

SAN FRANCISCO — Member unions of the SIU Pacific District are now working out plans for the establishment of a Pacific District medical clinic in this city. The regular meetings of the Sailors Union of the Pacific, Marine Firemen's Union and Marine Cooks and Stewards Union have approved the proposal and a joint committee is now working out the details.

The clinic, and subsequent ones in other West Coast ports, are being financed by a five-cent daily contribution made by the operators for each crewmember.

The proposed clinics would provide free examination and diagnostic services for members of West Coast SIU affiliates and their families, similar to the facilities available to Seafarers on the Atlantic and Gulf Coasts.

As in the SIU A&G clinics, seamen found to be in need of treatment will be referred to the Public Health Service hospitals, and members of their families to family physicians.

Scholarship Goal: Career In Physics

At the age of 17, Raymond Munna, son of Seafarer Leonard Munna, is set to embark on a career in the new "glamour field," physics, with the help of his Andrew Furuseth Scholarship Award.

Munna has been accepted at the college of his choice, Loyola University of New Orleans, and will begin studying there this September. The SIU scholarship will help cover tuition, books and other expenses. A student who often delved into subjects deeper than the courses required while studying at Cor Jesu High School in New Orleans, Munna believes that Loyola is the type of university where he can find the proper stimuli to study and to im-



Munna

prove his thinking. Loyola, he says, is a school which "investigates the past, extends the present horizons of knowledge and, most important of all, teaches one to think clearly."

Not wasting any time planning ahead, Munna hopes to go to school summers for extra credits, provided the demands of ROTC don't conflict.

Raymond's high school grades were outstanding, seldom dipping below 90 in any subject, and he hopes to maintain an equally distinguished score in his college studies.

Raymond's father, Leonard Munna, Sr., has been an SIU man since 1942. He is a chief steward and is presently on the Del Campo.

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.



Make It Skid-Proof!

On the market for use on ships' decks is a "skid-proof" paint which, when applied, makes it relatively difficult to slip on the deck. But even if you do not have such a paint on board, there are various ways to treat ordinary paints to make them slip-resistant.

One easy system is to sift sand into the wet paint after it has been applied to the deck. When the paint dries, the sand helps form a gritty surface which gives better footing than a smooth deck would.

Of course, it is also important to keep decks dry whenever humanly possible, and free of oil or grease drippings.

An SIU Ship Is A Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Keeping The Family Buggy Going

American families are riding their cars harder and longer. Today the average car is 12½ years old and has gone 110,000 miles before it's scrapped, says the Automobile Manufacturers Association. In 1925, the average vehicle hit the scrap heap when it was only 6½ years old with just under 26,000 miles on the speedometer.

That's testimony to (1) the fact that modern cars actually do last longer, and (2) they've gone up so much in price—42 percent since 1951—that as far as many families are concerned, they'd better last longer.

There's no doubt that people are spending heavy money on keeping their cars in operating condition. One authority says the average owner now spends \$587 a year on car and repair. This sounds very high, but parts especially have become expensive. A repair specialist reports that parts now cost about three times more than ten years ago. Even ordinary ignition points which used to cost 65 cents a set now cost \$1.65, he says.

One way car owners hold on to their vehicles is by replacing motors and transmissions with rebuilds. The idea of trading a motor instead of the whole car, if the body and chassis are in good condition, is logical enough. But the incidence of misleading advertising in this business makes it advisable to shop with care and knowledge.

There are many reputable motor and transmission exchange shops performing a valuable service, but a few cause continual complaints, the St. Louis Better Business Bureau reports. Among the complaints are misleading ads, misquoted prices, keeping cars longer after promising one-day service, and "10,000-mile guarantees" with no mention of the time limit.

In Atlanta, one rebuilding shop even was indicted by the grand jury, and the BBB there reports persistent complaints against a number of firms. One widespread practice has been to advertise prices as low as \$119.50 for rebuilds. But customers have complained that additional unauthorized work often is done and the bills in reality may run over \$250.

If you do get into this kind of situation, and your local BBB can't force the shop to make an adjustment, your only remedy is to have a lawyer file a civil action, or make a complaint to your city's district attorney or county grand jury for investigation.

Preventive care at the right time can lengthen the life of your motor and save large repair and rebuilding costs later. One authority lists four danger zones when an engine gives tell-tale clues. If you know these you can provide the care required at that point:

FIRST DANGER ZONE. Symptom: Your engine seems to be losing pep. Remedy: See if a major tuneup will revive it before you try costlier remedies. The tuneup includes cleaning, adjusting and re-timing ignition; cleaning and adjusting carburetor; and possibly valve repairs.

SECOND DANGER ZONE. Symptom: Engine begins to smoke; and you are using noticeably more oil. Remedy: Have the compression tested. At this time you may be able to save your engine with comparatively minor repairs, including replacement of piston rings, alignment and adjustment of rods, reseating and refacing valves, plus a tuneup.

THIRD DANGER ZONE. Symptom: Engine pumps oil badly, you need to add oil frequently with no sign it's merely leaking out. Remedy: You now may require major repairs, including new piston rings and pins, adjustment of rods, valve repairs, and quite possibly, replacement of main bearings and rod bearings. These repairs are costly but can give you thousands of additional miles of engine life.

FOURTH DANGER ZONE. Symptom: Your engine has little power left, is noisy, refuses to idle evenly and shows other signs of destructive wear. Now it may need to be rebuilt at a cost of possibly \$125-\$200, depending on your model, the condition of the engine and local rates.

Whether the engine is worth rebuilding depends primarily on whether the cylinder wall must be rebored. The other alternative is to exchange your engine for a factory-rebuilt replacement, which may not cost much more than rebuilding. But you need first to ascertain whether the body and other components are in good enough condition to warrant replacing the engine.

A good rebuilt six-cylinder engine costs in the neighborhood of \$250-\$350, including installation and the credit for your old engine. Some shops do a cheaper job using lower-grade rebuilds. These often do not include cylinder heads, oil pans or installation gaskets, but should include rebuilt oil pumps. Nor do the cheaper rebuilds have as many new or reconditioned parts as the better grade. Make sure the replacement engine is actually re-manufactured and not just an overhaul.

Many costly repairs and replacements can be avoided if car owners practice careful maintenance, especially changing oil frequently enough. Motorists who drive constantly in heavy traffic may have to change oil every 500-1,000 miles, especially in the winter months. For a car in fairly good condition, it's worth buying at least the middle-price grade of oil, called "MM" grade, which has detergents and chemicals added to help keep the engine clean.



Add Firemen, AB Courses To Union Training Program

Having been singularly successful in its training of lifeboatmen, the SIU Training Program in New York has now expanded to include ABs and firemen as well. Ten ABs have already taken the course at the school down at the Bull Line pier and have passed the Coast Guard examination for an AB's ticket. The ten successful ABs are in addition to 75 Seafarers who have successfully passed their lifeboatmen's examination since the school got underway in May.

To provide for the additional training, Artie Harrington is assisting Pete Drews as instructor.

The program for firemen will involve use of Bull Line ships in port, to familiarize candidates with the duties of the firemen under actual operating conditions in the engine room, as well as classroom instruction.

As a result of the program, well over half the candidates for Coast Guard tests in the New York area are coming out of the SIU school and they are scoring a far higher percentage of successes than men taking the Coast Guard test from other sources. SIU applicants for lifeboat tickets have been successful in 75 of 76 cases. Total applicants for CG certificates in the same period have been 145, of whom 53 failed.

One Year On Deck

Candidates for an AB ticket are required by Coast Guard rules to have at least one year's discharge on deck as an ordinary seaman. In addition, when they take their AB test at the Coast Guard, they will be given an eye examination and a test for color perception as per the requirements for an AB's ticket.

Candidates for firemen need six months' discharge as wipers to qualify for the Coast Guard examination.

The training program is geared to handle ten to 12 men at a time. It is usually completed in eight



Seafarers C. Faranto (left) and P. Roshka (center) team up to splice wire rope at SIU's AB training school in New York. Seafarer H. B. White looks on.

working days, which means that Seafarers who wish to enroll for the courses do not have a lengthy wait to get in.

The lifeboat training includes

dry run demonstrations and classroom work on a lifeboat rigged in the room, plus actual boat operation off the dock from a second lifeboat.

Mobile Unions Plan Test Of Ala. Anti-Strike Law

MOBILE—Although shipping in this port was slow for a couple of weeks, the prospects for the next two weeks are much brighter, according to Harold Fischer, Acting Agent.

Due to hit the port during the next two weeks are the Monarch of the Seas, De Soto, Hastings, Afoundria, Claiborne, Young America and Jean LaFitte (Waterman); Alcoa's Corsair, Roamer, Cavalier, Ranger, Pegasus and Pilgrim; Jefferson City Victory (Victory Carriers), and Elizabeth and Frances (Bull).

Hitting port during the past two weeks were the Jean LaFitte, Monarch of the Seas, Claiborne, Antinous and Madaket (Waterman); the Alcoa Cavalier, Roamer, and Clipper; Wang Juror (North Atlantic Marine); Kathryn (Bull), and Steel Navigator (Isthmian). All were in good shape.

A lot of favorable comments, Fischer says, are being heard from the members regarding the SIU's building program, and the members feel that the ports involved definitely need the new facilities. They are also in favor of moving the Savannah hall to Jacksonville.

Fischer also reports that several of the state's anti-labor laws are continuing to make organizing difficult at the Alabama State Docks. The most important of these laws is the Solomon Act, which in effect prohibits state dock employees from joining a union while on the state dock payroll. A number of waterfront unions are working together to eliminate this unfair piece of legislation, and meanwhile they are planning to test the law in court.

Meanwhile, the Sheet Metal Workers have gone on strike for higher wages, and the SIU has offered the use of its hall and any other assistance which might be needed to bring this strike to a successful conclusion.

LABOR ROUND-UP

A \$250,000 gift has been presented by the Hotel and Restaurant Workers Union to a medical research center on children's ailments sponsored by Danny Thomas, television entertainer. Of the total, \$50,000 came from the international union's funds, and the remainder from fund-raising drives by union members plus contributions by employers.



The AFL-CIO membership has increased about 380,000 since the Executive Council met last February, Federation President George Meany declared. Part of the increase was due to increased employment and part to progress in organizing campaigns. The council also reported that more than 100 affiliated unions increased their per capita payments to the Federation in the first three months of this year.



The AFL-CIO's televised "Americans At Work" series is now being presented coast-to-coast and in Alaska, Hawaii and Puerto Rico by 100 television stations. Local newspapers will indicate the day and time of the showing.



The Meat Cutters and the Packinghouse Workers Unions, who have already lost 30,000 jobs, or 18 percent of their labor force, in the past three years due to automation and speed-up techniques in-

duced by industry, suffered another severe blow with the announcement by Armour & Co. that it plans to shut down seven of its plants currently employing 4,500 men. The heavy loss of jobs is slated to be the main subject of negotiations between the unions and industry when present three-year contracts expires this August.



The International Ladies Garment Workers Union and three other labor unions are sponsoring housing projects in Manhattan that will provide homes for 4,548 families in former slum areas. The ILGWU was recently given title to a huge area on Manhattan's West Side and is soon to begin construction of a 2,820-unit development. The construction cost is \$38 million, of which the union's pension fund is supplying a \$20,000,000 mortgage. Another project, on the east side, is being supported by the Hatters, Painters District Council 9 and the International Brotherhood of Electrical Workers Local 3.

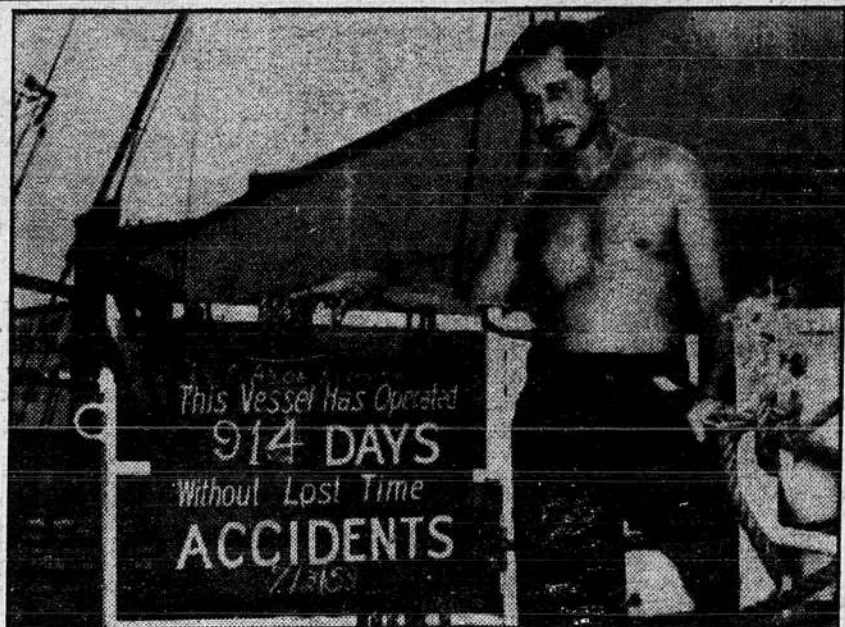


Labor and management in the men's clothing industry in Philadelphia have joined to establish a scholarship fund in memory of Charles Weinstein, vice-president of the Amalgamated Clothing Workers and the manager of the union's Philadelphia Joint Board, who died earlier this year. The fund will finance college educations for the children of the workers in the men's clothing industry.

Alcoa Ships Press Safety Campaign



Capt. George Taylor (top) presents \$250 safety award to Seafarers aboard Alcoa Corsair. SIU delegates were not identified. Photo by Daniel Marine, ship's delegate. In photo at right Mariano Vega, OS, proudly displays safety record made by crew of Alcoa Roamer.



Lk. Charles Short Men

LAKE CHARLES—Shipping held up very well in this port during the past two weeks with more men being shipped than were registered. Port Agent Leroy Clarke reported that the only trouble in the port was getting men to take the jobs.

No ships paid off during the period. One, the Del Campo (Mississippi) signed on and seven were in transit. They were the CS Baltimore, CS Norfolk, CS Miami, Winter Hill, Chiwawa (twice) and the Bents Fort, all Cities Service.

The coming gubernatorial race is beginning to attract attention, Clarke reports, with the man in the headlines, Earl Long, up for his fourth term. Five others have announced their intention to run, and there will probably be another half dozen before the September 15 filing deadline. The right-to-work question will probably be a major issue in this race, and labor is waiting for commitments by the candidates before making its choice.

Tanker Crew-Up Boosts Savannah

SAVANNAH — Shipping here was good during the last report period, with 31 men dispatched in all departments, says Port Agent William Morris. The Council Grove (Cities Service) took a full crew and the Wang Archer (North Atlantic Marine) should take a full crew around the end of this month. The Wang Archer is still in Jacksonville, as is the Wang Dispatcher.

In transit during the period were the Fairland and Azalea City (Pan-Atlantic); Steel Seafarer, Steel Navigator and Steel Traveler (Isthmian), and Seatrains Georgia, New York and Louisiana (Seatrain).

Heavy Summer Turnover Makes NY Shipping Hot

NEW YORK—The usual heavy summertime turnover plus the crewing up of the SS Suzanne accounted for brisk shipping in this port during the two weeks ending July 8. A total of 337 men took berths as 19 ships paid off, three signed on foreign and 21 were in transit.

The top-notch shipping in the port has resulted in many jobs hanging on the shipping board to the point that they have been taken by new registrants in the class C group. Bill Hall, assistant secretary-treasurer, noted that the class B men who have been passing up these jobs will face competition in the future should the newcomers accumulate sufficient seniority over a two-year period to attain "B" status.

Money Due

Also hanging on the board, so to speak, has been money due crewmembers of the Valchem and two other tankers, the Arickaree and the Stony Point. In the Valchem's case, a number of crewmembers who lost their gear when the ship collided with the Santa Rosa have \$300 coming to them as per the SIU contract, but have not yet come to headquarters to sign the necessary papers. Money is also due on the two other tankers because they transferred foreign 20 to 22 days after signing articles, forcing the crew to leave the ships before the month was up.

Consequently, some of these men are entitled to additional pay, three weeks to be exact, which the Union obtained in a settlement with the company for transferring the ship while it was on articles. Some seven or eight crewmembers are involved and should contact headquarters on this matter.

Hall again noted the importance of crewmembers submitting overtime to their department head within 72 hours of the work. This

is as specified in the SIU agreement.

Ships paying off in the port included the Alcoa Patriot and Alcoa Pennant (Alcoa); Atlantic (Banner); Steel Admiral, Steel Traveler, Steel Scientist (Isthmian); Ocean Evelyn (Ocean Trans.); John B. Waterman (Waterman); Robin Trent and Robin Gray (Robin); Coeur D'Alene Victory (Victory Carriers); Seatrains Louisiana, Texas and Savannah (Seatrain); Gateway City (Pan Atlantic); Elizabeth and Frances (Bull); the Helen (Olympic), and the Mermaid (Metro).

Sign-ons were the Robin Locksley and Robin Gray (Robin) and the Suzanne (Bull). In-transits included the Bienville, Azalea City, Beauregard, Raphael Semmes and Fairland (Pan Atlantic); Seatrains New Jersey, New York and Georgia (Seatrain); Steel Admiral, Steel Seafarer and Steel Director (Isthmian); the Jean and Emila (Bull); Cities Service Miami and Cities Service Baltimore (CS); Alcoa Pioneer (Alcoa); Marymar (Calmar); Wacosta (Waterman), and the Pacific Navigator (Compass).

Union Has Cable Address

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

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

GATEWAY CITY (Pan Atlantic), June 21—Chairman, J. Hauser; Secretary, V. Sanchez Jr. Repair list completed. Motion to request retirement at 80 years with 12 years' seetime. New delegate elected.

PENN TRADER (Penn Shipping), May 17—Chairman, W. Browning; Secretary, H. Westphal. See Captain re: repairs. No beefs; everything going smoothly. New delegate elected.

STEEL SCIENTIST (Isthmian), June 14—Chairman, A. Kessen, Secretary, F. Omega. Held meeting re: water conditions. Ship's fund \$5. Some OT disputed, dk. & eng. dept. Everything going smoothly in stew. dept.

April 21—Chairman, A. Kessen, Secretary, F. Omega. Delegate reported re: cigarette deal, two cartons issued instead of one. He was delegated to

Ulrich. Ship's fund \$10.04—paid \$3 customs tax for cigarettes to member in hospital. No beefs in deck dept. Few hrs. OT disputed. One man hospitalized in Nagoya, Japan. New delegate elected. Keep pantry clean. Request variety in menu. Keep feet off messroom chairs.

FLOMAR (Calmar), June 22—Chairman, T. Fraizer; Secretary, C. Gill. New delegate elected. Some OT disputed. Discussion on baker work, not up to par.

ARIZPA (Waterman), June 21—Chairman, C. Parker; Secretary, J. Guard. Steward taken off in NO hospitalized in St. Nazaire. Porthole screens to be obtained at first port in US. New delegate elected. Fans in crew quarters aft to be cleaned. Question re OT for wiper cleaning, periscope in fidley at sea week days & weekends. Request more night lunch. New machine roller required.

COEUR D'ALENE VICTORY (Victory), June 21—Chairman, R. Landry; Secretary, D. Irvine. Question re promotion of wiper. Insufficient fruit in SF, also fruit juice and bread. Request sougeeing passageway. Repair list not completed. One man logged four times. Some OT disputed. Beefs to be taken up with patrolmen.

ROBIN SHERWOOD (Robin), June 14—Chairman, J. Farrand; Secretary, P. Devine. One man missed ship in Trinidad. Ship's fund \$12.25. No beefs. Some OT disputed. Suggest not using laundry after 9 PM. and before 8 AM. New refrigerator obtained for crew pantry.

PENN EXPLORER (Penn Shipping), June 21—Chairman, D. Disel; Secretary, C. Mazuk. Most repairs done—few to be taken care of. Steward elected treasurer. No beefs. Request ringer on washing machine be repaired. Launch service discussed.

TIMBER HITCH (Suwannee), June 20—Chairman, W. Newsom; Secretary, D. Gibson. Ship's fund \$18.55. One short in steward dept. Some OT disputed in eng. dept. Vote of thanks to man short in eng. dept.; three men steward dept. for excellent improvement in food and service. Vote of thanks to delegate, who is leaving, for job well done. Clarification requested by wire from hq. re number of men short, length of time required for replacements to arrive after requesting replacement.

ELIZABETH (Bull), June 28—Chairman, C. Cowl; Secretary, M. Kaufman. Two men paid off at PR. Purser requests clinic cards at payoff. See patrolman re change of issue of cigarettes & draws.

STEEL ADMIRAL (Isthmian), June 21—Chairman, M. Burns; Secretary, R. Hunt. Pleased with cooperation of crew, especially steward dept. Menus up to par and everything satisfactory. Repair list submitted. Ship's fund \$22.63. Few hrs. OT disputed. One man missed ship in Subic Bay; rejoined in Manila. Situation of domestic water tanks to be referred to patrolmen. Washing machine to be sent ashore, and spare parts to be kept in stock. Vote of thanks to steward dept., especially to cooks. Box for crew mail to be installed in messhall.

SANTORE (Marven), June 21—Chairman, H. Gaskill; Secretary, D. Murphy. Ship's fund \$4.73. To try and have a watch to focus. One man short. Request cooler be repaired, water hot.

FELTORE (Marven), June 28—Chairman, Clymer; Secretary, O'Neill. Five men missed ship. No beefs.

MARYMAR (Calmar), May 10—Chairman, G. Walter; Secretary, E. Johnston. Motion made to table electing delegate until beef on deck taken care of by boarding patrolman in San Francisco. Repair lists to be given out and turned in before reaching Panama Canal eastbound. Discussion on galley range motor interfering with radio reception. One minute silence for departed brothers.

June 10—Chairman, G. Walter; Secretary, F. Boyne. Some OT disputed. No beefs. Discussion re broken ladders and more night lunch. Make up repair lists.

ALICE BROWN (Bloomfield), June 27—Chairman, V. Frederiksen; Secretary, R. McNeil. Request paint. Ship's fund \$24. Few hrs. OT disputed, no beefs. One man requests getting off ship in NO. Suggest list be made up for bad mattresses and pillows. Request fumigation of ship for roaches. Vote of thanks to steward dept. for food and service.

BARBARA FRITCHE (Liberty Nav.), April 12—Chairman, V. Monte; Secretary, J. Potusky. Minor beefs to be ironed out among delegates. Ship's fund \$19.63. No beefs. New delegate elected. Suggest pots and pans be removed from recreation room after each meal.

June 6—Chairman, Kirchner; Secretary, Karczewski, Ed. Ship's fund \$24.82. Few hrs. OT disputed. New delegate elected. No beefs. Steward to check on stores & recorder in Singapore for one month, then restore for trip home.

JEAN LAFITTE (Waterman), June 13—Chairman, E. Kresz; Secretary, N. Matgmisles. Ship paying off in Gulf. Keys to be made in NY for crew quarters. One man missed ship in Hamburg, Germany. Few hrs. OT disputed in eng. dept. Chairs to be ordered for recreation room. Linen to be turned in and not kept in lockers. Vote of thanks to steward dept. for job well done.

FANDORA (Epiphany), June 1—Chairman, C. Houchins; Secretary, R. Vaughan. New delegate elected.

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buy spare parts for damaged washing machine, and according to report \$19.80 was expended including transp., etc. Ship's fund \$5. Everything going smoothly in dk. & eng. dept. One man hospitalized at Saigen from stwd. dept. Contribution of \$1 was asked from crewmembers to be collected at Halifax to cover expenses.

SEATRIN LOUISIANA (Seatrain), June 22—Chairman, J. Collins; Secretary, F. Ryder. One man missed ship in NO. Ship's fund \$49.01. Two men getting off in Savannah. Gear to be sent ashore in Edgewater, NJ. Some OT disputed. See about air conditioning in messhall and painting of heads and showers. Discussion re—vegetable situation. Use side dishes for watery vegetables.

SEAFAR (Colonial), April 9—Chairman, F. Hicks, Jr. Secretary, J. Calhoun, Jr. New delegate elected. Everything running smoothly in dk. & engine Dept. Few hrs. disputed OT in steward dept. See capt. re: draw at Ceuta. Request painting deck & steward depts. Chief engineer check galley stack & clean exhaust fan.

June 21—Chairman F. Hicks, Jr. Secy., J. Calhoun. A few hours OT disputed. Paying off in Norfolk. Motion that patrolman see captain re: having sufficient American money aboard next voyage to give out draw in foreign ports. Checked repair list before arrival.

SEATRIN TEXAS (Seatrain), June 18—Chairman, J. Rawlins; Secy., S. Karlak. One man missed ship. Lodging for men on starboard side, sandblasting Texas City, also delayed sailing for all hands off watch. Request Seatrain agreements and OT sheets. Ship's fund \$13. No beefs. Few hours OT disputed, delayed sailing. New delegate elected. Discussion on "burners" working while unloading oil cargo. Vote of thanks to steward dept. for preparation and serving of meals, also to cardexman for keeping TV serviced and repaired. Request cots and linen be left out on deck overnight. Complaint on sour milk from Texas City to be handled by steward through company.

CHIWAWA (Cities Service), June 23—Chairman, E. Manuel; Secy., E. Wright. Request fumigation of ship for roaches. Disputed OT (eng. dept.). Request screen doors for messhall. Discussion re coke machine and menus.

MAXTON (Oceanic Petroleum), June 1—Chairman, C. Todora; Secy., R. Perry. No beefs. New delegate elected. Request more night lunch. See about screens for portholes and screen doors.

ORION CLIPPER (Colonial), June 4—Chairman, J. Thomas; Secy., R. Barker. Beef on stores. One man hospitalized at Balrein Island. Crew requested to clean their foc'sle before paying off. Ship's fund \$12.44 to be given to March of Dimes. Three men short. Some disputed OT. Motion to report to hq re blowers on ship. Request repair of doors in en. r. room. One minute of silence for departed brothers. Discussion on stores from Japan.

FLORIDA STATE (Ponce), June 24—Chairman, H. Willis; Secretary, O. Lee. Ship's fund \$10.77. No beefs. Repair list to be turned in.

ALCOA PATRIOT (Alcoa), June 24—Chairman, W. Rhore; Secretary, C. Rest. No beefs; everything running smoothly. Ship's fund \$85 paid \$92.50 for movie film projector accessories. Vote of thanks to steward dept. for job well done, and to electricians for operating movies.

ALCOA CLIPPER (Alcoa), June 17—Chairman, P. Mouton; Secretary, P. Blalock. Sailed short one man from NO—failed to join ship in Trinidad. Movie fund & equipment discussed and procedure of scheduling movies.

COE VICTORY (Victory), June 19—Chairman, L. Curry; Secretary, G.

Hurricane Crew Finds Seaway A Bumpy Road

After sailing jauntily about the wide stretches of ocean for so many years, the SS Hurricane found itself converted into a canal over-night on the St. Lawrence Seaway. The Hurricane was the first SIU-manned ship to transit the Seaway and crewmembers are unanimous on one point—it was a tight squeeze all the way.

Seafarer Joe Wehe said the trip had some of the elements of Columbus' voyage to the New World in 1492—the crew didn't know where they were going and neither did the skipper—and when they got there, they weren't sure it was worth it. At that the Hurricane fared far better than other deep-sea ships which accumulated a series of bumps and bruises in transit.

"When we sailed from La Pallice, France, on May 29," Wehe wrote, "someone said 'you may go to Montreal', so we headed for New York.

"On the morning of June 7 we picked up a pilot for the St. Lawrence River. He didn't know where we were going, nor did anyone else, although he had expected a tanker. We changed pilots at Quebec and still the new one didn't know, while the skipper blew his top. When the third pilot got us

as far as Montreal, we tied up to an empty dock.

"Next day, a gang came aboard and started work. Lights we never heard of before were installed, booms that wouldn't lift cargo and blocks we didn't need were all mysteries to us.

"On Wednesday morning, we left Montreal and headed up the Sea-



Seafarer Joe Wehe writes of his "maiden voyage" on the Seaway.

way still wondering where we were going."

The biggest novelty though, was

the mooring system used on the Seaway. "Using the winches on Numbers 1 and 2 hatches on both sides for mooring, the same for numbers 4 and 5 was indeed novel, but mighty easy and handy. Men being swung over the side on a 30-foot boom, then lowered to the dock to handle lines sort of made monkeys of them."

Subsequently, the ship was notified by radiotelephone that Detroit was its next port of call. "Two days after we entered the first Seaway lock we anchored in Lake Ontario at the entrance to the Welland Canal. There we stayed for three days in a fresh breeze, while hardier souls and ships tried to make it. You can't make it in a light ship with anything more than a gentle breeze, so they came limping back, some with a bent bow, others a bent rudder and still others with a bent prop.

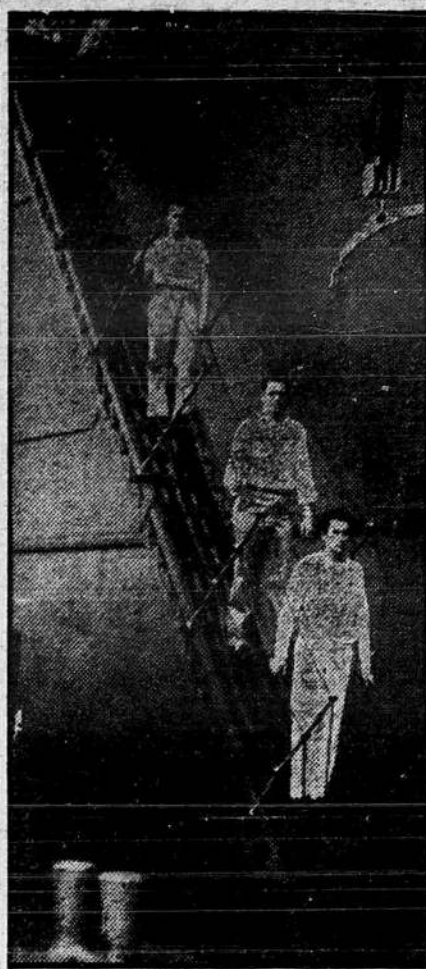
"Finally on June 16 we started through the Welland Canal. Halfway up the approach to the first lock, something fouled up in the prop, but being dauntless we went on through to Thorold, Ontario, where we spent the night getting the blades straightened."

From there it was relatively smooth sailing to Detroit except that "some scow had tried to come down the Detroit River sideways and it didn't work. Result—one channel blocked and the Hurricane on the hook for six hours."

From Detroit, the Hurricane sailed up through Lake Huron and into Lake Michigan, headed for the Chicago area. Its destination was Calumet City, Illinois.

"With a tug fore and aft we started up the Calumet River. Bridges of all sorts barred our way. There were lift bridges, draw bridges, and bascule bridges . . . Ahead we could see, at long last, the grain elevator we were looking for . . . We slid into the berth, got our lines ashore and heaved her alongside. At last the long voyage was over; we were safe against the dock. Now why, will you tell me, did that tug have to back into a slack headline and foul it in his prop?"

Wehe cited two incidents which typified the kind of situation the Hurricane was up against. In one instance, a pilot hit a bridge twice and had to be taken off the wheel. In another, the maneuvering got so complex that there were 128 bells on one watch. Nothing like that ever happened out on the deep blue sea.



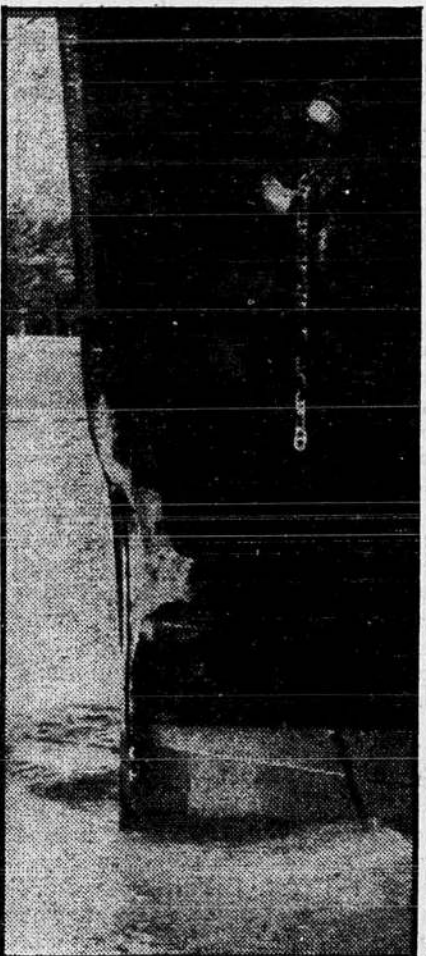
Roy Nichols, Russ Luscombe and Walter Cieslak take Detroit shore leave.



B. C. Jones (left) stands Detroit gangway watch, with Henry Starck.



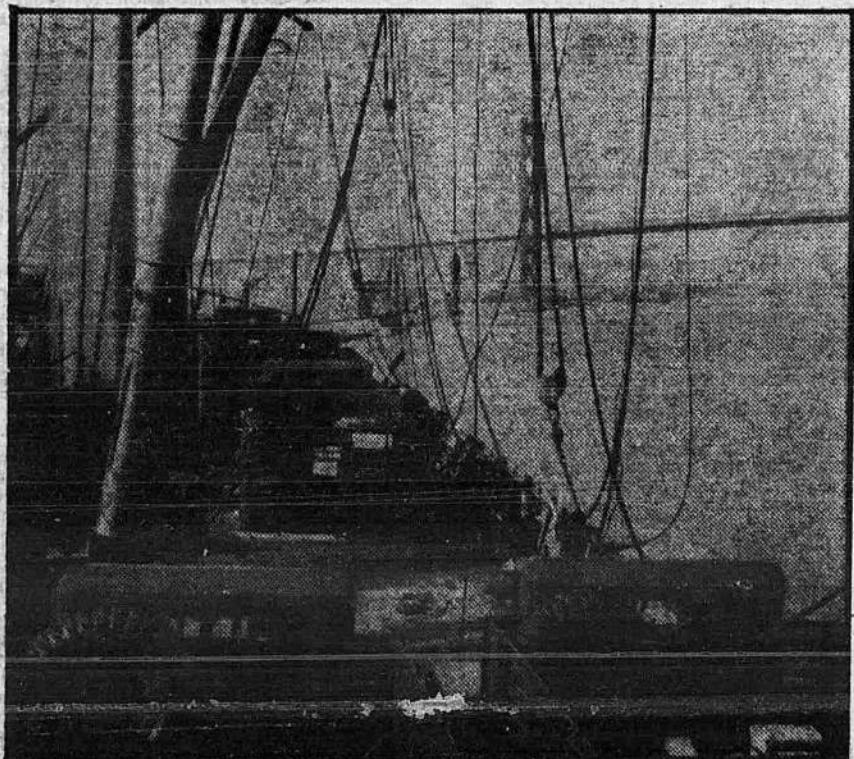
"Tiny" Holt, ship's 300 pounder, tested bosun's chair before Ricky Meyvantsson, OS, swung over the side. Bosun B. Maxwell (with coffee) supervises.



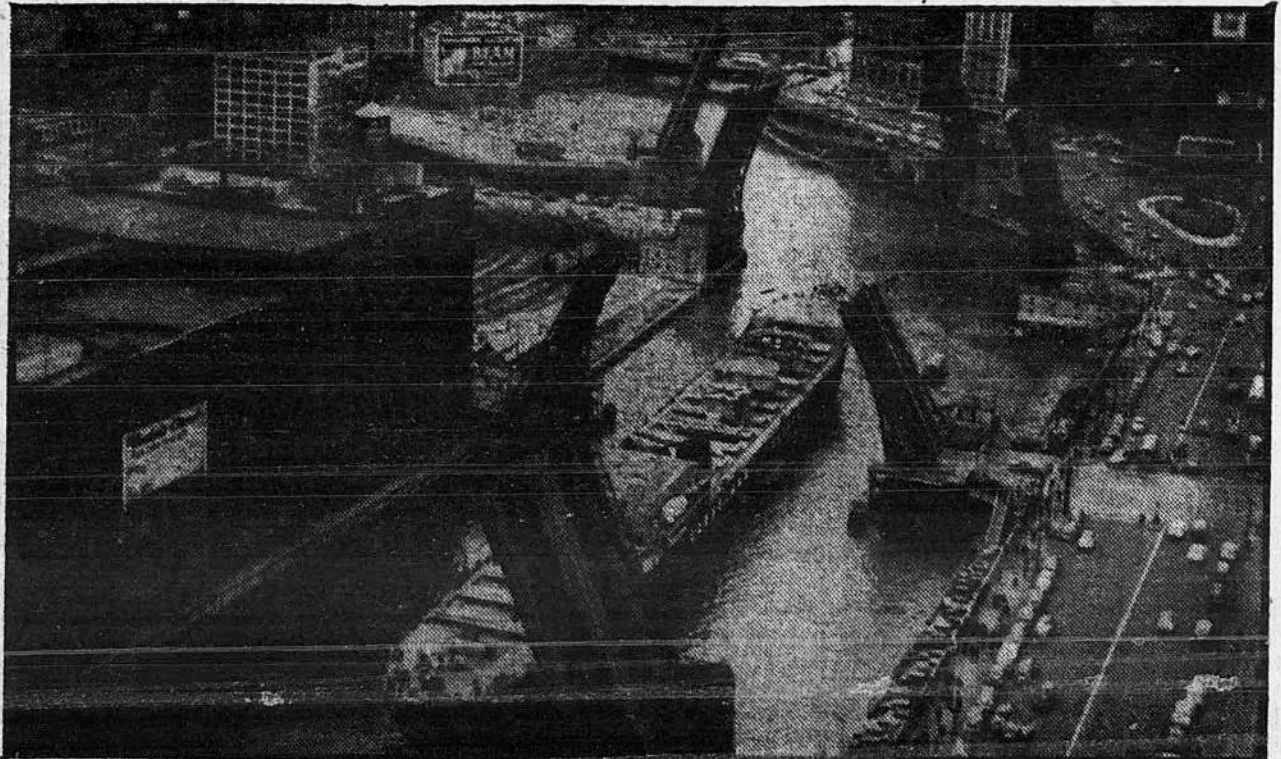
American Export's Exanthia dented bow, lost anchor in Seaway accident.



Ricky Meyvantsson, assisted by Cliff Clifton, makes landing on dock.



Detroit River bridge is background for carload of Army trucks Hurricane took aboard in that city. Ship also picked up additional cargo at Kenosha and Chicago.



Threading through channels such as these is all in a day's work on the Seaway and Lakes, the Hurricane crew found. Worst spot on trip was Calumet River in Chicago area where ship ran gamut of bridges such as pictured above.

Fire Sears Belgian Ship After Blast

CAMERON, La.—A Belgian cargo ship went up in flames in the Gulf of Mexico last week near here after an explosion in the engine room. All of the ship's 40 crewmembers escaped safely, two suffering slight injuries.

A Coast Guard fire-fighting team, along with six of the crew, fought the flames, but could salvage little of the vessel. The ship was en route from Freeport, Texas, to Lake Charles, La., carrying rosin, cotton, lumber, iron ore, rice and other goods.

The presence of the rice constituted an added danger for the fire-fighters because its swelling, from the water used to fight the blaze, could have resulted in another explosion.

En-Route To Hospital



Seafarer Ed Adams, AB, is shown as he was taken off SS Atlantic at Southampton for medical treatment. Ship was westbound to US at the time.

Ports Feel Seaway Squeeze

American deep sea operators, who've loudly been complaining about foreign-flag competition, now seem to be facing a new competitive headache as shipping through the St. Lawrence Seaway gathers momentum and diverts traffic from ports on the Atlantic and Gulf coasts, where US ships normally call.

For these operators the answer would seem to lie in getting in on the Seaway trade themselves, and attempting to reap some of the bonanza.

So far, a half-dozen US lines—including companies like Waterman, T. J. McCarthy and American President Lines—have bid for Federal operating subsidies for Lakes service.

However, many other lines have apparently adopted an apathetic, or at least more cautious policy, and seem to prefer to "wait and see" if the Seaway's loudly-heralded traffic potential actually materializes, before making a move in that direction.

Meanwhile, many of these lines are consoling themselves with the thought that the Seaway may, after all, turn out to be a white elephant which will not really divert much cargo from the deep sea ports.

Arguments Advanced

In New York, for instance, the Port of New York Authority has predicted that the Seaway will take away no more than 10 percent of New York's trade, and probably less. Others have pointed to the Seaway's kinks—to the narrow locks and ship jams—and to such factors as better cargo handling facilities in the deep sea ports, to support their belief that the Seaway will turn out to be a dodo.

However, it's becoming more and more apparent, as Seaway traffic gathers speed and as the "bugs" in the new system are worked out,

that such a look-see at the picture, through rose-colored glasses, is largely a process of whistling in the dark and trying to make believe that the spooks aren't there.

Facts Clear

For, as time goes on, a number of facts about the Seaway are emerging with increasing clarity: (1) the predicted traffic potential is there; (2) the foreign-flag operators, who began to make their plans long before the Seaway actually opened, are the ones who are cashing in on that potential; (3) these foreign flags are proving that they can carry cargo between the Lakes and Europe a lot more cheaply than if this cargo were transported overland and trans-loaded at some East Coast port, and (4) that, as a result, US deep sea ports and US deep sea operators could get hurt.

As is pretty generally known, the foreign flags have been dominating the trade ever since the Seaway was unofficially opened at the start of the navigation season late last April. During May, for instance, which was the first full month of Seaway operation, foreign industrial firms, using foreign-flag ships, flooded Great Lakes ports with 785,200 tons of cargo or 71 percent more foreign cargo than was shipped into the Lakes a year ago.

Two-Way Street

These figures represent only foreign imports. But the Seaway, of course, is a two-way street, and the same foreign flags which bring in cargo can take out cargo at comparable costs—which means costs considerably under those for transporting cargo via the old overland-and-deep sea route.

Some of these cost figures which have emerged, since the Seaway opened, have proved very interesting, and point up the situation which the deep sea ports now must buck.

A representative of a Chicago importing firm, for instance, has reported that to import 10 cases of kitchenware from West Germany cost him \$81.13, including trucking charges from Calumet Harbor to the firm's warehouse on Chicago's South Side.

Earlier this year the firm imported a shipment of kitchenware, of the same size, via New York instead of the Seaway. It cost only \$47.18 to ship this from Bremen to New York. But then it cost \$64.50 to transport this by rail to Chicago, plus \$2.52 in drayage and \$9.50 in forwarder fees—a total of \$123.80, or nearly 50 percent more than through the Seaway.

Not all savings are that large,

of course, but they are large enough to convince many businessmen in the Midwest that they ought to use the Seaway and skip the deep sea East Coast and Gulf ports.

Nor is New York the only port that will be affected. A Chicago Volkswagen distributor, for instance, is now getting his little German cars through the Seaway, where formerly they came into Baltimore, and he estimates he saves \$50 a car this way.

This importer figures he will still use Baltimore during the winter months, when the Seaway is closed by ice. But as far as Baltimore is concerned, this still means a loss of business—8-9 months a year.

All of this adds up to the fact that the Seaway is posing a real threat to US deep sea ports and American-flag ships.

Sea To Get Waste From Atom Ships

WASHINGTON—On top of proposals by the Atomic Energy Commission for the dumping of radioactive wastes from shoreside plants at various shallow water points off the Atlantic and Gulf coasts, a committee of scientists has suggested further radioactive dumping at sea, this from nuclear-powered ships.

Predicting that there might be 300 nuclear-powered ships in operation by 1975, both military and commercial, the committee of the National Academy of Sciences called for dumping of "low-level" wastes 100 miles or more at sea, actually, at the 200-fathom depth. In the case of the Atlantic Coast, this would generally be 100 miles or more offshore, outside of the commercial fishing grounds.

However, it would be necessary to continue to dispose of "high level" wastes, that is from the fuel elements proper, by burying them underground in steel drums.

"Low level" waste consists of various secondary materials that have become contaminated in the course of the operation of a nuclear-power plant as compared to the left-overs from the actual uranium fuel.

STEEL TRAVELER (Isthmian), April 1—Chairman, J. Ward; Secretary, R. Simpkins. New law re missing ship by Coast Guard warns crew not to leave ship in Calcutta after passing doctor. Saltwater leak repaired in Houston. Ship's fund \$4. Few beefs in deck dept. New delegate elected.

June 28—Chairman, J. Ward; Secretary, W. Borreson. Some OT disputed. Request starboard domestic tank be cleaned. Ship's fund \$4. Shortage of handsoap. Quality of night lunch discussed. Cooperation requested in obtaining health certificate for ship. Request crew turn in all cots.

JACKIE HAUSE (Marinus), May 30—Chairman, M. Korchak; Secretary, T. Rainey. Money draw in India to be in rupees. Ship to be painted during voyage. Delayed sailing in Djibouti

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disputed. Ship's fund \$5. Some discussion in engine room. Discussion re gangway watches.

PACIFIC WAVE (World Tramp), April 12—Chairman, Brozick; Secretary, Willey. Repairs made. No beefs. Some OT disputed in eng. dept. Draw in Ceuta; American money in Halifax.

ALCOA CAVALIER (Alcoa), June 28—Chairman, C. Stringfellow; Secretary, M. Fabricant. 27 hours OT disputed for storekeeper from last voyage. Fireman left engine room in NO without relief. No beefs. Request more fruit. Suggest washing machine be rinsed after use.

STEEL WORKER (Isthmian), June 27—Chairman, J. Kramer; Secretary, J. Geissler. Ship's fund \$25.56. Some OT disputed in deck dept. Excess ice to be put in reefer box. Proper attire requested in messhall. See patrolman re crew quarters, screens for pantry galley.

PENN VOYAGER (Penn Trans.), June 14—Chairman, F. Leonard; Secretary, D. Haberkamp. One man short. One man hospitalized. Welfare Services Dept. notified.

DEL VIENTO (Delta), June 14—Chairman, J. Procell; Secretary, L. Galuska. New delegate elected. Handle washing machine with care. Coffee grounds to be put in garbage can, not sink. One minute's silence for departed brothers.

WALDO (World Tramping), June 28—Chairman, J. Lapham; Secretary, E. Anderson. Unable to get American money for draws in foreign ports. New secretary-reporter elected. No beefs. Request laundry room be kept clean.

WM. H. CARRUTH (Penn Shipping), March 22—Chairman, T. Lovehard; Secretary, J. Oliver. Request more pressure on water fountain.

May 31—Chairman, J. McCann; Secretary, R. Otto. One man paid off sick. Few hrs. OT disputed. To secure new refrigerator for crew mess. Request fumigation of ship. Suggest catches be put on doors in passages.

LUCILE BLOOMFIELD (Bloomfield), June 28—Chairman, J. Thompson; Secretary, J. McDougall. Some OT disputed—letter to be sent to hq for clarification. New delegate elected. Check with chief engineer re air ducts in galley and sanitary system in deck and engine heads. Vote of thanks to retiring delegate.

JOHN B. WATERMAN (Waterman), June 27—Chairman, M. Robinson; Secretary, C. Hixey. No beefs; everything running smoothly. One man in engine dept. taken sick and rushed to nearest port, Salinas, Mexico. Request ship be fumigated for roaches. Messman's bunk springs to be fixed.

ATLAS (Cargo & Tankship), June 24—Suggest patrolman be called at Houston re milk beef. Suggestion made that delegates and steward get together re ship's fund and cots machine, etc. One minute silence observed for departed brothers.

MARYMAR (Calmar), May 18—Chairman, G. Walter; Secretary, E. Johnston. Motion made to table electing ship's delegate until beef on deck taken care of. Repair lists to be given out and turned in before reaching Panama Canal. One minute's silence for departed brothers.

WILD RANGER (Waterman), June 28—Chairman, M. Ninton; Secretary, N. Lambert. Some OT disputed. Discussion re seconds on special desserts—rationed because only enough for one per man.

WANG KNIGHT (Marine Bulk), June 28—Chairman, L. Reinbeck; Secretary, J. Craft. No draws to be given out in Suez or Aden. Extra cigarettes distributed, but to be rationed if used for whiskey. Repairs coming along slowly. Draw in India may be in American money. Turn all mail in for

mailing at Suez. Three men logged. No beefs. Lack of variety in night lunch. Inquiry requested as to when water cooler is to be installed, also screen doors. Suggest doors in showers be removed and shower curtains placed. One minute's silence observed for departed brothers.

ROBIN HOOD (Robin), June 30—Chairman, W. Reck; Secretary, J. Ewell. No shore leave in Ascension Island. Request variety in food. Stores to be put out.

ALCOA CORSAIR (Alcoa), June 19—Chairman, I. Griggers; Secretary, M. Cox. New washing machine. Won \$250 safety award. Beef re air condition. Ship's fund \$453.30. Few hrs. OT disputed.

KENMAR (Calmar), June 18—Chairman, F. Albo re; Secretary, L. Geraghty. Washing machine repaired—do not overload. Repair lists to be made out. New delegate elected. Deck & engine depts. to take care of laundry and stwd. dept., recreation room. Request variety of cigarettes.

FRANCES (Bull), July 5—Chairman, J. Craven; Secretary, V. Hall. No beefs. Request being on board one hour before sailing. Two men short—no replacements in San Juan. One man missed ship in NO.

ANTINOUS (Waterman), July 4—Chairman, F. Travis; Secretary, M. Willey. No beefs; everything running smoothly. Ship's fund \$24.30. Food and service up to par. New delegate elected.

ROSE KNOT (Suwannee), June 14—Chairman, Compton; Secretary, P. Bates. New treasurer elected. Ship's fund \$17.60. No beefs. Some OT disputed. One man hospitalized. Possible installation of guard rail at boat landing at Recife. Suggest launch schedule for accommodation of three watches and dayworkers. Keep pressure up for adequate slop-chest—situation improved but still not up to par. Possible repairs for washing machine to be checked. Return crockery to pantry and keep messhall clean.

DEL MAR (Mississippi), June 28—Chairman, M. Maas; Secretary, G. McFall. New washing machine obtained—don't overload. Beef re call outs and rest periods satisfactorily handled. Ship's fund \$8.00. New delegate elected. Proper attire requested in messhall. Discussion re functioning of ship's and movie funds. \$50 donations to men hospitalized in foreign ports discussed. Request being on board one hour before sailing.

ROBIN LOCKSLEY (Robin), May 5—Chairman, W. Horne; Secretary, J. Oquendo. Most repairs taken care of. No beefs. Vote of thanks to steward dept. for job well done. Refrain from banging dryer doors in laundry room.

TEXMAR (Calmar), May 17—Chairman, D. Stone; Secretary, J. Furton. Two beefs to be taken up with hq. Request glasses be not left in sink. Vote of thanks to steward dept.

June 14—Few hrs. OT disputed. No beefs. One man paid off sick in San Pedro while taking bunkers. Delegates to get repair lists ready. Discussion on quality of mattresses—to be taken up with patrolman.

LONGVIEW VICTORY (Victory), June 9—Chairman, T. Jackson; Secretary, P. Graham. No beefs. New delegate elected. Keep passages clean. Request new washing machine or repair present one.

July 2—Chairman, F. Fulbright; Secretary, J. Wagner. New washing machine in Honolulu, lava soap and glasses. No beefs. Fireman promoted to engineer; wiper to fireman. Ship's fund started on voluntary basis in charge of dept. delegates. Return glasses to pantry.

NORTHWESTERN VICTORY (Victory), June 21—Chairman, F. White; Secretary, J. Thomas. New delegate elected. Repairs to be taken care of. No beefs. Dump garbage, aft and not outside of messhall. Turn off washing machine after using. Vote of thanks to steward dept. for job well done.

USAF E-42-1836 (Suwannee), June 30—Chairman, C. Pardy; Secretary, W. Dean. Radiogram from hq. read to membership re payoff and beefs. Everything running smoothly. Air-conditioning unit being repaired. Milk shortage discussed. Suggest patrolman talk to company representatives re cooperation with steward.

STEEL MAKER (Isthmian), June 28—Chairman, J. Brenner; Secretary, T. Gasper. One man missed ship half hour before sailing from NY. Ship's fund \$5.17. No beefs. To see about drains in galley and drinking water not being cold. Refrain from slamming doors while others are asleep. Return cups and glasses to pantry. Keep longshoremen out of passage-way on main deck. Complaint re baker's work.

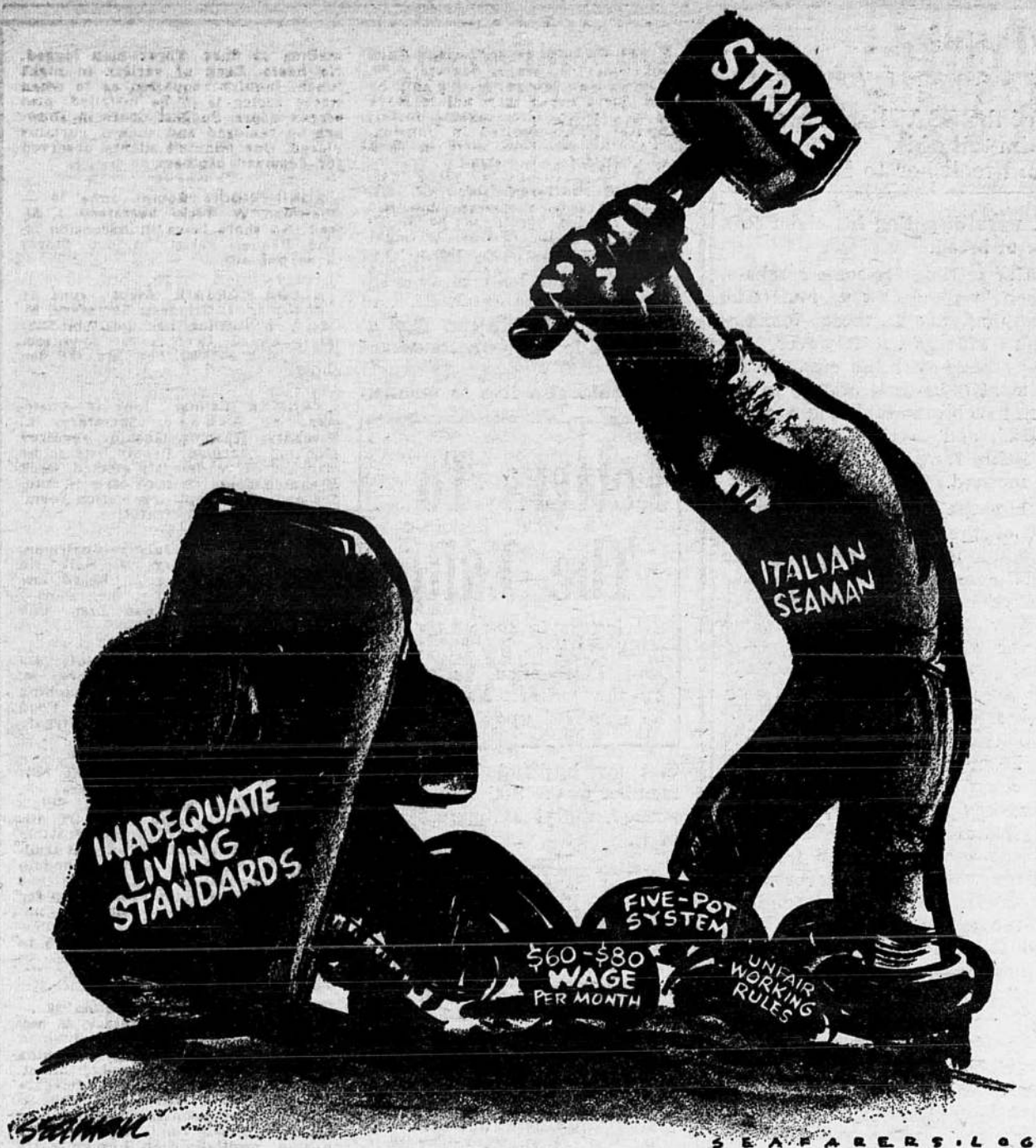
ALAMAR (Calmar), July 5—Chairman, J. Ferrera; Secretary, J. McPhaul. Ship's fund \$1.29. No beefs. Some one stealing from crew's forecabinets. Increase water from fountain or make suitable repairs. All dry clothes will be placed in box when not removed from line in laundry.

WANG PIONEER (North Atlantic), June 20—Chairman, W. Omelanczak; Secretary, G. Sapsa. No beefs. Ship's fund \$4.76. Delegate to see about refrigerator that has been out of order. Donation of \$50 each for ship's fund agreed by all.

Prove Eligibility For Hospital \$

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

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



Pacific District Opens More Pensioners' Homes

SAN FRANCISCO—The SIU Pacific District unions are holding open house this weekend to celebrate the completion of 18 new homes for retired seamen on the site of the Stewards Training and Recreation Center in Santa Rosa, Calif.

The new homes, each fully equipped with attractive furniture and all modern conveniences, have been constructed for retired members of the Sailors Union of the Pacific and the Marine Firemen's Union. Numerous homes of the same type are already occupied by members of the Marine Cooks and Stewards Union.

The celebration will be held on July 17, 18 and 19. Members of all three unions and their families have been invited to attend. Free bus travel has been arranged to carry the visitors to the site, which is located 12 miles from Santa Rosa.

Unique Project

The housing project for old time seamen, the only one of its type in the world, is the latest result of the close cooperation between the SUP, the MFO and the MCS through their affiliation in the SIU Pacific District. Oldtimers of the three unions also receive numerous benefits from the Pacific District-Pacific Maritime Association Welfare and Pension Plans, which cover members of all three unions.

Each of the 18 homes is comfortably and tastefully decorated, with fiberglass curtains, vinyl tile floors, formica table tops and new furniture. Each is supplied with an intercommunication system by the bed so that the oldtimer can send a message at any time of day or night. In case of illness, he can summon help. Each home has a separate bath.

Washing facilities, with the latest automatic equipment, are nearby.

The messhall at the Center provides regular, tasty, nutritious

meals. The cost to retired members is only \$90 a month, meals included.

Three oldtimers already have moved into the new facilities and the rest of the homes are expected to be occupied by the end of July.

The training center also contains a swimming pool, recreation hall and a lake, as well as training facilities for West Coast cooks and stewards.

No-Strike Act Faces Test In NY

OSWEGO, NY — New York State's controversial no-strike act—the Condon-Wadlin Law—may be due for another court test as the result of a dispute between the Oswego Port Authority and the International Brotherhood of Longshoremen.

The dispute broke out early this month when the Port Authority invoked the law and fired 15 IBL members who, the Authority alleged, failed to report to work at the Authority's grain elevator after their lunch hour.

The Condon-Wadlin Law provides for the automatic dismissal of public employees who go on strike. However, Edward V. Mahoney, Great Lakes representative for the IBL, denied that the men had gone on strike. What they did, he said, was to hold a long meeting to discuss their economic conditions.

Meanwhile an official of the State Mediation Service in New York said that that agency had not entered the picture and could not do so, under the law, unless requested by the Port Authority. No such request has been made, he said.

Should the IBL decide to carry the matter to court, as has been indicated, it would be only the second court test since the law was passed in 1949 over the vigorous protests of organized labor.

The first test came that same year, 1949, and involved 500 Yonkers garbage collectors. A year after their eight-day strike, the Appellate Division held that the law had been improperly invoked in their case since the purpose of their strike was not one of those enumerated in the law.

If the law is now put to a new test, the courts could also be asked to pass on a four-year-old change in the State Civil Practice Act. This gave the courts the right to decide whether penalties imposed on civil service employees in disciplinary proceedings were unduly harsh, and the power to modify them.

So far the courts have never been asked to decide whether this power to modify severe penalties applies to those specified in the Condon-Wadlin Law.

The law, while it does require the automatic dismissal of striking public employees, also sets up machinery for their reinstatement.

However, those reinstated lose seniority rights, are placed on probation for five years, and cannot be promoted within that time. They are also barred from getting any pay increases for three years.

\$ Aid For Atom Ships Proposed

WASHINGTON — A bill that would provide for Government subsidies for the construction and operation of privately-owned nuclear ships has been introduced in the Senate by Senator John Butler (Rep.-Md.).

The bill goes beyond calling for the usual subsidies in that it offers shipbuilders and operators direct payments to offset the higher developmental and construction costs of a nuclear-powered vessel as against a conventional ship.

The Government aid would last five years, during which time, it is hoped, substantial progress would be made in inducing private operators to build nuclear merchant ships. At present, there is only one such ship in the country today, that being the Government-built Savannah. The Savannah, due to be launched shortly, cost \$42 million as against \$11 million for a conventional vessel of similar dimensions.

Norfolk Has Mild Spurt

NORFOLK — There were four payoffs here during the last report period and 40 men shipped, reports Port Agent James Bullock. The affairs of the port are all in good shape with no beefs hanging fire.

Paying off were the De Soto (Waterman), Valiant Enterprise (Enterprise), CS Norfolk (Cities Service) and Mount Whitney (American Tramp Shipping.)

The De Soto and CS Norfolk signed on, as did the Seafair (Colonial). The Madaket (Waterman) was in transit.

Some well-worn cliches about European wages and living standards are evaporating as a result of the current worldwide strike of Italian seamen. For years it's been known that the wages on European-flag ships were considerably below those on American ships, but these inferior wage scales were justified on the grounds that they matched the "standard of living" in those countries. More important, the myth was spread that the European shipowner and the European businessman ashore could not afford to pay more.

The Italian seamen's strike should help demolish those beliefs. For one thing, the seamen's wages of \$2 and up daily are simply insufficient to enable them to have any kind of decent living in the Italian economy. Second, the Italian seamen suffer from overlong hours, excessively-punitive disciplinary methods and other inferior shipboard conditions which are not justifiable in any economy.

Most important though is the fact that European shipowners can afford to pay far better wages than they do, and that undoubtedly applies to modern, efficient European shoreside concerns as well.

Here are some examples of shipboard conditions that Italian seamen on the passenger ships have to contend with:

- Crewmembers have to pay for their own uniforms and laundering of same.
- Waiters pay all breakage costs, plus all pilferage charges for every spoon or other utensil taken by a customer as a souvenir. This amounts in many instances to \$3 to \$7 monthly.
- No overtime is payable when the ship's passenger list falls below a certain minimum, even though workdays may be 11 hours or more. Nor is any weekend overtime paid.
- Sign-ons are for as long as 14 months. Seamen getting off before that time may forfeit employment with the company in the future.
- A five-pot system is in force on the passenger ships with feeding of seamen at the poorest level.

This is bad enough under any circumstances. But it must be remembered that the Italian Line passenger ships enforce such wages and working conditions while they are collecting the same passage and cargo rates as American-flag ships.

The same holds true for shoreside industries in Europe. Europe today is not the Europe of the postwar years, staggering under the burden of war destruction. By and large it is a booming, prosperous area, but the European workers' wages and conditions have not risen in proportion.

There is another lesson in the Italian ship strike. Those who oppose Government aid to US shipping, complain about the high cost of subsidies because American seamen's wages are "too high." But American ships could never pay wages of \$60 to \$80 a month to match the competition. The problem is not that American wages are too high—it is that European wages are too low and that sizable increases (not the \$1.25 a month variety) are long overdue.

Turks Jug US Skipper

IZMIR, Turkey—The captain of an American merchant ship has been sentenced to five months in jail by a Turkish court as the result of a collision in the harbor here in 1957. Two Turkish merchant marine officers received a similar sentence for the accident in which two persons died.

The accident took place on February 3, 1957, when the Howell Lykes collided with the Turkish passenger ship Izmir. As a result of the collision the Izmir sank and 250 passengers had to be rescued.

The dispatch did not make it clear whether the American skipper, Captain Hans G. Beck of Houston, was present at the trial or whether he was sentenced in absentia.

Make Checks To 'SIU-A&G'

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

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

'... If Roaches Were Money ...'

"Little money, lots of bugs," that's the plight of the crew of the SS Valiant Faith according to ship's delegate Cliff Martin, and it's a sad tale to hear him tell of it.

"Well to start off we caught this rustbucket in New Jersey and took her to Baltimore,"

Martin said. "After laying idle for six or seven days getting shifting boards put in for a load of grain, we received the news that the ship was signing foreign articles." It was a happy day, he noted, with all of the gang aboard looking forward to a week's coastwise payoff, with East Baltimore more only a stone's throw away.



Martin

But our dreams were shortlived, Martin complained, as it was subsequently learned that the articles were being back-dated six days.

A hurried call to the Union hall in Baltimore brought about a meeting between an SIU patrolman and topside to see what could be done about this. However, while the company reported they did not have a port payoff, they said they had put a sufficient draw aboard to cover everything. "Well this sounded OK to all hands," Martin said, "and the crew signed on."

Then came the rude awakening. There was only a small amount of cash aboard, and it had to be handed out in that manner too.

None of the gang blame Captain DeBozy for this mix-up, he noted, as he had told the crew if the company would send him more cash, he would gladly put it out. In addition, he and the chief mate had been very cooperative with the crew's requests in trying to get the ship back into shape after going to ruin under a runaway-flag for some time. They also loaned out most of their own pocket money to the crew going ashore in the various ports.

Two weeks after they left, the company came up with an additional \$1,500 for the trip. After giving everyone a "limited" draw, \$15.00 per man to be exact, the ship sailed the next day for Egypt, with the grand sum of \$1,000 in the safe for a two-and-a-half month trip.

Anyone with a pencil and paper could figure out that this amounted to about \$25 per man, Martin groaned, and this ship with stops in Italy on its itinerary. "Oh well, I didn't want to go ashore anyway," he claimed.

While the ship was low on

money, the Valiant Faith could claim to have the largest single collection of roaches of various and numerous types. "We have them all sizes, shapes and colors," Martin swore.

"It got so bad that one night as I stepped into the messhall, I saw deck delegate Cliff Nelson madly swinging and jabbing with the bread knife.

"At first I thought he was practicing some new maneuvers for cutlass fighting, but after a second look I saw he was battling a family that had moved into the breadbox

and were disputing his claim to a slice of bread."

After settling for some crackers, Nelson walked away muttering something about these blank-a-blank Liberty's. However the crew admits that the steward department is battling bravely in the face of such overwhelming odds.

"Gad, and to think I left dear old Robin Line for this job," Martin moaned.

While the bugs are getting the best of the crew of the Valiant Faith, an uninvited cargo of live snails meant seven days' vacation in New Orleans for the gang on the Alcoa Planter.

In a report by ship's delegate Zee Young Ching, the Planter had just come out of the yards after her annual inspection and was headed for New Orleans when they discovered the live snails. "This meant fumigating the entire ship," Ching said, "and the crew got four days off in New Orleans with full subsistence."

After making a second trip to the Mediterranean, with a stop off at Tripoli, the Planter arrived back in New Orleans, only to find out it had picked up some more snails.

"Another three days off with subsistence," Ching added.

Not to be too monotonous about the whole thing, the Planter is now heading back from her third trip on the Mediterranean run "with more snails," he said hopefully.

On Course



Steering a ship is a serious job as is seen by the look on the face of Seafarer George Chance, an OS on the Steel King. Chance was photographed while doing his tour on the wheel, keeping the vessel on an even keel while she heads for the Panama Canal, enroute from Honolulu, homeward bound.



Ching

Husband At Sea, Union Pays Bill

To the Editor: I would like to take time to send thanks to the Seafarers Welfare Plan for the way they handled my bills during my recent stay in the hospital.

It is wonderful to know that your husband belongs to such a fine union as the SIU, and that they will help the folks at home while their husbands are at sea.

I would also like to mention

Mate John S. Stone, Jr., at 8:30 AM on June 21, 1959.

T. Hyde
Ship's delegate

Sign Language No Solution

To the Editor: Everything is going along pretty good here, but it will sure feel good to get back state-side. I don't think I mentioned it before, but this is an Italian hospital, and the workers here do not understand any English at all.

Once in a while it happens that a patient who can speak some English comes in and they do some explaining for me. I've been here six weeks now and they still don't know what to feed me. How would you feel having the same thing every day for a two-week period? That is the way I have been going, until I finally get around to getting through to them that I am tired of it.



Burns

If there is anything wrong that can be fixed by moving me a little, or adjusting a pillow or something, by the time they get to understand what I want, I've usually forgotten what it was.

I would advise any of the fellows that if they have anything wrong with them, while heading here, do their best to get by here unless they can speak Italian. Don't get me wrong, the workers here try their best, and are good, but with the language barrier, it makes it pretty tough to get across to them.

The crew from the SS Natalie sent me some magazines and books and cigarettes and I wish to thank them very much.

I have just received the bad news that I shall be here another month yet. The cast will not be taken off my legs for another fifteen days. I am tempted to walk out of here, but they have the casts anchored down.

Charles Burns

(Ed. note: The LOG regrets that another photo was substituted for Brother Burns' in a recent issue. The photo above is the correct one.)

Says Thanks For Disability Money

To the Editor: I wish to offer my thanks, more times than words can say, for my disability payments. I want to extend my thanks to the trustees of the Welfare Plan for my receiving the benefit. The receipt of this payment benefit cannot, and will not be forgotten.

I had saved my money during my years of shipping, but after five years of drawing a little here and a little there from my savings, and putting nothing back, the figures started to show it. In addition to this I still have my 81-year-old sister depending on me, and added to my own expenses, it is costly. I would feel it very keenly if it were not for the farsightedness of our trustees in regard to us oldsters. Thanks again.

Benjamin Trottie



Trottie

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.

that my husband has been a member of the SIU since it first started, and I am quite proud of it.

Mrs. August Brosig

Wants To Study Homestead Issue

To the Editor: I have been reading all of the pros and cons about the "homesteading" issue and would like to say that I agree with Brother Francis E. McCall's request for a study of this situation.

On all of the ships I have sailed, which has been quite a few, the largest number of homesteaders I found at any one time was on the Steel Age, with four aboard, myself included. That was some six or seven years ago.

Since that time I have sailed on almost all of the Cities Service tankers but have found none that I would have stayed aboard a year except the Royal Oak, and she went into the shipyard.

On all of them there were not more than two "homesteaders" at any one time, while some of them did not have any.

If this study is undertaken I think that the ships that are expected to be out a year or longer should not be counted as being homesteaded.

All of the ships are not the same at all times, even if on the same run. A change of skippers, mates, engineers or stewards can change a ship so that the next trip a man will want to get off whereas he would have stayed on before.

In conclusion I would like to say that if a man wants to stay on his ship a year, let him stay.

Mont McNabb

Retired Member Has Sea Funeral

To the Editor: We, the crew of the SS Gateway City, would like you to publish this letter of thanks to show our appreciation to Captain J. M. Dunn for permitting us to have a burial at sea for Wilbur Hollinger, a retired member of the SIU.

The burial at sea was held at the request of the family of the deceased Seafarer and the services were conducted by Chief



McNabb

Missilemen Find Haven In Trinidad

Going down toward Trinidad? Then stop in at the "Bauxite Club" at Carenage, writes Fraser Falt, a crewmember of the missile ship 1839.

While this is a favorite spot for many of the crew of the 1839, Falt said, other crews among SIU-contracted companies calling in the area, make it their stopping off spot too.

For one thing the owner and manager, Mr. Humphrey Maillard, is a good friend to Seafarers, Falt said. It is for this reason they would like the Club put on the LOG mailing list as it will be a very convenient place for Seafarers in the port, especially those on Alcoa ships who only have a few hours ashore, to pick them up.

The Club never closed, Falt said, and all of the men, even those who have very limited shore time leave, manage to run over and say hello to Humphrey. Next time down here, he suggested, just hop into any cab, tell the driver the Bauxite Club, and prepare to enjoy yourself in nice surroundings.



"I said I was going on my diet TOMORROW ..."

FOR ALL YOUR GEAR
the SEA CHEST

SEAFARERS IN DRYDOCK



"Highly pleased" is the reaction of the men in the USPHS hospitals to the movie programs sponsored by the Seafarers Welfare Plan according to Welfare representatives. Under the program, the Welfare Plan allows each USPHS hospital \$50 a month to finance the renting of movies.

A muscle strain in the lower part of his back suffered while punching carbon on the SS Robin Locksley laid up Seafarer Samuel Jonas in the Brighton USPHS hospital. The latest word is that they may transfer Jonas, who sails in the Engine Department, to Staten Island for further treatment.

Also in the Brighton hospital is John "Chet" Roblee, former chief cook on the Winter Hill, having an infection from a previous pneumonia cleared up. Roblee is reported making good progress and should be discharged in a couple of weeks.

A dysentery condition which caused him to get off the Penn Trader for checkup and X-rays is improving and Seafarer Joseph Thomas, deck maintenance, is expected to be discharged from the Brighton hospital in the near future.

In New Orleans Joseph Fitzpatrick is doing as well as can be expected, recovering from a torn cartilage in his foot. Fitzpatrick was admitted to the hospital after paying off the Rebecca early last month.

Also in the hospital with a leg injury incurred while on board ship is Raymond Hodges, formerly on the SS Wacosta. Hodges was forced to get off the ship in Germany late in May and was transferred to the New Orleans hospital for further treatment.

Stomach ailments laid up a number of Seafarers in the New Orleans hospital within a couple of months. Among them is Clarence Fontenot, formerly on the Winter Hill. Fontenot is having a complete check-up.

While it is too soon to determine his condition, Seafarer Victor "Zeke" Bonura thought it best to get off the Alcoa Corsair and sign in the New Orleans hospital to have stomach trouble checked.

The following is the latest available listing of hospital patients. Try to visit them when you can, or drop them a line.

- USPHS HOSPITAL, STATEN ISLAND, NY
 - Robert W. Bunner
 - Enoch B. Collins
 - Robert Cowdry
 - Abram Goldsmit
 - Doles Groves
 - Heber Guyman
 - Orville R. Holmes
 - Everette A. Hord
 - Anton Huykman
 - William Kane
 - Paul Kronbergs
 - Fidel Lukban
 - M. Megulisziou
- USPHS HOSPITAL, SEATTLE, WASHINGTON
 - Ulas G. Coffman
 - Clarence Edwards
 - Kenneth Elvin
- USPHS HOSPITAL, SAN FRANCISCO, CALIF.
 - William B. Brown
 - Michael J. Coffey
 - Mike Goins
 - M. Grochowski
 - Carrol E. Harper
- USPHS HOSPITAL, MANHATTAN BEACH, BROOKLYN, NY
 - Joseph Bass
 - Matthew Bruno
 - Gregorio Caraballo
 - Leo Carreon
 - Wade Chandler
 - Joseph Cox
 - John Driscoll
 - Otis Gibbs
 - Bart Guranich
 - Taib Hassan
 - Frank Hernandez
 - William Kenny
 - Ludwig Kristiansen
- USPHS HOSPITAL, SAVANNAH, GA.
 - R. W. Centchovich
 - Clarence A. Dees
- USPHS HOSPITAL, FT. WORTH, TEXAS
 - Lawrence Anderson
 - James Lauer
 - Woodrow Meyers
 - Max Olson
- USPHS HOSPITAL, BALTIMORE, MD.
 - Antonio Alcaín

- USPHS HOSPITAL, BOSTON, MASS.
 - Samuel Jonas
 - John T. Keegan
 - Dominic Newell
- USPHS HOSPITAL, GALVESTON, TEXAS
 - Thomas Bowers
 - Carl Carlson
 - Mike Chandoa
- USPHS HOSPITAL, NEW ORLEANS, LA.
 - Sidney Anderson
 - James H. Bales
 - Robert G. Barrett
 - Claude Blanks
 - Victor Bonura
 - John G. Brady
 - Vincent J. Call
 - Carter Chambers
 - Fess T. Crawford
 - Willow L. Crawford
 - Eugene Crowell
 - Joseph Fitzpatrick
 - Clarence Fontenot
 - Owen L. Foster
- SAILOR SNUG HARBOR, STATEN ISLAND, NY
 - Victor B. Cooper
- MT. WILSON STATE HOSPITAL, MT. WILSON, BALTIMORE, MD.
 - George Davis
- VA HOSPITAL, KEEOUGHTAN, VA.
 - Joseph Gill
- VA HOSPITAL, HOUSTON, TEXAS
 - Harry McClernon
- TRIBORO HOSPITAL, JAMAICA, NY
 - James Russell
- VA HOSPITAL, DENVER, COLO.
 - Clifford C. Womack

- A. W. Keefe
- Harold Laird
- Henry Lanier
- George Litchfield
- Kenneth W. Miller
- E. H. Pule
- Abner Raiford
- Joseph Roberts
- Jose Soares
- Samuel Tate
- Willie White
- Maurice W. Roberts
- John C. Roblee
- Joseph Thomas
- Francis Reagan
- John Spearman
- James C. Glisson
- Albert Hammac
- Wayne Harris
- Raymond Hodges
- Arthur R. King
- Edward Knapp
- Leo H. Lang
- David E. McCollum
- William Marjenhoff
- William Nelson
- Louis W. Peed
- Aicie J. Pontiff
- Winford Powell
- Harold R. Welsh
- Thomas Isaksen
- G. E. Richardson

Mate Makes Like AB; AB Piles Up That OT

"Everyone wants to get into the act" is the motto aboard the Seatrain Savannah according to Seafarer Ray Sasseville, AB maintenance on the ship.

Although he is normally not one to complain, the circumstances leading up to his putting in for eight hours overtime recently are worth passing on, he said, not because he did not do the work, but because the ship's chief mate decided to try his hand at being an AB again.

"I first noticed his attempt to get into the act about a month ago," Sasseville said, when he started going around with a chipping hammer in his hand, banging away at different spots of rust, "of which we have plenty on this rustbucket."

"I didn't pay too much attention to his efforts to eliminate rust," the AB remarked, "because there is enough rust on here for everyone, including all of the efficiency experts, down at the company offices."

However after the mate learned how to use the chipping hammer properly, he would then come around and instruct the members of the deck department, whose average seetime was in the 20-year class, in the fine art of busting rust.

Although hints were dropped here and there, he stuck to his guns, even picking up some know-how with the scraper, paint brush, et al. "I thought to myself that he needs the exercise, so let him get

tired and he might go back to being a chief mate."

To make the story short, Sasseville said, the day he put in for the eight hours overtime started like this.

"We had started a 'real big' job. I guess it was the most important piece of rust on the ship. It was the top deck of the flying bridge."

"It was a high-priority job too," Sasseville said, "because all of the brass was there from the captain on down, and every one with their own opinion on how to bust rust. They didn't ask the bos'un, as he's only a young fellow with about 45 years seetime."

"Well they finally decided that to bust that rust you really had to bust it . . . the dust rose and the rust flew, and the noise was like thunder, and there was the captain and the mate in the thick of it, chipping hammers in hands leading the attack on that tough old rust."

This went on through the morning and late in the afternoon, he noted. "Then, when I was putting on a coat of red-lead primer, I stopped to light a cigarette," Sasseville said. "Before I could even get it lit, the mate had snatched up my paint brush and started painting away, hardly missing a stroke, just like a deckhand."

"I decided then and there that if these guys want to play sailor they ought to go to the SIU hall and ship out as sailors. The only way for them to understand that is to charge them a little overtime for doing a sailors' work."



Sasseville



Fontenot



Fitzpatrick

Missiles and Fishes



When not busy watching the sky for a falling missile, most of the crews on the Suwanee Steamship Company's missile-tracking ships spend their time either swimming or fishing. However, because they live in a world of electronics, when the gang on the Sampan Hitch had a fish to boast of, they made sure they could back it up with good documentary proof. Pictured above with 6 1/2-foot shark caught by the crew on the Hitch is Seafarer Angelo Venzzenella. The other member is not identified. According to the report, it took seven men to haul the fish aboard.

LOG-A-RHYTHM:

Merchant Marine

By David Grossman

Here's to the men of the merchant marine,

Unsung heroes of the War. They serve their country very well, And will forever more.

Down to the sea in ships they go, Summer, winter and fall, Carrying cargo and US aid To many ports of call.

So here's to the men of the merchant marine,

The men who go to sea, A vital link in our defense To help keep our country free.

Clipper Crew Donates To 'Dimes' Drive

In response to their donation of the ship's fund to the National Foundation of the March of Dimes, the crew of the Orion Clipper was commended for their charity in the expanded fight against crippling diseases.

"Armed with knowledge and experience gained in the fight against polio, the National Foundation pledges itself to meet the new and greater challenge with traditional dedication to the health needs of the American people," the Foundation wrote.

The crew had authorized ship's delegate Beltran Pino to turn over the ship's fund of \$12.44 to the March of Dimes as part of their contribution in the fight against the many crippling diseases, for which no cures are yet known.

Skipper's Letters Do Not Count

It has been called to the attention of headquarters that some skippers have been claiming that they have "clarifications" on various sections of the standard agreement in the form of a letter from the Union or some other communication.

The only official clarifications are those which have been approved by the joint Union-employer clarifications committee and have been printed up as such as clarifications to the contract. All other so-called "clarifications" have no contract status whatsoever.

As previously reported, the clarifications committee is currently in the process of rewriting and condensing the existing clarifications, but until official notice is received from the Union all ships are to proceed on the basis of the existing documents.



Remember This Hog-Islander?



While rummaging through an old trunk, Richard Clark of Atlanta, Ga., came up with these old photographs of some of the crew of the South Atlantic SS. Co. Hog Island freighter SS Liberty Glo, enroute to Liverpool back in June, 1927.

According to Clark, the top photo is of part of the black gang, taken after a long tour of duty below, while on the left, one of the Liberty Glo's crew stretches his muscles on an overhead beam on the poop deck. Recreation facilities on the Hog Island freighter were limited to calisthenics, exercising with a make-shift punching bag, crap games and black jack.

On the right, "Georgia Boy" Mertz, an AB on the vessel, strikes up a Scottish pose for the photographer during a morning break. If the pictures strike a familiar chord with any Seafarer, Clark said, he would appreciate hearing from him. His address is 1449 Blvd., SE., Atlanta.



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LOG Helps Keep Abreast Of News

To the Editor:
 I would like very much to have the SEAFARERS LOG forwarded to me at my new address.

As I have been a seaman in the past and sailed on SIU ships, I would like to keep in touch with some of my old shipmates. My last trip was in 1957 on the Northwestern Victory which paid off in Oregon.

While I am unable to sail just

Chinatown. These people were very decent to me, and made every effort to see that I got by reasonably. They certainly did not try to take advantage of the situation, and for that reason I think that people who treat seamen in foreign ports as they did should have this fact called to the attention of the rest of the membership.

Tony Petrillo

Crew Suggests Time-Off Rule

To the Editor:
 In the past, the Seafarers International Union of NA has obtained many benefits which we, members of the SIU, have taken advantage of. The crew of the SS Azalea City wish to send thanks to any and all concerned for the advanced conditions existing aboard SIU-contracted ships.

Now however, we are confronted with a problem which concerns all Seafarers and we request that deep consideration be given this by the negotiating committee and the officials of the SIU.



D'Angelo

The theory or statement that "it you want time off, get off" should be dispensed with, for many of us feel it is a necessity to have time off in a US port.

One major reason for this is personal business which cannot be taken care of after regular working hours. Another is to enable a man to spend more time with his family after a trip. There are others, but they are too numerous to mention here. Therefore a motion was made, seconded and passed by the crew of the Azalea City that a system be adopted by the SIU membership that time off in US ports be given without any loss of wages by the crew.

We request that this motion be read at all SIU halls at the next meeting and opened for discussion by the rest of the membership.

Vito D'Angelo
 Deck delegate

(Ed. note: This motion was acted on at the July 8 hq meeting.)

Couer d'Alene Rates Thanks

To the Editor:
 I want to take this opportunity to convey through the SEAFARERS LOG my family's appreciation for the kind expressions of sympathy from the crew of the SS Couer d'Alene Victory over the loss of our father, Joseph Barbara.

I would also like to thank Capt. T. Jablonski for the kindness and gentleness he displayed in breaking the news to my brother, Sal Barbara, who was a crewmember aboard the vessel at the time of our father's passing.

Mrs. Francis Curto

Thanks Members For Sympathy

To the Editor:
 Please convey to all the officers and members of the SIU my thanks to all at this time. I deeply appreciate their kindness in my behalf following the death of my husband.

Mrs. Paul Sanford

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.

now, I hope to be back at sea in the near future aboard one of the SIU's contracted ships.

As I said I am asking for this paper to I can keep in touch with the news of what is going on in the Union as my heart lies in this work.

Bernard Kaufman

Asks Instructions For Delegates

To the Editor:
 I am in the same old routine of ship's delegate on the Bent's Fort. Although I have had this thankless job on numerous ships I am still confronted with the fact that I am not sure just what a ship's delegate's complete job is. There always seem to be a couple of brothers on every ship who, although they always refuse to take a delegate's job, find the role of a sea lawyer is okay for them.

Couldn't we have some type of instruction directed to the brothers who do accept these ship-board jobs with the best of intentions in mind? We had a few beefs here in the past month and I went to Ted Babkowski, Seattle agent, for instructions as to what to do. But some of the sea lawyers were dissatisfied with what he told me. Fortunately, Reed Humphries was able to straighten everything out when he came aboard in Wilmington and now everyone seems to be happy again, thanks to the good old SIU way of having the patrolman decide matters on the spot.

I hope to be seeing something in the LOG in the near future concerning instructions to delegates as to their duties and authority.



Wallace

Yokohama Bar Gets Applause

To the Editor:
 While I was aboard the SS Chickasaw in Yokohama I had to get off the ship to go to the hospital. After being discharged from the hospital, I had to wait around on the beach for three weeks. During that time I was treated very courteously by the people who operate the Bar Eden, located in Yokohama's



NEXT TIME I'LL TRY THE SEA CHEST

Expand SIU Food Set-Up; All Ships To Be Covered

(Continued from page 3)

Waterman, Seatrain and Isthmian, participated in the program. They employed food consultants to ride their ships and institute the improved feeding system. The results proved very satisfactory both to the crewmembers and the companies.

Revised Rules

Meanwhile a 15-man SIU steward department committee worked up a set of revised steward department working rules to redefine the functions and qualifications of each man in the galley. The working rules included a guide for food preparation and service based on the "to order" system. These rules were adopted by the membership and put into effect.

However, while the feeding program was working well through cooperation with individual companies, not all companies and ships were participating, and many of the smaller companies were not in a position to obtain the services of consultants, even though all ships were operating under the revised union working rules for the steward departments.

Consequently, in renewing the SIU contract last fall, the Union negotiated the five-cent daily contribution from the operators to finance the establishment of a full-time group of consultants who would service all SIU-contracted ships. The full-time consultants would not be working for individual

companies as in the past, with individual points of view on implementing the feeding program, but would operate under a joint Union-company undertaking. This is what has now been put into effect.

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.

SIU BABY ARRIVALS



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

- Bjarne Haukebo, born May 12, 1959, to Seafarer and Mrs. Bjarne Haukebo, Long Beach, Calif.
- Sandra Gay Lightell, born June 13, 1959, to Seafarer and Mrs. Paul Lightell, New Orleans, La.
- Phyllis Lynette Marzett, born June 14, 1959, to Seafarer and Mrs. Grant Marzett, Mobile, Ala.
- Gregory Mosher, born May 21, 1959, to Seafarer and Mrs. Albert Mosher, Baltimore, Md.
- Evelyn Ramirez, born May 15, 1959, to Seafarer and Mrs. Tomas Ramirez, Brooklyn, NY.
- Jeffrey Armstrong, born June 16, 1959, to Seafarer and Mrs. James R. Armstrong, Jarvisburg, NC.
- Pamela Doris Sanders, born May 5, 1959, to Seafarer and Mrs. Union H. Sanders, Bay Minette, Ala.
- Rosemary Talbott, born June 4, 1959, to Seafarer and Mrs. Elwood Talbott, Houston, Tex.
- Dennis Mark Royal, born June 12, 1959, to Seafarer and Mrs. Carl Royal, Ellaville, Ga.
- Jesse Young Chapline, born June 1, 1959, to Seafarer and Mrs. Robert L. Chapline, Youngstown, Ohio.
- Janifer Devine, born June 16, 1959, to Seafarer and Mrs. Paul A. Devine, Galveston, Tex.
- Joseph Gebbia, born May 15, 1959, to Seafarer and Mrs. Peter Gebbia, New Orleans, La.
- Helen Goldman, born May 27, 1959, to Seafarer and Mrs. Kenneth Goldman, Ridley Park, La.
- Sabrina Henninger, born May 11, 1959, to Seafarer and Mrs. Robert Henninger, Baltimore, Md.
- Zanie Camille Milne, born June 17, 1959, to Seafarer and Mrs. Arthur Milne, Mobile, Ala.
- Pedro Moreno, born April 13, 1959, to Seafarer and Mrs. Pedro Moreno, Galveston, Tex.
- Brett Allen Nelson, born June 23, 1959, to Seafarer and Mrs. Frank Nelson, Maplewood, La.
- Steven O'Toole, born April 10, 1959, to Seafarer and Mrs. John O'Toole, Baltimore, Md.
- Thomas Sorenson, born June 12, 1959, to Seafarer and Mrs. Ejvind Sorenson, Tottenville, SI.
- Norman and Norma Ward, born June 21, 1959, to Seafarer and Mrs. Norman Ward, Manteo, NC.

MSTS Still Competing For Passenger Business

WASHINGTON—When is a Government "secret" not a Government secret? According to the SIU Washington office, it's only "secret" for those who don't know the street address of the Library of Congress.

In the past, the office reports, it's been the policy of the Military Sea Transportation Service not to give out information on the number of seamen working in the fleet. But a little digging in the library stacks turned up the information that the agency has 11,505 employees, of whom 3,218 are military and 8,287 civilians. Just how many of these are seamen is still not known.

Other interesting facts are that MSTS, as of April 30 of this year, still had 120 of its own ships as against 27 charters and four ships owned by other Government agencies.

In 1958, MSTS handled 605,000 passengers, over half of whom were military personnel. The additional passengers were the dependents of military personnel and "others approved by the Department of Defense"—in other words, people who were not in the armed forces and were not military men's dependents. The maritime unions would be interested in getting a detailed breakdown on these others and why they were traveling on Government ships.

On the cargo side, commercial ships handled approximately 3/4ths of the MSTS cargo lift and received 78 percent of the \$425 million expense incurred, but a breakdown of the companies receiving MSTS contracts is not readily available.

All cargo and passengers moved by MSTS, the report notes, are paid for out of appropriations for the Army, Navy and Air Force; consequently, the same payments could be made directly to private industry for the same functions.

The Washington office review notes that MSTS has a new boss, Vice Admiral Roy A. Gano, and expresses the hope that "a change in command will mean a change in the policies of MSTS."

Final Dispatch

The deaths of the following Seafarers have been reported to the SIU Welfare Plan and the death benefit has been paid to their beneficiaries:

Paul Smyth, 44: Brother Smyth, an SIU deck department member since 1955, died June 6 of an internal hemorrhage in Doyle, Maryland. He leaves a cousin, Charles Woods, of Seattle, Wash. Burial was in Glen Burnie Cemetery, Md.



Harry Henze, 67: Brother Henze died on June 13 while a patient at the Pinecrest Nursing Home, Savannah, Ga. Henze was a member since 1938, sailing in the steward department. He is survived by his wife, Mrs. Gather Henze of Savannah. Place of burial was not indicated.



Andrew Sudol, 47: Brother Sudol, a Union member since 1947, died in his home town at Wilkes-Barre, Pa., on May 27 when hit by a train. He had worked in the engine department. Mrs. Josh Thomas, his sister, survives him. Place of burial was not indicated.

Personals

William J. Keenan Ex-Timber Hitch
Anybody knowing his whereabouts please contact John Hawryshko, Travelers Insurance Co., 6th and Chestnut Streets, Philadelphia 6, Pa.

Francisco M. Mateo
G. Miranda, Las Casas #17, Ponce, PR, wants to contact you urgently.

Cyril A. Scott Ex-Steel King
Your wife is very anxious to hear from you. Write 1571 Union St., Brooklyn, NY, or call President 4-8475.

Paul Huggins
Please contact H. F. Holmes at 7020 North Clark Ave., Tampa, Fla.

James J. Gorman
Please get in touch with your mother, Mrs. Marcy E. Gorman, at 21-57 33rd Street, Astoria, LI.

Federico Reyes
Please contact your wife, Beatrice Reyes, 621 Union Ave., Bronx, NY, about a very important legal matter.

Frank Mason ex-Valliant Hope
Your gear has been deposited at the Boston Hall.

William Glick
Important you contact Mrs. Josephine Clinard, 3565 NW 12th Street, Miami 35, Florida, concerning watch you bought.

Gov't Airline Gets In Act

WASHINGTON—The Military Air Transportation Service is proposing that Government passengers and defense business move overseas by air instead of by ships. A statement to that effect was made by Lt. Gen. William H. Tunner, the commander of the MATS.

The proposal was made because of a dispute between MATS and privately-operated airlines over the carriage of passengers and cargo, a dispute which is identical to that between private ship operators and MSTS. Tunner's move was seen as a means of appeasing the airlines by giving them more business at the expense of ships, without reducing the activities of MATS.

The proposal has been attacked by representatives of the American shipping industry as involving a further weakening of the merchant marine. The ship operators declared that it "disregarded . . . the need for sea-lift capacity recently reaffirmed by the Government and the Department of Defense."

SIU Aiding Italy Strike

(Continued from page 3)
to obtain satisfaction of grievances. (This is a right, the crews say, which has been taken from them since the end of World War II.)

- Improved living conditions and improved feeding. (Many of the Italian ships, the men say, have a five-pot system.)

- The establishment of controls over scab seamen who are working for far less than minimum union wages—a situation aggravated by the Italian unemployment situation which has driven many non-seamen to the waterfront.

- An increase in manning scales. (Italian ships, the crews say, often carry one crewman for 14 passengers, while the liner United States, which carries 1,800-1,900 passengers, has a crew of about 1,200.)

- Freedom from military restrictions. (Under present Italian law, the men say, they are considered part of the Italian Navy and subject to its regulations.)

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West Coast South America

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

WMM 25-15607 KCs
Australia

WMM 81-11037.5
Northwest Pacific

MARITIME TRADES DEPARTMENT

LET 'EM KNOW!
Write TO THE LOG

Engineers Win Severance Pay In Flag Switches

An impartial arbitrator has ruled that the principle of severance pay applies in the maritime industry to crewmembers whose ships are transferred to a foreign flag. The decision, made in connection with the Marine Engineers Beneficial Association agreement, represents an important breakthrough in obtaining protection for seamen on ships transferred foreign.

The SIU, negotiating its new wage and vacation benefits last fall, has not completed an agreement on severance pay and job security demands. A large number of meetings have been held since then with SIU-contracted operators in an effort to reach agreement on these clauses and discussions are still going on on the issue.

As was pointed out at the time of last fall's settlement, the agreement in wages and other money items did not constitute a full contract settlement, but these provisions were put into effect pending resolution of the job security provisions.

The MEBA, in settling its con-

tract, had agreed with the ship operators to submit the severance pay claim to arbitration to determine if such a claim is suitable in the maritime industry and, if so, what kind of terms should be applied.

The severance pay program had been accepted in principle last year in the MEBA contract negotiations.

Negotiated Last Year

The arbitrator's award provides severance pay for all permanently-assigned engineers aboard a transferred ship. The severance will amount to one month's pay for each four months' service at the minimum, for engineers with the company less than a full year.

Engineers with one full year of service will get four months' wages. Those with up to eight years' service, will get the basic four months' wages plus an additional month's pay for each additional year.

Those with more than eight years with the company, will get 11 months' severance pay, plus an additional half-month for additional years. Those with over ten years' service will get one year's severance.

Covers Mates Too

The same provisions will apply automatically to members of the Masters, Mates and Pilots Union, since they, under the terms of their contract settlement, were to be entitled to any severance pay awarded to the engineers.

Over and above the monetary benefits provided the engineers, the severance pay provision would tend to discourage American-flag operators from transferring ships foreign because of the costs involved in making the severance payments to their crews.

New Ships Need Atom 'Wash' Gear

WASHINGTON — New regulations requiring subsidized dry cargo ships to have heavy-lift booms and "washdown" systems to fight radioactivity have been announced by the Maritime Administration.

All ships built in the future for operation under subsidy contracts will have to have one 60-ton heavy lift and three ten-ton lifts as part of their regular gear. The heavy lifts have long been regarded by the Government as essential items which have been lacking on virtually all American-flag cargo vessels.

The washdown system will involve a minor modification of existing shipboard firefighting gear. Its function is to provide a film of seawater on all exposed decks and topside structures should a ship enter an area contaminated by radioactive fallout.

Ships equipped for washdowns will have combination solid stream and fog spray nozzles on existing hoses, to be installed in clips about 50 feet apart and pointed straight up. Consequently, when all the hoses are turned on, lifeboats, weather decks and other areas will be covered with spray.

Navy tests have shown that such washdown systems are effective protection for ships' crews against radioactivity. Ships of the Military Sea Transportation Service already have such systems functioning.

The new regulations covering heavy lift capacity provide that they are not to be treated as national defense features for which the Government pays the entire cost. The reasoning is that such heavy lifts are needed for normal commercial operations because of the large amount of military cargo carried by American-flag vessels.

On Land And Sea



Britain's "Hovercraft," a new machine that rides on an artificially-created cushion of air, goes through its paces on land and at sea. In top photo 7,500-pound oval-shaped craft hovers above ground, while below, it rides over water.

ITF Holds Meeting On Runaways

An SIU of NA delegation left early this week for Geneva, Switzerland, to attend a meeting of the Fair Practices Committee of the International Transportworkers Federation. The meeting this week dealt with the ITF attack on the runaway-flag problem, reviewing action taken thus far and further steps to be taken to implement previous resolutions on organizing these ships.

Attending for the SIU of NA are President Hall and Vice-President Hal Banks, representing Canada. President Joseph Curran is heading a National Maritime Union delegation at the conference.

State Dep't Action

Among the subjects up for review at the conference is the recent meeting between the US State Department and representatives of European maritime nations, at which the runaway issue was discussed, among other matters. Also under discussion are recent transfers of runaway tonnage to maritime nation flags.

Undoubtedly, ways and means of organizing the runaways under various unions' jurisdictions are being discussed at the conference.

A further report on the outcome of the conference will appear in the next SEAFARERS LOG.

Sue Cuba For Struck Ships

In an echo of the two-year-old beef of the SIU Canadian District against Canadian National Steamships, it now appears a Cuban government bank may have to pay damages for being unable to deliver the eight strikebound ships. The vessels were purchased by the Batista regime from the Canadian

government in the midst of the strike beef, and unsuccessful efforts were made at the time to man them.

The present premier of Cuba has promised not to have the ships manned behind the Canadian District picketline.

The damages are being sought

in a \$7½ million suit filed in Baltimore District Federal Court by the Flota Maritima Browning de Cuba. This is the Cuban shipping outfit headed by Troy Browning whose Great Lakes ships are under contract to the SIU Great Lakes District.

A few days after the suit was filed, it was announced that the Cuban bank had made a down payment to Canada on the struck vessels.

When the Cuban bank bought the eight Canadian ships—which had been tied up in a wage dispute of the SIU Canadian District—Browning's Cuban outfit was supposed to operate them with Cuban seamen.

However, vigorous protests by the Canadian District, backed by the SIU, including demonstrations at the Cuban consulate in New York, kept the strikebreaking move from becoming effective. As a result, the entire fleet has remained immobilized in Halifax, with the exception of the Ciudad de la Habana (the former Canadian Challenger) which has been tied up in Baltimore. Cuban seamen have refused to participate in any effort to man the strikebound ships.

Actually, Browning's suit covers two lease-purchase arrangements, both of which, he claims, the Cuban bank broke.

Under the arrangement on the Canadian ships, the Cuban bank agreed to give Browning a seven-year lease on 11 ships—the eight Canadian vessels plus three others—with an option to buy. The

bank's breach of contract caused Flota Maritima to lose \$3½ million dollars, the suit says.

Another contract, the suit claims, gave the Browning outfit a 15-year lease-purchase arrangement on six ships being built in Britain and Japan. The default of this contract, it is claimed, caused Flota Maritima to lose \$4 million.

The suit, under admiralty law, asks the entire \$7½ million plus costs and interest. It also asks that the one ship tied up in Baltimore, the Ciudad de la Habana, be auctioned off to satisfy as much of the claim as possible.

Dock Dispute Slows Phila.; New Hall Makes Progress

PHILADELPHIA—Port Agent Steve Cardullo reports that work on a new SIU hall for this port is progressing at a good pace. At present cement piers are being added to withstand the added weight of construction.

All members, Cardullo says, are invited to take a look at the work. Already many of them have done so and are looking forward eagerly to the building's completion.

The new hall, located at 2602 South Fourth Street, will provide facilities for both Union functions and those of the Seafarers Welfare Plan. It will be a one-story building in modern architectural style, offering ample space and comforts to the membership.

The SIU is also continuing its organization work in this port, Cardullo says. Meanwhile the beef with the Graham Transportation Company is still tied up in Labor Board litigation.

Shipping here has been in the

doldrums because of the dispute between the employers and the International Longshoremen's Association. A few replacements have been shipped on tankers but there have been few other job opportunities. The ILA beef broke out when longshoremen balked at unloading a cargo of sugar because of unsafe working conditions.

The port had three payoffs during the last period—the Petro Chem (Valentine) and the Marymar and Texmar (Calmar). The Marymar signed on.

In transit were the CS Miami and Winter Hill (Cities Service); Robin Gray (Robin); Steel Scientist and Steel Seafarer (Isthmian); Jean and Edith (Bull), and 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:

July 22
August 5
August 19