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## 106,500-Tonner Included:

# SIU COMPANY WILL BUILD 3 SUPER-SHIPS

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## Blood Bank Aids Seamen, Families

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# America's Largest!



Tugs take over giant 46,000-ton supertanker Transeastern after launching. Now sailing with an SIU crew, the Transeastern is the largest tanker under the American flag, but is due to lose its title shortly with

the launching of a larger ship in Newport News, and the construction of a 106,500-ton vessel for Victory Carriers as part of a "transfer and build" agreement reached some time ago. (Stories on Page 3.)

# House To Vote On Union Curbs; 'Mild' Bill Lost

WASHINGTON—The House of Representatives has voted down the labor-backed bill introduced by Rep. John Shelley (Dem.-Calif.) to control corruption in labor-management relations. The Shelley bill, one of three major measures introduced in the House of Representatives, is the only one which would require management to report the amount it spends on so-called "labor relations" and labor spying.

In response to an appeal by AFL-CIO President George Meany to all affiliated AFL-CIO unions, the SIU is alerting all its port agents on the need for the membership to write letters to their Congressmen backing the AFL-CIO's fight for anti-corruption legislation which would not hamper legitimate union organizing and strike activities.

### Aimed At 'Sweethearts'

Shelley, a former member of the Sailors Union of the Pacific, had been outspoken in his attacks on other proposed "reform" bills as threatening a "terribly unfair and discriminatory" blow at all trade unions. He had called for labor-management legislation which would get at the phony labor relations consultants who set up "sweetheart" deals, "vote no" committees against unions and other devices to destroy labor's gains.

He also attacked the bribery practices of major businesses and expenditures of huge sums of money to keep legitimate unions out and get cheap contracts. These practices all would come under regulation in the Shelley bill.

There are two other bills pending in the House of Representatives, both of which are under attack by organized labor. One is the Elliot Bill, voted out favorably by the House Labor Committee. The Elliot bill has been strongly attacked by Meany and the AFL-CIO as injuring legitimate trade unions. While noting that the Elliot bill contains provisions to safeguard the funds and rights of union members, Meany denounced the measure for a variety of provisions which would make it impossible for unions to organize and function normally without continuous harassment from the Federal authorities. "It would place the officers of 65,000 local unions in jeopardy of being found in violation of a Federal criminal statute in discharging their normal duties."

### Even More Restrictive

The third bill, the Griffin-Landrum bill is being supported by President Eisenhower and the Administration. It is even more restrictive than the Elliot bill.

Meany reported that the Griffin-Landrum bill would subject a

chairman of a union meeting to a two-year jail sentence in the event he blocked "a disorderly person from disrupting a union meeting." It would require the smallest of unions, even without paid officers, to file an enormous number of Government reports. It would force union members to handle struck goods and prohibit any union from advertising that an employer is unfair to labor or pays substandard wages.

The latter provisions would put restrictions on rights of free speech since a union could not advertise its beef via a picket line.

The Landrum-Griffin bill, Meany warned, "is a blunderbuss that would inflict grievous harm on all unions. It is supported by the very elements in Congress which have consistently through the years voted for the program of big business and against every progressive measure that would benefit all the American people." Substantiating Meany's charges, the Landrum-Griffin bill has won the support of the National Association of Manufacturers which has consistently sought legislation, such as "right to work" laws, which would cripple trade unions.

## 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 19  
September 2  
September 16

# Blood Bank Aids Four Seafarers, Two Dependents

A total of 26 pints of blood has been given or authorized in recent weeks for Seafarers and members of their families out of the SIU Blood Bank supply. Four Seafarers at the Staten Island Public Health Hospital received the blood gifts, as did the mother of a Seafarer at the Maimonides Hospital in Brooklyn, and a Seafarer's wife in Chester, Pa.

Under the SIU Blood Bank system, Seafarers or members of their families are entitled to blood free of charge anywhere in the United States. While the blood is col-

lected at the New York clinic, it can be distributed all over the country under reciprocal arrangements with local blood banks through the US.

Seafarers or members of their families who need blood transfusions, should contact the nearest SIU port agent. The agent will notify the Welfare Services Department in headquarters which, in turn, can make arrangements through the Brooklyn Donor Center for transfusions to be given free of charge anywhere in the country.

Blood is withdrawn for that purpose from a local blood bank in the town where the patient is hospitalized and it is charged against the SIU account at the Brooklyn center.

Seafarer Herman Meyer received six pints of blood; Seafarer Stravos Papoutsis five pints; Seafarer Christo Stambis, three pints, and Seafarer Ed Kaznowski, two pints. Three pints were given to Mrs. Dolores Patino, mother of Seafarer Joseph Patino, at Maimonides Hospital.

Mrs. Lea Rambo, wife of Seafarer John Rambo, received four pints of blood at the Taylor Hospital in Chester, Pa.

Those Seafarers who wish to donate blood can do so at the New York clinic of the Seafarers Welfare Plan medical department, just one block from the Union's headquarters hall.

# SIU Wins Reversal On CG Alien Rule

SIU action on behalf of an alien Seafarer has won reversal of a Coast Guard ruling against giving aliens duplicates on their seamen's papers. As a result, aliens who are so unfortunate as to lose their seaman's document or have it stolen will, in all probability, be able to get duplicates as do citizen-seamen.

Before the SIU successfully fought this case non-resident alien seamen who lost their documents could no longer sail on US-flag ships.

The precedent-setting action involved Seafarer Vasco Barros, an alien of Portuguese ancestry.

On December 10, 1958, while he was aboard the Coeur D'Alene Victory, a thief broke into his poc'sle



Barros

when the vessel was in the Brooklyn Army Base and stole some of his gear including the seamen's papers.

Barros promptly applied for duplicate papers but was told by the New York

office of the Coast Guard that an administrative regulation made in 1952 barred issuing new papers to him, even though their loss was through no fault of his own.

Barros took up his problem with the SIU Welfare Services Department, since without the papers, he faced automatic deportation. The matter was referred to the SIU's attorneys and to the Washington office of the Union along with an affidavit from Barros detailing the circumstances.

As a result, the Commandant of the Coast Guard, Vice-Admiral A. C. Richmond, reversed the 1952 ruling. In fact, Admiral Richmond wrote, "... the Coast Guard considered that such regulation was reasonable, legally sound, and until the case of Mr. Barros it was unchallenged."

Noting that Barros' original papers had been issued in November, 1951, and that he had received security clearance as did other seamen, "hence the Coast Guard will now entertain his application for a duplicate document."

# Boost Samoa Fishing Pay; SIU Union Sought Rise

SAMOA—Wages of fish cannery workers on Samoa have moved up another notch following a Special Industry Board inquiry. Workers in fish canning and processing will get an increase from 50 to 75 cents; shipping and transportation workers will get a boost from 52 to 75 cents. The new rates will go into effect as soon as formally promulgated by Labor Secretary James P. Mitchell. The SIU fish and cannery workers affiliates have long been fighting sub-standard wages on the island which has become a haven for runaway cannery operators.

The Special Industry Board was mandated, under 1956 amendments to the Fair Labor Standards Act, to "endeavor to bring the minimum wage in American Samoa up to \$1 an hour as rapidly as is economically feasible." This has been the objective of SIU-affiliated Cannery Workers Union, which had assailed the minimum wage established by the committee earlier at 52 cents an hour.

### A 'Runaway' Haven

As stressed by the union, the Samoan inadequate pay situation has attracted runaway fish canneries seeking greater profits at the expense of exploited Samoan workers. By relocating, or expanding in Samoa the canneries do not have to pay tax on profits if the money remains in Samoa. This profitable incentive, plus the inapplicability of the Stateside minimum wage of \$1 has severely injured the California cannery industry. An enlightening example is the Van Camp company with a

small Samoan operation compared to its Stateside set-up. Yet 60 percent of Van Camp's profit was derived from the Samoa subsidiary last year.

The Samoan cannery workers pay increase to 75 cents is still far below the \$1.78-\$2.51 pay range of SIU cannery workers in California who, in addition, receive various fringe benefits.

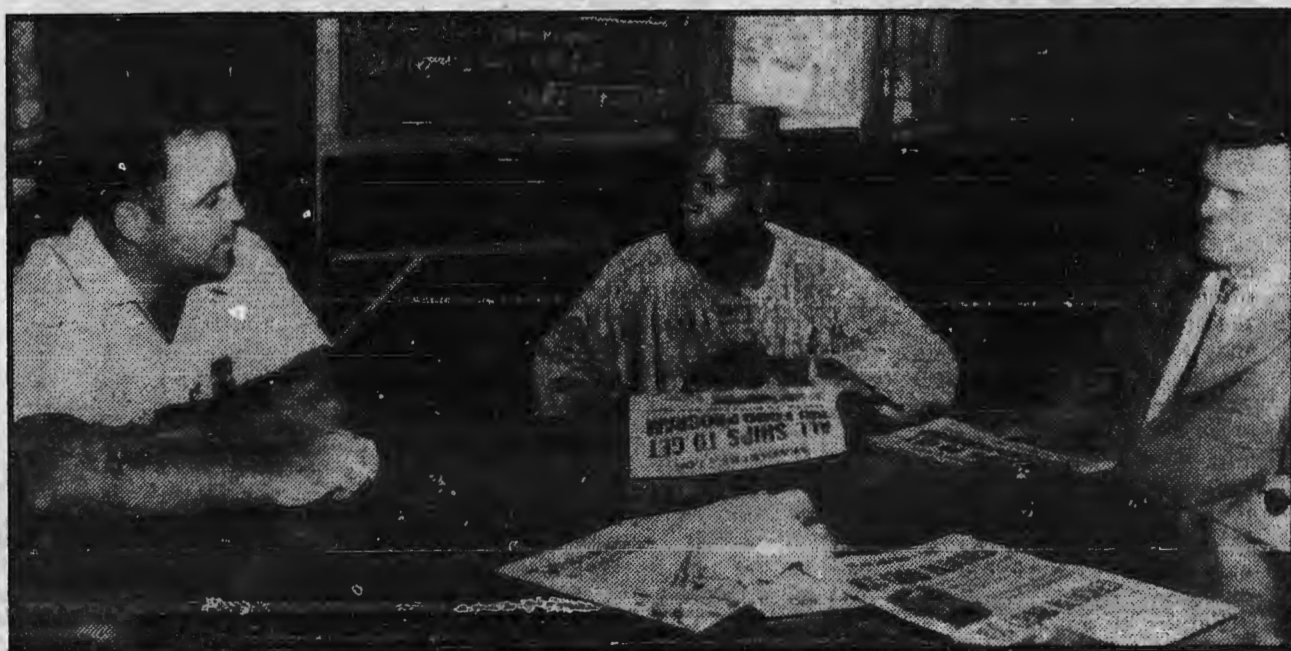
# Tampa Shy Ships, Men

TAMPA—Although shipping for this port slackened off somewhat during the past period because there were no vessels signing on or paying off, three in-transit ships called into the area and took on 11 replacements.

As it was, one vessel calling here sailed an oiler short, and an other vessel took on a "C" card because there were no "A" or "B" men on the registration list.

The coming period does not promise much relief with only two ships scheduled to call at the port so far.

# SIU Entertains Nigerian Union Leader



Discussing seamen's unions in US and Nigeria are SIU Representative Al Kerr (left) and O. Zudonu, vice-president of the Nigerian Trade Union Congress. State Dep't representative is at right.

## SEAFARERS LOG

Aug. 14, 1959 Vol. XXI, No. 17



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Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL-CIO, 675 Fourth Avenue Brooklyn 32, NY. Tel. NYac10th 9-4600. Second class postage paid at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.





Discussing ship's menu aboard the Mankato Victory are (l. to r.) Vernon Douglas, chief steward; Bob Principe, field representative; Frank Nicolas, chief cook and Peter Loleas, field representative, Atlantic & Gulf Food Program.

# Onassis Signs Deal For 3 Giant Ships

WASHINGTON—The Maritime Administration has given the SIU-contracted Victory Carriers Inc. a green light to build three supertankers for American-flag operation. The ships will cost \$55.2 million and will be delivered within three years, the first of them in 1960.

Winding up a three-year hassle, the Government has approved full mortgage and loan insurance for the construction of the ships at the Bethlehem shipyard in Quincy, Mass. One of the ships, a 46,000-tonner will be delivered in February, and the other two, a 46,000-tonner and a 106,500-tonner, by 1962.

The agreement follows a Government decision last April to drop its suit against Aristotle Onassis

for his previous failure to construct the three ships under the American flag in return for transferring 14 ships foreign. The suit would have subjected Onassis to fines of some \$8 million in performance bonds and return of the 14 ships, formerly manned by Seafarers, to the American flag.

### Company Doubles Payment

The mortgage guarantee apparently involves only one setback for the Onassis interests. Under its terms, Victory Carriers will put up \$14 million towards construction, instead of the \$7 million that had been proposed earlier. The rest of the money will be borrowed at five percent interest under Government guarantees. The Maritime Administration indicated that it will guarantee about \$29,900,000 in loan insurance and \$48,300,000 in mortgage insurance on the project.

Without the guarantee, it would have been virtually impossible for Victory Carriers to get a standard bank loan, the alternative being to go abroad for money at an interest rate of 12 percent and upwards, or sell a public bond issue after registering with the Securities and Exchange Commission. Such registration would have required Onassis to disclose information about his financial set-up.

The agreement completed arrangements for the long-delayed transfer-and-build plan, under which 14 transferred ships, 12 T-2s and two Libertys formerly operated by SIU-contracted companies, have been operating runaway for two years now. The 12 T-2s, upon being transferred in 1956, immediately went on long-term charter

to a US oil company, at \$1,515,000 a month.

Part of the agreement with Maritime called for the profits of the runaway operation to be put aside for construction of the three new ships. Instead, as was brought out in House Merchant Marine Committee hearings, \$19 million of the money was used to pay off income tax and mortgage obligations to the US Government.

In June, 1958, Victory Carriers announced after long delays that it would postpone the ships because of the depressed condition of the tanker market. Obviously though, the funds to build the ships were no longer available. It was then that the Government filed suit for recovery of the 14 transferred ships.

The two smaller tankers will be the same size as the new SIU-contracted tanker Transeastern, largest built for US flag service to date. The other ship, the 106,500-tonner, will be one of the largest in the world when it goes into operation. So far, only one other company, owned by the Niarchos interests, has started construction of a ship that size.

The 46,000-tonners will be 736 feet long with a beam of 102 feet, and will carry 390,000 barrels of petroleum products. They will be propelled by a geared turbine with a capacity of 15,000-hp and will cruise at 16 knots.

The giant ship will be 940 feet long and 132 feet across the beam, with a cargo capacity of around 850,000 barrels. It will be driven by twin-screw geared turbines operating at up to 43,000 hp and will make a speed of 17.5 knots.

## Food Plan's Storing List Gives Lift To Ship Feeding

"As a steward for many years, I think this is one of the best things we have gotten lately," was the reaction of Seafarer John Picou to the new Food Program which has recently been extended to cover all SIU-contracted vessels.

Picou, a member of the SIU since 1941, said he first saw the plan in action when he recently made a trip on the SS Pacific Venture (World Tramping).

When the vessel pulled into Mobile, the ship had already been stored, Picou said, and was ready for the voyage from its last port of call, New Orleans. "According to the company people, we had enough stores," the veteran Seafarer wrote, "but based on my experience in the steward department, I thought there might be a mistake, as this is a Liberty ship and a slow one. So when Brother Philip Reyes, a field representative of the A & G Food Program, came aboard, I showed him what

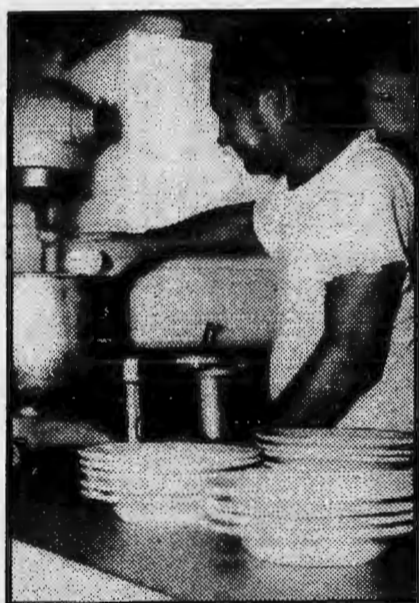
we had and what I thought."

After comparing the ship's stores and figuring the vessel's needs for the voyage against the program's standards, Reyes contacted the company and told them they were 15 days short of the minimum stores needed for that type of ship and run. Accordingly the additional stores were put aboard.

"We just returned," Picou said, "and let me tell you, he was almost correct down to the last figure. We came back with 50 pounds of sugar, 34 pounds of coffee, and the meats and other foodstuffs were along this same proportion. We ate well, no waste, no beefs and no spoiled food.

"The company did not beef about our consumption, and I believe it was in line. What I want you to know," he added, "is, if we did not have the feeding program and the persons to know about food and its usage, we would be hungry, as you can imagine what 15 days' stores means to a ship."

Under the Food Program, field representatives visit all SIU-contracted ships and help the ships' stewards and port stewards set up standard storing lists and standard



Josefina was another ship visited by field representatives. Ed Seely is doing the honors in the galley.

inventory and requisitions forms. They will also help simplify the job of the steward departments on these ships in providing ample and varied shipboard meals at moderate cost.

## Leilani Put On Auction Block Again

WASHINGTON — Unable to dredge up a bidder the last time around, the Maritime Administration is preparing for a second try on the SS Leilani, passenger-cargo vessel formerly in the Hawaiian trade. The Leilani's previous operators, Hawaiian-Textron, defaulted on the ship's mortgage and turned it back to the Government.

The Maritime Administration is asking a minimum bid of \$4,400,000 in the domestic trade and \$3,200,000 if the ship is to be used in offshore service. The reason for the spread between the two bids is that US law provides a ship sold for domestic service must be at a price no less than domestic construction costs.

If, as happened last time, Maritime cannot come up with a bidder, it will consider bareboating the ship on a trade route not now adequately served by a US passenger operator.

Failure to get either a bid or a bareboat operation will result in the ship being placed in the Suisan Bay reserve fleet.

## Employees' Votes Target Of Company Political Arm

PITTSBURGH—Another major American corporation is following the lead of General Electric in setting up a company-financed political agency to persuade Americans to vote management's way.

The company plans to operate in politics both regionally and nationally. In Washington it is setting up a two-man office to include a registered lobbyist and a public relations man. The Washington office will put out a bi-weekly newsletter.

On the local level, district "political supervisors" will be selected from company ranks and while on company payrolls will operate in the political arena. The company also will "encourage" employees to become politically active and may grant leaves of absence to employees elected to public office. Wives will also be en-

couraged to participate in the program.

Obviously, any company employee who refuses to participate in such a program, or who shows a lack of enthusiasm for the company point of view, would be endangering his chances for promotion in the company.

Previous Gulf political action involved heavy contributions in election campaigns. In 1956 Gulf officers and their wives contributed over \$87,000 in sums of \$500 and more, and the Mellon family, major Gulf stockholders, shelled out over \$100,000 in political contributions.

## Largest US-Flag Tanker Crewed By Seafarers

BOSTON—Seafarers went aboard the largest tanker yet built under the American flag last week after the 46,000-ton Transeastern was launched at the Bethlehem Shipyard at Quincy, Mass., near here.

The giant ship, owned by Trans Eastern Shipping Corp. of New York is far from the biggest afloat, since there are a number of foreign-flag tankers in the 60,000-ton and up class. She is also due to be surpassed in size when and if SIU-contracted Victory Carriers Corp. builds its projected 106,000-ton supertanker. But for the time being she is the size champ of the US tanker fleet.

The new ship is 736 feet long, and has an impressive beam, 102 feet. It draws 38 feet fully-loaded and consequently will not be able to transit either the Panama or Suez Canal with a full cargo aboard.

The 46,000-ton deadweight capacity of the vessel is equivalent to 16½ million gallons of petroleum products, which is probably enough to send all the world's Volkswagens from here to the moon.

Despite the size of the ship, which made possible her spacious crew quarters, SIU representatives who boarded her reported no innovations of consequence in room layout. The crew quarters are roomy and comfortable, with two men in a room in individual beds,

as compared to the usual upper and lower berth arrangement. The foc'sles are about 12 by 14 feet in size. However, showers and sanitary facilities were provided in the usual way for a group of foc'sles rather than semi-private facilities for one or two rooms.

The messhall is ample to handle the whole unlicensed gang at one time if necessary, with a seating capacity of 38. The galley has an electric range with three ovens, plus three baker's ovens, and is stainless steel throughout.

In addition, a swimming pool has been installed on the top deck aft of the stack, which will be welcomed in tropical climates. The pool is about the size of the usual portable backyard type.

Facilities for air conditioning have been built into the vessel but air conditioning equipment has not yet been installed.

The vessel has been assigned to the Military Sea Transportation Service on a single voyage charter. She loaded part of her cargo in Texas to give her a 33-foot draft so that she could make it through the Panama Canal, and then topped off at Long Beach, Calif., for Pearl Harbor, Guam and Manila.



## INQUIRING SEAFARER

QUESTION: Do you prefer long offshore trips or short coastwise ones, and why?

**William Pollard, messman:** Short trips are the best for me. You can get off when you want to, and money-wise they are just as good as long trips, sometimes even better, as a matter of fact. Right now I'm waiting for a nice short one off the board.



**Edward Boyle, steward:** Give me the long trips, especially in the Mediterranean-Northern Europe area. On long trips you meet a greater variety of people, places and customs. Long trips are educational and certainly enjoyable, and the pay-offs are good-sized too.



**Albert (Happy) Pfister, messman:** An oldtimer like me likes short trips. I'll let the young bucks take the long hauls. At the moment I'm waiting for a coastwise ship or a tanker, like Bull Line or Cities Service, where I can be back in New York in a few days.



**Al Bents, FWT:** Round-the-world is my favorite run. There are so many interesting sights, and many opportunities to purchase various foreign articles. My hobby is photography, and where could I ask for better subject matter? My favorite ports are Singapore and Bangkok.



**Joseph Ferenc, AB:** A short trip is my preference, anywhere in Europe. The coastwise run is okay too. I've been sailing since November 12, 1907, that's over fifty years of continual sailing. Since I'm getting older (I'm over 65) I'm not looking for any round-the-world voyages.



**Anthony Gullen, AB:** Give me a short trip anytime, say around West Long Island. Being a happily-married man, naturally I want to be as near my family as possible. According to my experience, the money is about the same when comparing short trips with long trips.



## Esso Workers Overcoming Company Anti-Union Barrier

The "Chinese Wall" that was erected by Standard Oil of New Jersey to keep its many thousands of employees from any contact with unions has started to crumble. For years undoubtedly the largest non-union operation in the United States, Esso has

found to its dismay that its employees are now actively seeking union ties, despite the fiercest kind of company pressure to isolate, divide and weaken Esso men's organizations.

As a result, the following situation now prevails in Esso:

- Some 3,000 employees of its major refinery in Baytown, Texas, have voted to hook up with the Oil, Chemical and Atomic Workers International Union.

- A smaller, but influential group of 300 white collar administrative workers and lab technicians, at the company's Linden, New Jersey, installation have also voted to accept a charter from a national union. Several unions are under consideration.

- A group of approximately 1,200 seamen employed by Esso in its coastwise tanker operation, the last segments of what was once an 85-ship fleet, are now balloting on whether their organization, the Esso Tanker Men's Union, should accept a charter from the Seafarers International Union of North America. If they approve, the Esso Union will be, in effect, a separate district of the SIU of NA, with its own autonomy.

- Similarly, refinery employees in the company's Baton Rouge, La., and Bayway, NJ, installations have been talking of union ties, but no specific developments have emerged in these two areas thus far.

in the 1957 recession. It was then that Esso employees realized that their "security" in Esso was a myth.

For the Esso tankermen, the realization came earlier than that, as Esso started transferring ships foreign in wholesale lots at the end of the Korean War. Some 3,000 tankermen's jobs were wiped out in the process, and the process is not yet complete, as the company is planning to lay up another four ships in the near future.

Since, under their existing contract the unlicensed men had no protection, everytime a ship laid up or went foreign, the officers, radio operators and pursers would "bump" an unlicensed man out of a job. An officer with one year in the fleet has super-seniority over an unlicensed man, no matter how many years the latter might have.

Lack of any kind of job security is one major evil faced by Esso men, who have no other place to go for employment. Earnings are far below the standards of union fleets, with overtime almost non-existent, and the Esso crewmen have to pay the cost of their own welfare benefits.

Rumbles of discontent had been coming out of the fleet for some

time. They erupted last year when the tankermen threw out John Collins, up until then the ruler of the tankermen's association in Esso and operator of a long string of "independent associations" in the oil industry. The tankermen revised their constitution to place control of the organization in the hands of the rank and file and to elect full-time officers out of their ranks.

Subsequently, when the newly-organized union was unable to make any headway in its demands for contract improvements, the tankermen approached the SIU for an affiliation. The agreement signed between the Esso group and SIUNA President Paul Hall provides that, if affiliation is approved by the men in the fleet, the Esso group will continue to elect its own officers, and control its finances and negotiations as do all other districts and autonomous union affiliates of the SIUNA.

Balloting in the fleet is now going on, with the company exerting heavy pressure for a "no" vote, and sponsoring a new effort by a revamped company union rig to displace the existing Esso tanker union. The voting will continue until August 30.

## LABOR ROUND-UP

## Summer Smiling On NY; Shipping Spurt Continues

NEW YORK—A crew of Seafarers manned the 46,000-ton supertanker Transeastern in Boston last week, Bill Hall, assistant secretary-treasurer, reported, thus bringing America's largest supertanker under the SIU banner. The ship, owned by Trans Eastern Steamship Co., a new operator in the shipping industry, headed for the Gulf and from there will go on to Japan.

In addition to the Transeastern, Hall noted, there are a number of other supertankers now under construction for American-flag operations, some of which will also be manned by Seafarers. "From all indications," he stated, "it would appear that we will have a sizable fleet of supertankers under the SIU banner by the end of the year."

### Shipping Topped 300 Mark

Shipping for the past two-week period held up very well with 310 men being shipped to permanent berths from this port, Hall said. However, as has been pointed out in the past, a good percentage of these jobs are being taken by class C cards, which, as the mem-

bership knows, will make it rough on class B men in a couple of years and eventually for class A men. "So for your own protection," he warned, "you should make it a point to take these jobs."

### 44 Vessels In Port

There were 18 vessels paying off here during the past two weeks. Only three signed on and 23 were in transit.

The following were the vessels paying off: the Seatrain Savannah, Seatrain Louisiana, Seatrain Texas, Seatrain New York, Seatrain Georgia, (Seatrain); Frances, Elizabeth (Bull); Alcoa Pennant, Alcoa Patriot (Alcoa); Atlantic (American Banner); Robin Kirk (Robin); Gateway City (Pan-Atlantic); Pandora (Epiphany); Council Grove (Cities Service); Chickasaw (Waterman); Ocean Denny (Ocean Clippers); Mankato Victory (Victory Carriers) and the Steel Architect (Isthmian).

Signing on were the Robin Trent (Robin); Steel Designer (Isthmian) and the Atlantic (American Banner).

In transit were the Helen (Olympic); Dykes, Judson L. Stickle (A & S); Wacosta, Jean LaFitte, Young America, Andrew Jackson (Waterman); Jean, Emilia (Bull); Raphael Semmes, Beauregard, Fairland, Blenville, Azalea City (Pan-Atlantic); Alcoa Puritan (Alcoa); CS Baltimore, Council Grove, CS Norfolk (Cities Service); Seamar (Calmar); Steel Flyer, Steel Designer, Steel Traveler (Isthmian) and the Seatrain New Jersey.

### Paternalism Fails

These developments, coming in rapid fire order, signal the crack-up of a well-organized system of company paternalism that for years had frustrated repeated union efforts to sign up Esso men. What had happened was simple. Esso men for some time had been sold a bill of goods that their best protection and security lay in accepting company dictation as to terms of employment, wages, conditions and benefits.

For the sake of form, and more important from the company's viewpoint, in order to keep unions out of the Esso system, a group of company-sponsored "independent" associations" was formed. These went through the motions of "negotiating" contracts with the company, although in actual practice, the company made all the decisions as to the contents of such agreements.

The system worked beautifully for a long time, as long as Esso kept its wage and benefit standards within striking distance of those negotiated by the unions at other oil companies. However, in recent years, Esso wages and benefits have lagged further and further behind union plants, and unrest has spread accordingly. The frosting on the cake came in the form of wholesale firings during a company economy drive that started

The 35-hour week was introduced into the hotel industry in a new three-year contract which also includes wage increases, improved vacations, holiday and welfare plan payments. Representing 35,000 unionized employees of 190 major New York hotels, the Hotel Trades Council signed the pact with the Hotel Association of New York City, acting for the hotel operators, after three months of negotiations.

In Sarnia, Ontario, after 98 days on the picket line, members of Oil, Chemical & Atomic Workers Local 16-14 have won a series of contract improvements, including an increase of nine cents an hour, from the Polymer Corp.

Four children of the Sheet Metal Workers Local 55 membership will enter Adelphi College on four-year scholarships provided by a union-management fund. The \$15,000 for the scholarship program comes from a fund set up in January 1958. The union members voted to pass up part of a wage increase in favor of a three percent payroll contribution by employers to finance apprenticeship programs, special shop courses and advanced training for journeymen.

The Pulp-Sulphite Workers Union has won wage increases and substantial contract improvements from several major firms in the paper industry. At Ketchikan Pulp Co., Ketchikan, Alaska, members of Local 783 gained a three percent wage increase bringing the base rate up to \$2.79 per hour, highest in the industry. The contract also includes an additional paid holiday, and a three-week vacation after nine years. At Scott Paper Co., Detroit, the signing of a new contract has provided employees with wage increases totalling 10 cents per hour. In addition, sickness and accident benefits were increased 25 percent, providing em-

ployees with up to \$50 per week during periods of disability. A new severance pay clause grants laid-off workers up to two weeks' pay.

The 12,000-member Stove Mounters' Union has concluded its 31st annual convention. In key convention actions, the delegates voted a 25-cent increase in dues for benefit of out-of-work members, to be retained by the local, made the AFL-CIO Ethical Practices Code part of the union's constitution, and eased group insurance benefit rules.

Now pending before the National Labor Relations Board is an unfair labor practice charge by the Meat Cutters Union against Peyton Packing Co., El Paso, Texas. The Meat Cutters are now in the fourth month of their strike against the company, one of the largest meat packing establishments in Texas. It is paying an average of \$1.05 an hour, 80 cents lower than in other plants serving the area.

Delegates from the International Association of Machinists and the United Auto Workers recently met in a joint conference to establish a single collective bargaining program for presentation to the aircraft, missile and related electronics industry in 1960. Attending the four-day conference were 445 delegates, representing 600,000 union members. Results of the joint conference have not been disclosed as yet.

In Buffalo a contract providing for union recognition, wage gains, shorter hours, and grievance procedure will be submitted for ratification to 250 non-professional employees of Our Lady of Victory Hospital—the first of 11 private hospitals to reach agreement with an AFL-CIO Hospital Organizing Committee. Details of the wage and hour provisions of the agreement are being withheld until the ratification meeting.

### Don't Send Your Baggage COD

Seafarers are again warned not to send their baggage COD to any Union hall. The Union cannot accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co.

PHOTOS  
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Send 'em to the LOG

# Anti-Union Rail Scheme Jells

Overwhelming approval of a scheme to set up a huge strike insurance pool for the nation's railroads appears certain. The pact is expected to go into effect in a few days provided that railroads with about two-thirds of the industry's revenue sign up for it.

The strike insurance scheme calls for member railroads to pool funds to support any railroad tied up by a union strike. The insurance is being underwritten by a Bahamas insurance company which is a subsidiary of Lloyds of London.

Strikebound railroads could collect as much as \$600,000 a day in benefits, depending on the size of the company. The railroad would be covered for such charges as property taxes, pensions, interest on debt, and costs of supervisory forces to maintain the properties. The railroads would pay an annual premium into the insurance pool plus depositing one day's fixed charges. The Bahamas insurance company would collect \$150,000 a year in administrative expenses.

Among railroads which have come into the plan are the New York Central, Pennsylvania, the Norfolk and Western, the Northern Pacific, the Chicago & St. Louis and others. Several major lines not yet committed, such as the Baltimore and Ohio and the Southern Railway are also reported ready to come into the plan as the deadline nears.

Actually, only one railroad has been reported as refusing to participate in the plan. The news about the completion of the strike insurance plan comes at a time when the railroad contracts with the various rail brotherhoods are due for expiration.

There's no doubt in the labor movement that the strike insurance plan will be used as a club in the forthcoming negotiations to beat down the demands of the railroad workers.

## Getting A Look At Union Hall



SIU member George Meltzer Sr. shows SIU headquarters to his son George Jr. (right) 13, and George's friend, Thomas O'Brien, 14.

# Baltimore Port Council Signs Up 15th Affiliate

BALTIMORE — As has been expected, shipping for this port declined sharply over the last couple of weeks, but with the steel strike being only partially responsible, Earl Sheppard, port agent, reported.

There are only two ore ships now out of service here, Sheppard noted. One, the Baltore, is at Sparrows Point fully loaded but inactive, while the other, the Cubore, has been dry-docked at Key Highway. However shipping for the port suffered somewhat because several of the ore boats had been diverted to Philadelphia for discharging. The remaining vessels have been unloading at the Cottman Piers here in Baltimore.

The coming period's shipping picture is expected to be about the same, Sheppard said, unless some unscheduled vessels call in the area for servicing. The men on the beach here are still waiting for a number of vessels, now inactive or in the yards, to come out and take

on crews. One of them, the newly "jumboized" The Cabins, is expected to crew up within the next few days, as is the Alcoa Runner, which has been idle here for several days.

There has been no word as of yet on the Shinnecock Bay which has been on the inactive list for some time now. The ship is still awaiting a charter.

The Baltimore Port Council, Sheppard said, has been meeting with much success in its short six-months existence. The council now has 15 affiliated local unions with the Fire Fighters being the latest to join. In addition two other local unions have indicated they may join up before the first of next month.

There was a total of 22 vessels calling into this port over the past two-week period. Eleven ships paid off, four signed on and the other seven were in transit.

The following were the vessels paying off: the Evelyn, Carolyn, Jean (Bull); Feltore, Cubore (Marven); Vallant Faith (Lib); Mermaid (Metro-Petro); Alcoa Runner (Alcoa); Penn Explorer (Penntrans) and the Bents Fort and CS Norfolk (Cities Service).

Signing on here were the Vallant Freedom (Ocean Tramp); Vallant Faith (Lib.); Feltore (Marven) and the Steel Architect (Isthmian).

The in-transit vessels were the Steel Designer, Steel Traveler (Isthmian); Texmar (Calmar); Robin Kirk (Robin); Alcoa Polar (Alcoa); Mankato Victory (Victory Carriers) and the Josefina (Liberty Nav).

## Moving? Notify SIU, Welfare

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving or plan to move are advised to immediately notify SIU headquarters or the Welfare Plan, at 11 Broadway, New York, NY.

# MA Claims US Edge In Atom Ships

WASHINGTON — Contradicting reports of British and Japanese progress on design and construction of atom-powered ships, Maritime Administrator Clarence Morse reported that the US has a 15-year edge on other nations in the nuclear power race.

The only atom-powered merchant ship, the NS Savannah, was launched recently but will not go into service for another year. However, the US has a variety of atom-powered submarines and surface Navy vessels in operation or under construction.

The Soviet Union has an atom-powered icebreaker, but apparently has not sought to build a reactor-powered merchant vessel.

### Atom Crafts Costly

Since the costs of such ships are so high, only the US Government appears willing at this time to put out the necessary funds.

If Morse' statement is true, US ship operators would have a big jump on foreign-flag rivals, provided they can get the necessary financial support from the Government. Several operators have expressed an interest in utilizing an atom power plant in a supertanker.

# Beach Light In CS Port

LAKE CHARLES — With nine ships in-transit, shipping has been good for the last two weeks. Agent Charles Kimball expects more of the same for the coming two weeks as most of the ships in-transit are due to return within the next period.

The nine ships were the Steel Age (Isthmian); Chiwawa, Bradford Island, CS Norfolk, Royal Oak, CS Baltimore, CS Miami, and Council Grove (Cities Service).

During the last period more "A" & "B" men shipped out than registered. A combined total 31 registered; 37 shipped out.

# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margollus

### Public On A New Credit Binge

Both the AFL-CIO and the Credit Union National Association have announced plans to counsel their millions of members on how to manage money. These programs may be just in time to save many families from a repetition of the 1955-56 fiasco. Then the public in general went on a credit buying binge. This was followed by many repossessions, garnishees, complaints of overcharges both for credit merchandise and finance fees.

Now the public has started on another credit binge. In April, installment buying jumped by \$423,000,000, the largest monthly increase since 1955. By the end of May, consumers were in debt to the tune of forty-six billion dollars, a rise of a billion and a half dollars in two months and of seventeen billion dollars in five years.

The labor and credit unions say they aren't sure they know all the reasons why some of their members—often the same ones over and

over—get into financial jams. But they feel it's become vital to help families learn how to manage their money more effectively. "Too often the financial gains won at the bargaining table are lost at the retail counter," warns Leo Perlis, AFL-CIO Community Services Director.

The AFL-CIO Community Services Committee has pilot classes under way in six cities, and more will start this fall. The National Community Services Committee has been concentrating first on sending its local representatives in various cities through money-management courses arranged with the help of local colleges. The local representatives in turn will arrange courses of six to ten classes for union families plus one-day institutes on specific local consumer problems. For example,



the Columbus, Ohio, AFL-CIO Council just completed its first nine weeks' course for union members and wives, using the City Hall for the classes.

These courses cover such topics as comparative costs of credit offered by various sellers and lenders; budgeting; shopping for merchandise; shopping for insurance; planning family meals, and buying cars, homes and household equipment.

Similarly the credit unions have come to feel that high-pressure installment selling makes it imperative that they provide their members with financial counseling. Such guidance will benefit employers too, points out John Bigger, educational director of the Credit Union National Association.

"People more secure in their family life and more successful in managing their money make more effective workers," he says.

The credit unions are concerned that credit is not merely being made available to moderate-income families, it is being forced on people. In many cases this high-pressure credit is high-cost credit. One result is that the personal bankruptcy rate has been rising fast, the CUNA Executive Committee reports.

Since credit unions are non-profit service organizations, they can be more impartial and do a better counseling job than the pseudo-counseling services operated by profit-making enterprises as finance companies, mutual-fund salesmen and retailers.

Credit unions have long felt that the member who applies desperately for help needs more than money. He also needs help in solving problems related to the money.

Hence, many local credit unions for some time have had their own counseling programs which give families valuable budgeting and other preventive counseling, as well as remedial help after they've gotten into trouble.

One of the most useful counseling services provided by some credit unions is to keep on hand copies of the official auto dealers' list of trade-in-values of various cars. This helps members applying for credit union auto loans to know whether they are getting a fair allowance for their old cars, and reasonable prices on the new ones.

Some workers have as many as eight or ten judgments against them. The strategy of one credit union has been to buy up the first judgment, so that the credit union becomes the primary creditor. By holding the first judgment and not paying it off, the credit union is able to forestall the other creditors. While the first judgment is in effect and being collected, the other creditors can't do anything.

Creditors are more willing to settle for less on a judgment than on an ordinary debt. The credit union's credit committee generally does the negotiating with the creditors. Creditors are more likely to rely on a third party if well established, like a credit union.

In one case a man had four judgments against him. One was for \$112 plus fees. The credit union bought it from the original creditor for \$100 cash. The second one, for \$1,000, was held by the First National City Bank of New York, which would not agree to a settlement. Often big banks are the toughest creditors, but sometimes they settle for less. The third judgment of \$600 was settled for \$400. The fourth, \$45, was settled for \$25.

If you yourself have an opportunity to enroll in one of the new counseling programs being sponsored by your local council community services committee, or get individual counseling from your credit union beforehand, by all means take it.

You save money and worry by getting information beforehand rather than to wait for remedial help after you're heavily in debt.

# Boom Hits N'Orleans

NEW ORLEANS — Highlighted by 24 in-transit ships, New Orleans was the benefactor of an extremely good two weeks of shipping. Port Agent Lindsey Williams also reports six payoffs and four sign ons. Two crew-ups are anticipated aboard the Mount Rainier (American Tramp) and Valiant Enterprise (Enterprise). Both ships are waiting to load up at the grain elevator.

The ships paid off were Del Mundo (Mississippi); Steel Advocate (Isthmian); Iberville, Topa Topa, (Waterman); and Mount Rainier and Mount Evans (American Tramp).

The ships signed on were Del Oro (Mississippi), Neva West (Bloomfield), Valley Forge (Peninsula), and Mount Evans (American Tramp).

### In-Transit Influx

The heavy in-transit load consisted of the Alcoa Ranger, Alcoa Cavalier, Alcoa Roamer, Alcoa Clipper, Alcoa Pegasus (Alcoa); Seatrain Georgia, Seatrain Louisiana (Seatrain); Del Santos, Del Oro (Mississippi); Edith, Kathryn (Bull); Neva West, Lucille, Bloomfield (Bloomfield); Steel Age (Isthmian), Monarch of the Seas, Arizpa, Iberville (Waterman); Raphael Semmes, Gateway City (Pan Atlantic); Valiant Enterprise (Enterprise); Jefferson City Victory (Victory); Mermaid (Metro), and Wang Archer (Marine Bulk).

## At Work On The Mankato



Hard at work on the Mankato Victory are deck gang members (foreground to background) Uno Palson, bosun; John Kleczek, AB; Bob Hathcock Jr., AB; and Albert Coles, AB. Ship was in Erie Basin at the time.

# Reach Interim Agreement On Lakes Jurisdiction

A full-fledged clarification of the question of jurisdiction over Great Lakes seamen is expected to come out of the next AFL-CIO Executive Council meeting which is convening on Monday at Unity House, Forest Park, Pa. SIU of NA President Paul Hall, National Maritime Union President Joseph Curran and David MacDonald, president of the Steelworkers Union will take up the matter on that date.

In the interim, an agreement reached between the Steelworkers and the SIU has helped clear the way for more effective organizing by the SIU Great Lakes District among non-union Lakes fleets. The Great Lakes District, along with other maritime unions in the Maritime Trades Department, has been active on the Lakes since the spring fitout in a number of companies.

The initial agreement reached on August 6 provided that the SIU and Steelworkers will support each other's organizational attempts among Great Lakes seamen, and will refrain from interfering with each other's activities, pending the outcome of jurisdictional decisions to be made on August 17.

As a result, the Steelworkers have agreed to abandon organizing activities among unlicensed seamen employed on the vessels of Hutchinson and Company, which operates two non-union Lakes fleets, the Pioneer Steamship Company and the Buckey Steamship company.

The Great Lakes District had been actively organizing in the Pioneer fleet and was on the eve of filing a petition for a collective bargaining election when the Steelworkers intervened, touching off the dispute between the two unions. The Steelworkers now will support SIU activities on Hutchinson ships.

In turn, the SIU will refrain from organizing efforts among unlicensed crews for whom the Steelworkers have traditionally bargained through Local 5000, the seamen's affiliate of the steel union.

The Steelworkers have been in

the seamen's field since 1945, principally in ore-carrying fleets which are owned and operated by major steel companies.

Both unions will withdraw petitions and unfair labor charges presented to the National Labor Relations Board, as well as withdrawing all complaints, resolutions and charges presented to the AFL-CIO and its subordinate bodies.

The resolution of jurisdictional lines on the Lakes will be a big assist in the Great Lakes District drive among thousands of seamen who are not in unions, or who are members of various company-sponsored unions on the Lakes-Seaway route.

## No Glee In SF Outlook

SAN FRANCISCO — Shipping has been on the slow bell here with a bit of a spurt when, on the last day, the Coe Victory took on a full crew. The port anticipates more of the same for the next two-week period.

There were only five ships in the area over the past couple of weeks. The Northwestern Victory (Victory Carriers) and Steel Fabricator (Isthmian) paid off and signed on. The Fairport (Waterman) also signed on, while the Steel Admiral (Isthmian) and Marymar (Calmar) were in transit.



## Jacksonville Hall Opens; Will Service Missile Fleet

As approved by the SIU membership in all ports, a new hall has been opened in Jacksonville, Fla. In turn, the Savannah hall has been closed. The address of the Jacksonville hall is 920 Main Street, Jacksonville,

Florida, Room 200. Telephone number is ELgin 3-0987 with William Morris as the agent.

Morris was formally installed as Jacksonville agent at the port's first membership meeting a week ago Wednesday by Mobile Port Agent Cal Tanner.

The prime reason for the switch is the changing pattern of operations by SIU-contracted companies. In recent years Savannah has declined as a base for SIU ship operations while Jacksonville has

grown in importance. Jacksonville's good fortune is in no small way derived from the Suwanee Steamship Corporation, operators of the missile ship fleet, who use the Jacksonville port as a base of operation.

The geographical change of halls will enable the Union to service the missile fleet more efficiently. At the same time, the ships previously serviced out of Savannah can be handled from Jacksonville or other Atlantic and Gulf ports where SIU halls are maintained.

### Notify Union About Sick Men

Ship's delegates are urged to notify the Union immediately when a shipmate is taken off the vessel in any port because of illness or injury. Delegates should not wait until they send in the ship's minutes but should handle the matter in a separate communication, so that the Union can determine in what manner it can aid the brother.

It would also be helpful if the full name, rating and book number was sent in. Address these notifications to Welfare Services at headquarters.

# So Nobody Forgets



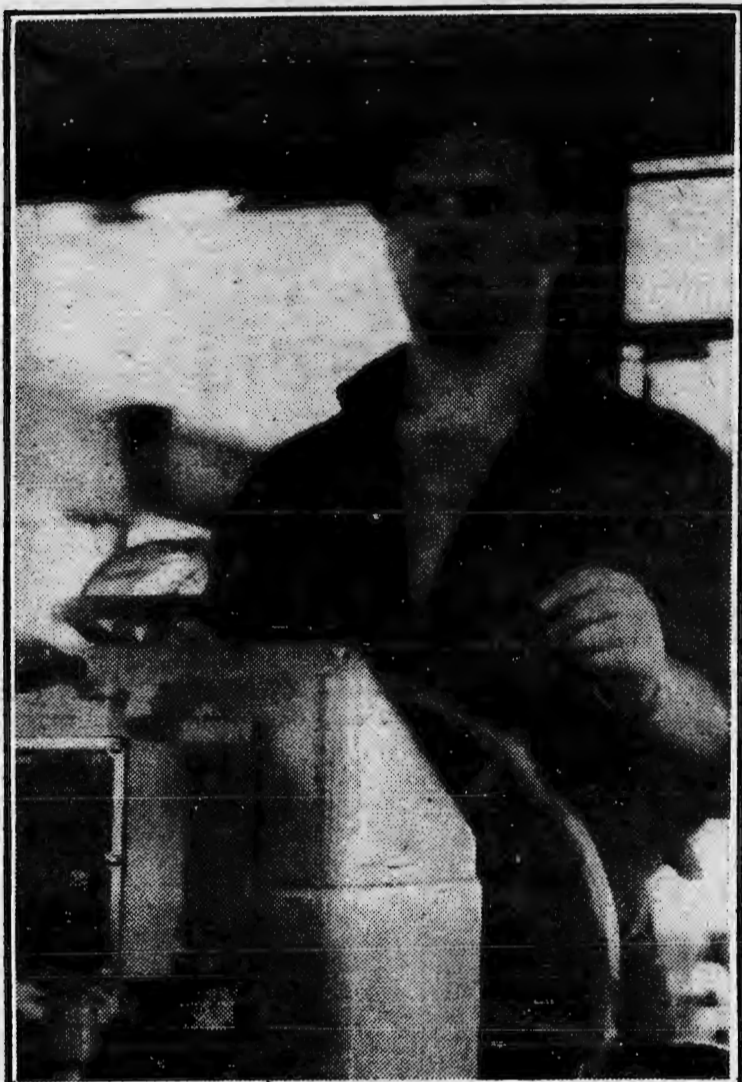
Sometimes the most obvious safety precautions tend to be overlooked, like hanging on to a handrail coming up and down ladders. That's where written reminders come in handy in keeping crewmembers aware of desirable practices.

The written reminder is a little added insurance that will jog the attention of a crewmember who might otherwise forget to follow the safe practice.

Wherever possible, reminders of this nature should be stenciled on the bulkhead.

**An SIU Ship Is A Safe Ship**

# THE CANADIANS



Canadian Seafarer Bob LeClerc poses at the wheel of the Scott Misener, giant Canadian-flag bulk-carrier, in Montreal harbor.



Chief cook Betty Martynuk is shown at work in the galley, getting the noontime meal together. Many Canadian ships carry women cooks.

A little over ten years ago, in the spring of 1949, the SIU Canadian District embarked on a bitter fight to break the stranglehold of the Communist Party on Canadian seamen. As a result of the complete success of that campaign, the Canadian District emerged as the sole representative of Canadian seamen. The Canadian SIU's success helped frustrate the Communist Party's plans to dominate the world's waterfronts and to cripple US efforts to revive Europe.

At the time the Canadian District undertook its drive, with the aid and support of the SIU of North America, the entire Canadian seamen's movement was 100 percent Communist-dominated, and the Canadian seamen, along with seamen and waterfront workers in other lands, were being used as tools in the Communist plot to wreck the Marshall Plan and open up Western Europe to Soviet domination.

From their dramatic victory over Communist control of seamen, the Canadian District has gone on to equally-spectacular successes on the economic front. In the face of a drastic decline of Canadian-flag deep sea shipping because of unrestricted foreign-flag transfers, the Canadian District has expanded its membership by a vigorous organizing campaign

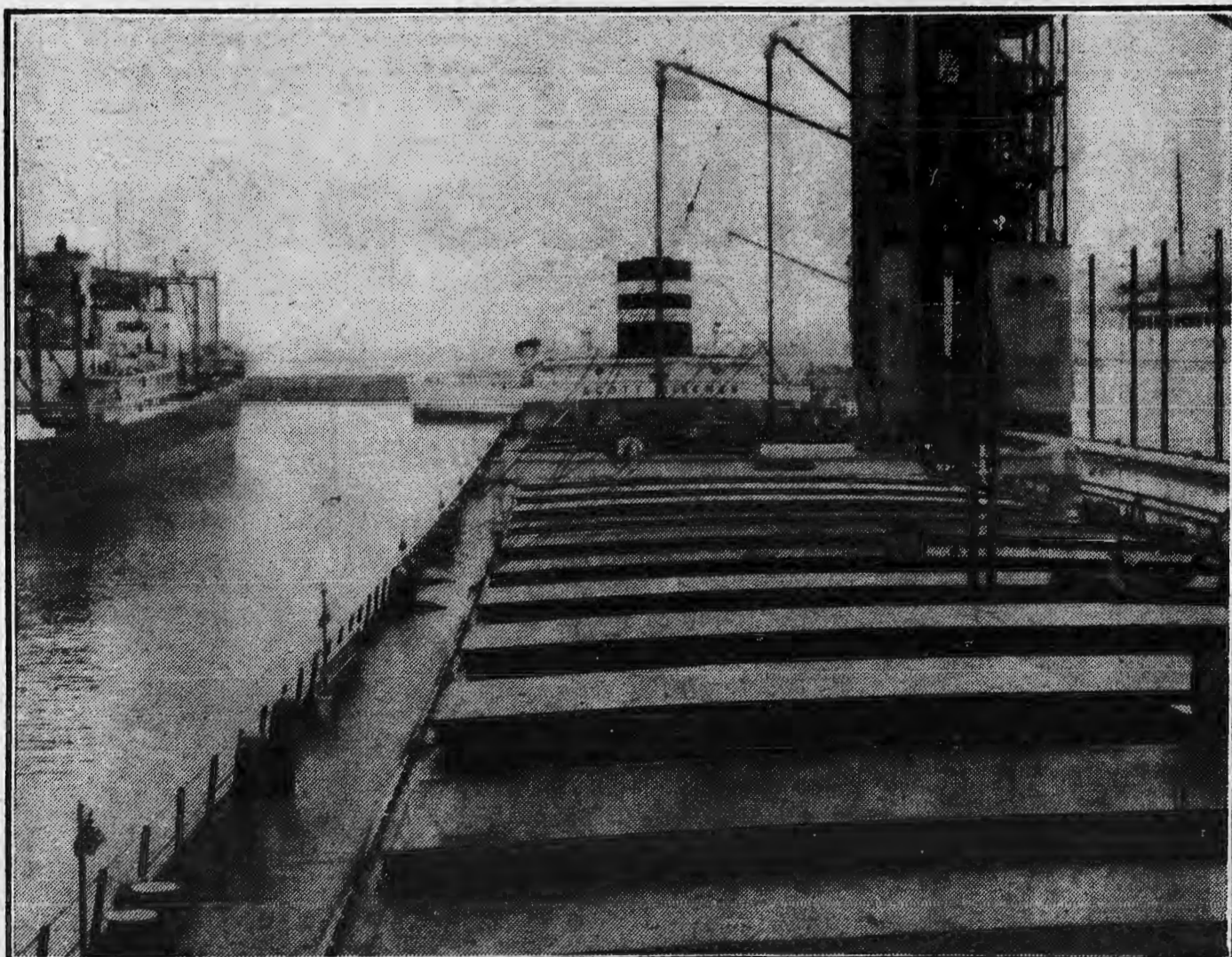
on the Lakes, the West Coast and related areas.

Equally impressive has been the District's success in wiping out the traditional differential between US and Canadian wage standards. Canadian seamen now enjoy wages and conditions which rank with any American-flag contract, despite the fact that Canadian workers have always been paid less than Americans and are still paid less in most shoreside jobs. The success of the Canadian District in this area has made it the pacesetter of the entire Canadian labor movement.

Aside from wages, Canadian Seafarers now have welfare plan protection and fine working conditions and are in the process of getting modern union halls in their major ports. The headquarters hall in Montreal in the heart of the business district offers a wide variety of comforts and conveniences to the membership.

This past May, the Canadian District served as the host union to the SIUNA convention in Montreal symbolizing the District's ten years of sweeping progress.

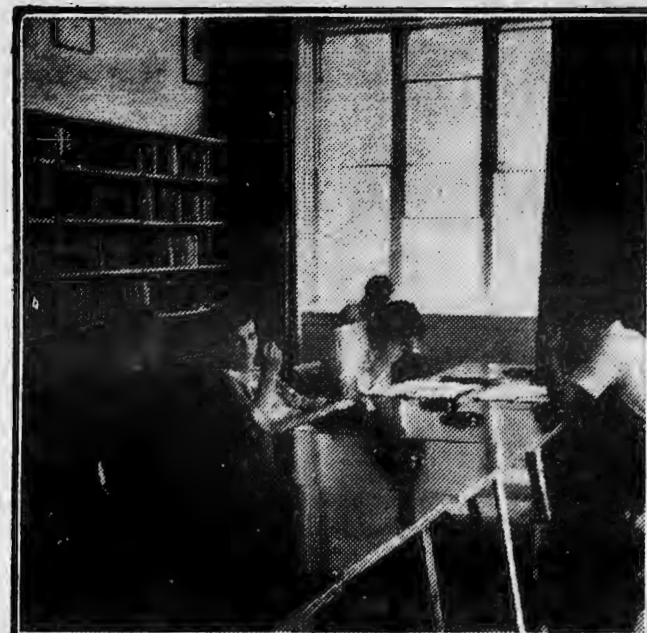
Pictured on this page are some of the facilities in the Union's Montreal headquarters as well as scenes from the Canadian-manned Laker, the Scott Misener.



Like most Lakers, the Scott Misener has a seemingly-endless row of hatches amidships, with the galley and engine room aft. Ship is shown in process of discharging some 24,000 tons of wheat brought to Montreal from upper Lakes.



# SEAFARERS



Group of Canadian Seafarers relaxes in well-stocked library of Canadian District's Montreal headquarters.



Pool tables and other recreational facilities get big play from Canadian Seafarers on the beach.



This group is relaxing with quiet conversation on main deck of headquarters, which also serves as hiring hall.



Hal Banks, secretary-treasurer of the Canadian District and a vice-president of the SIUNA, reports to SIUNA convention.

SHIPS	COMPANY	TYPE	DECK												REMARKS	
			1	2	3	4	5	6	7	8	9	10	11	12		
KINGDOC	X PAT															
TADOUSSAC	CSL	PASS														SOREL
ESKIMO	CSL	COAST														LAUZON
C A BENNETT	X COL															
F W MOORE	X COL															
REDCLOUD	X BEACON															
FRANK WILKINSON	X															
SANDLAND	X BEACON															
COASTAL CREEK	Y TRANS	TANKER														
PICTON	Y COL															
JAMES STEWART	Y ULST	CANAL														
MARNY M	Y MCNAM	TUG														
BLUE RIVER	Y ULSTL															
BIRCHTON	Y GL	COAST														
SYDENHAM	Y															
SHAWANAGA	Y															
FRANQUELIN	Y Q O															
SIR HUGH ALLAN	X MHB	TUG														

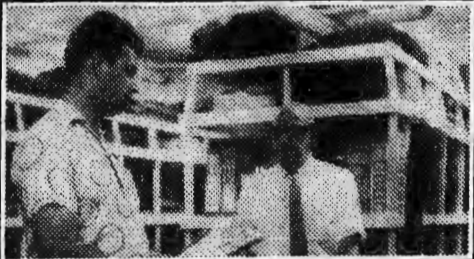
Dispatcher Don Swait posts some jobs on the illuminated headquarters hiring board. List of ships shows variety of jobs under Canadian SIU contract.



Bill the bosun (left) keeps an eye on some of the gang as they paint the Scott Misener's lifeboats. Men are actually on dock.



Foc'sles on big Laker are roomy, and well furnished. Chief cook's room shown here has lounge chair, big double dresser and three-quarter-sized bed.



Among Canadian headquarters facilities are (top to bottom) spacious meeting hall, lunch counter, slop chest, several washing machines (plus shower room not shown) and barber shop.

## ICC Faces 'Influence' Charge

WASHINGTON—A complaint that the Interstate Commerce Commission permitted certain interests to take control of the New York Central Railroad in 1954 without first conducting public hearings has been leveled by minority stockholders of the Central. The complaint parallels SIU charges that the railroad-dominated ICC has failed to give the steamship industry a hearing in its disputes with the railroads.

The stockholder group asked the Federal District Court here to order the ICC to investigate the Central takeover to determine whether control was legally acquired. They contended that the ICC failed to rule on acquisition of the railroad by the late Robert

## No Free Ride On Aquarama?

WASHINGTON — If the SIU Great Lakes District-contracted Aquarama goes offshore, it will be without any Annie Oakleys for traveling Congressmen or US officials. A bill to allow the Aquarama and five other vessels to operate outside the Lakes was passed by the Senate with a rider that they shall not be allowed to issue passes or reduced-rate tickets to Congressmen or Government officials.

The rider is a pet of Senator Williams (Dem.-Del.) who has often sought to tack it on to various pieces of steamship legislation.

In previous years, the House has knocked out the Williams rider and the House will now have to act on the amended bill.

R. Young and Allen P. Kirby because of "undue and improper influence" by White House officials and other prominent figures. Among those named in the complaint were the present members of the ICC, Sherman Adams, then President Eisenhower's chief assistant; Dr. Milton Eisenhower, the President's brother; former Democratic Senator Burton K. Wheeler of Montana and his son Edward; former Attorney General Herbert Brownell and former Air Force Secretary Harold Talbott.

The complaint charged that the Wheelers had secret talks with four commissioners, "during the course of which these commissioners approved, prior to public adjudication, Young's plans to take control of the New York Central without investigation thereof." It added that the ICC was required to look into the acquisition because the Interstate Commerce Act provides that such an investigation will be made when one company acquires two or more railroads.

The complaint came as the ICC pressed its drive in the House of Representatives to gain control of Alaska shipping. The drive had been blunted earlier in the Senate following testimony by the SIU and coastwise and intercoastal ship operators. The unions and the operators had charged the ICC with being in collusion with the railroads, permitting them to rig rate

schedules so as to wreck the domestic shipping industry.

They cited numerous instances in which the railroads, with the approval of ICC, manipulated long-haul and short-haul rates to the detriment of shipping, and in many instances charged below cost rates to drive shipping out of business and monopolize the traffic.

## Houston Back On Hot Streak

HOUSTON—Shipping has picked up, and future prospects loom good. Three ships paid off. They were the Neva West, Lucile Bloomfield (Bloomfield); and Westport (Transp. Util.).

Signing on were Neva West, Lucile Bloomfield (Bloomfield); Pacific Venture (Pacific Venture); Mt. Whitney (Amer. Tramp.), and Mermaid (Metro-Petro).

There were ships galore in-transit including the Steel Age (Isthmian); Del Oro, Del Sud, Del Monte (Mississippi); Seatrain New York, Seatrain New Jersey, Seatrain Texas (Seatrain); Pacific Venture (Pacific Venture); Pacific Explorer (Compass); Seafair (Colonial); Mt. Whitney (Am. Tramp.); Arizpa (Waterman); Winter Hill, Royal Oak, CS Norfolk, Fort Hoskins (Cities Service); Wang Juror (Denton); Bienville (Pan Atlantic); Neva West, Lucile Bloomfield (Bloomfield), and Mae (Bull).

Seafarers here are requested by Port Agent Bob Matthews to keep clinic appointments. If, for a valid reason, you are unable to keep scheduled appointment do not wait until the last day to notify the clinic.

## Vote Set On SS Atlantic

Crewmembers of the American Banner Lines SS Atlantic will formally designate their collective bargaining agent in a National Labor Relations Board election to be held on August 19. The ship will be in New York at the time on her return from Europe.

The NLRB vote was made necessary under the terms of the Atlantic hiring procedure last year, under which crewmembers applied at a company hiring office and were selected irrespective of union affiliation.

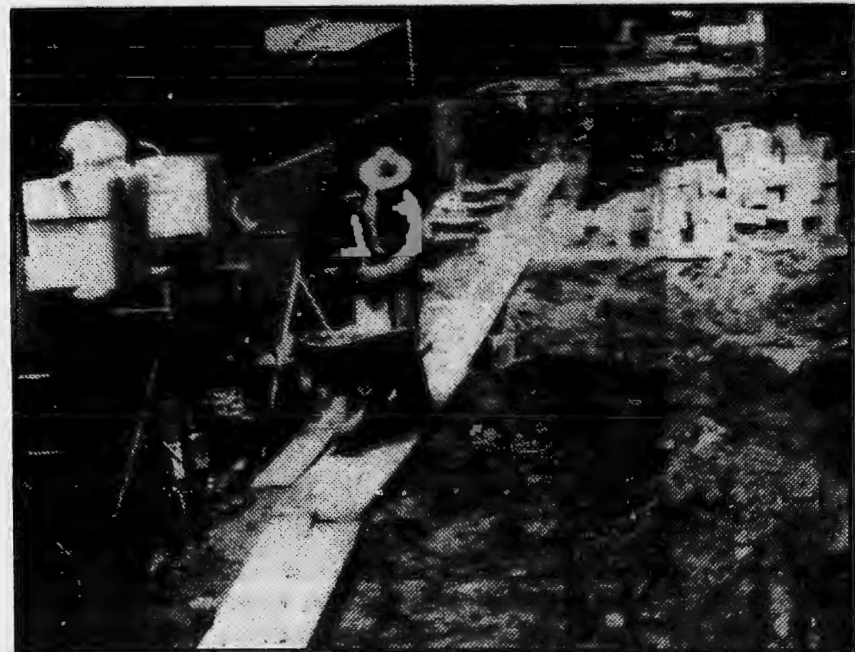
Since the crew, at present, consists of SIU men, an SIU certification is a certainty.

Certification of the SIU will enable the Union to sign a full contract with the company, which has been operating with a temporary interim agreement up until now.

## Throw In For A Meeting Job

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

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



Building craftsman wheels in bricks for new SIU hall in Philadelphia.

Construction work on new halls for Seafarers in Philadelphia and New Orleans is proceeding at a good pace, with Philadelphia having a head start. Port Agent Steve Cardullo reports that all demolition has been completed in Philadelphia as well as foundation work, underground plumbing installations and shoring. At present, work is going ahead on the steel framework and bricklaying, as well as installation of radiant heating.

### Finished By December

The present schedule calls for the Philadelphia hall to be completed in December and if so, it will be open in time for the annual Christmas Day party.

New Orleans is still at work on demolition of several buildings, including an old warehouse on the property there. Demolition is going more slowly than usual because of the need to preserve the old brick out of the existing building.

New Orleans building code regulations covering the French Quarter call for buildings to conform to the prevailing style of architecture and finish, and the old brick will be used in the new construction accordingly. In addition, use of the old brick will involve a considerable cost saving.

The new New Orleans hall, near the foot of Jackson Street, will be closest to the Waterman Steamship Company piers in that city, as well as being closer to the Public Health hospital and the cotton warehouse and grain elevator.

Both the Philadelphia and New Orleans halls will provide facilities for Seafarers Welfare. Plan services to the membership and for Union operations.

**STEEL DIRECTOR (Isthmian), July 4**—Chairman, R. Stahl; Secretary, C. W. Hall. Ship's delegate to be elected. Ship's fund \$4.33. No beefs. Two oilers missed ship, one Baltimore, one New York. Sailed one oiler short. No beefs, everything running smoothly. Motion made and seconded that Union officially find out why water tanks are rusty and full of paint. Ship's delegate elected. Water tanks need cleaning badly. Food supply seems bad. Suggest Union take up same with company.

**SWORD KNOT (Suwannee), June 19**—Chairman, J. Merkel; Secretary, D. Geiser. No major beefs. Criticized for not calling meetings more often. Delegate served year; asks to be relieved. No beefs, everything running smoothly. Crew votes unanimously to hold one ship meeting a month.

## Digest Of SIU Ship Meetings

Electrician offers to fix washing machine. Crew promises to pay if captain will not authorize OT. Captain okayed same.

**ORION CLIPPER (Orion), July 5**—Chairman, A. Morales; Secretary, R. Barker. Ship's delegate elected. Crew wants new washing machine installed. Two engineers working on fans. No beefs, everything running smoothly. Vote of thanks to radio operator for the daily news.

**MERMAID (Metro), July 12**—Chairman, G. Abundo; Secretary, A. Wile. Motion made and seconded to post old minutes on bulletin board. Draw to be given when ship goes north. One man (C-card) missed ship in NY. Agent in Lake Charles was notified and took man's gear ashore. No beefs, everything running smoothly. Steward dept. given vote of confidence on good cooking and service. Brothers reminded to wear suitable attire in mess hall at all times and return coffee cups to pantry. Suggestions and recommendations: ship's delegate reminded brothers that if they see something wrong or have a suggestion of any sort, mention the matter to the person concerned. Then if no action is taken bring the matter to the attention of dept. delegate, ship's delegate or patrolman.

**LOSAR (Calmar), July 13**—Chairman, C. Moss; Secretary, R. Rayfield. Few beefs in steward dept., all straightened out. Sailed short one man in steward dept. Repair list made out before arrival.

**ALCOA PEGASUS (Alcoa), July 12**—Chairman, W. Sanders; Secretary, L. Phillips. Repair list not taken care of as yet—will turn over same to patrolman in Mobile. No beefs, everything running smoothly. Ship is just returning from around the world by way of Alaska and has been a very nice trip with good representation in Aberdeen, Wash. at payoff.

**FORT HOSKINS (Cities Service), July 11**—Chairman, E. Bryan; Secretary, R. Hartley. Ship's fund \$19. No beefs, everything running smoothly. New delegate elected. Ship's water unfit for use—notified patrolman in Houston and situation clarified. Engine delegate feels he is being discriminated against by 1st assistant over water situation. Suggest delegate take this matter up with chief engineer.

**JEFFERSON CITY VICTORY (Victory Carriers), July 16**—Chairman, A. Reasko; Secretary, G. Lathrop. Report letter received from headquarters acknowledging receipt of wire sent in regard to bosun being hospitalized in Yokohama. Ship's fund \$20. No beefs, everything running smoothly. Motion made and seconded to see the patrolman about the draws being put out on time and if no satisfaction at port of payoff, take the issue up with New York.

**DEL CAMPO (Mississippi), July 11**—Chairman, D. Ramsey; Secretary, C. Breaux. Ship's fund \$29.50. No beefs, everything running smoothly. New delegate elected. Library to be kept locked in port. Return books to same. Thanks to Bros. Avrad and McClellan for installing doors on library. Suggested that deck delegate recommend a safe rig to work on blocks aloft—to be taken up at safety meeting.

**CHIWAWA (Cities Service), July 16**—Chairman, F. Reid; Secretary, L. Been. No beefs, everything running smoothly. Agreed to work on elimination of roaches.

**LA SALLE (Waterman), July 12**—Chairman, R. Ransome; Secretary, F. McCall. Everything running smoothly. Receiving full cooperation from chief mate in cleaning up ship. Ship's fund \$43.20. Some OT disputed. Arrival pool drawn up to help increase ship's fund. Paint out steward dept. Also a vote of thanks to chief mate Sidney Brown, for his sincere cooperation and help in cleaning the ship;

his thoughts and consideration are always for the crew.

**PACIFIC WAVE (World Tramping), June 21**—Chairman, L. Hagmann; Secretary, E. Taylor. No draw at bunker port. No beefs, everything running smoothly. Short of steward stores same as trip before. Repairs to be submitted before arrival in Haifa.

**July 12**—Chairman, H. Rosecan; Secretary, L. Hagman. Cable to headquarters on hospitalization of steward. Draw of \$40. Try to get traveler's checks in Tel Aviv. Repairs submitted. Motion made and seconded that new crew refuse to sign on until micrometer valve on feed pump is fixed. Steward sending letter to headquarters on storing on this vessel.

**MAE (Bull), June 16**—Chairman, W. Morris; Secretary, J. Turkington. Ship's fund \$8.65. No beefs, everything running smoothly. Fix crew fan. Loose change to ship's fund. Repair list to delegate.

**July 19**—Chairman, W. Morris; Secretary, J. Turkington. Fan fixed. Ship's fund \$19.62. No beefs, everything running smoothly. Motion made and seconded to air-condition all SIU ships. Vote of thanks to steward department.

**GALLOWAY (Overseas Nav.), June 7**—Chairman, F. Harper; Secretary, G. Thebe. Recommended to keep messrooms clean at night and repairs done at sea. Discussion re lack of cooperation of chief engineer.

**VENORE (Marven), May 29**—Chairman, J. Archib; Secretary, C. Hickok. Few hours OT disputed. Turn in repair lists. No beefs.

**SAMPAN HITCH (Suwannee), July 12**—Chairman, J. Morton; Secretary, R. Donnelly. Reported on phone call from Trinidad to headquarters re ship's business. Ship's fund \$4. One man short. New delegate elected. Clean washing machine after use. Return cups and glasses to pantry.

**ALCOA CAVALIER (Alcoa), July 19**—Chairman, J. Mullis; Secretary, W. Feise. No beefs. New delegate elected.

**COASTAL CRUSADER (Suwannee), June 18**—Chairman, None given; Secretary, None. New delegate elected. Ship's fund \$15. No beefs. Motion made that pressure be put on for new percolators and washing machine. Messroom and passageway be kept clean. Suggest more fruit.

**STEEL SCIENTIST (Isthmian), July 7**—Chairman, A. Maldonado; Secretary, F. Omega. Repair lists submitted and taken care of. Water tanks agreed to be cleaned in Singapore. Ship's fund \$25. No beefs. Delegate re-elected. Messroom to be painted. Clean washing machine after using.

**WANG TRADER (North Atlantic Marine), June 28**—Chairman, P. Shauger; Secretary, R. Bridges. No beefs, everything running smoothly. Each dept. to alternate on cleaning recreation room.

**STEEL VOYAGER (Isthmian), July 19**—Chairman, T. York; Secretary, F. Delap. One man hospitalized in Damman. Some OT disputed. No beefs. Vote of thanks to steward dept. for job well done.

**OCEAN DINNY (Maritime Overseas), Jan. 2**—Chairman, C. Jeff; Secretary, T. Delaney. New delegate elected. Discussion on inadequate slop chest. Keep messroom clean nights.

**Jan. 19**—One man hospitalized in Yokohama. One man missed ship in Kobe. Some OT disputed. Discussion re slop chest and fresh milk situation. **Jan. 31**—Ship's fund \$2.82. Brother who missed ship in Kobe, rejoined at Naha, Okinawa. Some OT disputed. Resignation of delegate rejected. Turn in repair list.

**Feb. 26**—Some repairs taken care of, some await parts and materials at NY. One man suffered burns in laundry room accident. New delegate elected. Motion to have delegate contact captain re using ex-checker room as library and place linen supply in empty passenger room.

**March 22**—Chairman, S. Winberne; Secretary, T. Delaney. One man short. Motion passed to post communications in messroom. Discussion re handling of keys. New delegate elected.

**May 21**—Chairman, O. Bailey; Secretary, T. Delaney. Ship's fund \$10.07. Some OT disputed. No beefs. Vote of thanks to steward dept. for job well done. Matter of beads on ladders to be included in repair list.

**June 14**—Chairman, A. Michelet; Secretary, T. Delaney. Minor beefs not taken care of; major beef re transportation settled satisfactorily. Ship's fund \$10.07. New delegate and treasurer elected.

**MOUNT WHITNEY (Cargo & Tankship), July 19**—Chairman, D. Berger; Secretary, T. Lewis. No beefs. New delegate and secretary-reporter elected. Suggest repair list be made up.

**JOHN B. KULUKUNDIS (Ocean Carriers), July 26**—Chairman, W. Alvarez; Secretary, W. Souss. No beefs. One man ill.

**VALIANT FAITH (Ocean Carriers), July 19**—Chairman, E. Kellina; Secretary, C. Nelson. Draws had to be taken in Egyptian money because bank would not issue travelers' checks. No beefs. Shut off water in washing machine when through. Vote of thanks to steward dept. for job well done.

# 'Man, You Need A New Suit!'



SECKMAN

## Boston Seeks Barge Pact

BOSTON — Negotiations have gotten underway for a contract covering the Seafarers on the Boston Sand and Gravel Co. barges, Gene Dakin, acting agent, reported, and some progress has been made. However from the looks of things, he said, it may take several more meetings before the talks can be brought to a successful conclusion.

Boston Sand and Gravel operates a string of seven barges, carrying sand gravel from a pit in Scituate, Massachusetts, to plants in Cambridge and East Boston for processing. The barges have a carrying capacity of some 600 to 700 tons.

Shipping for the past period increased slightly over the previous two weeks, but not to the extent that it can be called good, Dakin said. The forecast for the coming period is uncertain, but looks as if it will also be slow.

There were two vessels paying off, one signed on and one was in transit. The payoffs were the Fort Hoskins, and the Bradford Island (Cities Service). The new super-tanker Transeastern, the largest tanker under the US-flag, signed on here early in the period. The 46,000-ton vessel will be on the Gulf-Japan run. Isthman's Steel Architect, was the in-transit ship.

To the surprise of no one, what started out as legislation to correct abuses in the labor-management arena has emerged as a punitive program to strip unions of many of the weapons used in organizing, and in maintaining wage standards and working conditions. The Eisenhower Administration is going out for a bill which would, for example, prohibit a Union from picketing a plant and advertising that the boss was non-union and paid sub-standard wages.

What all this has to do with labor-management "corruption" is hard to see. But its irrelevance doesn't bother the National Association of Manufacturers and the Chamber of Commerce, who have gleefully embraced the Eisenhower program.

Particularly pleasing to the NAM gang is that the Administration's proposals would not require employers to file reports on funds spent on "labor relations" activities. This is a key provision in any legislation which pretends to attack corruption on the labor-management level.

What will emerge at present is hard to tell, since none of the three bills now up in the House resemble the bill already passed by the Senate. Consequently, what emerges from the House will have to be reconciled with the Senate version before final action can be taken. This gives a little breathing space and time for Union members to let their representatives in Congress know what they think about bills which would restrict Union organizational and strike weapons.

## Smoking, Cancer Et Al

The repeated reports on smoking and its after-effects on death rates from cancer, heart disease and what-have-you have created a vast cloud of confusion. The Public Health Service and the American Cancer Society, both obviously authoritative sources, have emphasized the link between smoking and ill health in a variety of reports, but there is a good deal of medical opinion on the other side of the question.

Every time one of these reports comes out, it is argued by the cigarette industry that smoking alone does not cause cancer—that the culprit might be smog, car exhaust or other irritants which may all contribute to the disease rate. That being the case, there is one good way to find out the answer.

Everyone knows that seamen as a group are by and large, heavy cigarette smokers. Yet the nature of their occupation is such that they are not exposed to air pollution, car exhaust fumes and other potential cancer-causing agents. It would seem logical then, for the Public Health Service to conduct a survey among seafaring men which would help pin down the significance of cigarettes in the cancer picture.



## Navy-MA Report Again Stresses Vessel Shortage

WASHINGTON—Confirming again what has been said many times in the past, a joint Navy-Maritime Administration report has stressed the weakness and inadequacy of the American-flag merchant fleet.

The report called for the often-postponed construction of at least two more passenger superliners as well as the expansion of subsidy legislation so that more companies could get Government assistance toward modernizing their ships and adding to their fleets. It supported the idea that presently-unsubsidized companies, such as the SIU-contracted Waterman, Isthmian and T. J. McCarthy operations, should be granted subsidies.

Other points made in the report were:

- The reserve fleet should be upgraded by the addition of C-2 and C-3 ships at the rate of 20 ships a year. At the same time, reserve fleet Libertys should be scrapped at a reasonably rapid rate.

- The more modern and more desirable ships in the reserve should be kept in a full state of preservation.

- Roll-on, roll-off ships, ships with heavy lift booms and high speed vessels should be built.

The report also defended the controversial practice of including runaway-flag ships as part of the US mobilization reserve. This practice has been attacked by the maritime unions as actually downgrading and weakening the American merchant marine.

The report noted the serious deficiency in US tanker strength which is a direct result of the State Department-Maritime policy of defending the operations of runaway-flag tanker fleets. However it claimed that current construction

of tankers would overcome the shortage by 1962.

"Sooner or later," the report warned, "the whole World War II-built fleet must be scrapped," emphasizing the need for prompt steps to strengthen the existing merchant marine.

## Lakes MEBA Extends Ore Agreements

In light of the present steel strike, the Great Lakes District Local 101 Marine Engineers' Beneficial Association has notified nine Great Lakes ore shipping companies that it is extending indefinitely the present three-year contract, subject to cancellation with a 30-day notice.

The ore carriers that were notified are: Pittsburgh Steel, Bethlehem Steel, Browning, McCarthy, Tomlinson, Shenango, Ore Navigation, International Harvester and Midland Steamship.

Previously, officials of MEBA Local 101 had announced as their contract objectives more job security, improved working conditions, improved pension and welfare benefits. The union is also pressing for a union shop throughout its contracted fleets.

The outcome of the steel strike is expected to have an important bearing on future negotiations between union and the ore carriers.

## Gets Rabies Shots After Bat Attack

Seafarer Crittenden E. Foster has a sore abdomen but otherwise feels no ill effects after having to take a series of 14 anti-rabies shots in the Key West Naval Hospital. The painful procedure of rabies inoculations was made necessary after Foster was bitten by a bat aboard the Edith (Bull Line) while the ship was off the Florida Keys.

The Edith was at sea at the time, and Foster was relaxing in his fore'sle reading a book when the bat bit him on the right wrist. He took a swipe at the bat, which evaded him and flew off, and then reported the accident to the skipper.



Foster

Never having had to treat a bat bite before, the skipper radioed the Key West hospital for information. Naval authorities immediately ordered him to meet a Coast Guard cutter which sped out to take Foster ashore for anti-rabies inoculations.

In addition, the Navy doctors instructed the crew to conduct a thorough search for the bat in the hope of capturing it and testing it as a rabies carrier. Crewmembers were unable to locate the animal, which apparently flew out of the porthole after biting Foster.

In recent years there have been several incidents of rabies-carrying bats attacking people, sometimes with fatal results. It is be-

lieved that bats in 18 states are possibly rabies carriers. Normally, US bats, which are insect eaters, will avoid humans, which is why bat bites are considered a sound indication of a rabies infection.

The doctors informed Foster that he was fortunate the bite was not on the head or neck, as the disease will spread far more rapidly if the bite is near the brain.

Tropical and sub-tropical vampire bats have long been known to be rabies carriers, as are dogs, foxes, squirrels and other wildlife, but it is only in the last few years that rabies has shown up in the varieties of bats existing in the United States.

## Put Postal Zone On LOG Address

The Post Office Department has requested that Seafarers and their families include postal zone numbers in sending changes of address into the LOG. The use of the zone number will greatly speed the flow of the mail and will facilitate delivery.

Failure to include the zone number can hold up delivery of the paper. The LOG is now in the process of zoning its entire mailing list.

# SEAFARERS IN DRYDOCK



Prompt action by the SIU Blood Bank assured a number of Seafarers in various hospitals throughout the country the supply of blood required for operations or transfusions, Welfare Service Representatives reported.

In Staten Island alone, four Seafarers received a total of 16 pints of blood between them in the space of a few days.

Over in the USPHS hospital at Staten Island is Brother Thomas Gray who is recovering from a burst appendix which happened while at sea on the Coe Victory.

A 2½-month stay at Staten Island was long enough for Seafarer Fidel Lukban who recently got his fit-for-duty. Lukban, a former messman on the Steel Scientist, entered the hospital for a cardiac evaluation.



Mendez



King

Two other Seafarers are reported on the road to recovery at the Staten Island hospital. One, Oscar Sorenson, formerly on the Robin Kirk, entered the hospital with a broken jaw, the result of a mugging incident. Sorenson said he was hit by a cab driver who was attempting to lift his wallet,

and was thrown out of the cab.

A shipboard accident in which he fractured his right ankle put chief cook Pablo Mendez out of action for awhile. Mendez last shipped on the Kathryn.

Out on the West Coast, reports from the USPHS hospital in San Francisco indicate George Brady, an AB, is recovering nicely from a throat infection. Brady last sailed on the Almena.

Also recovering on the Coast is Chang P. King off the Yaka. King entered the hospital with a varicose condition. Although there was no indication as to when he will be back on his feet, King is reported coming along fine.

Seafarers are always interested in the various shipboard activities, especially the men in the various hospitals. Members on shore leave, or on the beach waiting for a ship, should take the time out to visit the brothers in the hospitals, or drop them a line. The following is the latest available list of hospital patients:

- USPHS HOSPITAL BALTIMORE, MD.**  
 Ralph Amat, Ehu Harry Pule, Leo Barrett, Abner Ralford, Justin Burdo, Harold Rivers, Herman D. Carney, Felipe Serrano, Arthur L. Cox, Jose Soares, Gorman T. Glaze, Florentino Teigelro, Emanuel D. Jones, Paul Thornhill, Antonio LaPorte, Dolphus Walker, Manuel Lourido, Levi Warner, Endel Pappel, John Zucharski, Angelo Polatos
- USPHS HOSPITAL BOSTON, MASS.**  
 L. C. Melanson, John C. Roblee, Dominic Newell, Edward C. Slegler, Chas. R. Robinson
- USPHS HOSPITAL GALVESTON, TEXAS**  
 Thomas L. Bowers, Charles L. Hippard, Albert W. Cantor, Joseph O. Roy, Wilmot S. Getty, Alfredo P. Stearns
- USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY**  
 Joseph Bass, Ludwig Kristiansen, Matthew Bruno, Thomas R. Leahy, Gregorio Caraballo, Leo V. Carreon, Wade Chandler, George G. Phifer, Joseph D. Cox, Winston E. Renny, John J. Driscoll, Manuel B. Silva, Friedof O. Fondilla, Otis L. Gibbs, Almer S. Vickers, Bart E. Guranick, Luther E. Wing, Taib Hassan, Pon F. Wing, Frank Hernandez, Royce Yarborough, William D. Kenny, Pacifico Yuzon
- USPHS HOSPITAL SAYANNAH, GA.**  
 Jose A. Bianco, R. W. Centchovich
- USPHS HOSPITAL SEATTLE, WASHINGTON**  
 Sam J. Anderson, Joseph Prabech, Arthur A. Furst
- USPHS HOSPITAL STATEN ISLAND, NY**  
 Robert W. Bunner, Ange Panagopoulos, Thomas J. Gray, Stavros Papoutsis, Jesse R. Joy, Jose Reyes, Patrick T. Kelly, Jose Rodriguez, Newell A. Keyes, Manuel Sanchez, Raul I. Lopez, Julius B. Schutte, Granville Matise, Robert F. Staplin, Pablo Mendez, Miguel Tirado, Herman Meyer



Brady



Gray

- USPHS HOSPITAL NORFOLK, VA.**  
 Claude L. Bibb, Bernie G. Watson, Frances Boner, Luis Williams, John L. Griffin
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**  
 George D. Brady, Joseph Neubauer, Michael J. Coffey, Joseph I. Pereira, Mike Goins, Arthur J. Scheving, Antonio E. Manesis, Edward J. Smith
- USPHS HOSPITAL NEW ORLEANS, LA.**  
 Emile P. Badon, Jacob J. Levin, Robert G. Barrett, David E. McCollum, Victor Bonura, William Marjehoff, Carter Chambers, Louis T. Marshall, Fess T. Crawford, John Miller, Eugene Crowell, William E. Nelson, Ignacio D'Amico, Valentine Nunez, Jeff Davis, Louis W. Peed, Woodrow Davis, John Pennino, Louis Duracher, Winford Powell, Joseph Fitzpatrick, Harry Rivers, Clarence Fontenot, Edward Roig, James Gilson, J. Shaughnessy, Wayne Harris, Billy C. Ward, Arthur R. King, Roland E. Wilcox, Edward Knapp, Donna Williamson, Leo H. Lang, Leslie Wilson
- USPHS HOSPITAL FT. WORTH, TEXAS**  
 Richard B. Appleby, Max Olson, L. Anderson, John C. Palmer, Benj. F. Deibler, Leo Waits, James Lauer, Joseph P. Wise, Woodrow Meyers
- SAILOR SNUG HARBOR STATEN ISLAND, NY**  
 Victor B. Cooper, Thomas Isakson
- MT. WILSON STATE HOSPITAL MT. WILSON, MD.**  
 George Davis, George Richardson
- VA HOSPITAL KECOUGHTAN, VA.**  
 Joseph Gill
- VA HOSPITAL TUCSON, ARIZONA**  
 Frank J. Mackey
- TRIBORO HOSPITAL JAMAICA 32, LI, NY**  
 James Russell
- VA HOSPITAL DENVER, COLO.**  
 Clifford C. Womack

## Just Thinking . . .



From the smile on his face and the glint in his eye, it doesn't seem probable that Seafarer John Wunderlich will be rushing to sign on for another trip on the SS Helen. "Big John," sporting a new beard, seems to have a stay on the beach in mind.

## LOG-A-RHYTHM: Small Village

— by Carl McDonald

In a small village of Old Mexico With its quiet splendor and life serene, An artist lingers, reluctant to go Without fixing to canvas the tranquil scene.

In the village inn he takes a room, In the evening strolls the village streets.

The moon's silver light dispelling the gloom When fate intervenes and he meets . . .

A brunette maid of Old Mexico Slim shoulders encased in mantilla lace, With raven hair and eyes aglow, In a brown and piquant face.

In the quiet of the evening they promenade, Beneath the moon in this enchanted land, The artist and the Mexican maid, Hearts now captive, stroll hand in hand.

Love speaks a language all its own As in the night they stroll, In their hearts a new enchantment sown Beneath the moon in Old Mexico.

## Quitting Ship? Notify Union

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

## Speak French? He Wants Help

To the Editor:

I am interested in corresponding with someone who reads and travels extensively and perhaps has a knowledge of the French language.

My opinion is that your organization might be of some help. I would prefer a person of a foreign nationality, rather than one who is a native citizen of the United States.

Your consideration and co-

## Chiwawa Wants 3-Month Vacation

To the Editor:

As there has been quite a bit of interest shown in the SEAFARERS LOG on the issue of homesteading, we the undersigned, crewmembers of the SS Chiwawa, have drafted this letter to be published in the LOG. We would also like the rest of the membership to discuss this letter at their ship's meetings and to write their comments to the LOG.

First of all, we are all familiar with our union officers' agreement in which the members of the BME, MEBA, MMP and the Radio Officers have 90 days' vacation a year.

We feel as if we should receive the same, with pay according to the rating you are sailing. If you stay on a ship nine months, that would entitle you to three months' vacation. You would have the choice of either getting off with your vacation and registering on the shipping list, or, you can stay on your job and forfeit your vacation to the general welfare fund. Of course this could not interfere if you were on foreign articles and if you had signed on before your nine months were up.

(This letter was signed by 25 crewmembers of the SS Chiwawa.)

## 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.

operation will be greatly appreciated and is eagerly awaited with an undue amount of enthusiasm.

W. Dawson Dunett  
688 Nostrand Avenue  
Brooklyn 16, NY

± ± ±

## Proves Money Isn't Everything

To the Editor:

This ship, the SS Eagle Voyager, cost Uncle Sam a cool 12½ million bucks and just about everything on her has kicked out at one time or another. There is no need to tell you our troubles though. I guess you get quite a number of letters from the men that are out on this Persian Gulf run, so there is no need for me to enlarge on the subject.



Danzey

We had a few beefs here at the beginning of the trip, but Brother Simons sent us a set of clarifications and that squared things up pretty good. There is still a little complaining, but I don't think we would be happy if there were none.

We had four men pay off the ship in Bahrain, Saudi Arabia, with bad infections on their feet, and hope they are coming along OK. We will arrive at Sasebo, Japan, around the end of the month, and then we can let off a little steam.

Morris J. Danzey, Jr.

(Ed. note: Enclosed with Brother Danzey's letter was a drawing of the wheelhouse of the Eagle Voyager. However, we are sorry that we can not print it in the LOG, as we are unable to reproduce light blue drawings.)

## Thanks For Help In Kin's Death

To the Editor:

This letter concerns the notice carried in the June 19, 1959, LOG about the death of my brother Seafarer William Ryan, who died in Baltimore after he was run down by a hit and run driver on April 19th.

The story as it appeared in the LOG was not correct as it stated that he had no known survivors. I am his twin brother, and am also a member of the SIU. In addition to this, as you have probably noted by now, there was a mix-up in the pictures and the wrong one was used in his place.

While writing this letter I would also like to take the time to thank the officials at the Baltimore hall, the membership and the crew of the SS Marore, on which my brother was a crewmember at the time of the accident, for the flowers they sent.

I would also like to say thanks to the Seafarers from the Baltimore hall who acted as pallbearers at the funeral, and to Brothers Ray Kelly and John Mohaula, for the help they gave my sisters, brothers and myself in our time of grief. I would appreciate it if you would run this in the LOG.

Thomas Ryan





Looking a lot cooler than they probably feel are members of the steward department on the Steel Voyager. Ship recorded temperatures of 129 in the shade during recent trip through the Persian Gulf. Above, (l. to r.) are F. A. Delapenha, steward; W. Liston, mm; C. DeSouza, 3rd cook; A. Moreland, utility; R. Maitin, chief cook and L. Herrera, pantryman.

## Hot Time On The Voyager

Working in the galley is a hot job, but when you have to feed a crew of about 45 men and the temperature is up to a blistering 129 degrees in the shade of the bridge, then you could say things are really hot.

That's the conditions the galley gang on the Steel Voyager had to work under during their recent trip through the Persian Gulf, ship's carpenter S.F. Santos reports, and even with this handicap, they did a first rate job. In fact, he said, "they are one of the best steward departments that I have ever sailed with."

In addition to the gang seeing that there was the best of food and service, Santos wrote, there were always plenty of "seconds" if anyone wanted it. And this included the ice cream. Needless to say this was greatly appreciated by the

rest of the crew as giving some relief from the extreme heat in the Gulf.

It didn't matter what time of the day or night, if you wanted a bite to eat, there was always fresh bread, buns or other snacks in the messroom to tide you over until the next meal.

Heading the roster for the Voyager's steward department is Fred Delapenha, chief steward with Raul Maiten, chief cook; Terrill York, cook and baker; Clestino DeSouza, 3rd cook, and utility-messmen Leonard Rheno, Pedro Ibarrolasa, I. Herra, Percy Thornton, Alva Moreland and Bill Liston.

# Bugs Win War On Wang Trader

It was just one skirmish after another that confronted the crew of the SS Wang Trader on its recent trip to Alexandria, Egypt, and according to the account given by ship's reporter Star Wells, it was a losing fight all the way.

"Here we are on the homeward half of our trip (we hope) on the SS Wang Trader," Wells wrote, "and outside of a few run-of-the-mill complaints, it was a fine voyage."

The major beefs on the Trader, he noted, are the common ailments found on all of these old Libertys—little or no overtime, plenty of bugs, and just plain celebration "sickness."

There isn't much overtime on these vessels, Wells wrote, and while this is a touchy subject, it is not the main sore on this ship.

"It's the bed bugs that are really driving us crazy."

"We've tried all sorts of sprays and powders, but so far they are still gaining on us." That's not the half of it though, for it hurts the crew's morale even more when they "sort of chuckle when you spray them and then call all their relatives out for dessert."

However perseverance pays off and the crew finally came up with a sure-fire method for killing them. That's to "hunt them down with a magnifying glass and when you catch one, hit him with a three-pound sledgehammer."

Of course this too has its drawbacks, namely that there are not enough hammers to go around. "We all 'scratchingly' hope that the Union will see about having this ship fumigated as soon as it arrives in the US," Wells said, "as most of us would like to get rid of them without taking them ashore and causing an epidemic."

Another "hazard" which the crew had to face, Wells wrote, was called the "Battle of Pedro Domecq." Just what the "Battle of Pedro Domecq" was is best described in the following poem by the ship's reporter.

"We were bound from Galveston, Texas,  
To Alexandria, in the land of the sheik.

We stopped for bunkers at Cueta,  
And the 'Battle of Pedro Domecq.'

"Now Pedro comes in a bottle,  
Not big, and not very tall.  
But boys I'll tell you he's powerful,  
For he whipped us one and all.

"In the galley the baker was frying eggs,  
Without taking them out of the shell.  
The steward was moaning and groaning,  
'This ship is far worse than hell.'

"The messboy was making no headway  
Trying to slice the bread.  
The wiper was searching the after deck,  
Hoping to find his head.

"But now the party is over,  
And the rough are looking meek.  
For each one knows he fought and lost,  
'The Battle of Pedro Domecq,'"

Outside of these complaints there has not been too much trouble on the Trader, Wells said, provided he doesn't count the feed pumps breaking down "both at the same time. We thought for a while we were going to have to rig out sails to get over here."

"We've got a fine bunch of Seafarers aboard," Wells concluded, "and the trip has been a good one. So if you see a rusty old Liberty coming in under sail and the crew all out on deck scratching themselves and each other, that's us, boys,"—that's the Wang Trader coming home.

## Southern Belle



There are prettier "mysts" to see at the New Orleans Branch of the Federal Reserve Bank than just money, and certainly one is Margaret Anne Boyer, daughter of Seafarer Percy Boyer. Margaret, who recently turned 21, has been working for the bank as a stenographer since she was 17.



Wells

## Job Security Is The Issue

To the Editor:

I have read with much interest the many letters on the one-year rule. It seems that the main issue here is that of job security.

In my opinion, the solution to this problem is increased vacation, and vacation paid according to base pay rather than all ratings getting the same as is the case with our present plan.

If our vacations were increased to two months a year, at the end of ten months' employment, a member could take a well-deserved vacation with two months' pay in his pocket. Under this type of plan I don't think there is any member that could honestly say he couldn't afford a vacation. In addition to this, a member could re-ship within the sixty days if he so desired.

Of course, a plan such as I have proposed, would have to pay benefits after 90 days as our present plan does, to take into consideration the members that do not care to stay aboard a ship a year.

I believe that each member taking a vacation at least once a year, with a chance to earn 12 months' pay a year, would certainly help create harmony in a member's family, as well as aboard ship. Above all, this would also help to rotate jobs, and create job security for more men. This, I think, seems

to be foremost in everyone's mind.

Of course the only way to decide the "one-year rule" is by a ballot up and down the coast to see how the majority feels on this issue.

I realize that a vacation like this proposal would be a large step forward for our Union. But as the trend seems to be to longer vacation in the maritime industry, I feel our Union could

## 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.

work this issue out with the companies if it had the support of the majority of the membership.

Donald Neill

## Recovering, Thanks Union

To the Editor:

I would like to thank the SIU Welfare Plan for the help they gave me in paying my hospital and doctor bills. They were wonderful and really a blessing.

I am now recovering nicely and hope to be well soon. My son and I say thanks again to you, and to a wonderful plan and a great Union.

Mrs. Elsie Falle

## Fond Memories Of Sailing Days

To the Editor:

I would like to thank you for the SEAFARERS LOG which I get regularly, and use to try and keep in touch with what is going on in the Union. I sailed five years with the SIU, mostly as night cook and baker, and on my last trip in 1953, as chief cook.

Although I have not made any present plans to go to sea, if ever I do, I hope it will be with the SIU. I never did get around to getting my book, for if I did, I probably would be sailing today.

Many times I recall the pleasant memories I have of sailing with the SIU, as fine a bunch of men as can be found anywhere.

Again I say thanks for the LOG, and God bless all.

Arthur Brazil

## Grateful For Union's Aid

To the Editor:

Thank you very much for your sympathy on the death of my son, Luther, and for the Welfare Plan check. It will certainly help very much.

I would appreciate it if you would run a notice of Luther's death in the LOG.

He passed away on July 1, in a local hospital in Tampa. I also want to thank you for

the floral offering. It was very nice. Words cannot express my gratitude to you for the contribution and for your offer of assistance.

Mrs. Joseph Wread

## LOG Should Be World-Wide

To the Editor:

I have been getting the SEAFARERS LOG from the time that our great organization was founded. I retired on June 2, 1958, on account of ill health,

which I surely regret, for to be among seafaring men has no equal in any other industry in the world. For these reasons the LOG is looked forward to in our household. It is read and passed through the hands of many of our acquaintances.

For some reason it seems I have missed a few issues of the LOG. I guess this happened when I was being treated at the New Orleans marine hospital. But in various ways I have caught up on all back issues except one, that for May 22, 1959, the issue in which my retirement was published. I was enjoying a week's vacation at that time in Needles, California.

I am sure that the entire USA, in fact the whole world, could read the SEAFARERS LOG.

Frank Shimelfenig

(Ed. Note: A copy of the May 22, issue of the LOG is being mailed to you).

## Wonders About Old Shipmate

To the Editor:

I am looking for a Seafarer, an AB, whom I have not seen in the past five years. At that time he was shipping on the Pioneer Star and the Glen. Although I have known him for about 10 years, and he was a good shipmate of mine, I do not know his last name. His first name is Joe, and he is about 48 to 50 years old. He had married a girl from Victoria.

I would like very much to hear from him and let him know I moved from Wellington Street, Toronto Flats, the place Seafarers called Barry's place.

I wish the SIU and the SEAFARERS LOG the very best and hope that you will be able to help me find my long-lost friend.

Barry Baxter  
% US Consul  
Commercial Road  
Melbourne, Australia

## Lauds Union Aid In Bereavement

To the Editor:

I would like to express my deepest heartfelt thanks to the Seafarers Welfare Plan and also to Mr. Louis Neira, your Miami port agent, for his help in handling my problems.

I was in terrible shock and needed help desperately after receiving notice of the sudden death of my beloved husband, Enrique Bazo, who passed away at the British Hospital in Buenos Aires, Argentina, on June 2, when Mr. Neira came to my help.

Mrs. Enrique Bazo



Neill



Shimelfenig



Wread



# FINAL DISPATCH

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

**Irving De Nobriga, 53:** On June 18 Brother De Nobriga died of a heart ailment at US Public Health hospital, New Orleans, La. No relatives are known. Brother De Nobriga was a survivor of the Valchem - Santa Rosa ship collision, narrowly escaping serious injury at the time, only to die shortly afterward.

**Grover P. Duncan, 65:** Buried at the Garden of Memorial Cemetery, Tampa, Florida, Brother Duncan died apparently of heart failure. A member of the engine department, Duncan joined the Union in 1949. He is survived by his wife, Annie Belle Duncan.

**Semlon Gamler, 64:** Brother Gamler passed away due to a coronary ailment on May 5, 1959. A steward, Gamler entered the Union in 1949. He was buried in the Golden Gate National Cemetery, Bruno, California. Brother Gamler leaves no known survivors.

**Julius Cannon, 42:** Brother Cannon died of a heart disease on July 2, 1959, at Mercy Hospital, Baltimore, Md. Joining the Union in 1953, Cannon was a member of the steward department. He was buried at the Grifton Cemetery, Greenville, NC. Brother Cannon leaves no known survivors.

## Shorthanded?

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

## PHS Tabs Cig Smoking In Excessive Death Rates

WASHINGTON—Another in a series of Public Health Service studies has tabbed heavy smoking as a likely culprit in high death rates. Smoking of two or more packs of cigarettes a day was reported to coincide with very high death

rates, twice as high as those for non-smokers for given age groups.

The study was conducted among 200,000 veterans of the Armed Forces whose smoking practices had been recorded. For every 1,000 deaths in this group over a 2½-year period heavy smokers had twice as high death rates as non-smokers.

Other evidence in the statistical study was even more striking. It found that:

- The death rate for lung cancer was 16 times as high among men who smoke more than a pack a day as compared to non-smokers.

- Coronary heart disease deaths were 63 percent higher for smokers than non-smokers.

- Deaths from bronchitis, stomach ulcers, cancer of various internal organs and cirrhosis of the liver were more than twice as high among smokers as non-smokers.

However, the study noted, that moderate cigar or pipe smoking had nowhere near the impact on death rates that cigarette smoking had.

The study was conducted by Dr. Harold F. Dorn, chief of the biometrics branch, Division of Research Services of the National Institute of Health. It was immediately challenged by the Tobacco Industry Research Committee which held that the evidence was unsupported by statistical data.

## SIU BABY ARRIVALS



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

**Kenneth Wayne Barrett**, born June 13, 1959, to Seafarer and Mrs. John D. Barrett, Gulfport, Miss.

**Rosemarie Cicirelle**, born July 17, 1959, to Seafarer and Mrs. Joachim Cicirelle, Philadelphia, Pa.

**Fernando Colon**, born July 13, 1959, to Seafarer and Mrs. Antonio Colon, Barranquitos, PR.

**Darlene Mady**, born July 9, 1959, to Seafarer and Mrs. Henry Mady, Clifton, NJ.

**David Elwood Edwards**, born July 22, 1959, to Seafarer and Mrs. David Edwards, Mobile, Ala.

**Milton Brett Poole**, born June 1, 1959, to Seafarer and Mrs. Milton Poole, Hauma, La.

**Kenneth Rentz**, born June 29, 1959, to Seafarer and Mrs. Kenneth Rentz, Baltimore, Md.

**Daniel Thomas Rosales**, born May 14, 1959, to Seafarer and Mrs. Orlando Rosales, San Francisco, Calif.

**David Howard Williams**, born July 13, 1959, to Seafarer and Mrs. Charles Williams, Plateau, Ala.

## Shell Oil Given 'Citizen' Okays May Get Ships

WASHINGTON — A major oil company, which up until now has not operated any US flag ships, may soon be entering the coast-wise trade. The Customs Bureau has ruled that the Shell Oil Company qualifies as a "citizen of the United States" under the 1920 Merchant Marine Act.

Up until now Shell has been considered a foreign corporation under the control of the Royal Dutch-Shell Transport oil combine, which is a Dutch-British operation. As a foreign concern it was not eligible to operate ships under the US flag, although last year a measure was passed giving it a form of special dispensation along with another British concern, the Bowater Paper Company, which has large US plants.

The Customs Bureau citation in the Federal register notes that a majority of the officers and directors are US citizens and that 90 percent of the employees live in the US.

## Governor Getting Ala. Dock Beef

MOBILE—The organizing status on the Alabama State Docks has about reached a stalemate. Legal opinions are being awaited as to whether the dock workers can be organized in the face of current legislation which prohibits state dock employees from joining a union. Port Agent Cal Tanner has received word from the office of the Governor of Alabama in which the Governor agreed to discuss the situation as soon as the current session of the legislature is over.

During the last period there were six ships paying off. They were the Iperville, Monarch of the Seas (Waterman); Alcoa Clippet, Pegasus, Roamer, Corsair (Alcoa).

Two ships signing on were the Alcoa Pegasus (Alcoa), and Iperville (Waterman).

Ships in-transit were the Arizpa, Claiborne (Waterman); Kathryn, Beatrice (Bull); Jefferson City Victory (Victory); Steel Age (Isthmian), and Alcoa Ranger (Alcoa).

## PERSONALS AND NOTICES

Anybody knowing the whereabouts of Thomas J. Smyth please write his mother, Mrs. Ellen Smyth at 428 57th Street, Brooklyn 20, NY.

**Paul Huggins**

Contact H. F. Holmes at 7020 North Clark Avenue, Tampa, Fla.

**Charles Lakin, Jr.**

Very important family matter awaits your attention. Contact your mother, Mrs. Charles Lakin, Sr., Gallipolis, RFD, Ohio. Anybody knowing his whereabouts, please contact Mrs. Lakin.

**Tony Carlipo**

Please contact your mother, Mrs. Carrie Gualano, at 616 West Nesquishoning Street, Easton, Pa.

**Peter F. Hume**

Get in touch with your brother John, or with Joe Rose in New York.

Cecil Futch would like to notify former shipmates that he is now attending air-conditioning school in Chicago. He can be reached at 940 Lawrence Ave., Chicago 40, Ill.

**Frank S. Paylor, Jr.**

Urgent that you contact your mother as soon as possible.

**Justine Molena**

Contact your wife at once.

**James F. Ryan**

Contact George Johnson, North Atlantic Marine Co., 80 Broad Street, New York, NY.

**Robert Randolph White**

Urgent you get in touch with your daughter Mrs. Gloria W.

Lewis, in Lake Charles, 2410 11th Street, telephone HEmlock 9-8791. Anybody knowing the whereabouts of the above please contact Mrs. Lewis.

## Ike Presents Ship Award To SIU Co.

WASHINGTON—Malcom P. McLean, president of the SIU-contracted Pan-Atlantic Steamship Corp., received the 1959 American Legion merchant marine achievement award for his company's contribution to reviving the coast-wise shipping trade from President Eisenhower at a White House ceremony.

Pan-Atlantic was cited for its development of ships for the transportation of loaded trailer trucks. The company operates six container ships between the North Atlantic and Gulf states and Puerto Rico, and is planning four more from the keel up.

### Started Trailer Service

Pan-Atlantic, a subsidiary of McLean Industries, Inc., inaugurated the truck-trailer service in the spring of 1956. Similar operations have since been adopted by the SUP-contracted Matson Line and American President Lines, and are planned by other East Coast operators like Grace Lines and Containerships Inc.

The award is sponsored by the Robert L. Hague Post of the American Legion, New York City. The post is composed of legionnaires connected with the merchant marine industries.

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SUNDAY | DIRECT VOICE  
| BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN  
AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

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

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

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

**WFK-95, 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 86-15607 KCs  
Australia

WMM 81-11037.5  
Northwest Pacific

MARITIME TRADES DEPARTMENT

## House May Ban NY Withholding On Ship Wages

WASHINGTON—Efforts by states to withhold taxes from seamen's wages would be specifically prohibited under the terms of HR 6815 which has been reported out favorably to the House of Representatives by the House Merchant Marine Committee. The measure would bar attempts by such states as New York and Massachusetts to compel shipping companies to withhold from seamen's pay, but would not affect the right of a state to tax a seaman as such.

The measure is an outgrowth of an order by the New York State Tax Department instructing New York State shipping companies to withhold taxes from New York resident seamen. The shipping companies refused to do so, arguing that Federal law prohibited any withholding from seamen's wages other than allotments and Federal income and Social Security taxes.

In reporting the measure out,

## US Reports \$13 Million Pay Chisel

WASHINGTON—The Labor Department's Wage and Hour and Public Contracts Divisions reported that during the year ending June 30 some \$12,885,921 in wages were recovered for 124,046 workers. The recoveries were made under provisions of the Fair Labor Standards Act and the Walsh-Healey Public Contracts Act from employers who violated the law by failure to meet the minimum standards provided in the two acts.

The Fair Labor Standards Act provides that employees engaged in or producing goods for interstate commerce must be paid at least the minimum wage of \$1 an hour and at least time and one-half their regular rate for hours worked over 40 in the week.

The Public Contracts Act applies to Government supply contracts in excess of \$10,000. It requires that employees working on covered contracts be paid not less than the minimum wage the Secretary of Labor has determined to be prevailing in the industry plus time and one-half their basic rate for hours worked over eight a day or 40 a week, whichever is greater.

## Seattle Booms

SEATTLE — "Past two weeks were very good. Next two weeks looks even better." That's how Port Agent Ted Babkowski summed up the outlook in his meeting report.

Three ships were paid off in the area. They were Oceah Joyce (Maritime O'seas), Almerna (Clover), and Jackie Hause (NH Shipping).

Three ships were in-transit. They were Alamar, Portmar (Calmar), and Maiden Creek (Waterman).

Chairman Herbert Bonner, (Dem.-NC) of the House committee pointed out that 23 states and some counties and municipalities have withholding set-ups. To expect ship operators, whose crews are constantly changing in composition, to withhold such taxes would place an impossible bookkeeping burden on them, aside from the violations of Federal statutes involved.

By specifically prohibiting withholding taxes, the bill would clarify the intent of Federal regulations on seamen's wages.

Bonner reported that steamship companies have agreed to forward to the appropriate states duplicate copies of the seamen's W-2 Federal withholding forms, so that the states will have a record of the seamen's earnings. Such an arrangement would enable the states to collect taxes from seamen who would be required to file with their respective states.

Still up in the air though, is the status of legislation such as in Massachusetts, which calls for all seamen to be taxed for the period of time they spend in Massachusetts waters, no matter where their residence is. Undoubtedly, there will be a court case testing the validity of the Massachusetts legislation.

## Another Accident-Free SIU Ship



Members of the crew of the SIU-contracted Alcoa Polarix display sign board showing the ship's safety record. Crew is shooting for 1,000 days without lost time accident.

## Ship Prices Down; Libertys Dirt Cheap

Prices for second-hand Liberty ships have dropped to an all-time low on the commercial ship market. In a recent transaction between two private shipping companies, a foreign-flag Liberty was sold for \$155,000. About the same time last year, privately-owned Libertys were selling for approximately \$260,000 and the price tag on a Liberty right after the Suez incident was \$900,000.

The downward price trend of privately-owned Libertys is bringing them close to the scrap price and will presumably affect future bids on Libertys being auctioned off for scrap by the Maritime Ad-

ministration. Normally, foreign-flag Libertys sell at a premium over domestic ships.

For the past year Maritime has been disposing of some 1,200 Libertys in the reserve fleet, with a minimum bid of \$70,000 in domestic yards and \$90,000 for ships to be scrapped in foreign yards. In its last advertising for bids, Maritime got tenders on only two of 15 Libertys offered for foreign scrapping.

Thus far, a couple of hundred ships have been sold, with the average price just over the minimums set by Maritime.

The original construction cost of Libertys was \$2 million in pre-war and wartime dollars, worth over twice as much as the current dollar. The Libertys are being scrapped by the Government because of dubious usefulness, defense-wise or commercially, their slow speed and the age of the ships.

Prices on T-2 tankers have also been skidding badly, with these ships, going at upwards of \$2 million two years ago, now down around the \$300,000 mark. The T-2s are much bigger and faster than the Libertys and are being used heavily in the bulk grain trade these days.

## 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.

## SIU BLOOD BANK —HONOR ROLL—



The SIU blood bank in New York has been set up to supply Seafarers or members of their families with blood anywhere in the United States. Seafarers passing through the Port of New York can donate to the blood bank at the New York clinic of the Union. Listed in this space are a few of the Seafarers and others who have donated to the blood bank in the past. The names of other donors will appear in future issues of the SEAFARERS LOG.

SPENCE, Leon  
BALASIA, Frank  
COLUCCI, Mike  
BUCCI, John M.  
UPDEGRAFF, Charles  
MENICOU, Haralmbos  
SHORKEY, Kenneth W.  
O'NEIL, Jeremiah M.  
CORY, Harvey R.  
CRUZ, Felix  
STEINMETZ, Kenneth H.  
PROULX, Raymond  
CUOMO, Charles  
KLINE, Thomas  
WARREN, Hughlin

WEBB, Frank T.  
DE LANGE, Edward  
MATTOX, Jack R.  
WESTPHAL, Gerald C.  
FRONCKOWIAK, Thomas J.  
VENTURA, Julio  
HUMMEL, Charles R., Jr.  
RAY, Dale Francis  
CEVETTE, Louis J.  
LASKY, John Peter  
POMASUK, John  
BLACKBURN, William T.  
TORO, Julio  
WESTLAKE, Edward Jr.  
BETHELL, Howard

## Six Tankers Bid To Fly US Colors

WASHINGTON — A bill that would permit the SUP-contracted Standard Oil of California to transfer up to six tankers to American registry has been introduced by Rep. Mailliard of California and is under study in the House Merchant Marine Committee. A companion measure has been introduced in the Senate by Senator Warren Magnuson. If the legislation is approved, the ships would operate in the coastwise trade with full American crews.

The tankers were built in American shipyards, but have operated under a foreign flag since launching. Unless the Mailliard bill is passed, they would not be permitted to operate in the domestic trade. As the law stands, ships may be transferred for operation in the offshore trades by changing documents, but foreign-operated ships cannot come into the domestic services without special legislation.

Behind the request is the Government's oil imports policy, which has severely restricted oil imports from overseas. It would permit Standard Oil to carry oil in the domestic trade, which has regained ground since the import limits were imposed.

## Phila. Gets Ore Ships

PHILADELPHIA—Since the International Longshoremen's Association and shipping companies involved have settled their hassle on the Philly waterfront, shipping has been very good. The steel strike has contributed to the recent good fortune. Thus far four ore ships have been serviced. Before the steel strike these vessels had not used the Philadelphia facilities, and it is expected that they will continue this procedure as long as the strike lasts.

An item of promise is the Bull Line decision to take two of its vessels out of lay-up. The SS Edith has already called a crew, and the Hilton is expected to do so before the weekend.

Paying off during the last period were the Oremar (Marven); Losmar and Seamar (Calmar).

Signed on were Losmar, Seamar (Calmar); Andrew Jackson (Waterman), and Oremar (Marven).

Ships in-transit were Santore and Cubore (Marven); Robin Trent (Robin); Steel Designer, Steel Traveler (Isthmian); Texmar (Calmar); Alcoa Polarix (Alcoa); Jean (Bull); Steel Surveyor, Steel Architect (Isthmian); Robin Kirk (Robin), and Josefina (Liberty Navigation).

Tell it to the LOG

