

COAL CO. UPS SIU FIRINGS TO AID NMU

—Story On Page 3

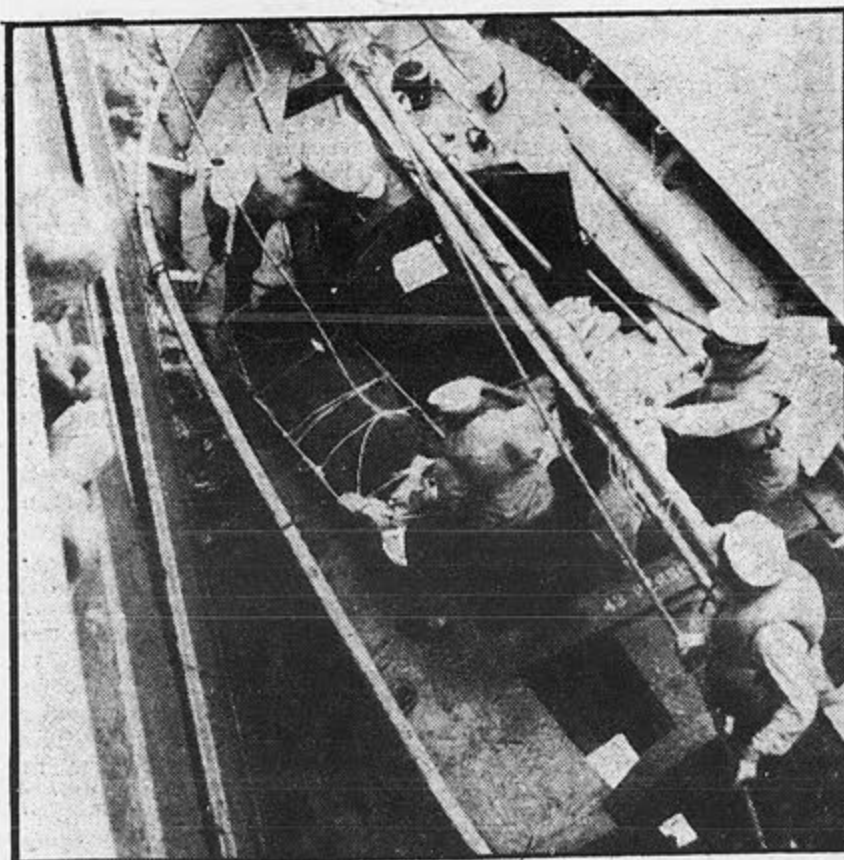
DETERMINED TO AID NMU by any means, American Coal Shipping has sharply stepped up the pace of phony firings of SIU oldtimers on the ships. The increased discrimination against SIU came after NMU showed its inability to overcome the SIU lead in the fleet. But despite the company's tactics, the SIU, with the staunch aid of oldtimers from the A&G, the Sailors Union, Marine Firemen and Marine Cooks and Stewards, is still maintaining its lead which now stands at 103 to 94. On the last ship alone, the Coal Miner, the company fired three SIU men for transparently flimsy reasons and attempted to fire a fourth in order to give the NMU an edge. (Story on page 3.)

SIU Fights Strike Ban In La. Town

—Story On Page 3

IBL Asks Curran Ouster From Labor Ethics Body

—Story On Page 2



Life At Sea. Seafarer aboard Jean Lafitte (above) leans anxiously over rail as motor launch crew of MSTs transport General Patrick takes Lafitte's stricken third mate aboard for transfer to transport. Mate had suffered stroke at sea. Photo by William Calefato. At right, lifeboat crew of Robin Wentley rows back to ship after picking up canister of medicine dropped from Coast Guard plane. Medicine was for AB James Girolami who suffered asthma attack. Photo by Charles Matthews. (Wentley Story on Page 15).



'Oust Curran' IBL Demands; Lakes Drive On

CHICAGO—A full-scale organizing drive in the Great Lakes area has been voted by delegates to the convention of the International Brotherhood of Longshoremen, AFL-CIO.

At the same time, the assembled delegates called for removal of Joseph Curran, president of the National Maritime Union, from the AFL-CIO Ethical Practices Committee.

The convention on the motion of a rank and file delegate charged that Curran was "unfit to continue as a member of the Ethical Practices Committee" because of his open support of the AFL-ousted International Longshoremen's Association against the IBL in the last New York dockworkers election. Curran had come out with a public statement on the eve of that election urging dockworkers to vote for the discredited ILA.

The MTD-affiliated dockworkers union has set its sights on increasing its membership in Great Lakes ports from 8,000 to 20,000

when the St. Lawrence Seaway is completed next year.

The IBL has contracts with stevedores operating the main piers in Milwaukee, Toledo, Cleveland, Chicago, Detroit and Buffalo, and has long been active in the Great Lakes area. It hopes to have every longshore worker on the Lakes carrying an IBL book after the St. Lawrence Seaway opens.

The organizing drive will be promoted by MTD port councils, which are being set up throughout the region. Councils have already been established in the head of the Lakes region, Buffalo, Detroit and St. Louis, and are being organized in Chicago, Milwaukee and other Great Lake ports.

Full support for the IBL drive was pledged by leaders of the Maritime Trades Department and high officials of other AFL-CIO unions. Among the speakers addressing the convention and pledging cooperation were MTD Secretary-Treasurer Harry O'Reilly and SIU of NA President Paul Hall.

The IBL also heard from William Lee, president of the Chicago Federation of Labor and vice-president of the Int'l Brotherhood of Teamsters. Lee pledged the IBL his support "now and in the future" because he said, "it stands for clean and wholesome trade unionism."

Hall reiterated the SIU's "unqualified support" of the IBL as authorized by membership action.

In other actions, IBL President Larry Long and IBL Secretary-Treasurer E. L. "Buster" Slaughter were reelected to another term.



Long



Slaughter

'Audrey' Aid Work Gains In Lk. Chas.

LAKE CHARLES—Seafarers and other union members in this area are still at work assisting victims of Hurricane Audrey who lost their homes in the big blow. Union building tradesmen are putting up new homes on the weekends for storm victims who are unable to replace their dwellings and port agent Leroy Clarke reports good progress toward the goal of the campaign.

Seafarers on several ships in this area have contributed heavily to the relief of the hurricane victims. Prominent among them was the Lucille Bloomfield out of Houston which raised over \$400 for this purpose.

Shipping has been moderate in the past two weeks with tankers supplying all of the business there was. The Chiwawa, Royal Oak, Council Grove, Bents Fort, Cities Service Norfolk, Winter Hill, Government Camp and Cities Service Miami kept things hopping for Cities Service. The Val Chem. (Valentine); Maxton (Pan Atlantic) and Mermaid (Metro) also called in the area.

House Hikes Postal Wage

WASHINGTON—A 12½-percent pay increase for the nation's 500,000 postal workers was voted by the House of Representatives last week by a margin of 379 to 38 after a union-sponsored drive for a discharge petition was successful.

The discharge petition was made necessary by the fact that the House Rules Committee had bottled up the bill. The petition was signed by 218 House members, a sufficient number to get the bill out of committee and onto the floor of the House.

President William Doherty of the National Association of Letter Carriers had asked AFL-CIO unions to write to members of the House urging them to sign a discharge petition. Accordingly, SIU Secretary-Treasurer Paul Hall sent personal letters to all of the members of the House on behalf of the postal workers.

More than 100 of the Representatives acknowledged the letters and affirmed that they would sign or had signed the discharge petition.

Speak Out At SIU Meetings

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

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

Hire Panama Crews To Sail US Ships

WASHINGTON—A strong protest against the use of Panamanian crews to move picket ships for the US Air Force has been registered with the Defense Department by Rep. John F. Shelley (Dem.-Calif.). Shelley has called on the Department to hire American seamen for the remaining five ships which are being employed in guided missile test operations.

The ships in question are being moved from the Rodman Air Force Base in Panama to Patrick Air Force Base in Florida. The latter base is a guided missile testing center and the vessels are stationed as picket ships in various parts of the missile-firing range.

The Panamanian crew was hired

at "established local rates" in Panama and flown back to that country after delivering the ship.

In his letter Shelley declared "I seriously question the policy of having a vessel operating under a United States Government contract manned by a foreign crew, not subject to security clearance. . . . Further I question the propriety of using such a crew at substandard pay scales, undercutting American seamen, in any activity supported by the Government."

SINK... or SWIM (or, 'How To Make A Six Out Of A Nine')

Written by: "Big Joe."
Starring: "Big Joe."
Produced by: "Big Joe."
Directed by: "Big Joe."
Sound Effects: "Big Joe."

The following item appeared in the NMU "Pilot" of July 10:

ONLY OFFICIAL COUNTS COUNT

The PILOT stopped publishing its count of men aboard American Coal ships several weeks ago when NMU filed for an election. As of that date, the only score that could mean anything would be the score in an official NLRB vote. Furthermore, why get the SIU brass any more scared than they are? The fact is that NMU has the lead and that is why SIU has been stalling. As for the figures published by SIU to show otherwise, they arrive at those by a very simple method—they're lying.

Here's how the above story may have come about:

(Big Joe is hunched over a typewriter, pecking out a letter which reads: "Dear Big Joe: We the crew of the SS Windjammer are behind you 100 percent because you're the greatest and the most. Signed...").

BIG JOE (to himself): "Man, that's what I like to hear. Those boys know what they're talking about."

(There is a frantic knocking on the door).

BIG JOE: "Come in!"

(Door opens and a character comes running in).

CHARACTER: "Big Joe, Big Joe, we just got the latest score on American Coal. It ain't good. The skipper fired four SIU men, but they were replaced by four more SIU men. We're behind 103 to 94! Whadda we gonnado? The company sure is giving the SIU the business but they're still out front. I'm getting worried."

BIG JOE: "Like I said, we'll whip 'em down on the docks."

CHARACTER: "You said that before. But what do we tell the members now, Big Joe?"

BIG JOE: "You tell them Big Joe is on the ball. And when Big Joe is on the ball,



Big Joe is on the ball. Ya know what I mean?"

CHARACTER: "Yeah, gee Big Joe, you're wonderful. How do ya do it? But as I was saying, we gotta do somethin'. The LOG keeps printing the American Coal score and the boys are asking how come. After all, the company is breaking its back for us and we're still on the short end."

BIG JOE: "Never mind the LOG and the facts. Facts is for phonies. I'll rally the membership with the old hoopla."

CHARACTER: "But whadda we gonna say in the 'Pilot'?"

BIG JOE: "Big Joe will have the answer in a minute. It's right here in this book, written by another guy named Joe, a guy with real talent."

(Big Joe reaches into a book shelf and pulls out a well-thumbed volume entitled, "How to Answer the Facts, or, People is Meatballs Who Think They're People," by the old master himself—Joe Stalin).
"Now we'll see how to handle this situation. This boy was good. Remember when I said 'Hail the great and wise leadership of Comrade Stalin?' Big Joe knows the real ones from the phonies, don't I?" (Big Joe then flips the pages quickly, stops on one of the pages

headed, "Why give it to them straight, when you can lie about it?" Big Joe reads the page).

BIG JOE: "Here it is, just what we need. Give me the dictaphone, quick!" (Big Joe then starts dictating from the book). (Curtain)

(Scene two. Big Joe is reading out loud from the July 18 "Pilot").

BIG JOE: "The 'Pilot' stopped publishing its count of men aboard American Coal ships several weeks ago... why get the SIU brass any more scared than they are? ...The fact is that the NMU has the lead and that is why the SIU has been stalling. As for the figures published by SIU to show otherwise, they arrive at those by a very simple method—they're lying."

BIG JOE: (looking down at the character): "See, Big Joe always finds a way."

CHARACTER: "Yeah, Big Joe. You're the most." (Curtain)

(Ed. note: The American Coal shipping scores printed by the LOG are based on the numbers of SIU and NMU men shipping aboard the company's vessels. The latest figures are SIU 103; NMU 94. The NMU 'Pilot' has the same figures. Apparently that's why it doesn't publish them.)

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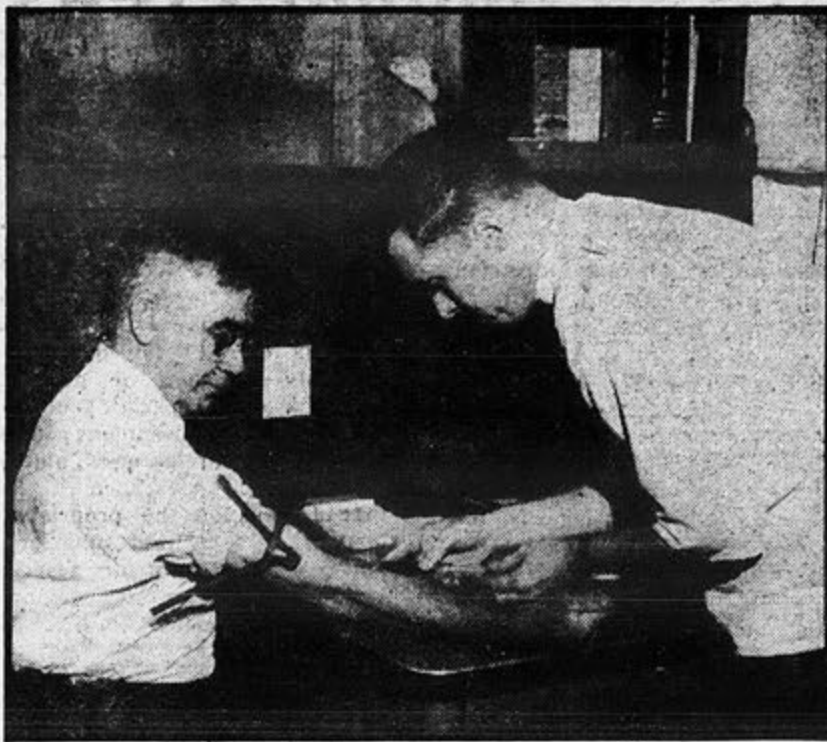


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1,000th Seafarer Gets Check-Up



Lab technician John Gearrity prepares oldtimer James Hamilton for his physical check-up at the SIU health center. Hamilton was the 1,000th Seafarer to be examined at the center. Now on the beach in NY, Hamilton was one of the many SIU oldtimers fired by American Coal. He was aboard the Thomas Paine.

Coal Co. Steps Up Firing Of SIU Men In 'Help NMU' Plan

The well-developed pattern of partnership between the National Maritime Union and the American Coal Shipping Company emerged more clearly this week with additional firings of Seafarers aboard the Coal Miner. The stepped-up bar-

rage of firings of SIU oldtimers, with no comparable action against NMU men, made it plain that the company is intensifying this attack to strengthen the NMU position and try to destroy the SIU majority on the coal ships.

Despite this situation, the SIU has maintained its lead on the coal ships with the count standing at

SIU, 103; NMU, 94, as oldtimers from all SIU affiliates are standing firm under company pressure. However, if the company had not embarked on the campaign of firings and other discrimination it is clear that by now the SIU would have had a solid majority on the coal ships which the NMU could not have overcome under any circumstances. The company effort then, has staved off certain defeat for the NMU.

American Coal's current tactics make it obvious that the company hopes to press the firings, ship by ship, in a campaign of attrition against the SIU's supply of oldtimers. The SIU, of course, is documenting these instances and filing charges with the National Labor Relations Board accordingly.

Admiration for the tenacity of the oldtimers in the face of these obstacles was voiced by the members of the four-man coordinating committee — Morris Weisberger, Sailors Union; Ed Turner, Marine Cooks; Sam Bennett, Marine Firemen, and Paul Hall, Atlantic & Gulf District. The committee declared that: "While this development is not entirely unexpected

Coal Boxscore

The full effects of the NMU-company partnership on the standings on American Coal ships are shown by the following figures:

- NMU was given an original edge of six frozen jobs on the Coal Miner.

- Even before the current Coal Miner firings, the SIU had documented 25 instances of firing or other discrimination against SIU men which deprived them of coal ship jobs. Yet despite this situation the count stands at SIU, 103; NMU, 94, counting the six frozen jobs in NMU's total.

In even-steven competition then, the SIU would be holding somewhere around 130 jobs by now out of a total of 196. But the company just wouldn't have it that way.

SIU Fights La. Sheriff's Ban On Right To Picket

NEW ORLEANS—Refusal of a county sheriff to permit picketing or a strike at an industrial installation in Plaquemines Parish in Southeast Louisiana was under attack by the SIU in US District Court here as the LOG went to press this week.

The SIU appeal to the courts resulted from the jailing of SIU-HIWD representative Martin Gould and Seafarers Edward Rosen and Louis Camara. The three were arrested while picketing at the entrance of a bulk cargo loading facility operated by Superior Derrick Corp., a subsidiary of Atlantic and Gulf Stevedores, Inc.

SIU attorneys asked the court to restrain Sheriff Chester Wooten, his chief deputy Albert Cosse and other Plaquemines deputies from interfering with SIU members and employees of Superior Derrick in exercising their right to picket and assemble peacefully. District Judge Herbert W. Christenberry delayed his ruling pending presentation of additional sworn statements of witnesses. District Attorney Leander Perez appeared as attorney for the sheriff.

Filed on behalf of SIU representatives Tom Gould and Martin Gould and employees of the Superior Derrick Corp., the SIU petition pointed out that prior to the strike, all but two of the some 60 employees of Superior had applied to the SIU Harbor and Inland Waterways Division for membership and representation. The company operates heavy lift floating derricks in New Orleans harbor and a coal loading installation at Wood Park, on the west bank of the Mississippi River, south of New Orleans.

After repeated unsuccessful efforts to arrange a meeting with the company to talk contract terms, the men on the floating derricks went on strike the night of July 12. The following Monday morning (July 15) employees at the Wood Park coal facility went on strike.

Just Two Pickets

A "peaceful picket line" consisting of "two striking employees" was set up, the SIU petition pointed out. Some 30 to 35 other employees were "peacefully assembled" and sitting near a road leading into the installation. About six Superior employees went to work through the picket line "without molestation or interference."

Shortly thereafter, the petition

charged, Sheriff Wooten informed SIU representatives "that when Superior Derrick Corp. came down there he had assured them that there would be no strikes and no picketing in Plaquemines Parish."

Wooten then ordered the pickets "to remove the picket line entirely, to disperse their peaceful assembly, to stop publicizing their dispute and to leave the vicinity of the plant under penalty of arrest and imprisonment."

The employees and the SIU representatives then removed the picketline, left the vicinity and reassembled at a rural store about one mile from the plant entrance.

"At 1:30 PM," the petition continued, Chief Deputy Cosse and another deputy ordered SIU representatives "to disassemble all the employees and to leave Plaquemines Parish within five minutes and not stop until outside the Parish limits." These orders were accompanied by "vile and abusive language," the court was told.

The petition then recounted that while Tom Gould engaged Cosse and the deputy in conversation, Martin Gould, Camara and Rosen returned by automobile to the road leading into the loading plant and "again began peaceful picketing."

Almost immediately Cosse and the deputy "drove up at high speed" and demanded to know by what authority the picketing was being conducted. When Martin Gould said the picketing was being carried on according to Federal and Louisiana law, Cosse replied: "I am the law in Plaquemines Parish." He then arrested Martin Gould, Rosen and Camara and took them to the parish prison where they were held under \$500 bond each until the SIU finally obtained their release at 8:30 o'clock that night.

The petition pointed out that the Sheriff's deputies threatened to repeat this course of action if the SIU representatives returned to Plaquemines Parish.

SIU attorneys contended that the Plaquemines sheriff and his deputies had conspired to deprive the

SIU representatives and the employees of Superior Derrick of their civil rights as guaranteed by the US Constitution and by Federal and state law.

Silence Reigns In Blacklist Deal

Caught short by the surprise revelation of its secret blacklist deal with the American Merchant Marine Institute, the National Maritime Union was still in process of covering up last week. Far from revealing the nature of the blacklist deal, which has been in effect

for three months now, the NMU "Pilot" was conspicuously silent on the subject.

The only hint of anything remotely relating to this taboo subject was contained in the New York port agent's report, buried back on page 9 of the July 18 "Pilot." The report stated in an offhand manner that "A special meeting was held in the Port today for the purpose of voting on an amendment to the hiring clause. Details on this will be carried elsewhere in the 'Pilot.'" For some reason, no details were carried anywhere in the issue. Normally, any changes affecting the

hiring procedure would be a matter of great newsworthiness to seamen, but the last "Pilot" saw it otherwise.

That situation is expected to change with the upcoming issue which no doubt will contain more blood and thunder attacks on the SIU. It can be expected that NMU President Joseph Curran will work up a fever pitch in a vain effort to apologize and defend a system which threatens to deprive all NMU members of their job rights.

Attack Under Way

In fact, one line already making the rounds among the unhappy NMU-AMMI clique is that the SIU is "defending the performers."

As every Seafarer knows, the SIU for years has had a system of self-discipline which is written out in detail in the Union's constitution and which provides "punishment to fit the crime." What the AMMI and NMU do not like about such a system is that it spells out the rights of the membership and permits a man to defend himself before his Union brothers against charges. As a result, it often happens that such charges have been thrown out as being the product of personal grudges.

The NMU-AMMI blacklist on the other hand, simply condemns a seaman to lifetime exile from the shipping industry purely on the say-so of the skipper and the company hiring boss. The NMU has nothing to say, one way or another, having washed its hands of responsibility for defending its membership's job rights.

All a skipper has to do to get

we are particularly proud of the way members of all the affiliated unions are seeing this beef through in the face of company-NMU pressure. It is obvious by now that

(Continued on page 10)

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:

- August 7
- August 21
- September 4
- September 18

SF Shipping Bounces Up

SAN FRANCISCO—There was a break in the temporary lull that has hit shipping on the West Coast during recent weeks. Shipping has almost tripled in the last two week period in the port and it is hoped that it will continue to improve.

There were 10 vessels in port during the past period. The Kyska, Maiden Creek (Waterman) and Rebecca (Intercontinental) paid off. The Jean La Fjtte, Kyska, Wild Ranger and Maiden Creek (Waterman) signed on.

The Steel Scientist (Isthmian), Chickasaw, Madaket (Waterman), were in port to be serviced. There were no reported beefs and all vessels were in good shape.

British Builders Plan 65,000-Ton Atom Ships

Two British firms have announced plans for construction of giant 65,000-ton atom-powered tankers within the past week. At the same time, an American maritime publication has called for discarding of plans for atom-powered dry cargo ships as prohibitively expensive and offering no commercial advantage.

The British tanker plans were announced by the Hawker Siddely Group, a major aircraft producer, and by the British branch of Babcock and Wilcox, a leading engineering firm.

The Hawker Siddely plans are being drafted in collaboration with John Brown and Company, which built the two huge Cunard passenger ships, the Queens Mary and Elizabeth. Few details were made in the announcement.

Subsequently, Babcock and Wilcox said they had similar plans in the works and stated, "In view of the high capital cost of nuclear installation, the nearest approach at the present time to economic competition with conventional power is, of course, the large oil tanker."

Skepticism as to the outlook for atom-powered freightships was expressed in a recent issue of the "Pacific Shipper." The magazine called preliminary expenditures on the subject "a wild goose chase but dimly related to the American merchant marine."

Nuclear powered-shipping, the magazine declares, is in the "kindergarten stage." A ship which can circumnavigate the world without refueling is "a complete commercial absurdity" . . . The second 'advantage' is another lulu: 'quick turn-around in port'—no delay while bunkering! Why doesn't some old-fashioned inventor come up with an oil barge that could come alongside while the ship is discharging and loading cargo? Oh well, who cares about a nasty thing like cargo?"

A cargo carrier it adds, does not need the high speed, the capability of sharp turns and other require-

See Step-Up In Savannah

SAVANNAH — Shipping operations have been on the quiet side in this port for the last two weeks with a few in-transits providing all of the action there was. However, the port is preparing for stepped up activity in the coming period.

The TMT Carib Queen is expected to take on a full crew in the next few days while the Bull Line Liberty John Chester Kendall is due in Sunny Point, North Carolina for a payoff after a long offshore run. The port is looking for quite a few replacements aboard her.

Only in-Patients Get 30-Day Cards

Seafarers who have to enter a hospital from a ship are entitled to get a shipping card dated the day of entry to the hospital, up to 30 days, provided they report to a Union dispatcher within 48 hours of leaving the hospital. However, men who go to the hospital only for outpatient treatment are not entitled to these cards.

Seafarers already registered at SIU halls who have to be hospitalized for over 30 days, can get a new card for 30 days only, from the dispatcher.

ments of the warship. Funds for a nuclear merchant ship "Pacific Shipper" believes, could better be applied toward immediate needs of maritime for current replacement programs.

Curt Starke Dies; Starred With Circus

Veteran Seafarer Curt Starke, well known to many sailormen as the biggest little man in the maritime industry, passed away in his Sarasota, Florida, home last April, the SEAFARERS LOG learned this week. His death from unspecified causes came at the age of 57. Once seen, Starke was never to be forgotten because he stood just four feet tall, making him the smallest man by far ever to work aboard an SIU ship. But his size was no index to his strength or ability. A circus acrobat by trade, Starke could hold up his own end on a ship with the best of them, although he often had difficulty convincing mates of that fact when they first caught sight of him.

A native of Germany, Starke



The late Curt Starke shown on a visit to SIU hall some years ago.

quit that country when Hitler came to power. He had been a member of a traveling acrobatic team since 1919 and upon coming to America he joined an American circus group known as the Royal American Midgets. As an acrobat, the powerful four-footer usually served as the bottom man on the pyramid.

When the war clouds gathered, Curt went to the SIU hall in Tampa to help out his adopted country. He grabbed a ship in the spring of 1941 and sailed throughout World War II.

With the end of the war, Starke signed a contract with Ringling Brothers and in the next ten years sailed off and on in between tours with the circus. He owned his own home in Sarasota, the circus' winter quarters.

Starke was buried in the Hackney Cemetery, Hillsboro County, Florida.

WILLIAM H. CARRUTH (Transfuel), June 30—Chairman, J. Sanders; Secretary, P. McNabb. New delegate elected. Locks on foc'sle doors to be repaired. Return all cups to pantry.

STEEL ADVOCATE (Isthmian), June 26—Chairman, R. Knowles; Secretary, A. Shrimpton. One man missed vessel last voyage; headquarters notified. Letter to headquarters regarding discontinuance of travelers checks; letter to be posted on bulletin board and comments pro and con invited by crew members. Most repairs completed; other repairs to be taken up with dept. heads. Ship's fund \$4.76. Discussion regarding locking messhall when in port; various small items regarding stewards dept.—steward cooperation in all cases. Function of safety delegates explained. Steward

Digest Of SIU Ship Meetings

urged members to return linen and explained proper procedure of issuance.

ROBIN GOODFELLOW (Robin), June 23—Chairman, E. Goulding; Secretary, J. Wright. Delegate spoke on general behavior during entire voyage. Beef regarding mate working on deck. Sink in laundry to be unplugged. Laundry to be kept clean. Table to be reserved for men on watch. Steward requested to order Simmons inner-spring mattresses.

RION (Aclium), June 23—Chairman, S. McCormick; Secretary, M. Cordes. New delegate elected. Washing machine to be repaired. Continue to spray as roach situation is pretty bad.

ALCOA PILGRIM (Alcoa), May 25—Chairman, F. Shendi; Secretary, W. Scott. Discussion on launch service in Maracaibo and St. Salina. Some disputed overtime. Vote of thanks to steward dept. for fine food served. Vote of thanks to delegate. Need new washing machine.

July 7—Chairman, W. Reid; Secretary, F. Shendi. Repair list submitted. Man missed ship in NO. Hall notified man was injured in Trinidad, made return voyage. Safety meeting school for fire fighting, one man from each dept., all voluntary. Reports ac-

cepted. Glasses not to be placed in sink. Vote of thanks to steward for work well done while man was ill and one man missing in galley. Discussion about washing machine; to retain present one.

ANDREW JACKSON (Waterman), July 1—Chairman, W. Moore; Secretary, P. Lopez. Slop chest lacks many items; poor selection of sizes in work gear. Suggestion to make list of required items and submit to captain. Captain will order from Sea Chest. Ask voluntary donations to purchase magazines for library. Reporter elected; will buy magazines and exchange library books. Vote of thanks to steward dept. for fine food and selection of menus. Need more pillows; messroom to be kept clean; return cups to pantry. Mailing menu of 4th of July.

CANTIGNY (Cities Service), June 26—Chairman, A. Alexander; Secretary, J. Phillips. Some disputed OT. Deck delegate to see about equalizing overtime. Report accepted. Change shipping rules for B and C men from 60 to 90 days. Motion defeated. Need better variety of food. Suggestion made that safety goggles, rubber gloves and suits be furnished by the company for men washing paint with acid.

HURRICANE (Waterman), July 7—Chairman, T. King; Secretary, H. Carmichael. Wringer for washing machine purchased; machine in good working condition now. Draw to be made every five days. Report accepted. New reporter elected. Locker in fireman's room to be repaired. Discussion to have keys made for all foc'sles.

ROYAL OAK (Cities Service), July 6—Chairman, J. Higgins; Secretary, D. Beard. Noticeable improvement in menus and food. Foc'sles will be painted after leaving shipyard. Ship's fund \$2.68. Report accepted. Vote of thanks to T. Babkowski for good work in Bridgeport. Steward to put out hot rolls and cold plates. Ice box needs repairing.

CUBORE (Ore), July 7—Chairman, G. Gass; Secretary, B. Buck. Beef about buttermilk and galley clock. Refrain from whistling and loud talking in passageways.

ARLYN (Bull), July 1—Chairman, J. Lundy; Secretary, J. Olive. Water pressure in bathrooms low. Ship's fund \$3.09. Some disputed OT. One man fired in PR; one man quit on arrival. Reports accepted.

DOROTHY (Bull), July 2—Chairman, M. Brannan; Secretary, F. Greeney. Few hours disputed OT. Report accepted. T-shirts to be worn during meals. Paint out all foc'sles. Need new fans.

STEEL ADMIRAL (Isthmian), June 23—Chairman, F. Keller; Secretary, E. Conrad. Good job done by all dele-

gates. All rooms except engine dept. painted. Check on Suez bonus; repairs; quality of food put aboard. Considerable overtime disputed. Quarters not painted as yet. Reports accepted. Order more supplies, soap, etc. Need new fans; spare parts, new wringer for washing machine. Water fountains to be repaired; keys to be left in foc'sles; all cots to be returned. Need new library.

CECIL N. BEAN (Dry Trans), June 30—Chairman, J. Mays; Secretary, D. Collins. Few hours disputed overtime. Repair list made up. One man to be reported to patrolman for bringing troubles topside instead of dept. delegate. Report accepted. All cots and linen to be turned in. Repairs to be taken up with patrolman. Need lockers in bosun's foc'sle. Vote of thanks to steward dept.

FELTORE (Ore Navigation), June 30—Chairman, J. Webb; Secretary, W. Strickland. Request bulletin board for recreation room. One man missed ship in Baltimore. Need fan for fireman's room. Report accepted. Laundry room to be kept clean. Pantry to be supplied with more food and kept more orderly.

IDEAL X (Pan Atlantic), July 4—Chairman, E. Bryan; Secretary, Melrose. Fresh milk question settled. Report on firing chief cook in Houston. Firing of Bryan settled in Houston. Report accepted. New delegate elected. Night lunch beef. Inspect stores as they come aboard—to be taken up with patrolman.

PLYMOUTH VICTORY (Isthmian), July 3—Chairman, E. McCaskey; Secretary, J. Gelder. One man missed ship in Houston. Repair lists completed. New reporter elected. Need new washing machine; water cooler for new passageway; new refrigerator; 20-tray ice machine; chairs for foc'sles. SIU slop chest—see steward for special orders; re-ordering safety wind scoops. Catwalk requested over deck load aft which is deadly poison acid. Steward dept. given vote of thanks for job well done. Twenty fans obtained.

OCEANSTAR (Triton), June 19—Chairman, T. Hill; Secretary, C. Garner. Minor beef about baker using ovens after 8 AM settled. New delegate elected. Coffee to be made in small pots.

ROBIN SHERWOOD (Robin Line), June 16—Chairman, W. Kohut; Secretary, S. Johnson. Ship's fund \$14. Spent \$3 for telegram. Report accepted. Things not to be thrown out of port holes. One brother injured as a result of this practice. Crew to be careful when dumping garbage on deck. Same to be placed in box before disposal. Mops not to be washed in laundry room sink. Coffee to be used more carefully in engine room—all to share equally as ship has 7-lb. allowance.

Why play

SUPERMAN?

Being muscular is an asset, no doubt about it. But it's wise to realize that every man, no matter how strong, has his limits. The man who abuses his body by trying to hoist more than he can handle, or who bends from the waist instead of letting his legs take the strain, is buying himself a fast ticket to the hospital.

Instead of playing Superman, get a shipmate to give you a hand when the load's too heavy. Play it safe and leave the muscle exhibitions for the professional athletes.

AN SIU SHIP IS A SAFE SHIP





Photo above shows signs which skipper removed from midship house when ship entered Gulf of Aqaba.

'Arabs Spat As We Passed' After Kern Hills Israel Visit

"When we got off in Algiers, everybody in the town seemed to know who we were. The Arabs spat on the street when we passed." That was just one of the little incidents which Seafarer John Fanning, AB, described from the now-historic voyage of the T-2 tanker Kern Hills, the first US-flag ship to enter the Israeli port of Elath.

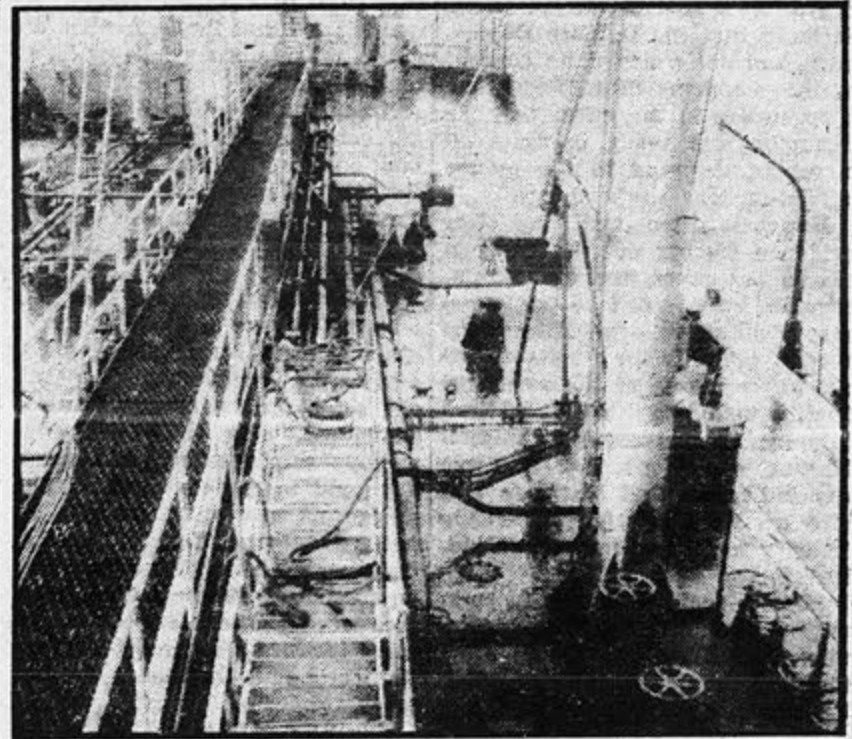
Fanning caught the ship on a pierhead jump in Aruba in January, just as she was about to start on her transatlantic voyage. She went from Aruba to Genoa to discharge, and as the Suez Canal was closed at the time, made the long haul around Africa to get to the Middle East oil fields.

After loading at Bandar Shahpur, Iran, the Kern Hills started its run up the Red Sea into the Gulf of Aqaba.

Chief cook Nelson Norwood recalled that when the ship got to the Strait of Tiron at the entrance to the Gulf, UN forces on the heights overlooking the strait waved them on and an unidentified naval vessel signaled "good luck."

Going up the Gulf, the skipper took no chances. There was an eight PM curfew after which everybody kept off the deck in the event anybody started pot-shooting at the ship. As an added precaution, all the ship's name signs were removed from the superstructure.

Once they got to Elath, the atmosphere changed. The whole population of the tiny frontier town turned out to greet them plus a



Tanker Kern Hills takes sea across her deck during course of one of her voyages into Elath. Photos on this page by Nelson Norwood, chief cook.

host of Israeli army and government officials. "We were supposed to have a party ashore," Norwood

said, "but everybody wound up on the ship and we ended up by serving a buffet to more than 200 guests."

Both Norwood and Fanning agreed that the treatment the crew received in Elath was nothing but the best. They were also impressed with the energy and determination displayed by the townspeople in the tiny frontier outpost.

While the voyage into Elath passed without incident, the Israelis were taking no chances. In addition to armed patrols on the beaches, the Israelis had two skin divers checking the bottom of the ship every day to make sure that Arab frogmen hadn't attached time bombs to the hull during the night.

Leaving Elath the Kern Hills put into Djibouti, French Somaliland, for water and bunkers. "The French were in charge there," Fanning said, "but the work gangs were Arabs. The word about us must have spread pretty fast because they kept shutting down the bunkering line, losing the keys and little things like that designed to delay us. But we got out of there without any trouble."

From Djibouti the ship made another run into Iran and back to Elath. Then the vessel picked up a third oil cargo destined for Haifa.

Bypassed Suez

By this time the Suez Canal was open for traffic again but the ship didn't dare go through. Instead of an eight to ten day run from Bandar Shahpur to Haifa, she detoured around Africa again. It was 62 days at sea punctuated by brief stops at Capetown and Algiers.

In Algiers, all they had in currency was Israeli pounds which made them unpopular right off the bat. It was here that the crew encountered considerable hostility although there were no incidents of molestation.

After delivering her cargo to Haifa, the Kern Hills headed back to Corpus Christi, Texas, where she paid off. All in all it was a 6½-month trip with just 17 days shore leave, so the entire crew from skipper on down took off in Texas.

The ship is now running in the coastwise trade between the Gulf and the northeast coast, because it has been put on the Arab blacklist.

'Runaway' Controls Bill Heading For Scrap Pile

WASHINGTON—The apologists for large-scale runaway transfers have been mechanically repeating "effective control" as the answer to objections against the transfers. Now it appears that legislation designed to make "effective control" effective is quietly winding up in the wastebasket.

The "effective control" gimmick has been paraded out before Congress each time the SIU and other maritime groups have warned that runaways threaten to weaken and undermine US shipping to a dangerous degree. The Defense Department has made use of the argument to show that even if we don't have a large and flourishing merchant fleet that the US can "count on" the runaway-flag ships in an emergency.

To assure "effective control" a bill had been thrown in the hopper, the ship warrants bill, which would have given the Government stand-by authority to deny port facilities

here to vessels that do not cooperate.

The bill was introduced in February, but so far nothing has happened. Meanwhile, the Administration is still maintaining that "effective control" is something more than just a quotation.

Seeks Right To Organize Transfers

In a strong statement on behalf of maintaining an American Merchant Marine, William "Whitey" Benz, Portland port agent for the SIU-affiliated Sailors Union of the Pacific, has called for amendment of Federal law to permit organization drives on runaway flag ships. Benz, who is also chairman of the Portland Maritime Trades Council, urged passage

of package legislation to redress the inequality between US shipping and foreign and runaway operators. The statement was sent in the form of letters to several West Coast Congressmen and to Supreme Court Justice William Douglas.

Citing the Sailors Union fight on the Liberian ship Riviera, Benz pointed out that the case was lost when the Supreme Court ruled that the Taft-Hartley law and other legislation did not apply to disputes with foreign shipowners.

[Many of these "foreign" shipowners, of course, are American operators masquerading under a foreign flag—Ed.]

He argued then that Congress should act to amend the Taft-Hartley and Norris-LaGuardia acts so that they apply to disputes with foreign shipping when such shipping is engaged in trade with the United States. Benz also called for enactment of Senator Magnuson's bill limiting sales and transfers foreign and Rep. Pelley's bill calling for 100 percent preference for US ships on Government cargoes.

Now In 11th Rank

Benz pointed out that the US has slipped from the second to 11th spot in merchant fleet tonnage. Large numbers of ships constructed by the US were given away or sold to foreign nations which use them in the carriage of American Government cargoes while paying crews rock bottom wages.

"As I write this letter there is laying idle in this port of Portland a ship, the Clarksburg Victory, which has been chartered from the US Government for an annual charter fee of \$185,138 per year. Under this charter the operator... has to pay the fee whether they run or not and so do

all other US steamship companies that have chartered ships from the Maritime Commission... Also here are two other ships owned by West Coast Steamship Company that cannot get cargoes. On the other hand, as I write this, there are at least half a dozen foreign-flag ships in this port getting a bellyful each way of Government and commercial cargoes...

"If we sit idly by and let this vital industry of ours be destroyed by want-to-be-popular politicians, people who cater to the foreign shipowners' lobby... and exploiters under the runaway flags then we are guilty of criminal negligence to our own people... After all, it is our duty to ourselves to protect our own people and our own economy first. No other country gives preference to foreigners—why should we?"

Gt. Lakes SIU Vote Underway

A 30 day referendum vote is being held this month by the SIU Great Lakes District to elect officers for the coming year. Up for election are candidates for the post of secretary-treasurer and for seven port agents to cover port offices maintained by the District on the American side of the Lakes.

Seamen on the Canadian side are represented by the SIU Canadian District.

Incumbent officers of the union, headed by Secretary-Treasurer Fred J. Farnen, are all candidates for reelection.

Ballots can be cast by union members either aboard ship or in any SIU Great Lakes hall.

YOUR SEAFARERS WELFARE PLAN

4-Yr. College Scholarships

Each year five Seafarers or children of Seafarers are chosen by a board of college administrators as winners of the \$6,000 four-year college scholarships. The program gives them free rein to study at any college or university of their choice, as long as it is a recognized institution.

Candidates for the scholarship must have a superior high school record and must compete in the standard college entrance board tests.

Requirements are three years' sea time on SIU ships for the Seafarer or the Seafarer-father of the candidate, 90 days of which must be in the previous calendar year and one day in the last 90.

SEAFARERS INT'L UNION, A&G DISTRICT



Unions Await Action On 'Vital' Ship Fleet; Shelley Hits Delay

WASHINGTON—While encouraged by the Navy's official statement to the effect that US merchant shipping is still considered vital to national defense, the SIU and other unions are still waiting for signs of implementation of that policy.

Navy Secretary Thomas S. Gates, Jr., put an end to uncertainty and rumors when he declared that the Defense Department had not changed its concept of the merchant fleet. There had been stories to the effect that the Pentagon was ready to write off merchant shipping in the guided missile-nuclear warhead age.

However, there is still no clear evidence coming out of Washington to the effect that the Administration intends to take the necessary measures,—including the needed requests for funds—to assist all segments of the merchant fleet, including non-subsidized shipping, tramps and other miscellaneous operations. Nor is there any indication that Maritime will give up its plans for permitting transfer foreign of present subsidized fleets.

Should such transfers be permitted in addition to the continuing transfers of tramp and tankers, then in the Union view, the Defense Department's "vital" merchant fleet will be greatly weakened.

The basic contradictions and confusions in Government circles on the issue have been underscored in a letter written by Rep. John F. Shelley (Dem.-Calif.), a staunch maritime supporter, to Secretary of Commerce Sinclair Weeks. Shelley urged "quick action to resolve the confusion which seems to exist and to eliminate the contradictions between administrative action and national police . . ."

He added, "I am sure you are aware of my long standing concern over the future of our Merchant Marine and of my personal efforts to bring about a solution to the vexing problems faced by the several segments of our maritime industry. . . I have tried to further such a solution by supporting the appropriation of funds for the purpose. . . the conditions which Congressman Bonner outlines are per-

haps a large part of the reason why Maritime Administration requests for funds for fiscal 1958 did not receive more sympathetic attention. . ."

A companion letter to Rep. Bonner congratulates him for "having laid on the line the whole sorry story of Administration failure to carry out the policies laid down in the Merchant Marine Act of 1936 . . ."

An important aspect of the problem, in the view of the SIU, lies in the subsidized lines' willingness to discard the American flag on their old ships for temporary financial advantage, plus their desire to monopolize the benefits of Government aid to the exclusion of outsiders and new operators who are not part of the "family." On the Government side, there has been an absence of determination, in the face of the budgetary outcry, to come forward and openly spell out the costs and the needs to Congress.

The SIU of NA position, as detailed by SIUNA vice-president Morris Weisberger in a letter to Shelley, recalled that Congress adopted a firm declaration of policy on maritime back in 1953. That declaration called for a "sufficient" merchant marine able to service both domestic and foreign routes and "owned and operated under the United States flag by citizens of the United States . . ."

Weisberger remarked that in light of this statement, "This Union has repeatedly protested the unjustifiable sale and transfer of American ships to other nations . . . Just how this sale can be construed as a means to foster and encourage an American merchant marine . . . is utterly beyond comprehension . . ."

"Yes indeed, our merchant marine policy, as laid down by Congress . . . has been kicked around and flaunted as of no account.

"Please accept our appreciation

for your aggressive and constructive sponsorship of an American-manned Merchant Marine."

Commenting on the present situation, SIU Secretary-Treasurer Paul Hall remarked: "We have long held that there is only one merchant marine, not two or three, and that merchant marine is composed of all the ships that sail under the American flag. For practical purposes it is our firm opinion that this means Government aid should be extended without distinction or discrimination to all those who are willing to operate under this country's flag, pay taxes to the US and employ American crews.

"That, in our way of thinking, is the way to assure a healthy and stable merchant ship fleet."

Balt. Pushes Harbor-Wide Union Drive

BALTIMORE — With shipping still on the sleepy side in this port, Seafarers in the harbor are continuing the organizing push which has been so successful up until now. Port agent Earl Sheppard reported encouraging progress being made among the remaining unorganized outfits in the Baltimore harbor area.

The port had 11 payoffs in the previous two week period with the future looking like more of the same for the coming two weeks at least. The payoffs included the Cubore, Chilore, Santore, Venore (Ore); Pennmar (Calmar); Jean and Emilia (Bull); Robin Doncaster, Robin Kettering (Robin); Young America (Waterman) and Orion Planet (Colonial).

Signing on were seven ships, the Cubore, Chilore, Santore, Venore, Pennmar, Young America and the Bethcoaster for Calmar. Seventeen in-transits for Alcoa, Bull, Cities Service, Isthmian and other companies added to the port's business. Beefs were on the routine side.

Sheppard urged Seafarers in the port with those old-time discharges to line up for American Coal jobs so that the SIU could take the fleet despite the tie-in between the company, its stooge company union and the NMU.

Turned Down OT? Don't Beef On \$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to come up with equal overtime when the easier jobs come along. This practice is unfair to Seafarers who take OT jobs as they come.

The general objective is to equalize OT as much as possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can make up the overtime he turned down before.

INQUIRING SEAFARER

QUESTION: What would you like to see as the next forward step of the Seafarers Welfare Plan?

Joe Thomas, Deck: As far as I am concerned, everything in the plan is fine. But I think, especially for the men with families that the Union ought to see if they could lower the initial payment a man must make when he goes into the hospital. I think \$50 is kind of steep, and \$25 would be more realistic.



Coner Haynes, FWT: Something should be done about the outpatients. They should be able to collect medical benefits, as well as one in the hospital. Most of them can't work, and yet must pay their bills. I don't need anything more myself, but for men with big families, I imagine this would make quite a big difference.



James D. Parker, Eng. Dep't.: I think that the Welfare should do something about cutting down the time required for a pension. I think it should be that any man, with 20 years of seetime, whether he is disabled or not, should be allowed to retire and take it easy for the rest of his life. He deserves it.



Moses A. Lucas, Steward: The Union should bring the time needed under the pension down to seven years seetime, or set a fixed age, say 65 when a man can retire. It is very good the way it is now, but some people may be disabled, but not in a manner that qualifies them under the present plan.



George Binnemans, Eng. Dep't.: I go along with what the rest of the men said, especially about lowering the payment a man must make before he can file for benefits. The same with lowering the retirement age, so a man can enjoy himself. But I am very well-covered and have no complaints about the way things are now.



John P. Doyle, Eng. Dep't.: I am very content with what the Union is giving me now, and am sure that if there is something more they could give us, they would see to it that we would get it. After all, they are the ones who have to figure out what it is going to cost, and the best way of getting it.



Living Costs Take Upward Leap; Rise 20% Since '49

Seafarers and their families, as well as the rest of the population, are continuing to pay more for almost everything they buy, according to the latest information from the Labor Department's Bureau of Labor

Statistics. The BLS reported that the cost of living in June rose another .6 percent to 120.2, the highest level to date. The figure represents a 20.2 percent increase in living costs since the base period, 1947 through 1949.

The largest increase in living costs took place during the Korean War period, when prices rose approximately 13 percent. Following the end of hostilities, living costs inched up another 2 percent, fell off briefly in June 1955, and resumed their climb by June 1956, when the level was 116.2. Since that time the cost of living has gone up steadily to the current level of 120.2.

Among major items, the cost of housing has gone up most, while clothing has registered the smallest advance. Total housing costs are now 25 percent above the 1947-1949 levels, while rents alone are 35 percent higher.

Food, which was pegged at 101.1 in June 1949, rose 13 percent during the Korean War, and then remained fairly steady until this June. Then it jumped to 116.2, the highest level to date.

Clothing prices, which have advanced less rapidly, are now at 106.6 or 6.6 percent above the 1947-1949 levels.

LABOR ROUND-UP

Over a 100 former Kohler Co. employees, now employed in California, held a reunion recently and pledged greater support to the boycott against the Wisconsin manufacturer. The strike is entering its fourth year. The strikers downed Sheboygan-style bratwurst and beer, sang songs familiar to the picket line, and tape-recorded messages to the members of UAW local 833, who are still picketing the company's plant. Guest speakers informed the attending former strikers of the events now going on and of future plans for the boycott. All of the strikers are members of California unions and most of them are doing the same type of work.

AFL-CIO President George Meany has announced an agreement designed to settle jurisdictional disputes between buildings trades and industrial unions. The agreement recognizes that new construction should be handled by members of the building trades while production and running maintenance should be the work of industrial union employees. As to the difficult areas, namely major repairs, alterations and relocation of existing facilities, the past practice in a plant, area or industry will govern. The plan also calls

for the setting up of a special committee in the different areas to make a fast on-the-spot check of such disputes.

The House has passed a bill supported by the Amalgamated Meat Cutters enforcing compulsory inspection of all poultry. The bill required the inspection of all poultry sold in interstate commerce and in major consuming areas designated by the Secretary of Agriculture. It also calls for inspection both before and after slaughter, and establishes the authority of the Secretary to promulgate rules for sanitation in the poultry industry.

The Amalgamated Clothing Workers of America has strongly protested the granting of a \$2 million federal contract to a non-union clothing firm in Tennessee. The order for 180,000 air force jackets was granted to Southern Athletic Co. of Knoxville, Tenn. The company is headed by "Breezy" Wynn, brother-in-law of Robert Tripp Ross, former Assistant Secretary of Defense. Ross was forced to resign last February after a Congressional investigation into charges of conflict of interest with federal contracts.

SEAFARERS

Sea Chest

NOW IN BOTH

NEW YORK-BALTIMORE

675-4th AVE. 1216 E. BALT.
BROOKLYN BALTIMORE

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Salesmen In Your Living Room

Working families have been subjected to credit abuses—not only from credit stores but from house-to-house canvassers selling goods of all descriptions on time-payment plans. Such "in-home" selling has expanded to phenomenal new proportions in recent years, already totals about four billion dollars a year and is growing fast.

One reason for the sudden growth is television advertising, which has given pitchmen new access to family living rooms. One "in-home" selling organization operating in several large cities depends almost wholly on TV advertising to gain entry to people's homes. Another factor has been the increasing size of families, which has made outside shopping more difficult for young mothers and fathers.

For low-income families, unscrupulous canvassers have proved to be another source of misrepresentations and deceptive practices leading often to real financial tragedies.

In some large cities, where new housing developments have sprung up in recent years without established shopping facilities, the invasion of door-to-door salesmen has been especially costly to residents, says William Kirk, a leading settlement-house worker who has been bringing this problem to the attention of municipal authorities in large cities, and to working families themselves. He reports that the canvassers are selling not only costly items as television sets and freezers, but even clothing and home furnishings. The canvassers keep many families in perpetual debt by persuading them to buy new goods before they have paid for previous purchases.

Even when the selling organization is completely honest (and there are established house-to-house firms which do not engage in trickery) merchandise bought this way generally costs more than in retail stores. Stanley Kempner, an authority in this field, has reported that house-to-house selling organizations need to take a markup of "three for one," compared to a markup of two for one, or less, exacted by retail stores. Thus you often pay \$3 for an item which costs the seller \$1 at wholesale, and which carries a tag of \$1.60 to \$2.00 at retail stores. This is logical, because door-to-door selling is a costly and inefficient distribution system.

Now even the largest department stores and chains are establishing "in-home" sales departments for such household equipment as drapery and upholstery, rugs, home freezers, sewing and knitting machines and other goods. They secure their leads through television commercials and newspaper ads. In the case of the big local stores who send salesmen to your home, the prices are the same as charged in the store for the same goods, and service is usually reliable. But there also are risks in this growing method of buying, although they are more subtle. For one thing, you are likely to spend more. The department stores plan it this way. In a recent report to a merchants' group, Robert Lauter, executive for one of the country's largest stores indicated the technique is (1) to get into the customer's house, generally when she requests some specific service advertised on TV or in the papers and (2) to pre-select the salesman's samples, as in drapery, slip covers or other upholstery, so that the customer is more inclined to buy higher-priced goods.

Mr. Lauter himself reports that "often a call to re-cover a chair has ended in a complete refurbishing job."

Another pitfall to watch out for in responding to television and newspaper ads for drapery and upholstery goods is that these sometimes are poorer-quality fabrics, in less desirable colors and patterns, deliberately offered at a low price just to get the salesman into your home. Once he has his foot in the door, he has an opportunity to sell the housewife a better-quality product; one which is far more costly than the advertised item.

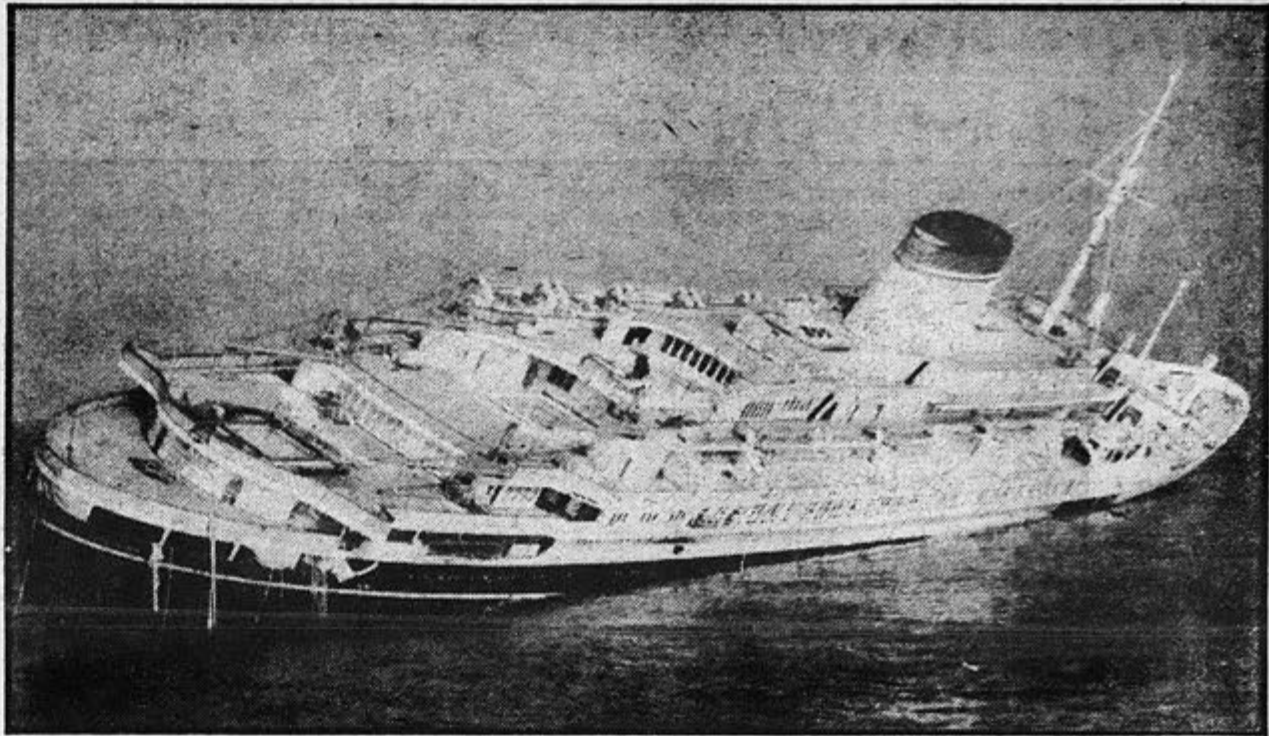
Buying at home from a reliable store does have advantages of convenience, and with draperies and upholstery fabrics, enables you to visualize how these look with your other furnishings. But you still get the widest choice of the more moderate-priced goods if you go to the stores, themselves, and are more likely to buy only what you can afford at the time.

Stores Get In Act

August actually is one of the best months to shop the stores for curtains, draperies and household fabrics, with most stores offering special values in the August sales. For draperies, cotton is the material voted most preferable by housewives in a survey by the US Department of Agriculture, with blends of cotton and rayon next choice and all-rayon lagging behind in third place. Cotton and cotton-rayon blends are comparatively easy to launder and thus save on dry cleaning. Nor do cotton or cotton-rayon blends shrink or stretch as much or need cleaning as often as costlier all-rayon. Chief advantage of rayon is that it drapes well and has a dressy appearance. These characteristics also appear in cotton-rayon blends, with an added advantage of easier cleaning and resistance to stretching. Cotton also makes the most durable drapes with less tendency to rip or split than rayon. The natural fiber then, has many advantages over ballyhooped synthetics.

August Fabric Sales

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Italian passenger liner Andrea Doria shown as she was about to go under last year. Plans are afoot to salvage the ship, but no progress has been made to remedy lax safety conditions exposed by the sinking.

No Safety Gain Since Doria Sank

Lax safety regulations that led to the Andrea Doria disaster are still in effect today, one year after the Italian luxury liner collided with the Swedish liner Stockholm and sank off Nantucket Island on July 26, 1956. Fifty lives were lost in the accident when the 30,000-ton Doria was struck by the Stockholm in foggy weather on one of the most-traveled sea lanes.

Subsequent investigations brought out testimony that the Stockholm was off its course and virtually in the track reserved for inbound ships. Both vessels were also believed to have been traveling at top speed and relying almost completely on radar for information about the presence of other vessels.

But despite reams of testimony and the findings of a committee of American experts, no action has been taken as yet to amend the 1948 International Convention on the Safety of Life at Sea to bring it in line with present safety needs.

Meanwhile, it was reported that accident claims arising out of the disaster were being cleaned up with final settlements expected to total \$6 million or better.

The anniversary date brought forth another proposal for salvaging the Doria, which still lies on the ocean floor off Nantucket. The latest proposal would involve the use of two Lakes-type ore-carriers. The ships would be lined up side

by side and steel chains passed underneath the wreckage from one ship to another. Then the ore-ships would take in sea water as ballast in their holds and when they were riding as low in the water as they could go, the chains would be tightened up.

Theoretically then, when the sea water was pumped out and the ore ships gained more buoyancy, they would pick the Doria off the ocean bottom with them. From there, according to the proposal, the sunken liner would be dragged to shallower waters where her hull could be sealed up by divers and eventually refloated.

An investigation last year conducted by a committee of American experts placed the blame for the loss squarely on international safety regulations for ship construction and operation, and called on foreign governments and shipping lines to bring their vessels and practices up to US standards.

The committee's sharpest criticism was aimed at the construction of the Andrea Doria. It said the Doria met the subdivision requirements of the 1948 Safety of Life at Sea Convention "by a very narrow margin." These standards are considerably below the compartmentation required aboard US-flag ships. If the Doria had been built to US standards, the report said, "she would have survived."

The report also called for more adequate training of deck officers for utilizing radar, direct bridge-to-bridge radio communication and observation of the recognized lanes. The Stockholm, which struck and sank the Doria, was admittedly traveling eastbound virtually on the westbound track and about 20 miles off the recommended course. There is no legal compulsion requiring ships to follow the recommended tracks. The Swedish-American Line and the Italian Line, which were not parties to the tracking agreement on the North Atlantic at the time the Doria sank, have still not adopted the agreement.

Furthermore, the committee flatly stated, the collision "could have been prevented if the information provided by radar had been properly used."

Committee members included high Coast Guard officials and a professor of marine engineering. The investigation was authorized by Rep. Herbert Bonner (Dem.,

NC), chairman of the House Merchant Marine Committee. Rep. Bonner said the committee would consider the possibility of requiring "foreign flag ships that come in to our ports . . . be subject to the same rigid inspection for safety imposed on American flag ships."

Set Size Limit For Seaway

WASHINGTON—The St. Lawrence Seaway will accommodate ships that are up to 730 feet in length and 75 feet in beam, it was announced here last month. The most efficient use of the passage will be made, however, by ships that are less than 715 feet long and 72 feet wide.

The dimensions for ships using the new inland waterway were reported by the St. Lawrence Seaway Development Corp. and the St. Lawrence Seaway Authority of Canada.

The authorities said that ships exceeding 715 feet in length or 72 feet in beam would be subject to special handling, and would have to be scheduled so as not to interfere with the passage of smaller vessels. They also announced that fixed bridges over the Seaway will be at least 120 feet above the water surface of the navigation channels.

The report indicates that the Seaway will be open to C-3 type ships, and other offshore cargo vessels, with plenty of room to spare. It will also be able to accommodate most of the large Great Lakes ore carriers, which run to greater lengths than the average cargo ship.

US Okays Bribes As Tax Deductible

WASHINGTON—If you pay a rakeoff, kickback or bribe, it's perfectly okay with Uncle Sam. What's more, you can deduct it from your income taxes.

This unusually tender treatment is reserved for American corporations. It doesn't apply to the average American who would most likely be juggled twice for the act—once for the payoff and the second time for income tax evasion.

But what's criminal for the individual is treated as a "necessary business expense" by the Treasury when corporations do so overseas. Bribes and other payoffs to foreign Government officials have been excused by the Treasury on the ground that "the Service [Internal Revenue Service—Ed.] would find it difficult to sustain the position that the expenses were not ordinary and necessary to the taxpayers' business."

The information about the unusual ruling was revealed by Senator John Williams of Delaware.



BASIC PARLIAMENTARY PROCEDURE

How to Conduct a Union Meeting on Ship and Shore



Every day on the world's well traveled sea lanes scores of SIU ships' crews gather together in shipboard meetings.

Similarly every second Wednesday thousands of Seafarers on the beach meet in the Union's various branch halls to discuss and act upon the Union's business.

Whether the meetings consist of a gathering of 30 men on ship or 1,000 in port, they are all part of the same process and serve the same purpose. It is at these meetings that Seafarers bring their opinions and experiences directly to bear on the functioning of the Union. In turn, the decisions of the meetings have considerable effect on the lives of every Seafarer.

The way in which these meetings are conducted is all important, and knowing the rules can count for just as much in the Seafarer's life as knowing the skills his rating calls for.

The Union wants every Seafarer to become thoroughly familiar with the standard meeting rules, so that he is fully competent at hitting the deck and chairing a meeting. A heads-up membership and a wide-awake crew is a guarantee of business in a truly democratic fashion.

Rules Of Order



For the Senator and the seaman...

Robert's Rules of Order are the accepted rules governing meetings of all types throughout the English speaking world. Special rules are adopted to fit special needs.

The Quorum

The word quorum simply denotes the number of members in good standing necessary to constitute a working attendance at a meeting. Due to the fact that the majority of our mem-

bership is away at sea, the quorum established at shoreside meetings is seven members. Aboard ship the quorum is no problem inasmuch as all crewmembers not on watch attend the meeting.

Meetings On Ship

Aboard ship, meetings should be held regularly to take care of the ship's routine Union business. Special meetings should be called when any disputes between individuals or departments arise that cannot be settled by the departmental delegates. If the dispute is entirely within one department, a meeting of the personnel of that department only should be called and should not involve the other two departments.

There is no specified meeting time aboard ship. The usual procedure is to fix an hour at which the greatest majority of the crew is off duty.

Time Of Meeting



Everyone cannot speak at the same time....

Meetings ashore are held every other week on Wednesdays. The meeting hall opens at 7:00 PM at which time the meeting is called to order.

All SIU men are allowed to attend meetings. All have a voice, but only full members in good standing have a vote.

All officials are required to attend all meetings unless occupied on official Union business.

Masters-At-Arms

As many masters-at-arms as are necessary may be appointed to act as ushers, doormen and to keep order at all meetings ashore.

The Agenda



The Agenda is the order of business

The agenda is simply the order in which the business of the meeting is conducted. At shoreside meetings it runs as follows:

1. Call to order.
2. Election of meeting officers.
3. Action on minutes of previous port meetings.
4. Presentation of financial reports.
5. Branch agent's report.
6. Reports by committees, patrolmen, auditors; other reports.
7. Communications.
8. Charges and appeals.
9. Action on written motions and resolutions.
10. Secretary's verbal report.
11. Obligations.
12. One minute of silence.
13. New business.
14. Good and welfare.
15. Adjournment.

Shipboard meetings, too, need an agenda to keep the meeting going on an even keel. Since many things that are taken up at shoreside meetings will not occur aboard ship, the following agenda should fit the bill:

1. Calling the meeting to order. (ship's delegate).
2. Election of officers — chairman, etc.
3. Action on previous minutes.
4. Ship's delegates' reports, reports of committees, etc. and action thereon.
5. Old business.
6. New business (motions and resolutions only).
7. Good and welfare.
8. One minute of silence.
9. Adjournment.

Election Of Officers

The meeting is called to order by a temporary chairman for

ship's delegate) who calls for the nominations for chairman. He recognizes only those who raise their hands. Names shouted from sections of the assembly are not recognized. To nominate a brother for chairman after you have been recognized, you rise and state, "I nominate Brother . . ."

After a suitable number of nominations have been made, the nominations may be closed by a motion.

The temporary chairman asks for acceptances or declinations. Those who accept are voted upon by a hand vote and the one receiving the largest number of votes is declared chairman.

The chairman then follows the same procedure in the election of other meeting officers.

The Right To Speak



The right to speak is for ALL

The chairman is the conductor and regulator of the meeting. Every member has a right to speak but no member has the right to infringe upon the rights of any other members. For that reason no one should speak until he has been recognized by the chair. He may obtain this recognition by holding up his hand or by rising, as the chair shall direct.

Making A Motion

The method of bringing anything to the attention of the membership or crew for action is to make a motion. This is an orderly way of initiating action by a proposal, written or verbal.

If everyone started flipping lids and sounding off at once every time a report was made, nothing would ever be accomplished. The making of a mo-

PROCEDURE : TO PROTECT YOUR RIGHTS AND THE RIGHTS OF ALL SEAFARERS

"The democratic meeting is the measure of the democratic union"

tion is the way to initiate discussion on any given point of the agenda or any issue that arises. DISCUSSION CAN ONLY TAKE PLACE AFTER A MOTION HAS BEEN MADE AND SECONDED, EXCEPT IN THAT PART OF THE AGENDA ENTITLED GOOD AND WELFARE.

A motion is "in order" when it has something to do with the fixed order of business, such as motions "to accept" or "to reject" a report. The same holds for resolutions which should be acted upon with motions "to concur" or "to non-concur." If you are in doubt as to the content of any report you are always in order to make the motion, "I move to refer this matter to new business."

The object of such a motion is to permit the regular business of the meeting to continue according to the agenda or order of business, and then later to discuss the issue.

No motion is valid until it has been "seconded." The procedure is to be recognized by the chair and then to rise and say, "I second the motion."

Chair's Authority



It is the chairman's duty at all meetings to decide whether or not a motion is in order. It is well to remember, however, that a chairman may be wrong and therefore the voting member always has a right to appeal the decision of the chair.

If any member disagrees with the decision of the chairman all he has to do is to rise and state, "I appeal the decision of the chair." After this motion is made and seconded, the chairman turns the gavel over to the recording secretary. No discussion is permitted except by the maker of the appeal and the chairman, who are allowed to explain their points. The recording secretary then takes a vote as temporary chairman by asking, "Shall the decision of the chair be sustained?" The vote is taken by "ayes" and "noes" and if the chair is sustained by an "aye" vote majority, the appeal is lost and the meeting continues under the decision of the chairman.

Discussion



"Let's close the discussion..."

A motion is open to discussion only after it has been seconded and entered in the minutes by the recording secretary.

Before any discussion takes place the chairman requests the recording secretary to read the motion as entered and then opens the floor for discussion. Discussion should continue only so long as the pro and opposite viewpoints are clearly expressed by the membership and then a motion "to close discussion" should be acted upon.

Discussion on the motion can also be closed by any member being recognized and saying, "I call for the question," meaning that it's his wish that the motion be acted upon by the membership at the meeting.

Generally, motions are acted upon by those in favor answering with "ayes" when called upon, and those opposing answering with "noes." In close counts where the voice is uncertain, a show of Union books can be called for at the discretion of the chair.

The chair determines the result by announcing that "The ayes have it—the motion is carried," or if the motion is lost, "The noes have it—the motion is lost."

Amendments

A motion may sound good but it may be weak because it does not clearly express its intent. In this event an amendment to the motion is in order.

No amendment is in order, however, if it destroys the meaning or the force of the motion.

In other words the amendment must in no way replace or change the original intent of the motion as the vote on the amendment carries the motion automatically.

In addition there can always be an "amendment" which is limited simply to clarifying the wording, to add clarity or to broadening the scope so as to lend force to the original motion and amendment.

Substitutions

Often a motion will be made, seconded, amended and the

amendment will be amended. This creates general confusion and can be eliminated by some member taking the floor and incorporating the whole thing into a single motion not conflicting with the original motion or amendments. The vote is taken on the substitute and if it is carried it becomes the regular motion, replacing the regular motion offered at first.

Limits

On points of sharp debate where the matter is liable to consume the entire meeting if unhampered, a motion can be made to limit the number of speakers and the time allotted to each.

To Table

A motion to "table" means simply that you do not desire to take action at that time on the subject being discussed. It may be because information is inadequate or because it is not an immediate issue. This should never be used to kill action or discussion on any matter but merely to postpone it for later consideration. It can be moved to table temporarily or to table until the next meeting.

To Refer

Another way of stopping too much tonsil bursting on any subject is to move to refer it to a committee. The committee is elected and reports on the entire matter at a later time.

Point Of Order



"Point of Order!"

This is the headache of the chairman—the most misused privilege of all meetings anywhere. A "point of order" can never be used as a pretext to gain the floor. It is simply what it calls for. A "point of order" is a question on procedure. For example, a motion is under discussion and a speaker starts to discuss something else. A "point of order" can and should be called for to have the chairman clarify the rules of order so that the business in issue can be handled. This holds good in all matters where there is a question as to whether or not the proper procedure is being followed.

To Postpone

If something comes before the meeting which you think is unwise to have brought up, you can make a motion to postpone the matter indefinitely.

Special Privilege



Special Privilege

"Privilege" is the right of any Union member but must never be used except where it benefits the members as a whole. If the room is too hot, a point of "privilege" can be called for to have the fans turned on or the port-holes opened. If some drunk has slipped past the doorman, then it is in order to call for a point of "privilege" to have him removed from the meeting. In plain words, "special privilege" is a point to be used in any event where the entire assemblage can be aided and never used as a pretext to stifle any point of business.

Good And Welfare

Good and welfare is that part of the meeting where you can get up and talk about what you think should be done by the Union and in the Union, and for the benefit of the Union.

This is a good place for the oldtimers to clarify issues and give the score to the newcomers.

No motions can be made or actions taken during good and welfare. It is strictly a discussion period where the membership can clear the air; and give and get information.

Prepare Your Talk

An old and wise philosopher once wrote:

"It is not enough to know what we are to say. We must say it the right way."

In other words, all of Robert's Rules of Order will not put your point across to the membership. The rules will only provide for an orderly meeting so that you can be heard. How effective you are when given the floor—depends upon yourself.

And Remember

Keep to the point.

Convince with facts.

Don't become personal.

Keep it short.

A pint of tact is worth more than a case of scotch.

Rest For Weary Visitors At Health Center



Members of a Japanese trade union research team rest in the lounge of the SIU health center after a tour of the headquarters hall and facilities. Members of the team are Z. Kinoshita, Seaman's Union; K. Kai, Mitsubishi Workers' Union; S. Kammae, Shipbuilding Union; H. Sakuma, Heavy Industries Union; T. Takemoto, White Collar Union, and K. Taniguchi, Chemical Workers.

NMU, Company Now 'Partners'

(Continued from page 3)

American Coal is operating in the classic union-busting pattern like the operators did back in the 1920's and 1930's. We urge men who want to keep this company from turning back the clock to step forward and volunteer for this fleet."

The company's action on behalf of the NMU emerged when the NMU filed its election petition even though it was trailing in coal ship jobs. At the time of the filing, the NMU announced it was assured "victory" by supposed "defections" of SIU men, thus tacitly admitting that NMU was, in fact, behind in the fleet.

The NMU even made gestures toward obtaining defections by embarking on vote-buying efforts, but these moves fell through in the face of the determination of the oldtimers to stand by their Union despite lush offers of NMU "Hiring Hall Defense Fund" cash.

It was then that the company turned on the steam. With the arrival in port of such ships as the Martha Berry, Cleveland Abbe and Coal Miner, it started bouncing SIU men for a variety of irrelevant reasons, including one black gang man who was fired for asking the mate to take off his hat in the crew's messroom.

When the Coal Miner came in last week with more NMU men quitting than Seafarers, the company quickly moved to shift the balance in NMU's favor. As reported by SIU representatives on the spot, here's what happened:

- One SIU fireman, L. P. Hogan, was fired because he missed one watch even though he made arrangements for the engine dayman to cover the watch for him. SIU representatives attempted to sign Hogan on the ship again after the skipper was reported to have said that "no one was fired to his direct knowledge." However, the company representative was furious at the skipper and declared he was willing to put up an extra month's pay to get rid of Hogan. He barred Hogan from the ship and put up the month's wages.

- Engine utilityman W. C. Simons, who stood Hogan's watch, was also fired. The reason given was that he "wouldn't take orders" from the second assistant.

- Ordinary seaman James Stuart was fired for taking seven days off in Yugoslavia on doctor's orders. This flagrant action was suddenly reversed when SIU representatives came up with the evidence. "The company representative," SIU men reported, "got hot

as a pistol" when he heard of the SIU's success in this instance.

- SIU wiper K. P. Bane was also fired. Bane had a reputation of being a very hard worker but he was bounced anyway, the reason being that he missed all of one day in the course of two trips (better than two months).

Normally speaking, all Bane would have been subject to would be a logging, but American Coal is apparently embracing the AMMI-NMU blacklist system of "Don't log 'em, just fire 'em."

- On the other side of the fence, two NMU deckhands, who, in the

words of the mate, should have been fired were permitted to quit the ship. The result is that they are eligible to compete for future coal ship openings without any questions asked.

The company's action is not unexpected because it has staked its whole operation on being able to set up a company union rig from top to bottom. The shabbiest aspect of the picture is the manner in which the NMU has crept into the company's corner. One reason for NMU's action is its failure to live up to its loudly-proclaimed promise that it would "whip the SIU" down on the docks.

State Dep't Caught Short On Ship Act Violation

WASHINGTON—A State Department plan to move two diplomats abroad on foreign-flag ships has been slapped down by the Comptroller General because it violated the US Merchant Marine Act.

The incident involved plans for transporting the new ambassador to the Netherlands, and his predecessor's return at Government expense. The State Department asked for permission to let them travel on Holland-American Line ships, arguing that the gesture would improve American relations with the Netherlands.

The Comptroller General ruled that the request was in violation of the Merchant Marine Act, which requires US officials to travel on American ships unless "necessity" requires them to use foreign vessels. He then ordered the diplomats to use American-flag ships in travelling to and from their Government posts.

The gesture, which would have amounted to a \$5,000 handout to Holland-American Lines and some free publicity for the company, was regarded by maritime representatives as a typical State Department scheme to buy good will abroad at the expense of the US shipping industry. The plan might also have led to demands by other foreign maritime countries that American diplomats be permitted to use their ships when traveling at the Government's expense.

The State Department's attitude towards US-flag shipping has been under frequent union attacks. In recent years, the unions have been especially critical of State Department opposition to the "50-50" act,

which was also opposed by foreign maritime interests. They have noted with alarm the Department's pressure to let countries use ships they bought from the US in their offshore trades, although the sales contracts called for exclusive use in domestic trades.

Ship Pick-Up Cheers Seattle

SEATTLE — Shipping in this area, as in most of the West Coast ports, has picked up greatly during the past period and shows signs of continuing to do so. There was some difficulty in filling jobs for Class "A" men in the engine department as shipping in that group ran ahead of registration.

There were 13 vessels in port during the last two weeks. The Wild Ranger, Fairport (Waterman) and Samuel F. Miller (Boston Shipping) paid off and signed on. The Sea Garden (Penn. Nav.) also paid off but was laid up temporarily.

The Ocean Evelyn (Ocean Trans.), Rebecca (Intercontinental), George A. Lawson (Penn. Shipping), Portmar, Kenmar and Marymar (Calmar) were in transit during the period reported.

JEAN LAFITTE (Waterman), May 18—Chairman, J. Touart; Secretary, F. Amora. Discussed repair list. US currency draw, steward dept. complaints; disposal of mattresses. Ship's fund \$16.55. Pantry shelves to be cleaned. Mattresses to be sprayed. Install hand wringer in wash room.

May 25—Chairman, J. Touart; Secretary, F. Amora. Three mattresses put aboard. Need new percolator. Discussion on use of iron; work rules; feeding system. New delegate elected.

June 16—Chairman, C. Smith; Secretary, F. Amora. US currency draw unsatisfactory. Stores missing. Repair list submitted. Ship's fund \$16.55. One MFOV man picked up in Yokohama. Report accepted. Pilfering ships' stores is against Union practices and anyone caught will be put on charges. Repair lists reviewed by

Digest Of SIU Ship Meetings

delegate. Magazines and books to be circulated. Let delegates handle pay-off only. Variety of slop chest articles requested. Medicine chest to be replenished.

DEL VIENTO (Miss.), June 3—Chairman, H. Hunt; Secretary, G. Troclair. Ship's fund lost (\$29). Repairs not completed. Report accepted. New delegate elected. See delegate about repair list. Catwalk to be put up if deck cargo is carried.

ROBIN DONCASTER (Robin), June 30—Chairman, J. Toro; Secretary, M. Delaney. Few hours disputed overtime; also restricted ship in Luderitz Bay and Walvis Bay. Few men missed ship. Companies carrying dangerous cargo to have better safety measures. Delegate to take this up. Delegate paid \$7.28 for telegram to hall and asked members to donate 25c or 35c each for ship's fund.

SEATRIN TEXAS (Seatrains), June 19—Chairman, W. Hall; Secretary, K. Pappan. New delegate elected. Ship's fund \$70.75. Twelve hours disputed overtime. Report accepted. To get new TV antenna and rotor motor. Vote of thanks to steward dept.

STEEL ARTISAN (Isthmian), June 28—Chairman, D. Grant; Secretary, M. White. Reports accepted. Contact patrolman about shortage of milk on coastwise. Steward claims there were 200 quarts on board when ship left port.

MV PONCE (Ponce Cement), June 22—Chairman, H. Goodwin; Secretary, G. Knowles. Ship's fund \$22.45. New delegate elected and new secretary. Steward to supply bug bombs for crew. Need larger drain line in washing machine.

ROYAL OAK (Cities Service), June 9—Chairman, R. DeVilliers; Secretary, D. Beard. Delegate to contact company representative about cost. Ship's fund \$2.68. One man missed ship in Boston. Two hours disputed overtime. Reports accepted. Steward to prepare menus with chief cook. Need more variety in menus—suggest another vegetable, canned fruits, ice cream, fresh salads (to dress up evening meal), fresh fruit drinks, omelets and cheese items lacking in hot weather.

JOHN B. KULUKUNDIS (Mar Trade), May 28—Chairman, H. Sojak; Secretary, G. Bellenett. Repairs being completed. No American money available for draws. Some disputed overtime—to be settled at pay-off. New delegate elected. Bathrooms and showers to be painted. All members to be properly attired in messhall. Wiper and OS on sanitary to keep laundry clean. Coffee cups to be placed in sink after using. Letter enclosed regarding cargo. Vote of thanks to steward dept.

WILD RANGER (Waterman), June 1—Chairman, E. McInis; Secretary, D. Ruddy. Repairs attended to except two items to be finished in Japan. New reporter elected. Ship's fund \$7.69. Purchased new clothes line and magazines, postage. Each member to donate \$1 to ship's fund. Delegate retained and given vote of confidence. Discussion on safety meetings. Advised to declare a small amount of American money at Keelung.

AFONDRIA (Waterman), June 5—Chairman, W. Kumke; Secretary, J. Guard. Repair lists to be made out in duplicate; to be turned in well before 72-hour period for ship-side work, and checked for items not taken care of; additional safety suggestions to be added to list. Letters concerning safety meetings to be mailed after discussion with patrolman in Portland. Ship's fund \$19. \$7 spent for shipping gear and mailing letters to headquarters. Some disputed overtime and delayed sailing from Portland. One man joined vessel at Yokohama to replace wiper who was promoted to oiler. New reefer to replace present one secured by line in messhall. To see captain about port draw. No chipping after 5 PM aft near crew quarters. Suggest chief

mate stop practice of securing gear for sailing with only five men a good eight hours before letting go. Need bigger and better slop chest.

ALCOA CORSAIR (Alcoa), June 16—Chairman, G. Meling; Secretary, M. T. Costello. One man missed ship in Ciudad Trujillo, rejoined in La Guacaria. Men to dress properly when showing families ship on sailing day. No gambling in cross-passageway. Next man missing ship will be fired. Ship's fund \$182. Some disputed overtime. Few minor beefs. Communications for hq. read to membership.

ALCOA RUNNER (Alcoa), June 18—Chairman, T. Wasilik; Secretary, S. Bernstein. Locks fixed. One man missed ship in Ponce. Ship's fund \$5. Report accepted. Would like to get moving picture projector.

ANDREW JACKSON (Waterman), Chairman, C. White; Secretary, I. Llenos. Electric fans obtained. Some repairs made. Few minor beefs—to be settled in Boston. Few hours disputed overtime. Report accepted. Need more night lunch.

June 11—Chairman, C. White; Secretary, P. Lopez. Repairs to be taken care of. No slop chest before arrival in Panama Canal. Ice to be ordered in Tampa. Need new water pump for cooler.

BENTS FORT (Cities Service), May 30—Chairman, A. Herbert; Secretary, R. Alston. Few hours disputed overtime. Replacement for messman taken off ship due to illness. New delegate elected. Good food served. Return used cups to pantry.

CALMAR (Calmar), June 16—Chairman, J. Kain; Secretary, A. Bryant. Some disputed overtime. Repair list to be submitted. Coal beef communications received. Fans to be repaired.

CARIB QUEEN (TMT), June 8—Chairman, R. Brown; Secretary, E. Eriksen. Report ship's payoff about every 28 days; draw list not up to date; air conditioning on ship. Need more fans. Some disputed overtime. Delayed sailing in Jacksonville disputed. Repair list to be submitted. Vote of thanks to steward dept.

CHILORE (Ore), May 16—Chairman, W. Thomas; Secretary, C. Bortz. Ship's fund \$21.71. Larger fans to be placed in foci's. Fan installed in laundry. Patrolman to investigate cold drink situation. Recreation room to be painted. Crew's mess to be sougeed. Steward refused to put out night lunch for fireman. Vote of thanks to radio operator for typing and posting news bulletin daily. Paymaster not to shoulder crew away from patrolman.

ANTINOUS (Waterman), June 23—Chairman, G. Champlin; Secretary, C. Ellzey. Good crew. Captain to try to have coastwise articles signed in Port Newark so permits getting off ship will be able to ride to Gulf. Suggest reimbursing cook for movies. Cooperation urged in preparing repair list and items. Ship's fund \$50. To check rate of 50c per hour for work removing grain fittings from holds. Reports accepted. \$2 each donation suggested for movies. Need Lifebuoy soap.

BENTS FORT (CS), June 22—Chairman, F. Nielsen. (no Secy.). Reports accepted. Insufficient milk aboard. Repair list submitted.

CLAIBORNE (Waterman), June 9—Chairman, C. Batson; Secretary, T. Sanchez. Wiper to souge engine dept. rooms. Disputed OT from last voyage will be paid off on this payoff. Some additional disputed OT. Day's lodging disputed for fireman while in port. Couldn't sleep—chipping around portholes.

FLOMAR (Calmar), May 5—Chairman, R. Henry; Secretary, K. Morgan. New delegate elected. Steward to vary vegetables.

Undated —Chairman, R. Frazier; Secretary, C. Welch. Need more variety in night lunches. OT to be paid up in full at payoff. Beef on locking up stairway from engine room while in port.

FLORIDA STATE (Ponce Cement), June 13—Chairman, S. Varn; Secretary, J. Gersey. Ship's fund \$18.10. Fine food served. Coal boat discussion. New delegate elected. To see about scuttled at workers in Ponce using water to fast; also to keep same out of passageways. Need more cots; also "No Admittance" sign on door. Vote of thanks to steward dept. and chief cook for fine food.

KATHRYN (Bull), June 22—Chairman, A. Gonzalez; Secretary, L. Vila. Ship's fund \$6. Report accepted. Ventilator system to be fixed. Need cold water in showers.

KENMAR (Calmar), April 12—Chairman, J. Rice; Secretary, S. Karlak. New delegate elected. One man missed ship at Baltimore.

May 25—Chairman, J. Rice; Secretary, S. Karlak. Discussion on door locks. Crew asked not to ask captain for more money day after putting out draw. Discussion on washing machine; oldtimers; ship's fund.

MARORE (Ore), June 12—Chairman, S. Cantrell; Secretary, D. Carey. One man missed ship in Baltimore; one man left ship in Panama for hospital. Repair list to be submitted. Ship's fund \$5.02. Donations requested. Some disputed OT. Mate refused to give water pails to deck dept. for laundry. To be put on repair list. Pantry to be kept clean. Change rags in pantry occasionally. Stand by at end of each watch. Place cups in soap water. Need plug for sink.

'Under One Flag'



Heat Frys New York; Shipping Warmer Too

NEW YORK—With this town steaming in summer heat reaching up close to 100 degrees, for the past few days, Seafarers have been looking for something on the "iceberg run." Fortunately, Claude Simmons, assistant secretary treasurer reports, shipping has been running at a good rate in the port for the past two weeks with the dispatcher hard pushed at times to secure black gang replacements. "Most of the boys are ready to go and are looking for ships headed for a cooler climate," Simmons added, "so we shouldn't have much trouble securing replacements for anything except the Persian Gulf run which some of the men always back away from."

Seventeen ships paid off during the past two weeks, two signed on foreign articles and another 17 ships were in transit. All of the ships were in good shape with only minor overtime and repair beefs which were quickly settled at the point of production.

Simmons looks for equally good shipping for the coming two weeks as there are a number of ships due in for payoff. A couple of vessels in temporary layup are also expected to take on crews shortly.

Despite the scorching heat, the organizing drives of the Marine Allied Workers Division and of the Harbor and Inland Waterways Division have been pressing forward without let-up.

Ships paying off here were the Frances, Elizabeth, Beatrice, Arlyn, and Kathryn (Bull); Coalinga Hills (Pan Atlantic); Topa Topa (Waterman); Robin Kirk (Robin); Cantigny (CS); the Alcoa Pegasus, Runner, Puritan and Pilgrim (Alcoa); Seatrains Savannah and

Georgia; Steel Seafarer (Isthmian) and the Ames Victory (Victory Carriers). The Pegasus and Steel Seafarer signed on again.

The in-transits during the period included the Seatrains New Jersey, New York, Texas and Louisiana; Hastings (Waterman); Ideal X, Almena, Maxton and Coalinga Hills (Pan Atlantic); the Cities Service Norfolk; Val Chem (Heron); Steel Admiral and Steel King (Isthmian); Losmar and Massmar (Calmar) the Orion Planet (Colonial) and the Cabins (Terminal Tankers).

Waterman Alters Bid For Aid

WASHINGTON — Waterman Steamship Company has announced the withdrawal of its request for a Government subsidy on the company's US Gulf-Mediterranean service. The action was revealed by FMB examiner Edward C. Johnson during a prehearing conference.

The FMB had previously reported that it could not prepare the statistics necessary for the formal hearing before March 15, 1958. This would mean that the public hearing on the subsidy requests would have to be put off until after that date.

It was also disclosed that Isthmian Lines withdrew from the FMB proceedings when Waterman asserted that it was not interested in operating a subsidy service between Hawaii and the US Atlantic. This service, an Isthmian spokesman said, was the company's only interest in the case.

Waterman, an SIU-contracted operator, had originally filed requests early this year for a Government subsidy on five trade routes. They are:

- Atlantic and Gulf-California service to the Far East, some 18 to 30 sailings annually.
- Pacific Coast to the Far East, 30-42 sailings annually.
- US Gulf to the United Kingdom and northern Europe, 30 to 42 sailings annually.
- Northern Atlantic to Northern Europe, 18 to 30 sailings annually.
- US Gulf to the Mediterranean and Black Sea, 18-39 sailings annually.

New Orleans Sees Upturn

NEW ORLEANS — Although job activity has quieted down during the past two weeks, shipping has continued to be good in the engine department. All but two of the Class "A" men registered in the black gang obtained berths. Besides crewing vessels, there were some 40 relief and HIWD jobs to be filled by Seafarers in this port.

Reports indicate that shipping should be better next period. There are two scheduled payoffs, four signing on and some 15 vessels due in transit. The Del Mundo will be taking on a full crew next week and should help boost shipping.

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of July 31, 1957, and are subject to change without notice.

England, New Zealand, South Africa:	\$2.80 per pound sterling.
Australia:	\$2.24 per pound sterling.
Belgium:	80 francs to the dollar.
Denmark:	14.45 cents per krone.
France:	350 francs to the dollar.
Germany:	4.2 marks to the dollar.
Holland:	3.7-3.8 guilders to the dollar.
Italy:	624.8 lire to the dollar.
Norway:	14 cents per krone.
Portugal:	28.75 escudos to the dollar.
Sweden:	19.33 cents per krona.
India:	21 cents per rupee.
Pakistan:	21 cents per rupee.
Argentina:	18 pesos to the dollar.
Brazil:	5.4 cents per cruzeiro.
Uruguay:	52.63 cents per peso.
Venezuela:	29.85 cents per bolivar.

Reveal New Details On SS Atlantic

Raymond Loewy, the well-known industrial designer, has been commissioned by Arnold Bernstein to handle the interior decoration for Bernstein's passenger liner, now under construction in the Ingalls yard at Pascagoula, Miss. The new passenger ship, a converted Mariner, will be christened the Atlantic.

Loewy has done interiors for 12 ships including the three passenger ships of the Panama Line. The plans for the ship's rooms call for installation of upper berths that fold back into the walls and lower berths that convert into sofas. The main dining room can handle 500 diners at one time out of a total passenger list of 900. All rooms will be air-conditioned and offer private bath in the one-class tourist set-up.

Present schedules call for Ingalls to complete the conversion next winter and for the ship to enter the transatlantic service on March 29. She will run between New York, Zeebrugge, Belgium, and Amsterdam.

The fare schedule announced by the company calls for an in-season rate ranging from \$207.50 to \$220 for a one-way crossing tourist class. The ship will also carry 50 passengers in first class accommodations to conform with the North Atlantic Passenger Conference regulations. First class fares are \$315 and \$335 respectively in season. Off-season rates are \$187.50 to \$300.

A seven-day sailing schedule will be maintained eastbound with an extra day in Amsterdam.

A possible way out of the dilemma posed by foreign-flag transfers has been proposed by William "Whitey" Benz, Portland port agent for the Sailors Union of the Pacific and chairman of the Maritime Trades Department port council in that city. Benz says in effect, "These ships are American-owned, carrying American cargo, very often, US-Government cargo. Under such circumstances, the Taff-Hartley and Norris-LaGuardia Acts should be amended to allow American maritime unions to organize these ships."

Of course the experts in international law and the State Department would throw up their hands in horror at such a thought. These people insist on the polite legal fiction that Liberia, for example, is an "independent sovereign" country (about as independent as Monaco) and that the runaway ships are in fact "Liberian" corporations which are to be recognized as under foreign law and not our own.

Everybody else knows of course, that this legalistic stand has absolutely no relationship to the reality of the situation, which is that the Liberian registries are the purest kind of fake and fraud by Americans on their own Government; fakery which is tolerated by that same Government for the benefit of over-greedy shipowners. Liberia, of course, has no more control over these ships than the man in the moon.

Yet in the past, when the Sailors Union and others have attempted to overcome this legalistic difficulty they have found that they have been butting their heads against a stone wall because the courts have held that this legal fiction is valid, no matter what the underlying hypocrisy of the situation.

The remedy, Benz says, is up to Congress.

State Vs. Maritime

Speaking of the Government's attitude on maritime, two recent incidents prove illuminating on that score. One was the State Department's effort to violate the Merchant Marine Act by having its diplomats travel on foreign-flag ships. The other was the action of the Air Force in hiring Panamanian crews for ships that are to perform picket duties in connection with guided missile tests.

The State Department's action, while inexcusable, is pretty much what one would expect. It is no secret that the Department regards US shipping as some kind of nuisance which interferes with State's tender concern for the well-being of the foreign shipowner. Such an attitude may have had some justification 12 years ago when European industry was on the rocks, but it is laughable today.

As for the Air Force behavior, it sounds like a typical brass hat snafu. The Defense people, the first to holler about "security," hire unscreened foreign nationals for missile test duties. It just doesn't make sense.

Fair Shipping, Boston Reports

BOSTON—Shipping is just jogging along in this port, doing pretty fair but nothing to get excited about. Port Agent Jimmy Sheehan had no payoffs or sign ons, but eight in-transits gave the port enough action to go by.

The usual run of tankers included the Winter Hill and Royal Oak (Cities Service); Pan Oceanic Transporter (Penn. Nav.) and Orion Planet (Colonial). Freight ships hitting the port were the Robin Kirk and Robin Wentley (Robin); Grain Shipper (Grainfleet) and Waterman's La Salle.

LOG-A-RHYTHM:

Approaching Storm

By William I. Terry

A golden radiance
Atop sky-blue velvet.
Flaming red at break of dawn.
A storm approaching
With black horizon,
Blows a gale,
My ship a pawn.

Chariots in close formation,
Rolling thunder;
Bolts of lightning flashing down.
The wind, quickly shifting

From south to north,
Has no course of its own.

When at dawn
The sun arises,
With deep affection I see it come;
Clouds in swift
Race 'cross heaven,
Fugitives on the run.

A chilling breeze,
A sign of warning,
The clouds will open up the lock;
Humidity an exit,
Falling drops of rain
Hit sweating bodies with a
shock.

Farewell to darkness
Soon again
Brilliant daylight gains one more;
Fast arriving,
Fast departing,
Another day, an encore.

'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes." No "can-shakers" or solicitors have been authorized by the SIU.

'Sea-Spray'

By 'Red' Fink



"I can hardly wait for you to ship out, so I can get my first allotment...."

Short Takes



Concentrating so hard on lighting up a smoke, James Terry, deck engineer on the Charles Dunair (top), never caught on that he was snapped by a shipmate's camera. The photog was equally secretive about his name. Above, William Kieswetter, AB on the Sunion, takes a lensing in his stride during coffeetime. Steward Fred Hicks sent this one in.

MATTHEW THORNTON (Grain-Reef), June 15—Chairman, D. Murphy; Secretary, C. Carlson. Beef about mattresses to be taken care of in Baltimore. Shower and bathroom to be painted. Discussion on foulouts to be referred to patrolman at payoff. Repair list to be submitted. Vote of thanks to steward dept. for job well done.

PORTMAR (Calmar), June 2—Chairman, W. York; Secretary, M. Robinson. Not enough food aboard. Repair list turned in. Delegate to call hall in NY because of large number of men paying off. Some disputed overtime. Patrolman in NY to clarify work for engine room members. Reports accepted. New delegate elected. Try to procure ice on west coast. Shelves in wiper's lockers to be re-

cated. Cups to be returned to pantry. Pantryman thanks crew for assistance and contribution when wife passed away this voyage.

KATHRYN (Bull), July 4—Chairman, L. Vila; Secretary, G. Ortiz. Water beef to be taken up with patrolman again. Ship's fund \$8. Report accepted. See first assistant about cold water and blowers for bathrooms. Request salads and cold drinks at each table. Suggestion to change to Lifebuoy or Palmolive soap. Liquid soap dispenser to be installed in steward dept. bathroom.

ROBIN KETTERING (Seas Shipping), June 30—Chairman, L. Ames; Secretary, J. Mannay. Repair list to be made up. Crew's radio to be raffled off. Ship's fund \$18.50. Some disputed OT. One man missed ship in Mombasa. Chief cook drunk in galley and had to be removed by chief mate and captain. Reports accepted. Motion to dispense of ship's fund; to buy refreshments for crew. Request that man who missed ship in Mombasa pay debts incurred before shipping out.

STEEL CHEMIST (Isthmian), July 2—Chairman, B. Worthington; Secretary, G. Nichey. One man missed ship in PI; returned to ship in Saigon. Reports accepted. Food not up to par—too many starchy foods on menu; members prefer iced water to iced coffee, tea and cocoa. Night lunch is poor; request more baked goods, ham sausage or minute steaks for breakfast. Suggestion to draw up petition to remove steward.

SANTORE (Ore Nav.), July 1—Chairman, C. Kellogg; Secretary, E. Debardeleben. Eight new mattresses put aboard; also new washing machine. Repair lists to be made up. Letter for LOG commending baker for beautiful birthday cake baked for member. Vote of thanks extended to all old timers for work they are doing on the American Coal beef. Ship's fund \$8.10. One man missed ship; reported to hospital. Third cook missed ship; refused to pay two days' pay to man who was fired. New delegate elected. Patrolman to check meats; would like more steaks; at least twice a week. Check on new mattresses and washing machine—promised this trip. Strainer to be repaired in galley under sinks.

ALCOA RANGER (Alcoa), July 10—Chairman, J. Torres; Secretary, M. Simon. Some repairs accomplished. New delegate elected. Coffee cups not to be used for cigarette butts. See patrolman for repairs not made.

FAIRPORT (Waterman), May 20—Chairman, T. Tucker; Secretary, W. Stark. No beefs; smooth sailing. To take entire load in Seattle area. Chips and cards purchased. Ship's fund \$28. Vote of thanks to delegates for work done on behalf of crew. Vote of thanks to steward dept. for fine work. Turn in soiled linen. Clean lockers before leaving. Repair lists submitted and most of work has been done. Discussion about transportation money from various parts in this area.

ARMONK (NJ Industries), April 29—Chairman, C. Cantwell; Secretary, D. O'Connor. Captain to issue US currency. No expectorating on deck. Doors to be kept closed during cold weather at meal time. One promotion. New delegate elected. Linen to be distributed on Friday instead of Sunday. Canned fruit to be served for dessert. June 9—Chairman, C. Cantwell; Secretary, D. O'Connor. If payoff not made on arrival day there will be a draw. Refrain from throwing cigarette butts in passageways. Request pay statements to speed payoff.

CITY OF ALMA (Waterman), June 30—Chairman, J. Holzenbeck; Secretary, K. Brock. Steward to put canned fruits, juices, chocolate syrup, canned soup aboard. Supply slop chest with all necessary items. Minutes of last meeting posted. Request cooperation in conserving water; all faucets to be turned off after using. Purchased new steam iron from ship's fund. Crew instructed on operation of same. Pictures sent to LOG for printing. Ship's fund \$33.41. New delegate elected. Reports accepted. ACS beef and Magnuson hiring hall bill discussed; membership concurs and gives headquarters full backing. Wind breaker to be secured on after poop deck so men can sleep and use day and night. Delegate re-elected. Soiled laundry to be taken midship—not to be left on benches. Suggestion to leave pathway when slushing decks. Need screens for all portholes. Vote of thanks to steward dept. for fine service. Pantry and messhall to be kept clean.

CHIWAHA (Giles Service), July 1—Chairman, L. Hagmann; Secretary, F. Keelan. One man injured, sent to doctor. Ship's fund \$30.15. Replace one man. Reports accepted. Reports from headquarters to be posted before meeting. Motion to donate ship's fund to hurricane victims. Vote of thanks to Lake Charles agent for radiogram regarding welfare of crew's families during hurricane.

ARTHUR M. HUDDALL (Bull), June 24—Chairman, W. Young; Secretary, R. Tappan. New delegate elected. Crew agreed to donate 50c for emergency fund at next draw. New reporter & secretary elected. Messhall to be kept clean in port. Request for special dishes to be referred to steward who will prepare same.

BEAUREGARD (Waterman), June 23—Chairman, P. Caliao; Secretary, J. Myers. One member hospitalized in Bremerhaven. One man missed ship in NO. Wash room to be cleaned. Repair list to be turned in.

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paired. Ice box to be repaired. Soap water backs up in galley — to be checked when in port. June 14—Chairman, G. Faircloth; Secretary, J. Smith. New delegate elected. Report accepted. Comment made on coal beef. To set up ship's fund at time of first draw.

SUZANNE (Bull), June 1—Chairman, C. Baback; Secretary, C. Gill. Most repairs completed. Delegate advised there is sufficient money aboard for draws in foreign ports. Request for library. Report accepted. Suggestion for use of coffs at night time. Temperature of meat boxes too high.

MARGARET BROWN (Bloomfield), June 23—Chairman, A. Whitmer; Secretary, W. Thompson. Crew can draw on wages. No liquor or beer to be taken aboard; if there is there will be a shakedown of crew quarters and ship. New feeding system started on ship. Request for safety meetings. Headquarters reports to be posted. Ship's fund \$8. Inform engineer when oilers and firemen change watches. Reports accepted. Fund to be built up by donations of \$1. Vote of thanks to steward dept. for fine job. Each watch to clean up messroom before going off watch. Safety meeting to be held going to and from Europe. Make safety suggestions.

ORION PLANET (Orion), June 30—Chairman, A. Brown; Secretary, J. Dunn. New delegate elected. Two men short. No payoff until all beefs are settled by Union. Delegate to see captain regarding difference in transportation to Japan and Honolulu between first class and air coach.

STEEL EXECUTIVE (Isthmian), April 27—Chairman, None. Secretary, None. Meetings not called regularly due to work in evenings. Shortage of cigarettes and draw in Cape Verd. Steward requested to be in messhall at meal time. Some disputed overtime. Delegate's report to be referred to patrolman on arrival in NY. Go on record that this vessel is the worst feeder in Isthmian fleet; bad menus; no baked meats; steward not present at meal time.

May 26—Chairman, W. Helms; Secretary, A. Brodie. Some disputed overtime. All non members to be kept out of house and foci'sles. Each department to take turns at cleaning laundry. Vote of confidence for steward dept.

WACOSTA (Waterman), July 7—Chairman, C. Halla, Jr.; Secretary, E. Ray. Expect payoff in Mobile. Dayman hospitalized in Japan; NMU replacement missed ship, San Pedro. Expect to stay in NY three days. Good cooperation among crew. New reporter elected. Ship's fund \$18.55. Repair list turned in. Some disputed overtime. Report accepted. Thank all old-timers helping in ACS beef. Donate ship's fund to LOG. Any member going to hospital to be checked at clinic first. Crew to report back one hour before sailing time—otherwise replacement may be ordered. Members to pick up shot records when leaving ship. Vote of thanks to steward dept. for fine service served this voyage.

STEEL RECORDER (Isthmian), June 23—Chairman, J. Nash; Secretary, D. Swicker. Repair list to be turned in. Food and store shortages. Garbage to be dumped aft. Keep mess rooms clean. Few hours' disputed overtime. Ship's fund \$11.40. Discussion on food shortage.

DEL NORTE (Miss.), June 15—Chairman, G. McFall; Secretary, M. Sporch. One man left in Montevideo; one man signed on in Buenos Aires. Members not on duty in passenger area to keep out of same. On sailing days the promenade deck, outside rails, etc. are for passengers only—not for crew. Telegram sent for deceased mother of crew member. Ship's fund \$155.18. Have \$96 for movies. Some disputed OT. Report accepted. To purchase new movie screen from fund. Receipts to be issued for Union books—not carried. No member to attend meeting intoxi-

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL NEW ORLEANS, LA. William Bargone, John W. Bigwood, Daniel Bissett, Dennis Bohler, Henry Chemel, Joseph Curtis, Roscoe Dearmon, Serio M. DeSosa, William Driscoll, Harold Ducloux, Lucien Elie, Jan Englehardt, Leon Gordon, Herbert E. Grant, William Hackett, James Hudson, Samuel Hurst, John Jakubaszek, Oliver Kendrick, Edward G. Knapp, Leo Lang, Harry R. Lewis, Joseph McCabe, George McFall, Simon Morris, Michael Muzio, Chas. R. Nicholson, Winford Powell, Randolph Ratchiff, Toxie Samford, Toefl Smugielski, Herman Smith, Wert A. Spencer, Gerald Thaxton, Lonnie R. Fickie, James E. Ward, Charles Williams, Clifford Wuertz, Robert Young, Jacob Zimmer

- USPHS HOSPITAL BALTIMORE, MD. Howard Abell, Albert Espino, Felcito Aponte, Claudius Fisher, Ludwik Borowik, Gorman T. Glaze, Edward Broadus, William McIveen, Victor B. Cooper, Robert O. Smith
- MONTEBELLO CHRONIC DISEASE HOSPITAL BALTIMORE, MD. Francisco Bueno
- USPHS HOSPITAL NORFOLK, VA. Francis J. Boner, Frank Peskuric, A. Czezemski, Maximo Tangalin, Lucien F. Drew, Chas. T. Taylor
- USPHS HOSPITAL SAN FRANCISCO, CALIF. Fred L. Comerford, Sung C. Wang, John J. Morrison, G. L. Warrington, Chas. T. Nangle, David A. Wood
- USPHS HOSPITAL SAVANNAH, GA. Jose Blanco, Jimmie Littleton, Grover Duncan, W. M. Stanley, J. H. Ferguson, Leslie F. Swegan

- USPHS HOSPITAL SEATTLE, WASH. Frank J. Bradley, John L. Grimes, Michael Delano, Eugene G. Plahn
- USPHS HOSPITAL MEMPHIS, TENN. Claude F. Blanks, Charles Burton
- VA HOSPITAL NEW YORK, NY E. T. Cunningham
- USPHS HOSPITAL FORT WORTH, TEXAS B. F. Deibler, W. E. Orzechowski, Siegfried Gnitke, John C. Palmer, James Hodges, A. J. Panepinto
- VA HOSPITAL HOUSTON, TEXAS J. P. Williamson
- USPHS HOSPITAL STATEN ISLAND, NY Genaro Bonafont, Thomas Moncho, G. F. Crabtree, Jens P. Nielsen, Raymond M. Davis, Pedro Pedro, Isidore Dongen, Robert A. Parker, David B. Dunn, Frank S. Taylor, Antonio Fernandez, Markos Poltrindis, Rufus Freeman, James W. Rist, Burl Haire, Jose Rodriguez, Lowell Harris, Manuel Rodriguez, Henry Herkinhein, Antonio Russo, Oskar Kaelep, John Sander, Alfred Kaju, Cooper E. Savent, Simon Kendall, P. W. Seidenberg, John Klepadlo, Thomas Tocna, Mauro J. Matonte, Alfred Yarborough
- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY Manuel Antonana, B. J. Martia, Eladio Aris, Albert Martinelli, Fortunato Bacomo, Vic Milazzo, Juan Desopa, Joaquin Miniz, John I. Driscoll, W. P. G'Dea, Robert Gilbert, C. Osinski, William Guenther, George G. Phifer, Bart E. Guranck, G. A. Puissegur, Howard Bailey, F. Regalado, Percy Harrelson, Winston E. Renny, Taij Hassen, S. B. Saunders, Billy T. Hill, G. E. Shumaker, Thomas 'sakzen, Kevin B. Skelly, Ira H. Kiltore, E. R. Snaithwood, Ludwig Kristinsen, Henry E. Smith, Frederick Landry, Michael Toth, Leonard Leidig, Harry S. Tuttle, Patrick McCann, Virgil E. Wilmoth, Archibald McGuligan, Don P. Wiag, H. C. McIsaac, Dexter Worrell

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STEEL KING (Isthmian), June 23—Chairman, J. Purcell; Secretary, J. Keavney. Three men paid off without proper relief in Honolulu. Ship's fund \$16. Garbage to be dumped aft. Food beef to be discussed at meeting. Shipping rules to be posted in messroom.

JOHN B. WATERMAN (Waterman), June 23—Chairman, B. Crawford; Secretary, A. Aronica. New treasurer elected. Ship's fund \$10.72. Few hours disputed overtime. Crew requested to read headquarters communications. Laundry room to be cleaned after using. Linen to be carried forward. Delegates to square away beefs at payoff. Vote of thanks to steward department for fine meals.

June 2—Chairman, B. Parker; Secretary, A. Aronica. Ship's fund \$10.70. Report accepted. Vote of thanks to

her hospitalized. Report accepted. Vote of thanks to cooks for fine cook ink and baking.

OREMAR (Ore Navigation), June 14—Chairman, C. Parker; Secretary, R. Bullock. New delegate elected. Ship's fund \$39.85. Report accepted. Need new refrigerator. Water cooler to be repaired. Submit repair list.

IRENESTAR (Triton), June 14—Chairman, R. May; Secretary, J. Tomlinson. New delegate elected. Ship's fund \$11.52. Report accepted. New secretary-reporter elected. Razor blades not to be thrown in shower room.

SEAMAR (Calmar), June 10—Chairman, J. Eichenberg; Secretary, C. Inman. Ship's fund \$17. Report accepted. New delegate elected. No beefs. Smooth sailing; hope to bring ship in clean.

CHICKASAW (Pan-Atlantic), June 14—Chairman, D. Beck; Secretary, H. Hastings. Sink stopped up; will be repaired in Baltimore. Some disputed OT. Man missed ship in San Juan. No book and regular foul up; paid off on consent. New delegate elected. Money should be available before arrival in port. Catwalk to be made over cargo on deck. Need first aid kit in galley; no equipment. Bathrooms to be checked for leaks. Beef to be settled in own department.

STEEL SEAFARER (Isthmian), June 14—Chairman, E. Parr; Secretary, C. Carr. Some disputed OT. Reports accepted. Need more dishes, fresh fruit; repair list to be made up; mosquito netting or repellent next voyage.

SEAGARDEN (Penn Nav.), May 19—Chairman, R. Morrisette; Secretary, H. Knaflich. Ship sailed short a few items. Repair work not completed. New treasurer and delegate elected. Bathrooms to be kept clean; cups to be returned to pantry. No performing while in Japan and Korea.

YAKA (Waterman), May 26—Chairman, J. Daniels; Secretary, S. Joseph. Benches to be made for crew back aft. Screen doors put up back aft. Money draws to be put out in greenbacks and yen. Excellent safety record. No injuries. Ship's fund \$14.55. Some disputed OT. Reports accepted. Suggestion to stop chipping around messhall during lunch—refer to headquarters for approval. Bad sanitary conditions in bathrooms. Recreation and mess rooms to be kept clean. Wash cups after use at night.

JEFFERSON CITY VICTORY (Victory Carriers), June 24—Chairman, E. Goodwin; Secretary, C. Makuch. Repair lists to be submitted. Members requested to keep off topside deck after hours. Short one 2nd electrician. Communications read. Report accepted. Request for air conditioning on all ships. Need duplicate set of keys. Request exterminator. Cots to be put away upon arrival in port. Locksmith to repair all locks and make keys. Steam to be left on urn to keep water hot for coffee. Fan for deck bathroom requested.

LA SALLE (Waterman), May 12—Chairman, T. James; Secretary, A. Foster. New delegate elected. New man taken on in Pusan. Ship's fund \$7. Communications read. Discussion regarding time off in lieu of OT. Laundry and washing machine to be cleaned after using.

June 17—Chairman, T. James; Secretary, J. Bailey. Six men missed ship—various reasons. Ship's fund \$7. Lost two daymen. One beef—to be referred to patrolman. One man missed ship, rejoined in Hilo; logged. Report accepted. Need larger fans in rooms. Steward to be custodian of iron. Ship to be fumigated. Vote of thanks to steward and speedy recovery from operation.

C S NORFLOK (Cities Service), May 12—Chairman, M. Pyke; Secretary, R. Ruttkay. No first aid kit in engine room. Report accepted. New delegate and treasurer elected. Need OT. Sheets and library. Messroom to be cleaned; garbage cans to be emptied after every meal. Shower heads to be replaced after removal. Safety meeting held.

June 26—Chairman, A. McCullen; Secretary, D. Shields. Food not up to standard. Ship's fund \$7.32. Few hours disputed overtime. To check port-holes.

PENNMAR (Calmar), June 23—Chairman, V. Monte; Secretary, J. Clarke. Few hours disputed OT. All foc'sles to be left clean. Good trip, no beefs. Report accepted. Pantryman to cooperate.

FORT HOSKINS (Cities Service), June 22—Chairman, J. Lananhan; Secretary, R. Shynick. Few hours disputed overtime. Lost fireman due to illness; picked up one in Australia. Ham steaks too big; string beans too stringy.

OCEAN DEBORAH (Ocean Trans.), June 9—Chairman, D. Maskell; Secretary, C. Slover. Some disputed overtime. New delegate elected. Quality of food to be improved. Garbage to be kept aft in port. Schedule to be made for cleaning laundry. Discussion on special agreement allowing man on wheel to work while on gyro-pilot. Members are not in favor of this practice.

TEXMAR (Calmar), June 22—Chairman, J. Bowman; Secretary, J. Nuckols. Ship's fund \$3. Headquarters communications read. Report accepted. Crew to donate 50c to buy steam iron.

ELIZABETH (Bull), July 1—Chairman, L. Ramirez; Secretary, E. O'Rourke. Reports accepted. Suggestion to hold meeting every other trip. Not enough business to warrant meeting every twelve days unless there is a beef. Discussion on garbage disposal.

Sorry, No Souvenirs This Trip

By Seafarer William Calefato



Bosun Norman Kirk (left) and Jake Powell, AB, take a turn around the deck before heading in to the messhall on the Frederic C. Collins for coffeetime. From the looks of things, that oil drum has to go. The ship already has. It transferred foreign soon after this was taken by Calefato.

Cabbies and other drivers-for-hire everywhere in the world seem pretty much alike to a seaman. The guy who jockeys a hack around a stateside port and his Oriental namesake who pedals a rickshaw are brothers under the skin.

They'll haggle over the amount of a fare and/or tip like a fishwife and seldom take you where you want to go unless you spell it out in simple A-B-C style. Very often this doesn't turn the trick either.

For Danny, a carefree wiper, things started to happen right away when he met Tommy at the gate in Moji, Japan.

Tommy is a jovial rickshaw driver, who talks fair English, sprinkled with Brooklynesse, Hobokenese and Alabaman. Danny told him he wanted to go shopping for souvenirs.

With prodigious bows, smiles and all kinds of gesticulations, he seated Danny in the ramshackle vehicle and buttoned the canvas cover securely.

Enroute to the shopping district where Danny thought he was being driven, he wondered if the canvas shield was a device used when people were "taken for a



Chief cook Charles Pitchard (left) and Herbert Pomeroy, saloon MM, team up to give the glad-eye to cameraman William Calefato on the Frederic C. Collins. They must have had a run-in with the rickshaw boys, too.

ride." He couldn't see where he was going in spite of the two small squares of celluloid; the way Tommy was pedaling his figure blocked the entire view and made the whole affair seem not quite right.

That was what it turned out to be when Tommy stopped at a hotel and told his passenger it was a good place if he intended to stay in town overnight.

"Damn it, Papsan, I told you to take me shopping," Danny protested, "not to a hole in the wall."

Just then, the proprietress came out. Her manner, when she asked him to stay for a beer, was too hearty for him to refuse so he stayed on and had one. The girl who brought it tried to tell him she was one of the hospitable geisha girls that he had seen pictures of in "Life" or one of the other nice big American publications. She would be glad to shop with him.

In the meantime, Danny looked around for a 1000-yen note he had put on the table. There wasn't even any change, but for politeness' sake he searches himself anyway. Then, in a gentlemanly fashion, he accused her of being an accomplice in a clip joint and left the premises.

"Look here, Tommy, I want to

go shopping. I don't care to waste time with a snagged-toothed geisha girl."

Tommy pedaled around for a while. When he stopped to unbutton Danny out of the rickshaw, Danny saw they were back at the same hotel. Tommy whistled into the doorway, and now another girl shuffled out.

"This one—good teeth," Tommy announced proudly.

"Look, Buster. Now you can take your old wagon and—junk it. I'm walking."

That was a grave insult to a conservative Japanese gentleman, even if he was a rickie. Still, bewildered and exasperated, he followed for many blocks until Danny was lost.

Now, when Tommy waved toward the rickshaw, it was a sign that a foreigner had to depend on a public servant, especially since Tommy was the only one in the area at the time.

Resigned to his fate, Danny let Tommy fasten him under the canvas hood again, on the condition that the next stop would definitely be the town's shopping center.

They wound up outside the cocktail lounge of a high-class hotel. Tommy ceremoniously let Danny out and motioned toward the door.

"Ship-friends inside," he said, still smiling and bowing.

By this time, the wiper was too tired and thirsty to argue. The bar looked like a good refuge, and a chance to get away from it all—

Any Questions?



Considering the evidence at hand, Bill Souder stacks up as a pretty good fisherman. Souder caught this fair-sized dolphin on the intercoastal run aboard the Texmar. He sent the picture in to prove it.

and Tommy. And, as a discussion with various shipmates bore out, it was a custom in Japan that once you sit in a rickshaw, that driver is yours as long as you're in town.

So Danny realized he was trapped. The next time out, he sat back and let Tommy have full rein. After three more stops like the others, he'd found he didn't really want any Oriental trinkets anyway. He'd send a postcard instead.

Del Sud Funds Ease 'Audrey' Relief Chores

The open-handed generosity of Seafarers in the face of all kinds of calamities is no secret, but the case of the Del Sud in the wake of Hurricane "Audrey" rates special mention.

Mindful of the havoc and loss of life left behind by the big blow along the Texas-Louisiana coast, SIU men and officers on the New Orleans-based cruise ship acted to help out. Many had families and friends ashore in the devastated area; others just felt grateful that "Audrey" hadn't touched them personally.

At the ship's meeting following the disaster, ship's delegate Joe Cave reported that a fund of \$446.50 had been gotten together in contributions from all over the ship and would be turned over to relief authorities.

With the crew's authorization, another \$50 was added to this kitty from the ship's fund, and \$50 more from the special baseball fund. In addition, Cave urged that a second collection be taken up later to supplement this contribution. As far as the Del Sud is concerned, "Audrey's" victims won't be forgotten.

Use Only One Mail Address

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

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steward dept. for excellent meals. Cots to be stored away before arrival in port. Cups to be returned to pantry. Proper attire to be worn in pantry. Garbage to be carried aft, not to be thrown over side midships.

MANKATO VICTORY (Victory Carriers), May 26—Chairman, J. Meehan; Secretary, J. Long. Two disputed hours cleared at payoff. Two men missed ship in Baltimore, fines paid. New seats for messhall ready for next trip. Ship's fund \$44. New delegate elected. To check on milk in foreign ports. Use ship's fund for expenses such as buying checker board and other amusement games.

June 26—Chairman, J. Meehan; Secretary, J. Long. Beef concerning chief mate being on deck too much to be discussed with patrolman. Part of fund used to pay fine of one man in Iceland. New members to donate \$1 toward ship's fund. Fund now \$22.40. Some disputed overtime. Repair list submitted. Vote of thanks to steward dept.

JOHN C. (Atlantic Carriers), June 9—Chairman, M. Barton; Secretary, R. Aguilar. One man missed ship. Ship's fund \$19.30. New delegate elected. Few rooms have been sougeed, others will be taken care of.

CITY OF ALMA (Waterman), May 11—Chairman, A. Sirignano; Secretary, F. Airey. All repairs completed. Ship's fund \$31.41. When leaving ship all foc'sles to be stripped and left clean. Slop chest to be checked and more variety of clothes carried. Vote of thanks to cooks and messman for fine service.

June 16—Chairman, J. Burke; Secretary, P. Whitlow. Men desiring to pay off in Tampa may do so on mutual consent. Class B and C men entitled to make another trip as 60 days are not up. One electrician caused confusion—missed and delegated duties at most ports. Ship's fund \$31.41. Members to contribute at payoff to build up fund. Some disputed overtime. Communications read and discussed. Suggested another foc'sle for engine room watch. Suggested hospital room. Vote of thanks to delegate for fine cooperation. Suggestion that a better slop chest be carried with all needed items. Set time for slop chest opening. Suggestion that all seasonal fresh fruits be carried. Temperature of ice boxes to be adjusted—not cold enough; need better grade of bacon. Messhall to be locked in port. Key to be hung in pantry for crew members. When decks are slushed, boards to be laid down from quarters aft to midships to keep passageways cleaner.

SEATRAN NEW YORK (Seatrain), June 27—Chairman, J. Cole; Secretary, D. Wagner. Repairs to be taken care of. Ship's fund \$8.37. Some disputed O.T. Reports accepted. New delegate elected. Repair list to be sent to headquarters. Need fresh milk. Cold drinks to be served with meals.

BRADFORD ISLE (Cities Service), June 29—Chairman, W. Thompson; Secretary, M. Hitchcock. New washing machine and mattresses ordered. Refrain from making unnecessary noise which disturbs men sleeping. Few hours disputed OT. Report accepted. Fans to be repaired and one replaced in quarters.

ALMENA (Pan Atlantic), June 23—Chairman, W. Snell; Secretary, A. Janes. Some disputed OT. One man short. Union to be contacted regarding taxi in Port-Nueches from ship to gate—continuous trouble. No smoking on deck. Report on cooking. New delegate elected.

MORNING LIGHT (Waterman), June 16—Chairman, W. Waldrop; Secretary, W. Morse. Linen to be changed when new linen is issued; turn in soiled linen. Vote of thanks to steward dept. and delegate for job well done. Need new library.

ALCOA PIONEER (Alcoa), June 12—Chairman, C. Higgins; Secretary, C. Gregory. Safety meeting held. Trinidad shore gang working in engine room—disputed overtime. One mem-

Rebecca Takes 'Em In Stride



Sailing on the Rebecca, Seafarers get accustomed to female company, so they also take it in stride while ashore for a cool one at Inchon, Korea. This particular spot is "Mary's" on 4th Street in Inchon, which is said to be a familiar hangout for SIU men. On hand, besides the gals, are Malyszko, Grooves, Sol, Thompson, Martin and Casey. Malyszko submitted the picture, and has arranged for LOGs to be sent there in the future.

SIU HALL DIRECTORY

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 BUFFALO, NY 180 Main St. Phone: Cleveland 7391
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 DULUTH 621 W. Superior St. Phone: Randolph 2-4110
 SOUTH CHICAGO 3261 E. 92nd St. Phone: Essex 5-2410

Suggests Change On Money Draws

To the Editor:

I am writing on behalf of the crew and myself in regard to Article II, Section 28, of the freightship agreement, regarding money draws in foreign ports.

During the previous voyage a meeting was held here on the Steel Advocate and a lengthy discussion erupted on travelers'

banks or agents will not cash them.

You might wonder why we do not ask that the travelers' checks be eliminated altogether. The fact is many brothers have commitments back home and, in ports where American money conflicts with the existing laws of the country, travelers' checks are legal and can be used to send money home.

I know it is hard to realize these facts because travelers' checks are advertised as "good anywhere in the world" and "the best means of currency when traveling." They probably are in Tokyo, Rome, Paris, etc., but try to cash them in Semarang, Java.

Luke A. Ciamboli
Ship's delegate

(Ed. note: This question has been brought up at various membership meetings and referred for action to the negotiating committee since a number of companies besides Isthmian issue these checks. The provision for travelers' checks was originally negotiated to cover cases where US currency could not be issued legally or where Seafarers lost out on draws in local currency. Since draws in local currency were given at the official rate but everything the crew bought ashore was at black market rates, crewmembers were often at a serious disadvantage. Adding a new option of draws in local currency may be deemed advisable if black market conditions have really eased up so that no one will be short-changed. The negotiating committee invites more comment on this subject so that it can determine how to handle it.)

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.

checks. A letter was written giving all particulars. Now this crew and myself wish to go on record as proposing a change in Section 28.

To the knowledge of the crew and myself, Isthmian is the only company that makes a practice of issuing travelers' checks in foreign ports. In view of this fact it would not be a hard, long struggle to negotiate this issue. Any and all immediate action, without waiting for the official negotiating date of the agreement, would be deeply appreciated by the crew of the last voyage, and of this voyage, and many others, I'm sure, who have not taken the time to write about it.

Offer Proposal

We ask that a proposal be offered at the next official head-quarter's meeting and sent to all outports for action, as follows:

"Whereas, Article II, Section 28, of the freightship agreement reads: 'Monies tendered for draws in foreign ports shall be in United States currency, failing which, travelers' checks shall be issued at the company's expense';

"Be it resolved that this be changed to read: 'Monies tendered for draws in foreign ports shall be optional to the crew in United States currency or travelers' checks, if available, which shall be issued at the company's expense. Travelers' checks or local currency shall be optional when the issuing of United States currency conflicts with the existing laws of the country'."

It has already been stated in the letter by the crew and myself of the last voyage about the inconvenience, hardship and loss involved in cashing travelers' checks. In many small ports the

Says 'Pitcher' Rates Picture

To the Editor:

Enclosed is a snapshot of Gerald Guy Gage, son of Seafarer Guy G. Gage, who sails with the SIU in the steward department. I am Guy's father and grand-dad of Jerry.

Jerry is a pitcher in the Babe Ruth league; he's a 150-pound fellow and only 14 years old.

I just wondered if you could run his picture in the LOG which our son sends to us regularly. It's the way we've kept track of him during the 20 years he's been sailing as a union seaman. I think it would make him happy to see the kid's face in the LOG.

We certainly enjoy our LOG and watch for it regularly.

Jay A. Gage

(Ed. note: Yes!)

Urges Using QM Manning System

To the Editor:

Some of our Union brothers sail in ratings such as bosun, carpenter and deck maintenance so as to work during the daylight hours at sea as much as possible, and especially to escape the trick at the wheel and the lonely lookout required of a watchstander.

On the other hand, some chief mates complain about the way the crewmembers walk all over each other to break out or stow lines when they have the added advantage of the windlass. About the only company contracted to our Union which has been known to use the quartermaster system of manning is Seatrain Lines. But it is my firm conviction that the quartermaster system could be applied to our manning scale in such a way as to specialize this particular job aboard all ships.

This is the age of specialization anyway, and would permit men who are experienced helmsmen, but of an age too advanced for climbing the mast or going aloft in a bosun's chair, to do the work which is required of a wheelsman on the bridge in its stead.

I'd also like to suggest that if and when this plan is adopted, and wherever feasible, men of 40 years of age or over who are in good standing, be given these openings as they come up under the rotary shipping system.

In any case, I know there are other of my Union brothers who will approve of this suggestion. I know it would work out especially well on the fleet of Pan-Atlantic "contain-erships," the TMT trailerships, Calmar Line vessels and combination passenger-cargo ships. What do you think, Brothers?

C. L. "Buddy" Cousins

Yokohama Bar To Hold LOGs

To the Editor:

We are a firm dealing in souvenir items, conducting a saloon on the side. We are the H. Ono Trading & Company, exporters and manufacturers, and the saloon is the "Club High Society" in Yokohama, opened on the North Pier side of the bridge near the customs check point.

Many seafaring men come to our establishment and very often ask for your papers. We would like to have your papers on hand to distribute to them upon request. Therefore we would be pleased if you could supply us with them regularly.

H. Ono

(Ed. note: Copies of each issue of the LOG will be furnished regularly from now on.)

USPHS Has Last Say On Duty Slip

Under the SIU contract, US Public Health Service doctors have the final say on whether or not a man is fit for duty. If there is any question about your fitness to sail, check with the nearest USPHS hospital or out-patient clinic for a ruling.

Burly

By Bernard Seaman

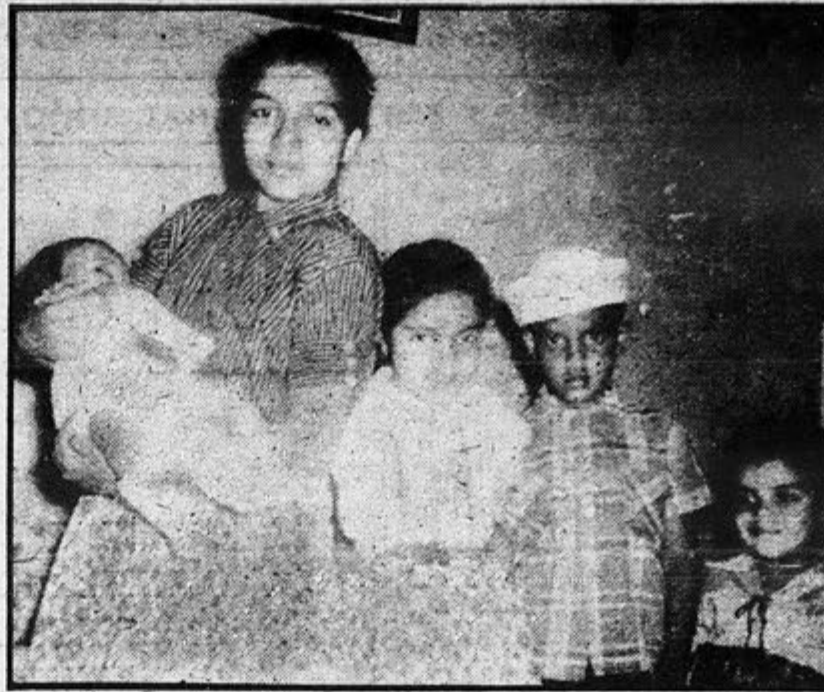


RECENT ARRIVALS

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

- | | |
|--|--|
| Merry Alyn Thomas, born June 27, 1957, to Seafarer and Mrs. Melvin E. Thomas, Mobile, Ala. | Linda Cheryl Brannon, born July 2, 1957, to Seafarer and Mrs. George L. Brannon, Collingdale, Pa. |
| Richard Thomas Edwards, born May 23, 1957, to Seafarer and Mrs. Howard A. Edwards, Gulfport, Miss. | Charlene Fay Cooper, born June 28, 1957, to Seafarer and Mrs. Robert Lee Cooper, Port Arthur, Texas. |
| Vivian Sue Moser, born June 22, 1957, to Seafarer and Mrs. Pat L. Moser, Norfolk, Va. | Jan Elizabeth Boutwell, born May 2, 1957, to Seafarer and Mrs. Colon H. Boutwell, Bayou La Batre, Ala. |
| Mark Anthony Sorel, born June 28, 1957, to Seafarer and Mrs. Johannes Sorel, Brooklyn, NY. | Carolyn Kendrick Lewallen, born April 20, 1957, to Seafarer and Mrs. Joseph C. Lewallen, Ashboro, NC. |
| Lee Ander Burrowes, born June 14, 1957, to Seafarer and Mrs. Clarence Burrowes, Mobile, Ala. | Kyle Lee Clouse, born July 12, 1957, to Seafarer and Mrs. Albert L. Clouse, New Orleans, La. |
| Mark John Williams, born June 27, 1957, to Seafarer and Mrs. Rowland Williams, Baltimore, Md. | Juliette Hannibal, born July 15, 1957, to Seafarer and Mrs. Roberto Hannibal, Bronx, NY. |
| Susann Marie Roxbury, born May 21, 1957, to Seafarer and Mrs. Roland P. Roxbury, Middle Village, NY. | Charles Kevan Shirah, born July 6, 1957, to Seafarer and Mrs. Charles L. Shirah, Mobile, Ala. |
| Jammie Cecile Brannon, born May 21, 1957, to Seafarer and Mrs. James C. Brannon, Mobile, Ala. | Debra Linda Gendron, born June 28, 1957, to Seafarer and Mrs. Maurice N. Gendron, Manchester, NH. |
| Rita Faye Buck, born March 20, 1957, to Seafarer and Mrs. John W. Buck, Jr., Blounts Creek, NC. | |

Gonzalez Family At Home



Mrs. Carmen Gonzalez holds baby Myra while other children Frances, Mario Jr. and Danny look on. Dad is Seafarer Mario Gonzalez.

FINAL DISPATCH

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

Samuel Cornog, 56: Heart failure was the cause of death of Brother Cornog on May 5, 1957. He was aboard the Robin Hood in Beira, Mozambique, at the time. Brother Cornog sailed in the engine department and had been a member of the SIU since May of last year. Place of burial is not known.

John O. Glenn, 43: Serious fire injuries on his head and body proved fatal to Brother Glenn on October 10, 1956. Death took place in Hickory, Mississippi. Brother Glenn sailed in the steward department joining the Union in March, 1955. He was buried in Pleasant Ridge Cemetery, Newton County, Mississippi.

Francisco Garcia Delgado, 65: One of the veteran SIU members on the disability-pension list, Brother Delgado passed away on July 4, 1957. A lung ailment was the cause of his death. He joined the Union in its early days on December 20, 1938, and sailed in the engine department on SIU ships. His body was interred in Colon Cemetery in Tampa. He is survived by Elena Garcia of that city.

Daniel W. Fischer, 38: Brother Fischer died as the result of an accident in Balboa, Canal Zone on June 26. Details of his death were not known. Brother Fischer had been a member of the SIU for 18 years, joining the Union on January 28, 1939. He sailed in the engine department. Surviving is his mother, Mrs. Elizabeth Fischer, of Mobile, Alabama. Burial took place in New Orleans.

William F. Healy, 55: A blood cell ailment proved fatal to Seafarer William F. Healy of Philadelphia on July 11, 1957. Death took place in the Public Health Service Hospital in Baltimore. Brother Healy had been a member of the Union for the past two years, sailing in the deck department. He is survived by his wife, Mrs. Edana M. Healy. Burial was in Holy Cross cemetery in Philadelphia.

Clarence R. Haun, 52: An apparent heart attack at sea aboard the SS Oceanstar proved fatal to Brother Haun on May 13, 1957. The burial took place at sea five days later. Brother Haun sailed in the steward department and was a member of the Union for the past 12 years. He is survived by his wife, Mrs. Willie V. Haun of Fairfield, Alabama.

William V. Horton, 54: A liver ailment caused the death of Seafarer William V. Horton in Baltimore, Md. Brother Horton sailed in the engine department and joined the SIU in August, 1948. He was buried in the Moreland Memorial Cemetery in Baltimore. Surviving is Mrs. Joseph Valdez of Atlanta, Georgia.

Retired Seafarer Charles Sonwald was the victim of a fatal accident on Friday evening, July 19, when he was run-down by a train in Paoli, Pennsylvania. He was 53 years old. Sonwald had apparently taken a short cut across the tracks when he was struck and instantly killed by the train. His body was found on the station platform the following morning. Authorities theorized that he had made it to the platform safely but had been pulled into the side of the train by the suction of its high-speed passage. Sonwald had joined the SIU in November, 1945, and had sailed for many years out of the Port of New York. Three years ago he had to quit the sea as the result of an eye ailment which barred him from deck department jobs. Since then he had been working ashore in the trucking business. He is survived by his wife, Helen Sonwald.

Wentley Crew Aids Shipmate

Seafarer James Girolami, AB, is resting comfortably in the Boston Public Health Service Hospital thanks to the efforts of his shipmates on the Robin Wentley and to the Coast Guard.

Girolami was brought ashore in Boston after a successful attempt to deliver badly-needed medicine to the ship en-route to port. He had suffered a severe attack of asthma and was having difficulty breathing.

Ship's reporter Charles Matthews said that Girolami had been troubled off and on during the trip but had been able to work most of the way. However on Saturday morning, July 20th, he was in bad shape. The ship had used up its own medical supplies in treating him and was still some 400 miles east of Bermuda.

The skipper radioed the Coast Guard in Bermuda and the latter sent out a flying boat with a canister containing badly-needed medicine. The canister was dropped to the ship Sunday morning, July 21, by parachute, but blew into the water.

Immediately the Wentley sent a boat crew which picked it up and brought it aboard. The medicine gave Girolami immediate relief.

Matthews had high praise for the skipper, Harvey MacDermid, and for members of the crew who maintained a 24-hour watch on Girolami while he was ill.

Night Train Kills Seafarer

Retired Seafarer Charles Sonwald was the victim of a fatal accident on Friday evening, July 19, when he was run-down by a train in Paoli, Pennsylvania. He was 53 years old.

Sonwald had apparently taken a short cut across the tracks when he was struck and instantly killed by the train. His body was found on the station platform the following morning. Authorities theorized that he had made it to the platform safely but had been pulled into the side of the train by the suction of its high-speed passage.

Sonwald had joined the SIU in November, 1945, and had sailed for many years out of the Port of New York. Three years ago he had to quit the sea as the result of an eye ailment which barred him from deck department jobs. Since then he had been working ashore in the trucking business.

He is survived by his wife, Helen Sonwald.

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.

EVERY SUNDAY DIRECT VOICE BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

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

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

WFK-95, 15700 KCs Ships in Mediterranean area, North Atlantic, European and US East Coast.

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

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

WCO-16908.8 KCs
East Coast South America

WCO-22407 KCs
West Coast South America

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

WMM 25-15607 KCs
Australia

WMM 81-11037.5
Northwest Pacific

MARITIME TRADES DEPARTMENT

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

Bill Offers Tax Aid For Non-Subsidized Ship Operations

WASHINGTON—A bill designed to help unsubsidized operators replace their present fleets with new tonnage has been introduced by Sen. Warren G. Magnuson (Dem., Wash.), chairman of the Senate Foreign Commerce Committee.

The measure (S. 2568) would offer help in the form of rapid tax write-offs. Under the Magnuson proposal, non-subsidized operators would be allowed to depreciate their new tonnage in 20 years instead of the 25 now allowed by the Bureau of Internal Revenue. Subsidized operators already have the right to depreciate the cost of their new ships at the rate of five per cent a year. In addition to the five per cent permitted by the 20-year depreciation, the Magnuson bill would allow unsubsidized operators to take an additional five per cent a year in depreciation.

Scholarship Winner On Dean's List

Now entering his third year in Lafayette College under the SIU Scholarship plan, Lemhard "Lem" Howell, son of Seafarer Cleveland



Even while resting, Howell keeps a book handy.

A. Howell, is compiling an impressive scholastic record. The elder Howell was recently notified that his son has been named to the dean's list "as a result of his fine record during the spring semester."

Howell made the list by grading three 85s and two 90s in the five courses he took during the past term. He is currently majoring in history at Lafayette.

Before winning the SIU \$6,000 scholarship, award in June, 1955, Howell had a year at the New York City College.

Howell's college honors are of a pattern with his high school record when he garnered five awards at graduation including a general award for scholarship, character and ability, and separate citations in science, social studies and school service.

Howell's father has been sailing with the SIU for the past ten years in the steward department. Lem is the third in a family of five children.

shipowners could deduct as much as 10 per cent of the cost of their new tonnage from their annual earnings before taxes until the ship was fully depreciated. The reduction would permit them to pay substantially lower taxes, and to put money aside for additional construction.

A bill similar to this proposal was introduced in the 83rd Congress, but was not acted upon.

The legislation is considered one of the simplest plans to aid unsubsidized lines. It is also regarded as of particular value to operators in the domestic trades, who are not eligible for subsidy.

Up to this time, rapid tax-write offs have been restricted generally to defense industry, though they have been given to operators building tankers for MSTs operation. While ships usually are not considered defense plants, a number of people believe ship operators should receive additional help because they must compete with foreign competition.

Past Aid Given

In the past, Congress has recognized the special needs of the maritime industry by offering operating and ship construction subsidies and mortgage insurance. The present administration has tried to solve the construction problem by permitting owners to transfer their ships foreign in return for new tonnage.

The SIU and other maritime unions have pointed out that the major saving in transferring ships is in evading US taxes.

The Magnuson bill, in effect, might provide a substitute for the transfer program, by permitting owners of subsidized vessels to build new tonnage, at lower costs. It would also be a companion to Sen. Magnuson's proposal halting virtually all foreign transfers. At the same time it would not destroy US tax income from shipping or the jobs of American seamen the way the transfers do.

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.

Shipping Round-Up & Forecast

July 10 Through July 23

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	12	6	10	3	9	3	31	12	43
New York	86	17	73	12	65	12	224	41	265
Philadelphia	39	4	21	9	20	7	80	20	100
Baltimore	48	21	37	27	29	10	114	58	172
Norfolk	12	5	4	5	5	4	21	14	35
Savannah	10	0	9	2	5	4	24	6	30
Tampa	9	4	3	2	8	2	20	8	28
Mobile	30	3	19	4	25	4	74	11	85
New Orleans	59	13	37	20	42	10	138	43	181
Lake Charles	14	10	11	9	5	7	30	26	56
Houston	36	13	23	10	19	12	78	35	113
Wilmington	23	12	12	9	18	6	53	27	80
San Francisco	31	10	29	10	21	9	81	29	110
Seattle	22	20	14	17	15	8	51	45	96
Total	431	128	302	139	286	98	1019	374	1394

Port	Shipped						Total A	Total B	Total C	Total Ship.			
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C							
Boston	7	3	3	5	4	2	4	1	3	16	8	8	32
New York	77	17	14	60	16	13	54	5	6	191	38	33	262
Philadelphia	19	5	5	15	7	6	11	1	1	46	13	12	71
Baltimore	35	15	4	26	12	6	25	6	3	86	33	13	132
Norfolk	15	0	0	7	2	1	7	1	0	29	3	1	33
Savannah	3	2	2	6	2	1	1	0	0	10	4	3	17
Tampa	2	2	3	3	0	1	6	1	1	11	3	5	19
Mobile	22	2	1	16	6	2	17	4	8	55	12	11	78
New Orleans	40	7	0	35	14	5	29	6	4	104	27	9	140
Lake Charles	8	2	0	7	7	1	4	2	0	19	11	1	31
Houston	34	11	19	31	8	10	19	10	6	84	29	35	148
Wilmington	4	2	0	3	4	0	1	2	0	8	8	0	16
San Francisco	31	15	2	17	8	5	18	8	7	66	31	14	111
Seattle	17	6	0	16	9	1	9	7	3	42	22	4	68
Total	314	89	53	247	99	54	205	54	42	767	242	149	1158

The shipping picture brightened somewhat in the past two weeks as the West Coast bounced back and Houston especially continued strong. The outlook for the coming two week period is just fair to middling, with some slackness in the tramp and tanker trades showing up in the shipping picture.

All told, the District shipped 1,158 jobs, a considerable improvement over the prior two weeks. But registration continued to rise, touching 1,394 class A and B men. Eight ports were up over the previous two week period with San Francisco making a very strong comeback and Baltimore coming up from an abnormally-low figure. New York just about held its own, while small increases were recorded in Boston, Norfolk, Mobile and Houston. Seattle showed good improvement.

On the downside were Philadelphia, New Orleans and Lake Charles. Wilmington, Savannah and Tampa were pretty much the same. Registration ran pretty much ahead of shipping for all departments including the black gang which usually shows a big turnover in the summertime.

Figuring it by seniority classes, Class A showed a very considerable gain, class B stood about the same and class C dropped off during a period of rising shipping. The figures indicate that the class A men who have been hanging back during the summer are bidding for jobs again. As a result, class A shipping accounted for 66 percent of the total, up from 61 percent in the previous two weeks. Class B got 21 percent and class C, just 13 percent.

The following is the forecast port by port:

Boston: slow. . . New York: Steady. . . Philadelphia: Fair. . . Baltimore: Slow. . . Norfolk: Slow. . . Savannah: Good. . . Tampa: Slow. . . Mobile: Fair. . . New Orleans: Improving. . . Lake Charles: Fair. . . Houston: Slowing down. . . Wilmington: Improving. . . San Francisco: Good. . . Seattle: Good.

WC Cooks Plan Housing Facilities For Oldtimers

SAN FRANCISCO—Proposals for construction of housing facilities for retired members and for joint negotiations with the Sailors and Firemen on forthcoming wage reviews highlighted the agents' conference of the SIU-affiliated Marine Cooks and Stewards Union.

The port agents, meeting at the MCS Training School center, made several recommendations for future union action. They reviewed plans for building facilities for retired members, vacationers and convalescent union men at the training center site which has ample space for such facilities. It is expected that actual groundbreaking will get under way shortly.

Wage Review

The MCS agents noted that the West Coast unions have a wage review coming up on September 30th and voted to get together beforehand with the SUP and the MFOW to present joint demands to the shipowners. The agents noted that a fine working relationship has been established between the three West Coast unions which promises added benefits for the membership. An immediate result of this relationship is expected to be an increase in pension benefits for retired members of all three unions. The pension now stands at \$100 a month.

Also in the area of welfare, the agents went on record to obtain compensation, disability and death benefits under the Steward Department Security Agreement which are equal to those now pro-

vided under California law. The action would have the effect of establishing uniform standards all along the coast for men working for companies whose headquarters are in other states.

Minor changes in the shipping rules were called for including more frequent job calls on Saturdays when large passenger ships are in port.

SEAFARERS PORTO'CALL

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