

# MTD Endorses Caribbean Federation

Story On Page 3

Vol. XX  
No. 24

## SEAFARERS LOG

November 21  
1958

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



**Probe.** Looking mighty serious for the moment, Deborah Ortiz, 2, daughter of Seafarer J. Ortiz, gets set as Dr. John Shelley tries to get a look at her throat. Deborah and her mother, Mrs. Grace Ortiz (behind doctor), visited the SIU health center in Brooklyn for a check-up last week. (Other Photos, Page 9.)



**Washday.** Seafarer D. J. LeBerre (left) heaves in on line bringing up soiled linen from the Steel Admiral's round-the-world trip. Shipmate A. Androh looks on. The ship was just back from a run to India, one of three Isthmian services tentatively approved for subsidy aid last week. (Story on Page 2.)

# SET WORLD ATTACK ON RUNAWAYS

Story On Page 3

## SIU's Vacation Plan Payments Top \$10 Million

Story On Page 2



### The Runaway Flag Issue

"Ten years ago, the Republic of Liberia had five ships registered under its flag totaling 126,700 deadweight tons. Today, the tiny African nation, which plays a very minor role in world trade, has 965 ships totalling 16,457,000 deadweight tons. These figures reflect the threat of runaway shipping to the maritime nations, particularly the United States . . .

"Part of this growth was accomplished by the transfer of over 400 US-flag vessels to Liberian registry . . ."

(For a complete analysis and the latest figures on the scope of the runaway ship problem, see Page 7.)

# VACATION BENEFITS MOVE PAST \$10 MILLION LEVEL



Vacation Plan employees at headquarters are shown processing Seafarers' applications. Plan provides payments to Seafarers in New York within hours; usually within a day or two via airmail to the outports. Seafarers can collect vacation money any time they have 90 days' seetime.

The SIU Vacation Plan is now working on its second \$10 million in direct cash benefits to SIU men. Fittingly enough, a tally by the Vacation Plan shows that the first \$10 million benefits level was reached on the eve of the SIU's 20th anniversary, Nov. 1.

At that date, the total benefits paid since the Plan started functioning in February, 1952, stood at \$10,019,652.28.

It took approximately six years and eight months to reach the \$10 million level the first time around, but it is obvious that the \$20 million mark will be reached in a much shorter time as the current benefit levels of \$360 a year are far higher than those which prevailed in earlier years. The \$360 benefit went into effect on September 1 of this year as the result of an increase in Vacation Plan contributions negotiated by the Union.

The coincidence of the \$10 million total with the Union's 20th anniversary was particularly fitting in light of the fact that the Vacation Plan is considered one of the Union's outstanding achievements. The first of its kind in the maritime industry, the Plan was negotiated in 1951 to assure that Seafarers could get vacation pay based on the number of days actually worked, no matter how many ships or companies he worked for in the course of a year. To assure this payment, the operators agreed to make daily cash contributions to a central kitty for each day a Seafarer worked for them.

In turn, when the Seafarer accumulates 90 days or more seetime, he is entitled to cash in on his vacation pay on the basis of the \$360 annual rate.

Before that, the only way a Seafarer could collect vacation money was by staying on a single ship for a whole year. Consequently, few men ever got any vacation benefit.

By pooling the benefits the Union assured that all Seafarers would receive vacation pay on an equal basis. In addition, the SIU system does not require a Seafarer to leave his job to collect. The vacation pay is his as a matter of right, whether or not he actually takes a vacation. For practical purposes then, the Seafarer can collect his vacation money at the time he chooses to do so, whether he is on a ship or on the beach.

An added feature of the Vacation Plan is that it provides for survivor's benefits. The beneficiary of a Seafarer can collect vacation money due him at the time of his death if the Seafarer had the required 90 days' discharges. The vacation payment is in addition to

the death benefit.

When the Plan first started making payments in 1952, they were at the annual rate of \$140 for a full year's work. Benefits have been increased several times since then. They became \$176 a year in 1954, \$244 in 1955 and \$260 in 1956. In

the last negotiations they were jumped \$100 to the current \$360 figure, the largest increase since the Plan was established. A 30-cent increase in the operators' daily contribution for each Seafarer was negotiated by the Union to make the \$360 figure possible.

## Early NY Voting Brisk; Shipping, Registration Up

NEW YORK—Early voting in the SIU's biennial election has been very brisk for this port. Over 750 Seafarers cast their ballots in headquarters in the first 12 days of the 60-day voting period. Those who have not yet voted are urged to do so as soon as possible, especially those signing on foreign voyages so that they don't miss out on the voting.

### Shipping Fair

Shipping for the port remained moderate throughout the past two weeks. Two Bull Line ships, the Ines and the Kathryn, laid off their crews which helped swell the registration lists here. However, they are expected to come out of lay-up.

Registration for the port is about average at present. The deck department happens to have a pretty big load of rated men on the beach here, but the black gang ratings are on the lighter side.

The outlook for the future is very good both in this port and in the outports. Five runaway vessels

are coming back to American-flag registry during the next two weeks and will be taking on full crews. One of these vessels is expected to sign on here in New York.

There was a total of 49 vessels in this port during the past period. Twenty-two of these ships paid off, nine signed on and 18 were in-transits.

The following were the ships paying off: the Beatrice, Suzanne, Elizabeth, Frances, Ines and Kathryn (Bull); Alcoa Puritan, Alcoa Runner, Alcoa Pennant and Alcoa Polaris (Alcoa); Natalie (Intercontinental); Robin Goodfellow (Robin); Seatrain Savannah and Seatrain Georgia (Seatrain); Wang Pioneer (Inter-ocean); De Soto, Chickasaw (Waterman); Wang Archer (Marine Bulk); Steel Artisan, Steel Flyer (Isthmian) and the Azalea City (Pan-Atlantic).

Signing on during the period were the Alcoa Puritan, Alcoa Pennant, Alcoa Runner and Alcoa Polaris (Alcoa); Steel Flyer and Steel Artisan (Isthmian); Robin Goodfellow (Robin); Seatrain Georgia (Seatrain) and the Alamar (Calmar).

The in-transit vessels were the Alcoa Planter (Alcoa); Alamar, Seamar and Massmar (Calmar); Bienville, Azalea City, Gateway City, and Beauregard (Pan-Atlantic); Steel Navigator, Steel King, Steel Artisan and Steel Flyer (Isthmian); Atlantic (American Banner); Val Chem (Heron); Seatrains New York, Louisiana and Texas (Seatrain) and the Dykes (A&S Trans.).

## Welfare, Vacation Benefit Figures

In addition to the \$10 million in Vacation Plan benefits, the following are some of the other benefit totals, in round numbers, as of November 1:

- Hospital, \$1,400,000.
- Maternity, \$875,000.
- Death, \$2,350,000.
- Family hospital, \$500,000.
- Disability-pension, \$600,000.
- Optical, \$10,000.

The total of vacation and welfare benefits paid Seafarers, according to the latest figures, now stands at \$15,642,000 since the various benefits were instituted.

## Isthmian Gets OK On 3 Subsidy Bids

WASHINGTON—Nearly two years after its original applications, SIU-contracted Isthmian Lines has won the recommendation of a Federal Maritime Board examiner that it be granted US subsidy aid on three routes. The recommendations still need formal approval by the board itself.

The decision by Examiner Charles B. Gray okayed Isthmian's bid for an operating subsidy on its existing westbound round-the-world service, and for expanded service on its India-Pakistan-Ceylon and Persian Gulf runs. At the same time, on the basis of the service already provided by US vessels on the route, he turned down bids by both Isthmian and American President Lines to put additional vessels on the westbound round-the-world run.

Isthmian also gained permission to continue its Atlantic-Gulf-Hawaii service in conjunction with Matson Navigation. States-Marine, which is Isthmian's parent company, got permission to continue two intercoastal services of its own.

However, APL's application to add ships to its westbound-intercoastal service was rejected. APL and Matson are under contract to the SIU Pacific District.

In addition to Isthmian, the examiner recommended that Central Gulf Steamship and American Export should also get subsidy assistance on the Persian Gulf service.

Formal approval of subsidies for Isthmian will add one of the last big unsubsidized offshore operators to the ranks of Government-aided companies. Only four, Isthmian, Waterman, States-Marine and Isbrandtsen, are now outside the charmed circle of subsidized operators, and all of them are seeking subsidies on one or more routes at the present time. Waterman is in the midst of its subsidy hearings at the moment.

The examiner's decision stemmed

from hearings held here between February and April, 1958, and incorporated several proceedings. Isthmian first publicly announced its intention of seeking subsidy aid early in the fall of 1956, and filed formal applications with the FMB a few months later.

Informal hearings, and the filing of amended applications and other documents took over a year, at which time the hearings originally scheduled for January, 1958, were put over for one month more. The full board now has to act on the examiner's recommendations.

Isthmian presently operates a fleet of 24 C-type dry cargo vessels in its various services.

## Gov't Barter Plan To Aid US Shipping

WASHINGTON—A Government decision to launch an accelerated program of bartering surplus farm products for strategic materials is expected to provide additional cargoes for US ships. As opposed to the straight sale of surpluses, this program will require the transportation of materials back to the States from foreign ports, instead of ships returning empty, as in the past.

Farm surplus disposal has been one of the bulwarks of US-flag shipping, particularly tramp vessels.

There has been considerable pressure upon Congress by farm groups for an increase in barter deals. This serves in the interests of both nations involved, they contend. For the US it means more production and more trade and a convenient source of strategic raw materials; for foreign nations, often unable to purchase agricultural products on the world market, it is a ready means of bolstering their economies.

Canada, a huge supplier of wheat, has protested the action as unfair competition. The increased barter would reduce Canadian exports and might lower prices on the world market in an effort to compete with the US.

## Battery Ad Recalls T-2 Explosion

The blinking of a flashlight which brought rescue to three crewmembers of the SIU-manned Salem Maritime in 1956 is now being retold via a radio spot commercial plugging a flashlight battery manufacturer. The tanker exploded in Lake Charles.

In the radio ad, the listener hears Frank Toto, then 3rd assistant in the crew, describe how he and two others were trapped in the engine room until rescued when their flashlight signals were seen.

As reported in the SEAFARERS LOG at the time, Seafarer Fred Gentry, FWT; Toto and 1st assistant George Emery were trapped in the engine room for four hours. They finally managed to reach the head at the top level of the engine room, open a porthole and signal for help with a flashlight.

SIU port agent Leroy Clarke and Cities Service personnel on shore picked up the signal and summoned a tugboat for the rescue of the three.

## SEAFARERS LOG

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SIU ELECTIONS

# VOTE

Until DEC. 31

## SIU Health Center Checks No. 5,000



The 5,000th Seafarer to be examined at the SIU's New York Health Center since it opened in April, 1957, Dolph E. Holm, AB, gets his once-over from staff physician. Center gives annual examinations to Seafarers as well as to family members.

# World Sea Unions Set 4-Day Protest Against Runaways

Seamen and maritime workers affiliated with the International Transport-workers Federation in 42 countries will launch a four-day worldwide demonstration against runaway-flag shipping starting December 1. The SIU has pledged its full support to the global union campaign.

The starting date and final plans for the anti-runaway demonstration were pinpointed last week at a two-day meeting in Hamburg, Germany, attended by SIU officials. SIUNA vice-

president Hal Banks, representing the SIU Canadian District, and Bill Hall, SIU assistant secretary-treasurer, flew to Europe for the strategy meetings.

Here in the United States a meeting of 18 seagoing and shore-side maritime unions has been called for next week in New York to work out details of American participation in the boycott. The call for the meeting was issued by SIU of NA President Paul Hall and NMU President Joe Curran to discuss ways and means of putting the protest into effect against freighter, tanker, bulk ore and passenger ship operations under the runaway flags.

Representatives of the long-shoremen, teamsters, oil workers and railway clerks (the latter handle bulk loading in such ports as Norfolk) have been invited to participate along with the various seagoing unions. However, no invitation was sent to Harry Bridges of the International Longshoremen's and Warehousemen's Union on the West Coast.

#### Targets Set

Major targets for the drive are 1,000 active ships now flying the flags of Panama, Liberian, Honduras and Costa Rica—the "Pan-holibec" flags of convenience—after pulling down the US flag and the ensigns of other maritime nations to escape their legitimate obligations not only to their crews, but also to the countries they abandoned.

The ITF already has agreements covering an additional 175 runaways under various flags, and an estimated 500 more are currently in lay-up. At least 42 percent of all runaway tonnage is American-owned.

One development even before the demonstration begins is the announcement by Costa Rican President Mario Echandi Jimenez that his country is planning action of its own against the runaways. He said the National Assembly will shortly be called to a special session to draft legislation outlawing the runaways and barring their use of the country's flag.

#### Flag A Gimmick

Most of the 122 vessels now under Costa Rican registry are runaways using its flag as a money-saving gimmick. The ships have no other tie to the Central American country or any of the other runaway havens. Of course, the 825,000 tons under Costa Rican registry are dwarfed by the 16.5 million tons registered by Liberia, which had only five vessels under its flag just ten years ago.

But the decision by Costa Rica to shut the door on the runaways is likely to help spark the formation of the Maritime Federation of the Caribbean, plans for which were adopted two weeks ago by the AFL-CIO Maritime Trades Department, including the SIU and all SIUNA affiliates. The new grouping of MTD unions in the US and their counterparts in the nations bordering on the Caribbean will operate within the framework

of ITF to organize substandard runaway shipping in the area.

Runaways are a big moneymaker not only for the operators but also for the countries which collect the registry fees on the ships. The Panamanian finance minister has disclosed that some \$2 million of Panama's \$60 million annual revenue comes from registration fees. This averages out to a cost of some \$3,500 annually per vessel.

Accordingly, the operator with a fleet of 12-15 ships registered in Panama has to cough up only about \$50,000 per year out of his vast savings on wages, manning, feed-

(Continued on page 6)

## MTD Votes Caribbean Union Body To Fight 'Pirate' Flags

WASHINGTON—A new weapon to fight the activities of runaway-flag shipowners has emerged from the meeting of the AFL-CIO Maritime Trades Department executive council. The MTD council approved the establishment of a Maritime Federation of the Caribbean to act within the framework of the International Transport-workers Federation in the world-wide maritime union campaign against runaways.

The Caribbean Federation would tentatively include maritime unions from such areas as Venezuela, Cuba, Trinidad, Puerto Rico, Netherlands West Indies, and others including the SIU Atlantic and Gulf Districts. It would concentrate its efforts in the Caribbean area which has been a happy hunting ground for runaway ship operators, particularly in the passenger ship trades during the tourist season.

#### For Higher Wages

The immediate objective would be the improvement of wages, hours and working conditions on the runaway vessels. SIU organizers working in this area in drives aimed at American-owned tonnage have found that the American runaway operators invariably recruit their crews from widely-scattered locations. The SS Yarmouth, for example, currently the target of an SIU drive, has crewmembers from Cuba, Jamaica, Honduras, Nassau and the Dominican Republic among others. Other operators in the field apparently follow much the same hiring pattern, so that participation of all Caribbean maritime groups in a combined operation will strengthen the campaign against the runaways.

It is expected that a meeting will be held within the next few weeks

attended by representatives of the various Caribbean area unions which will formalize the new organization.

The Department also pledged its continued support for the SIU Canadian District in its strike against the Canadian National fleet, now in its 17th month, and announced its wholehearted en-

dorsement of the pending ITF world demonstrations against runaways.

It was also announced that two more international unions have affiliated waterfront locals with the Department. The latest to join are the International Brotherhood of Electrical Workers and the Hod Carriers and Laborers Union.

## Revise Taft-Hartley, AFL-CIO Demands

WASHINGTON—Highlighting the AFL-CIO's ten-point legislative program for the coming session of Congress, Federation President George Meany announced, is the "long overdue" revision of the Taft-Hartley Act and the passage of a fair and effective anti-racketeering law.

The overwhelming victory of labor-supported candidates in this year's election, Meany said, is a sign of the voters' hostility to "cynical politicians and big business reactionaries" who have been trying to make the most of a few "isolated instances of corruption in labor's ranks." Most of these instances, Meany pointed out, are the result of "unscrupulous employers . . . left free to subvert union leaders through bribes and gifts."

The major changes needed in the T-H act, he said, are in the provisions allowing the individual states to adopt "the infamous right-to-work" laws; the union-busting clause which permits employers to hire strikebreakers and vote them in an election against the union in a struck plant while the strikers themselves cannot vote, and the ban on secondary boycotts by unions.

Also on the legislative agenda is an increase in the minimum wage rate from the present \$1 an hour to \$1.25 an hour; provisions for the setting up of hospital-medical coverage for persons on Social Security, and some permanent im-

provements in the states' unemployment systems.

## 33 Lost As Lakes Ship Goes Down

DETROIT—Only two men of a crew of 35 were rescued from Lake Michigan Wednesday when their vessel, the Carl D. Bradley, split in two during a heavy storm and sank within a matter of minutes. Despite a gigantic air-and-sea search, all that was found of the 612-foot vessel was a large tank and other evidence which indicated she may have split after an explosion.

The vessel was returning empty to her home port of Rogers City on Lake Huron when she first sent out a "Mayday" signal. Fourteen minutes later she radioed she was going down. Although planes and rescue ships had been immediately sent to the Bradley's aid, they found only two survivors. Winds of up to 50 and 60 miles an hour and 35-foot waves hampered the rescue operations. The vessel was not under SIU contract.

### Smoke Costs Bull Line \$50

Violating the city's air pollution control regulation for the second time in six months, the Bull Lines Co. has been fined \$50 in the Brooklyn Municipal Term Court. Heavy smoke issuing from the freighter Beatrice while she was docked at the Bull Lines pier on October 10 was the reason for the fine. The company was assessed \$25 in April for a similar offense.



# SEAFARERS ROTARY SHIPPING BOARD



October 29 Through November 11, 1958

Shipping and registration continued to drop last period. The dispatch total of 836 jobs was the lowest since April, and the registration figure was 1,028. The number of class A men registered during the period actually rose, however. Together with routine shifts in the overall registration totals due to retirements, hospital cases, etc., these figures combined to produce a drop in the total number of men on the beach by the end of the period. This was the same general picture in the previous two weeks also.

A total of 216 ships were handled by all SIU ports during the current period. This covers 58 payoffs, 35 sign-ons and 123 in-transit ships. New York, New Orleans and Baltimore accounted for almost half of the total. (See "Ship Activity" summary at right.)

Three ports escaped the general decline in shipping. Mobile showed a healthy increase, and Norfolk and Lake Charles gained also. Savannah and Wilmington remained the same as before: slow. The rest all fell off, although New York, Baltimore, New Orleans, Houston and even San Francisco were still relatively busy.

On the seniority side, 69 percent of the jobs shipped were taken by class A men, 24 percent by class B and seven percent by class C. This amounted to a rise for both the "B" and "C" groups, reversing the trend in the previous period. Figured another way, seven of every ten jobs shipped were taken by class A men, and one of every four by men with class B seniority. The rest was accounted for by class C, representing newcomers to the industry.

The latest count also shows that six ports have less than 100 "A" and "B" men on hand in all departments, including Boston, Savannah, Tampa, Lake Charles and Wilmington and Seattle. They're followed closely by Norfolk, with 101, and San Francisco with 103. Of all these, Savannah, Tampa, Lake Charles and Wilmington have fewer than 50 class A men registered on the beach in all three departments.

Following is the forecast port by port: Boston: Slow... New York: Good; jobs still hang on board for several calls... Philadelphia: Fair... Baltimore: Seems to be slowing up... Norfolk: Quiet... Savannah: Slow... Tampa: Slow... Mobile: Good... New Orleans: Should be better... Houston: Good... Wilmington: Quiet... San Francisco: Fair... Seattle: Should be busy.

## Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	2	2	3	7
New York	22	9	16	47
Philadelphia	3	—	8	11
Baltimore	8	4	11	23
Norfolk	2	3	2	7
Savannah	2	1	6	9
Tampa	—	—	5	5
Mobile	7	3	5	15
New Orleans	6	7	21	34
Lake Charles	1	1	7	9
Houston	2	1	16	19
Wilmington	—	—	6	6
San Francisco	3	3	10	16
Seattle	—	1	6	7
<b>TOTALS</b>	<b>58</b>	<b>35</b>	<b>123</b>	<b>216</b>

## DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	2	4	1	7	1	1	1	3	3	2	1	6	—	—	—	—	—	—	—	—	6	—	—	6	10	20	2	32	1	4	2	7			
New York	26	65	17	108	1	6	9	16	11	35	11	57	1	12	5	18	—	4	2	6	57	18	6	81	90	178	51	319	3	26	26	55			
Philadelphia	4	12	2	18	—	—	1	1	1	2	3	6	—	—	1	1	—	—	—	—	6	1	—	7	12	27	3	42	—	2	4	6			
Baltimore	10	23	7	40	1	3	17	21	8	16	8	32	—	—	6	6	1	—	1	2	32	6	2	40	38	96	13	147	7	22	50	79			
Norfolk	1	7	2	10	—	2	2	4	1	1	—	2	—	—	—	—	—	—	—	—	2	5	—	7	5	16	5	26	—	6	6	12			
Savannah	2	3	1	6	—	1	—	1	1	2	1	4	—	—	—	—	—	—	—	—	4	3	—	7	3	10	1	14	—	2	1	3			
Tampa	1	1	—	2	—	—	—	—	1	—	—	1	—	—	—	—	—	—	—	—	1	1	—	2	1	4	2	7	—	—	3	3			
Mobile	9	15	4	28	—	1	2	3	6	22	7	35	1	4	9	14	—	1	1	2	35	14	2	51	25	26	5	56	—	—	2	2			
New Orleans	12	19	10	41	1	—	4	5	10	19	4	33	2	—	12	14	—	—	—	—	33	14	—	47	41	46	10	97	2	5	4	11			
Lake Charles	2	2	1	5	—	1	1	2	3	1	4	8	—	—	4	4	—	—	—	—	8	4	—	12	—	9	2	11	—	1	3	4			
Houston	7	15	2	24	—	4	4	8	3	14	3	20	1	—	5	6	—	—	1	1	20	6	1	27	21	39	2	62	1	13	10	24			
Wilmington	1	5	—	6	—	—	2	2	—	2	—	2	—	—	—	—	—	—	—	—	2	—	—	2	3	14	2	19	2	—	3	5			
San Francisco	4	10	2	16	1	1	5	7	2	6	4	12	—	1	3	4	—	—	—	—	12	4	—	16	10	15	2	27	1	3	2	6			
Seattle	2	1	1	4	—	2	—	2	2	4	1	7	1	2	3	6	—	—	—	—	7	6	—	13	11	13	2	26	—	4	2	6			
<b>TOTALS</b>	<b>83</b>	<b>182</b>	<b>50</b>	<b>315</b>	<b>5</b>	<b>22</b>	<b>48</b>	<b>75</b>	<b>52</b>	<b>126</b>	<b>47</b>	<b>225</b>	<b>6</b>	<b>19</b>	<b>48</b>	<b>73</b>	<b>1</b>	<b>5</b>	<b>5</b>	<b>11</b>	<b>225</b>	<b>73</b>	<b>11</b>	<b>309</b>	<b>270</b>	<b>513</b>	<b>102</b>	<b>885</b>	<b>17</b>	<b>88</b>	<b>118</b>	<b>223</b>			

## ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	—	3	—	3	2	—	—	2	1	—	—	1	—	1	1	2	—	—	2	2	1	2	2	5	1	10	1	12	—	3	—	3			
New York	20	52	11	83	1	15	10	26	13	32	3	48	—	16	5	21	—	2	6	8	48	21	8	77	51	170	25	246	6	31	30	67			
Philadelphia	0	7	2	9	—	5	5	10	1	3	2	6	—	—	3	3	—	—	—	—	6	3	—	9	—	21	2	23	—	6	6	12			
Baltimore	1	18	4	23	1	7	7	15	3	18	4	25	—	—	5	5	—	—	—	—	25	5	—	30	8	79	9	96	2	35	28	65			
Norfolk	2	6	—	8	2	2	2	6	—	1	—	1	1	—	3	4	—	—	—	—	1	4	—	5	1	12	1	14	1	12	8	21			
Savannah	—	2	—	2	—	—	3	3	—	2	1	3	—	—	—	—	—	—	—	—	3	—	—	3	—	10	—	10	—	1	4	5			
Tampa	—	4	—	4	—	3	—	3	—	3	—	3	—	1	1	2	—	—	—	—	3	2	—	5	1	6	1	8	—	1	1	2			
Mobile	6	12	1	19	—	3	4	7	9	20	4	33	—	6	10	16	—	—	4	4	33	16	4	53	13	39	3	55	—	1	1	2			
New Orleans	6	17	4	27	1	4	2	7	7	20	5	32	—	4	4	8	—	2	5	7	32	8	7	47	18	40	4	62	3	4	2	9			
Lake Charles	1	6	—	7	—	2	4	6	1	6	—	7	—	—	2	2	—	—	—	—	7	2	—	9	4	4	—	8	—	2	3	5			
Houston	7	17	2	26	—	2	4	6	4	10	4	18	1	1	4	6	—	—	—	—	18	6	—	24	11	23	1	35	1	10	3	14			
Wilmington	—	2	—	2	—	2	2	4	1	—	2	3	—	—	—	—	—	—	—	—	3	—	—	3	2	12	—	14	1	6	7	14			
San Francisco	—	9	—	9	—	1	3	4	2	14	2	18	—	2	4	6	—	—	—	—	18	6	—	24	6	18	—	24	—	3	4	7			
Seattle	—	9	—	9	—	3	2	5	—	2	—	2	1	1	3	5	—	—	—	—	2	5	—	7	—	16	—	16	1	4	4	9			
<b>TOTALS</b>	<b>43</b>	<b>164</b>	<b>24</b>	<b>231</b>	<b>7</b>	<b>49</b>	<b>48</b>	<b>104</b>	<b>42</b>	<b>131</b>	<b>27</b>	<b>200</b>	<b>3</b>	<b>32</b>	<b>45</b>	<b>80</b>	<b>—</b>	<b>4</b>	<b>17</b>	<b>21</b>	<b>200</b>	<b>80</b>	<b>21</b>	<b>301</b>	<b>116</b>	<b>454</b>	<b>47</b>	<b>617</b>	<b>15</b>	<b>119</b>	<b>101</b>	<b>235</b>			

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	1	—	—	1	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	—	1	—	—	1	1	12	1	14	1	—	3	4			
New York	25	11	48	84	—	—	16	16	8	6	19	33	—	—	10	10	—	1	9	10	33	10	10	53	105	40	132	277	2	2	8	12			
Philadelphia	6	2	4	12	—	1	2	3	—	—	2	2	—	—	2	2	—	—	1	1	—	2	1	3	12	5	9	26	—	1	6	7			
Baltimore	11	4	12	27	—	2	7	9	7	4	9	20	—	—	10	10	—	—	—	—	20	10	—	30	39	18	25	82	3	3	28	34			
Norfolk	5	—	1	6	1	1	5	7	—	1	—	1	—	—	2	2	—	—	1	1	1	2	1	4	10	2	3	15	3	2	8	13			
Savannah	1	1	2	4	1	—	—	1	—	—	1	1	—	—	—	—	—	—	—	—	1	—	—	1	8	4	3	15	2	1	—	3			
Tampa	3	—	5	8	—	—	—	—	—	—	1	1	—	—	1	1	—	—	—	—	1	1	—	2	4	1	5	10	—	—	1	1			
Mobile	4	4	10	18	—	—	1	1	10	5	12	27	—	—	3	3	—	—	9	9	27	3	9	39	21	11	27	59	—	—	5	5			
New Orleans	8	9	21	38	—	—	6	6	6	3	22	31	—	—	7	7	—	—																	

## KNOWING YOUR SIU CONTRACT



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

Article II, Section 38 (d). If the vessel's departure is delayed and the delay is due to the loading or discharging of cargo, the new time of departure shall immediately be posted on the board and if such delay exceeds two hours the watch may be dismissed and shall receive two hours' overtime for such reporting.

QUESTION: If a ship is delayed because of the failure of passengers to arrive on time and sailing board time has not been changed, is the crew entitled to overtime for the delay beyond sailing board time?

Upon arriving in Ponce, Puerto Rico on September 4, a vessel posted sailing board time for 0900 hours of the following morning. At that time, with all cargo operations complete and the stevedores off the boat, it was discovered that two passengers had not yet boarded the ship. Since it was presumed that they would arrive momentarily, sailing board time was not changed, but in effect they did not arrive until 1130 hours. The ship sailed at 1140.

The crew held that it was entitled to overtime because they had been inconvenienced and restricted to the vessel during the waiting period. It was the company's contention that Article II, Section 38 (d) printed above did not apply in this instance since passengers could not be considered as cargo.

The matter was brought before the clarifications committee which found the crew's demands justified. It concluded that passengers were to be considered as cargo for the purposes of the contract and that, in accordance with the contract the men were entitled to overtime pay.

## PHS Finds Ocean Air Purest

That old saw about sea air being healthy has a foundation in fact. Seafarers should be pleased to learn that they're breathing the cleanest around, according to a recent survey of the nation's air by the US Public Health Service. Automobile exhausts, factory furnaces

and windblown dust are rapidly polluting the nation's air, the reports find, and often lead to various physical ailments.

Ocean air, tested off the Florida keys, proved the purest of all the samplings. And with cars and factories not yet ready to take to the sea, it is expected to stay pure for some time to come.

Phoenix and Los Angeles were found to contain the most polluted air from among 167 urban and

rural checks across the country. Located in the desert, Phoenix suffers severely from dust and grit, which tend to be nose-clogging but not seriously unhealthy. Its air is free from chemical compounds, un-

like that of Los Angeles, which is known as "The smog capital of the world". Air thus polluted can cause lung cancer, eye smarting and bronchial ills.

Los Angeles and other cities, seeking to control industrial wastes in the air, must now cope with the growing number of cars. A Government expert noted ironically, that while our standard of living rises, bringing more cars, factories, and private homes which often burn their own garbage or leaves, so does the amount of air pollution rise.

Other cities with high amount of dirty air were San Bernardino, Calif.; East Chicago, Ill.; Buffalo, N.Y.; and El Paso, Texas.

## SS Edith Idle In Savannah

SAVANNAH—Shipping for this port, while slow during the past period, should pick up in the coming two weeks. The Edith, Bull Line's bulk carrier, paid her crew off here early in the period and went into idle status. E. B. McAuley, port agent reports, but she is expected to crew up soon. In addition, there will be the normal amount of replacements needed for the in-transit ships which hit this port.

While shipping was slow, registration also remained fairly quiet during the period. As of the start of the new period there are less than 19 Class "A" and "B" men registered in each of the departments here.

Paying off during the past period were the Edith (Bull) and the Fort Hoskins (Cities Service). The Fort Hoskins also signed on.

In transit were the Seatrain New York, Seatrain Georgia (Seatrain); Robin Goodfellow, (Robin); De Soto (Waterman) and the Steel Age (Isthmian).

### Be Sure To Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized A&G representatives and that an official Union receipt be gotten at that time. If no receipt is offered, be sure to protect yourself by immediately bringing the matter to the attention of the secretary-treasurer's office.

## SS YARMOUTH IS TARGET

# Union Files Unfair Labor Charge Against Runaway

MIAMI—The SIU hit operators of the runaway cruise ship Yarmouth with unfair labor practice charges on behalf of 136 West Indian crewmembers last week.

Charges filed at the Tampa regional office of the National Labor Relations Board on November 10 declared the men were fired for Union activity and demanded reinstatement plus back wages for all time lost. The vessel has been idle since the end of September.

The company discharged the crew and laid up the Yarmouth in a Jacksonville shipyard in the face of the men's enthusiastic support of the SIU and their demands for Union recognition, wages and conditions. Board agents are now investigating the SIU complaint.

### Demand Union Recognition

Organized by the SIU last summer while the ship was running between Boston and Nova Scotia, crewmembers reacted quickly on September 18 after company officials had repeatedly refused demands to recognize the SIU as their bargaining agent.

Arriving in Washington, DC, to pick up passengers for a cruise to Bermuda, the crew received clear-

ance from Immigration to go ashore and, at the same time, set up picketlines protesting the company's anti-union attitude and refusal to bargain.

Two days later, on September 20, the crew was locked out and abandoned ashore, as the company cancelled the scheduled Bermuda sailing and skipped port with the men's personal effects and payroll. Arrangements made by the SIU for housing and feeding the men

during the Washington layover were continued.

The whereabouts of the ship were not known until Wednesday, September 24, when she appeared in Miami and was met with an SIU picketline again, in line with the Union's earlier pledge to picket the Yarmouth wherever she showed up.

However, after the operators were obligated to transport the entire crew down to Miami to rejoin the vessel, they chose to pay off the men rather than resume the regular sailing schedule and provided only two days' pay at that. The crewmen were thereafter sent back to their homes, while the ship was moved to the Merrill-Stevens shipyard in Jacksonville, where it has been idle ever since. It is scheduled to go back into service on December 12.

In a progress report to the individual crewmen on the developments so far, the SIU advised each man this week that "... the fight against job insecurity, inadequate wages and poor working conditions will not be relaxed by the SIU..." until the men's just demands are incorporated in an SIU contract with the company. The present shipboard wage scale ranges from \$45 to \$90 per month.

While the Yarmouth is registered under the Panamanian flag, its operators are closely tied in with American interests, as is the case with the Liberian-flag, SS Florida.

## Boost Due In Houston

HOUSTON—Shipping for the past two weeks was decidedly off as compared with the prior period's totals, Bob Matthews, port agent said. However indications are that it will improve during the next period. The latest word on the crewing of the Del Mundo, Matthews noted, is that it will be on the 26th of this month. In addition, the Lucile Bloomfield is paying off here and should be taking on a few replacements.

Paying off in this port during the past period were the Westport (Transport) and the Steel Traveler (Isthmian). The Coalinga Hills (Marine Tankers) was the only vessel signing on.

As usual, it has been a busy period servicing the large number of in-transit ships that hit this port. This period alone there were 16 in-transit vessels. They were the Del Monte (Mississippi); Ideal X, Coalinga Hills (Marine Tank); Mermaid (Metro); Bienville (Pan-Atlantic); Cantigny, Fort Hoskins, CS Norfolk, Bradford Island (Cities Service); Petro Chem (Valentine); Seatrain New Jersey (twice) (Seatrain); Atlas (Tankers and Tramps); Steel Seafarer (Isthmian); Val Chem (Heron) and the Arizpa (Waterman).

## New Orleans Activity Up

NEW ORLEANS—While much of the clamor over the recent national elections has died down, Lindsey Williams, port agent reports, there is still a lot of interest being shown in the coming election for Supreme Judge here.

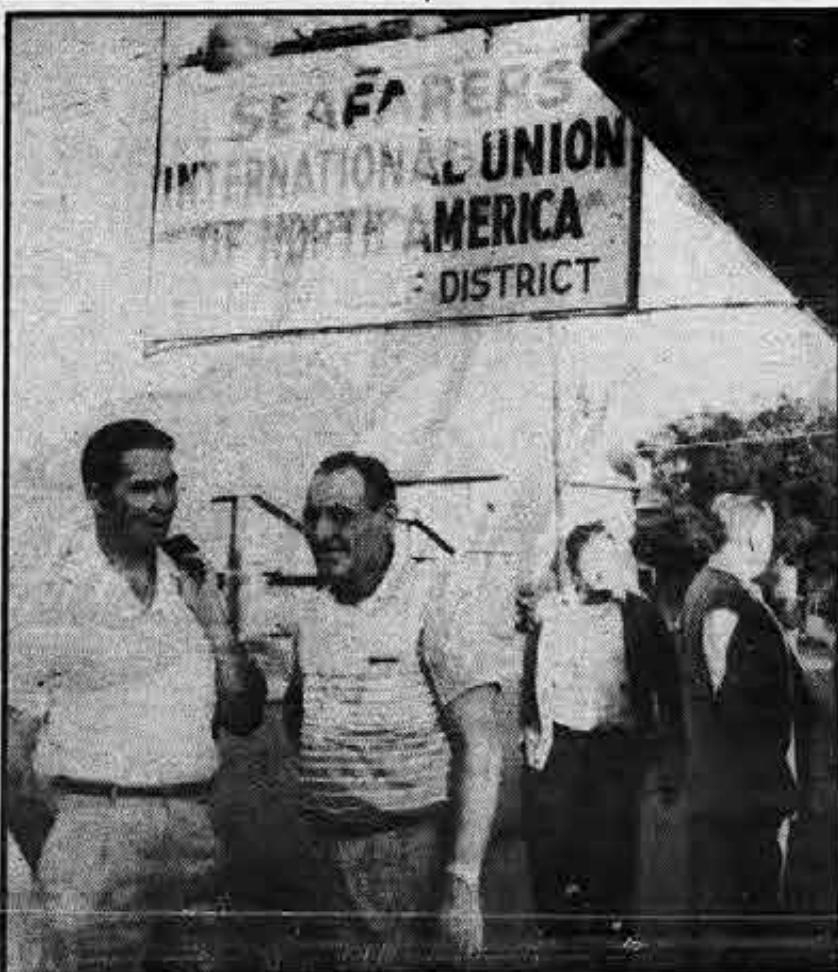
The membership in this port is urged to check into the backgrounds of the two candidates for this office before going to the polls.

It has been a very busy period for the patrolmen in this port as a total of 34 vessels called into the area during the last two weeks.

However the overall shipping picture was on the slow side. Registration at the end of the period was heavy with class A men in all three departments, and normal for B men. The ships paying off were the Alcoa Pointer (Alcoa); Del Aires, Del Norte, Del Santos, Del Sud (Mississippi) and the Neva West (Bloomfield).

Signing on over the past two weeks were the Alcoa Pointer (Alcoa); Del Rio, Del Norte, Del Monte, Del Aires (Mississippi); Neva West (Bloomfield) and Isthmian's Steel King.

In transit were the Alcoa Ranger, Clipper, Roamer, Corsair, Pegasus (Alcoa); the Seatrains Georgia and Louisiana; Del Norte, Del Monte, Del Aires (Mississippi); Lucile Bloomfield (Bloomfield); Steel King, Steel Surveyor (Isthmian); the Raphael Semmes, Gateway City (Pan-Atlantic) and the Antinous, Arizpa, Claiborne, Young America, Monarch of the Seas and De Soto (Waterman).



Seafarers James Thomas (left) and Nels Larson enjoy a chat and a little fresh air outside the SIU's Houston hall.

for SIU MEMBERS!



EVERYTHING YOU NEED IN SEA GEAR AND SHORE WEAR—FROM A TOOTHBRUSH TO A SOUTHWESTER—ALL AT SPECIAL SEA CHEST PRICES

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SHORE WEAR & SEA GEAR SEA GEAR & SHORE WEAR

IN THE NEW YORK & BALTIMORE HALLS

# Ready 4-Day Protest Against Runaways

(Continued from page 3) ing, maintenance, repairs and, of course, taxes. The rest is pure gravy.

Early announcements of the planned ITF demonstration were greeted with the formation of a so-called "Committee For Flags of Necessity" by major runaway ship-owners anxious to avoid any crimp in their free-booting operations. The "flag of necessity" tag is typi-

cal of the same kind of business ethics that dreamed up the "right to work" label for union-busting laws in the US.

Meanwhile, a declaration by Maritime Administrator Clarence Morse that he viewed American ownership of runaway ships merely as another way of spreading American capital investment abroad drew sharp comments from a New York firm of brokers and ship agents.

J. C. Hampden and Co. said Morse's statement "could not be more hypocritical, injudicious and untimely . . . How can Mr. Morse endeavor to encourage investment in US-flag tonnage by US steamship lines, stimulate business for US shipyards, and at the same time tell . . . of a means to destroy what little remains of the US merchant marine?"

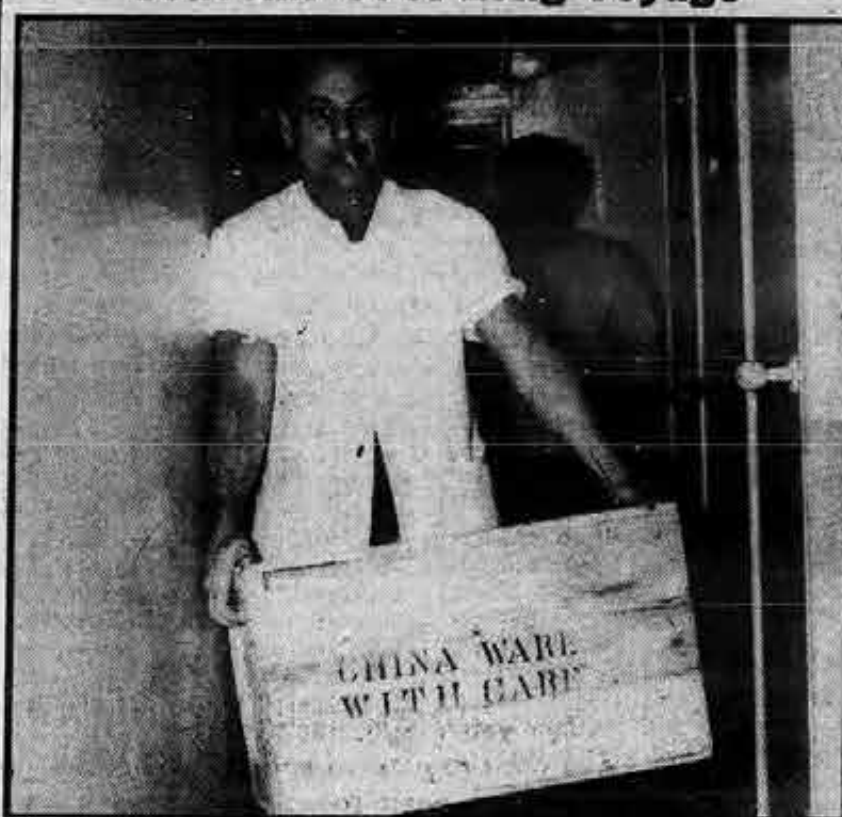
"Let us be frank about it," the agency added, "neither Liberia, Panama or Honduras care at all about the financial problems that their maritime attitudes create internationally . . . For the US Government to support these nations in creating this havoc is reckless irresponsibility, and avoidance of meeting with and solving the issues."

The shape of things to come in next month's ITF demonstration is indicated by some notable successes in the past with only limited effort. These produced agreements on minimum wage and working standards, manning, feeding and welfare benefits.

Typical was the case in 1955 of the former British-flag Ottinge, named the Sofia under Liberian registry. Within 24 hours after the Sofia was tied up by the ITF with the support of British unions in Cardiff, Wales, a full contract was nailed down. At the time, the Spanish owners had been paying the crew less than ten pounds (\$28) per month and were ladling out fresh water barely once a day.

The ITF contract produced an immediate 200 percent wage boost, plus shipowner contributions to a welfare plan, increased manning and full job security for crewmembers who joined the ITF during the beef.

## Souvenir Of A Long Voyage



Tony A. Baroni, crew messman on the Natalie, lugs a set of china-ware purchased on the Natalie's wanderings in the Far East. Looks like somebody ashore is in for a gift.

## LABOR ROUND-UP

In a precedent-setting move, the NLRB has ordered an election at six large St. Louis bakeries where one local of the ousted Bakery and Confectionery Union, under a joint contract with another B&C local, has decided to join the AFL-CIO American Bakery and Confectionery Workers. Under prior decisions, the Board has refused to hold representative elections where the employees are covered by a contract negotiated jointly by two or more locals until the termination of the agreement. However it allowed the election here because the larger of the locals under the contract voted, 483 to 3, to disaffiliate from the expelled organization.

Texas trade unions and their members contributed and collected a total of \$92,000 in an emergency fund-raising drive to prevent the closing of the Texas Rehabilitation Center at the Gonzales Warm Springs Foundation. Nearly \$30,000 of the total came from the union's treasuries while the rest was collected in a door-to-door campaign by the members. In addition the affiliated unions and the States AFL-CIO bore the entire cost of material used in the fund raising campaign and the members volunteered their time to organize the drive.

Officers of the Plumbers Union have warned their locals to obey the Taft-Hartley law's restriction on the closed shop. The National Labor Relations Board recently ruled that the Union had violated the T-H act by a contract clause which required a Texas firm to hire all employees from the union's ranks. The union was ordered to return all dues and assessments collected under the pact for a period beginning some six months before the charges were filed. Consequently the union has recommended six clauses for contracts between local affiliates and construction companies to be followed in the future, basing employment on seniority.

## SUP Eases Welfare Aid Limitations

SAN FRANCISCO—The continuance of \$10.50 weekly hospital payments for as long as a man is hospitalized is among the new welfare benefits announced by the Pension and Welfare Plans of the Sailors Union of the Pacific. In the past, the patient received \$5 a week after the first 26 weeks.

Another benefit calls for providing the cost of grave markers and flowers at funerals in lieu of the small numbered plate which had been used previously. In broadening the death benefits, the plans agreed to recognize step-children and step-parents as eligible beneficiaries as well as nephews and nieces, even though they might not be in a direct blood line of the seaman, as was required in the past.

In step with past practice, the trustees also moved to provide Christmas and Thanksgiving dinners for all seamen ashore and to present \$10 to all in-patients in the hospital on Christmas Day.

Other proposals under consideration are the establishment of a scholarship program and the extension of death benefits to widows of pensioners.

## Baltimore Labor Scores Near-Sweep In Balloting

BALTIMORE—Trade unions here are congratulating themselves on the results of energetic "get out the vote" drives and the outcome of the vote. All but one candidate endorsed by the local union groups were victorious in the November 4 voting proving the effectiveness of the union members at the polls.

On the shipping side, twelve ships tied up without charters or cargoes emphasize the slowness of shipping in this port. Port agent Earl Sheppard said that future shipping prospects lie in the rapidity in which these ships can pick up some cargo and leave the bone-yard category.

The port saw only four ships signing on during the past two weeks and eight ships paying off. Eleven were in transit. Signing on were the Feltore and Marore (Marven); Pacific Wave (Pegor) and the

Bethcoaster (Calmar). Those paying off were the Emilia and Mae (Bull); Bethcoaster (Calmar); Pacific Wave (Pegor); Oceanstar (Dolphin); and the Marore and Feltore (Marven).

In transit ships were: Steel Flyer and Steel Artisan (Isthmian); Alcoa Polaris and Alcoa Runner (Alcoa); Emilia and Evelyn (Bull); Pennmar and Alamar (Calmar); DeSoto (Waterman); C S Norfolk (Cities Service) and the Robin Sherwood (Robin).

Organizing activity showed more life than the shipping scene as the Union filed for a vote with the Burch Co. with the National Labor Relations Board. The election has been set for today.

**SIU ELECTION**  
From NOV. 1 TO DEC. 31

**How To Keep All Ten Fingers**



**K**EEPING fingers intact while slicing food in the galley is easily done. All it involves is using a mesh glove on the non-cutting hand. Then should the knife slip for any reason, the steel webbing on the glove will ward off injury.

It also helps to keep the knives properly sharpened because a dull blade will tend to slip and do the most damage. Even if it does, the gloves serve as an extra safeguard. They are a useful safety device for every man who works in the galley.

**An SIU Ship is a Safe Ship**



## Tax Dodge Registries Now Sanctuary For 24 Million Tons Of Ships, Mostly American-Owned

# The Runaway Flag Issue

### Why Shipowners Run Away

The reason for the growth of runaway flags can be stated in one word—money. The monetary benefit comes in various ways, at the expense of the seaman, the US Government and the legitimate American-flag shipping



operation which lives up to specific standards. Here's how the runaways take their competitive edge:

- Wages run from \$40 to \$100 a month for unlicensed men.
- There is no vessel inspection.
- There are no minimum manning scales.
- There are no licensing requirements.
- Vast tax evasion is practiced. No income or corporation tax is paid as long as the earnings stay outside the United States.
- Ship construction and maintenance standards can be held to a minimum.
- There is no limit on overloads.
- There is no obligation to provide for repatriation, maintenance and cure, medical care or other benefits.

### Who Supports The Runaways

- Some US oil companies.
- Some US steel companies and other bulk ore users.



- International oil companies.
- The US State Department.
- The American Merchant Marine Institute.

### Who Opposes The Runaways

- Most US-flag operators including the Pacific-American Steamship Association.
- Major maritime nations—Great Britain, Norway, Sweden, the Netherlands and others.
- Virtually all ship operators in Western Europe.



- All the maritime unions affiliated with the International Transportworkers Federation involving seamen and other maritime trades of 42 countries in all.
- All American maritime unions.
- Officials of the Department of Defense who want a strong merchant marine.

Ten years ago, the Republic of Liberia had five ships registered under its flag totaling 126,700 deadweight tons. Today, the tiny African nation, which plays a very minor role in world trade, has 965 ships totaling 16,457,000 deadweight tons. These figures reflect the threat of runaway shipping to the merchant fleets of legitimate maritime nations, particularly the United States. The problem has again attracted world attention as the result of the decision of the International Transportworkers Federation to put on a four-day world-wide boycott demonstration against the runaways December 1 to 4.

Runaway flag shipping—registering vessels under the flags of non-maritime nations such as Panama, Liberia, Honduras, Costa Rica and others—is not new. It was practiced as far back as the 1930's. However, it has been since the end of the Korean War that the runaways have mushroomed to the point that little Liberia has more tonnage under its flag than the whole United States privately-owned fleet. In terms of total tonnage it is the second-largest fleet in the world behind Great Britain and most of this tonnage is American-owned or American-financed.

Part of this growth was accomplished by the transfer of over 400 US-flag vessels to Liberian registry through one pretext or another begin-

ning in 1953, involving the direct loss of at least 16,000 jobs to Americans. The rest involved the construction of new tonnage, mainly supertankers and large dry bulk carriers. Since the amount of bulk cargo in international commerce is becoming a larger proportion of total trade with each passing year, the runaway registry ships are bidding for domination of world trade.

US seamen have a very big stake in this development because the bulk of runaway tonnage, an estimated 42 percent or about ten million tons deadweight, is openly owned by Americans. Much of the remaining tonnage, in excess of 14 million, is technically in foreign hands but actually has been financed by major American oil concerns through the medium of long-term charters.

For example, when the Onassis interests transferred 12 T-2 tankers formerly manned by Seafarers to a foreign flag, all of the ships immediately went on a long-term charter to an American oil company for \$20 million a year. Similarly many new Liberian-flag supertankers may be owned by foreign citizens but their construction is financed directly or indirectly by major US oil companies. The same applies to the many large bulk carriers now in operation, as subsidiaries of steel concerns or mining companies.

### American Union Action Against Runaway Ships

1950: Sailors Union of the Pacific organizes SS *Pho Pho*, later renamed the *Harry Lundeberg*. Ship owned by Henry Kaiser interests under Panamanian flag was brought under SUP contract.

1952: Foreign crew of Liberian-flag *Riviera* rebels while in Seattle, calls on SUP for aid. SUP, SIU, A&G District, Masters, Mates and Pilots and other unions keep ship tied up for 3½ months until removed by injunctions. Unions compelled to pay damages by the courts.

1956: SS *Duncan Bay*, Liberian-flag pulp tanker goes into service between Canada and Antioch, California, for American owners, Crown-Zellerbach. SIU Pacific Dis-

trict unions in cooperation with Canadian District tied up ship until American union contract was won.

1957-1958: SIU Canadian District, with aid of other SIU affiliates, prevents two separate efforts by struck Canadian National ships to transfer to another flag.

1958: SIU wins election aboard Liberian-flag SS *Florida* after National Labor Relations Board rules that American-owned runaway flag ship in American commerce is subject to jurisdiction of US labor law.

1958: Crewmembers of Panamanian-flag SS *Yarmouth* strike ship with SIU support in Washington, DC. SIU files unfair labor charges against owners when crew is laid off and owners seek to recruit replacements.

### The Growth Of Runaway Flags, 1948-1958

US Maritime Administration Official Figures

Runaway flags are listed in boldface type

1948			1958		
Country	Ships	Deadweight Tonnage	Country	Ships	Deadweight Tonnage
Great Britain	2,569	21,620,000	Great Britain	2,569	21,620,000
United States*	1,400	14,000,000	<b>Liberia</b>	965	16,457,000
Norway	865	6,725,000	Norway	1,248	13,300,000
Panama	453	4,458,000	United States*	1,000	13,000,000
Netherlands	481	3,549,000	Japan	800	7,000,000
France	475	3,333,000	<b>Panama</b>	563	6,670,000
Italy	355	2,990,700	Italy	709	6,364,000
Sweden	537	2,707,500	Netherlands	581	5,321,000
Greece	223	1,931,000	West Germany	838	5,268,000
Honduras	75	511,000	France	616	5,212,000
<b>Liberia</b>	5	126,700	<b>Costa Rica</b>	122	810,000
<b>Costa Rica</b>	1	1,500	Honduras	45	275,000

\* United States figures exclude some 2,000 ships in the Government-owned boneyard fleet.

# Predict Rise In Oil Imports

CHICAGO—Despite US-imposed quota limits on the import of foreign petroleum, the American Petroleum Institute's meeting here was told that the US will become "more and more dependent" on foreign oil sources. The prediction came from the retired chairman of the Texas Company, W.S.S. Rodgers.

If the prediction is justified, then under present conditions the US will not only be dependent on foreign oil but on foreign tankers

as well to supply it with its basic industrial fuel.

In fact, Federal Maritime Board chairman Clarence Morse told the National Defense Transportation Association in St. Louis that the US tanker fleet is declining rapidly and will continue to do so in part because of the quota system. As of November 1, the active US tanker fleet was down to 275 vessels, a drop of 25 from the 300 vessels operating last year.

Morse emphasized that the growing dependence on foreign-flag tankers is a "serious condition . . . which may frustrate our national defense planning for an adequate tanker fleet."

### Propose "50-50" Oil Rule

Quota or not, the inevitable growth of foreign imports and foreign tanker fleets traces to the fact that Middle Eastern oil can be delivered to the East Coast of the United States for 50 cents a barrel less than Texas oil. That, in turn, is the result of higher exploration, drilling and development costs in the United States where new oil fields are harder to find.

Last year, some American-flag independent tanker operators proposed a "50-50" rule on US oil imports to deal with the problem. Pointing to the country's growing dependence on foreign oil supplies, these operators argue that the US is likely to become totally dependent on foreign-flag tankers as well.

When most US oil came from domestic sources, the country built up a sizable tanker fleet in the

domestic trades. But in the off-shore trades the American-flag tankers have no protection and no subsidy against foreign competitors, many of whom operate under the runaway flags.

The "50-50" proposal, it was argued, would involve building of new tonnage for American-flag operation and transfer back of other tonnage from the runaway flags, since at present the American-flag tanker fleet does not contain enough tonnage to handle 50 percent of imports.

# Scrap Yard Gets First Liberty Ship

BALTIMORE—The first Liberty ship that was built in World War II is now being scrapped here along with 38 others sold for this purpose by the Maritime Administration. Commemorating her history, the welding torch that burned the ship free at her launching in 1942 was used to start cutting up the vessel. The torch had been kept as a memento of the Liberty ship program which resulted in the construction of 2,708 vessels.

During her operating career, the Patrick Henry participated in the Normandy invasion, made the Murmansk run and delivered heavy tonnages of war materials to various war fronts. She went into mothballs in 1946 as part of the Government's huge reserve fleet which has been tapped from time to time to meet emergency shipping needs.

### 1,700 In Reserve Fleets

Of the 2,708 Liberties constructed in American yards, about 1,700 are still in the mothball fleet. Many were sunk by enemy torpedoes and aircraft and hundreds were sold to both American-flag and foreign operators under the ship sales act. The Maritime Administration is now in the process of culling out the oldest and most decrepit of these and selling them off for scrap.

At the time of its construction the Patrick Henry was valued in the area of \$2 million. After the war the Liberty ships were sold under the 1946 sales act for around \$660,000 and in the fluctuating steamship market they have gone for anywhere from \$250,000 to \$1 million. As scrap though, the Patrick Henry carried a price tag of \$73,000.

# Norfolk On Slow Pace

NORFOLK — Shipping was on the slow side here during the past two weeks with only three ships signing on and two paying off. Nor is there any substantial activity in sight. Registration ran high for "A" men in the deck department. The Council Grove and Cities Service Norfolk (Cities Service) and DeSoto (Waterman) signed on here. The Council Grove and Norfolk also paid off. In transit were the DeSoto (Waterman); Alcoa Polaris (Alcoa) and Northwestern Victory (Victory).

Recent heavy rains caused some damage around the Union hall. Repairs are now being made and everything should be ship-shape soon.

# INQUIRING SEAFARER

QUESTION: Do you have any superstitions about the sea, or have you come across any unusual ones?

Sam Small, chief cook: I don't have any superstitions myself,

but I have seen some on many ships. For instance there is the one about small birds landing on the ship in the ocean. Many of the guys believe that this is a bad omen, while others in the crew will insist on feeding the birds to help them continue their flight.

William Adams, messman: I don't know if you would call it a superstition, but

I remember one ship I worked on where the captain went around and asked the men not to whistle while working. He did it sort of kiddingly, but to keep him happy we stopped. But otherwise, I have not noted many superstitions about the sea.

Henry Bentz, FWT: This is not a superstition, but I just dislike

signing on a vessel on the 13th. Twice I've done it, and each time something went wrong. The first time I signed for what was to be a three-month trip, but it turned out to be a ten-month voyage. The second time we made just one short trip and the vessel laid up.

George Zalensky, AB: It's not a superstition but I don't like sailing on ships with women aboard. They always seems to cause some kind of difficulty. Otherwise, I would sail on a ship loaded with cats, or any other kind of animal or what not and whistle all the way. It doesn't bother me.

Mike Romalo, stwd dep't: I heard one man say he didn't like signing on the 13th. Well I did on September 13, 1944, and we paid off September 13, 1945, and from the money we made, I would hardly call it bad luck. The only superstitions I've noticed are the same we find ashore—black cats, or leaving a hat on the bed.

Anthony Soto, 2nd cook: I never really gave it a thought, I just

shipped out and act as I always have. However, there was one captain I sailed under who would warn any crew member who whistled while he worked, "not on this ship, son." Another time we had a pregnant woman aboard and ran into some very foul weather. Some of the crew blamed it on her.

# Mobile Hall Gets Facelift

MOBILE—Although the hall is still under renovation, the membership in this port held its first meeting on the new ground floor deck, Cal Tanner, port agent, reports. When painting and facelift in the hall is finished, Tanner said, Seafarers in this area will be able to point to their meeting hall as one of the best in the city.

Shipping for the port was very good during the past period. While there were only three vessels signing on, a number of replacements were shipped to the six in-transit ships which called into the port for servicing.

Paying off during the past period were the Arizpa, Claiborne and Monarch of the Seas (Waterman); Alcoa Corsair, Alcoa Roamer, Alcoa Cavalier and the Alcoa Ranger (Alcoa). Signing on were the Coalinga Hills, Young America and the Ideal X (Waterman).

The in-transit ships were the Steel King, Steel Surveyor (Isthmian); Yaka, Hurricane, Arizpa (Waterman) and the Del Rio (Mississippi).

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the SEA CHEST

# High Wage Scales Evil, China Rules

Having succeeded in luring workers into boosting production levels with offers of bonuses and piece rate payments, the Chinese Communists lowered the boom by putting all production on a fixed rate of pay.

The decision involves a wage cut for a large percentage of Chinese production workers. It is being excused on the ground that bonuses and high earnings are a vestige of capitalism and have no place in a Communist society.

Adopted a few years ago as a means for increasing productivity, bonuses were paid to piece workers who exceeded their average production quota. However production grew to such a degree, the "Chinese People's Daily" reported, that many factories in Shanghai have had their production goals increased several times.

Under the old system, workers paid on a time basis would have to do more work, but collect the same pay. However piece-work laborers jumped their pay as much as 78 percent above their basic wage.

The basic objection to piece work, the Communist press made clear, is that many workers have been making more money than the regime thinks proper. Some strong, energetic workers, the Daily noted, have been able to make as much as \$25 a month while highly skilled men have gone as high as \$120. This was in comparison to the average \$12 to \$25 monthly pay of urban workers.

In order to put across the fixed-wage system, which means the low-

ering of nearly all of the workers' wages. Communist officials have been instructed to hold education "discussions" with the workers' unions.

Shanghai workers, after being called into one of these discussions, decided that the piece-rate system was bad and "spontaneously" denounced it. Similar action was reported in Peiping, by the Communist youth paper, where warehouse workers, after a protracted "debate" on the issue, realized that "to labor only for money, food and clothing was too narrow-minded and selfish and that life under such conditions had no meaning at all."

# Make Checks To 'SIU-A&G'

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

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



# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### Inflation and Labor Costs

Constant repetition by businessmen and some Government officials and newspapers of the claim that wage increases are responsible for today's high living costs has led the public to assume this is true.

One of the most damaging results of the success of businessmen in maneuvering labor into the whipping-boy role, is that it has enabled them to raise prices with increasing boldness.

But now the propaganda is beginning to boomerang. Labor unions are vigorously attacking the widespread legend that wage increases

have been responsible for the successive waves of inflation, and Federal and State authorities are beginning to examine price boosts more closely. Recently, when five major bread companies increased the price of a standard loaf by the same 1½ cents at wholesale and 2 cents at retail, all in the same week, New York State legal authorities started an investigation. The bread companies were a little too brazen for the boost to pass unnoticed.

In previous articles, this department has reported these facts:

Union-made and union-sold goods in general cost no more than non-union goods made by cheaper labor. In fact, our surveys have found that union goods sometimes cost even less; that the union-made products tend to be better quality as shown by tests of independent

laboratories; that living costs in low-wage, largely non-unionized areas as the South, are often as high as in unionized cities in the North.

The proof is in the prices. Union-made cigarettes cost no more than non-union Camels. Or take men's hats. Two of the lowest-priced standard-quality men's hats, generally considered by trade experts to be outstanding value, are union-made even though their price tags generally are much lower than other brands. (These are Adams and Young's.)

In a new investigation of the effect of wages on prices, especially on the present high cost of food, this department finds there is really little or no relation between wage increases and recent price increases. In the first four months of 1958, when the wholesale food price index went up two percent, and retail food prices rose three percent, average earnings of workers in the food-processing industry remained at exactly the same \$2 an hour—no increase whatever.

Nor does this simple comparison even take into account the increase in productivity, which holds down unit labor costs—the actual labor cost of manufacturing and selling goods. In the supermarket industry, for example, productivity increased from 1950 to 1957 at an average rate of five percent a year.

In industry as a whole, reports Solomon Barkin, Research Director of the Textile Workers Union of America, output per man-hour rose 40 percent from 1947 to 1956, compared to an increase in real hourly earnings of 32 percent.

Moreover, the labor cost of manufacturing an article is only a fraction of the price you pay. Here are the actual costs of labor in the manufacture of typical items you buy, as reported by the US Census Bureau:

Industry	Wages as % of value
Meat packing plants	8.1
Canned fruits & vegetables	12.5
Bread and related products	15.5
Cigarettes	5.8
Men's and Boys' suits & coats	26.4
Men's shirts & pajamas	21.0
Women's blouses	21.2
Dresses	21.9-22.7
Women's suits, coats & skirts	19.2
Children's dresses	21.5
Wood furniture	25.6
Upholstered furniture	22.2
Pharmaceutical preparations	8.8
Tires and tubes	17.6
Shoes	27.9
Domestic laundry equipment	12.2
Vacuum cleaners	14.8

The retailer's margin is added on to the manufacturer's price. When you pay \$16.50 for a dress, the factory price is \$10, and the actual labor cost of manufacturing it is just \$2.20. If you gave the workers who make that dress a five percent wage boost, the actual increase in the manufacturing cost would be 11 cents.

To blame the recent food price hike on "labor" is especially false. Labor costs in food processing run from eight to 15 percent on various items. Labor costs in that industry went up four percent from January, 1957, to April, 1958. Thus the actual price increase attributable to increased wages, without even considering increased productivity is about one-half of one percent. But as noted above, retail food prices jumped eight percent in that period, or 16 times as much as the increase in labor manufacturing cost.



### Family Day: Happy Time At SIU Medical Center



Deborah Ortiz, 2, daughter of Seafarer J. Ortiz, electrician, weighs in during medical exam at SIU health center in Brooklyn. Dr. John Shelley does the honors as Deborah keeps her eye on camera.



At top, Mrs. Michael Aversano readies Michael, 4, and baby Deborah for check-up. Deborah takes her turn on scale (above) while Clifford, who's a giggler, finds out (right) that a stethoscope can tickle.



## US Board Boosts Construction Subsidy

WASHINGTON—Being more generous than at any time in the past, the Federal Maritime Board has upped the construction differential subsidy from 45 to 48.4 percent in its latest contract. The boost resulted from a decision to compare US construction costs with Japanese shipyards, whose prices are presently the world's

lowest, instead of against European shipyards as in the past.

In granting the highest subsidy since the Merchant Marine Act of 1936 fixed the statutory maximum at 50 percent, the Government has agreed to pay Lykes Brothers \$4,452,800 for each of its four proposed freighters, estimated at \$9,200,000 apiece. Under the former subsidy rate of 45 percent, the Government would have shelled out \$4,140,000. Thus, Lykes is gaining \$312,800 on each ship over the old formula. This could amount to a large sum considering that 95 ships are in the process of being built or on order by various companies.

Up to now, subsidies were computed by comparing prices with Dutch and West German shipbuilders, previously the world's cheapest. However, a recent slump has plagued Japanese yards, knocking prices there 20 to 40 percent below the European level. The move to use these lower prices in computing a differential subsidy to American shipowners is expected to speed ship replacements.

With Japanese costs actually running less than 50 percent of American costs, Lykes requested a subsidy of 55 percent, which the Government could not allow.

### Union Has Cable Address

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

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

## See Pick-Up In San Fran.

SAN FRANCISCO—It has been fairly quiet on the shipping front for the past two weeks as only three vessels called into port for payoff. However, shipping is expected to pick up during the next period as two ships, the Coeur D'Alene Victory and the Kyska, are expected in for payoff so far. This is in addition to the port's normal in-transit business.

Paying off during the period were the Fairport and Choctaw (Waterman) and the Ocean Evelyn (Ocean Trans). Signing on were the Malden Creek and Choctaw (Waterman) and the Ocean Evelyn. The in-transit ships were the Losmar, Yorkmar, Calmar (Calmar); Almena (Clover); Steel Advocate, Steel Rover, Steel Scientist (Isthmian); CS Baltimore (Cities Service) and the Morning Light and John B. Waterman (Waterman).

## Calif. MTD OK's Boycott

WILMINGTON—The Maritime Trades Department Council of Southern California went on record last week in favor of the International Transportworkers Federation's position against the use of runaway flags, Reed Humphreys, port agent, said. The MTD Council completely agreed with the ITF's International Fair Practice Committee's report on Panlibonco registry and voted its support to the ITF.

Shipping for the port, Humphreys said, remained about the same, slow, as there were no vessels signing on or paying off during the period. In transit were the Yorkmar and Calmar (Calmar); CS Baltimore (Cities Service); Steel Scientist (Isthmian); Fairport and the John B. Waterman (Waterman).



# SIU SHIPS AT SEA

The crew aboard the SS Pacific, ship's delegate C. J. Frey writes, is looking forward to a good trip its first time out. The vessel had been bareboat to another company for a number of years, he said, and recently returned to its A&G - contracted operator.



Frey

Frey declared that there appears to be a fine gang

aboard, both topside and unlicensed. In addition, he said, the steward department is "high class" and received a rousing vote of thanks from the gang for fine food and service.

Voting in several states on "right-to-work" laws prompted Brother Dowling on the Del Mar to suggest that crewmembers be acquainted with the issue through the medium of the ship's bulletin board. His proposal called for posting stories from labor papers on the effects of such legislation for the benefit of Seafarers aboard.

The crew of the Oremar wishes to extend its sympathies to the family of Seafarer R. C. Siers who died recently in Cuba. They also want to express their thanks to P. Dew and R. Brown who spent much of their time and effort making arrangements to have Siers' body sent back to the States.

Beefs are beefs, but this is a new one. Usually the crews want bigger cuts of meat or larger portions, but the gang on the SS Steel King will settle for bigger galleys. According to Horace Mobley, delegate on the King, the crew went on record as complaining of the "smallness of the griddle" used for frying steaks. It must have been a long wait between courses.

## Pay Chiselers Still Flourish

The US Department of Labor is finding it necessary to keep a constant vigil to sift out employers who are not meeting minimum wage requirements nor paying their workers proper overtime wages as fixed by the Fair Labor Standards Act. In the month of October alone, action was taken against 32 firms in the metropolitan area alone.

While clothing manufacturers comprise the bulk of the violators, there are also firms representing a wide cross-section of American industry. A messenger service, real estate firm, auto parts distributor, food wholesaler, television company, construction firm and a lumber corporation are also involved. One of the plants under indictment, a New York manufacturer of children's clothes, employs no less than 333 workers. A similar Manhattan establishment employs 158, a Brooklyn addressing service 101.

Three firms were found guilty of criminal violation of the Act, which fixes wages at \$1 an hour for workers engaged in, or in the production of goods for, interstate commerce. The fines against them totaled \$1,860.

## Turned Down OT? Don't Beef On \$5

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

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

## MTD Assails Gov't Policy On '50-50'

WASHINGTON—The Maritime Trades Department, AFL-CIO, has protested to the Department of Agriculture over the latter's policy of interpreting the "50-50" law as a ceiling on American-flag shipping. A letter from MTD Secretary-Treasurer Harry O'Reilly declared that the Department's policy is contrary to that of the act and of the intent of Congress.

The "50-50" act, he pointed out, provides that a minimum of 50 percent of all Government-financed cargoes shipped overseas must be carried on American-flag vessels. The Agriculture Department has indicated it would interpret the law to mean that the 50 percent figure should be the absolute maximum for US ships instead of the absolute minimum as prescribed by the law.

"As we read the Act," O'Reilly wrote, "it provides that at least 50 percent of the gross tonnage of cargoes financed by the US for any foreign nation without reimbursement shall be carried in US-flag commercial vessels which are available at fair and reasonable rates. We think Congress intended this to be a floor, a minimum guarantee. We think your Department has treated it as a ceiling, a maximum guarantee of the amount of American-flag tonnage which must be used. . . . Your policy . . . not only contravenes the language of the statute and the policy of Congress, but . . . is harmful to the American merchant marine."

He called on the department to consult with the MTD as the representative of US seafaring and shoreside unions when it discusses the problem with industry spokesmen.



### SIU ELECTION NOV. 1 to DEC. 31

**ALCOA PRIGASUS (Alcoa), Oct. 24—**Chairman, C. Scofield; Secy., L. Phillips. New rigging ordered for new gangway. Safety shoes may be ordered from Sea Chest. One man hospitalized in Trinidad. Ship's fund \$5. Few hours disputed OT—referred to patrolman on arrival in Mobile. Discussion on safety. Crewmembers urged to vote.

**BENTS FORT (Chiles Service), Oct. 19—**Chairman, W. Weidridge; Secy., T. Hebert. Repair list given to captain. One man left ship due to injury. Reports accepted. To see patrolman about telephone. Beef about dirty poop deck.

**STEEL CHEMIST (Isthmian), Sept. 13—**Chairman, J. Levine; Secy., H. Burge. Ship's fund \$5.12. New delegate elected. Close ice box door securely.

Aguilar. All passageways to be souaged. Need more variety and quantity of supplies in slop chest. New delegate elected. Suggestion to change linen day to Saturday. Anyone performing when ship is securing gear to be reported to patrolman at payoff.

**KATHRYN (Bull), Oct. 28—**Chairman, A. Bjornsson; Secy., F. Naklicki. Few hours disputed OT. Check on shore leave in one port. Repair list to be made up. One man missed ship in Rotterdam. Captain will have souvenirs cleared in Norfolk. Reports accepted. Check to see if rooms need painting. Motion to accept retirement plan. Leave room clean when leaving ship.

**KYSKA (Waterman), Oct. 25—**Chairman, J. Alpedo; Secy., R. Hampshire. Patrolman to check on captain's 2,200 hours curfew on card games etc. in mess and recreation halls. Repairs not completed. Reporter elected. Ship's fund \$12.72. Crew to be more quiet when returning to ship from beach. Discussion on storing ice—beef settled between dept. delegates.

**LOSMAR (Calmar), Oct. 12—**Chairman, G. Hansen; Secy., W. Barth. New delegate elected. Milk to be served until supply exhausted—to avoid complaints about sour milk. Water into washing machine needs adjusting. Remove clothes from line when dry.

**ORION CLIPPER (Orion), Sept. 26—**Chairman, D. Barry; Secy., S. Barker. Some disputed OT. New delegate elected. Vote of thanks to delegate for job well done.

**STEEL VOYAGER (Isthmian), Oct. 13—**Chairman, T. Blades; Secy., F. Quintave. New delegate elected. Ship's fund \$10. Request more rapid dispatch of mail to ships.

**WILD RANGER (Waterman), Oct. 11—**Chairman, J. Rogers; Secy., L. Clambell. Ship's fund \$11. Hospital to be cleaned and plumbing repaired.

**MASSMAR (Calmar), Oct. 28—**Chairman, T. Buterikos; Secy., M. Bibisch. Patrolman explained that all extra services to captain are to be overtime. Some disputed OT. Mate to equalize same. Repair lists to be made up. Discussion on sub-standard menu. Request patrolman check to see if men fired are entitled to any compensation. Voyage stores inadequate—only 25 percent meats ordered were delivered. Request two meats each meal.

**ALCOA PILGRIM (Alcoa), Oct. 30—**Chairman, R. Queen; Secy., A. Pirowski. Discussion on safety. Ship's fund \$25. Keep Suez Canal workers out of midship house. Steward asked to feed same in PO mess. Members to keep soiled linen in fo'c'sles while vessel is in Suez. Steward not to order fresh vegetables in India or Pakistan.

**SEAFAIR (Orion), Oct. 24—**Chairman, W. Robinson; Secretary, R. Vaughan. No increase in amount of American money for draws. Few hours disputed OT. Motion to see about sufficient American money or travelers checks for draws. Check launch schedule for crew. New delegate elected.

**PETROCHEM (Valentine), Oct. 24—**Chairman, J. Hoggie; Secretary, J. Hoggie. Two men missed ship. Ship's fund \$10.05. Notify headquarters re: oilers pay on diesel jobs and difference in salaries between freighters and similar jobs as this.

**LUCILLE BLOOMFIELD (Bloomfield), Nov. 2—**Chairman, W. Smith; Secretary, G. Film. Request clarification on payoffs. Vote of thanks to steward dept. No milk purchased in France. Laundry sent ashore causing shortage of jackets, aprons, etc. Ask whether or not milk can be purchased as certified milk in France.

**OCEAN ULLA (Maritime Overseas), Oct. 22—**Chairman, T. Dodd; Secretary, S. Rothschild. Need new motor for washing machine. Some food not prepared properly. Stove needs repairing. Delegate to check cigarette prices.

**STEEL SEAFARER (Isthmian), Oct. 24—**Chairman, G. Faircloth; Secretary, W. Carroll. One man missed ship in Karachi. Crew warned to watch personal effects. Observe quiet in passageways. Ammo and restricted OT disputed to be referred to patrolman. Beef with mate regarding issue of medicine. Repair list submitted. Some disputed OT. Pantryman inefficient and irresponsible. Discussion of new Customs ruling for declared articles.

**DEL MAR (Miss.), Oct. 26—**Chairman, H. Moss, Jr.; Secretary, C. Dowling. Clean payoff. Washing machine repaired and movies purchased for next voyage. Everything running smoothly. Ship's fund \$167. Report accepted. Motion to take up collection for children's Christmas party in NO. Need more chairs. System of draws explained. Movie films to be purchased. Laundry room to be kept clean—rotation system initiated. Clarifications on agreement to be sent to port agents and ship's delegate.

**ALCOA RANGER (Alcoa), Oct. 26—**Chairman, C. Galt; Secretary, G. Crabtree. Repair list submitted to capt. Fire and boat drill and meeting to be held. One man getting off in Mobile. No beefs. Complaint about deck tile in pantry—to be referred to patrolman. All garbage to be dumped aft of house. Washing machine to be used for 20 minutes only on one wash and turned off. Return cups to pantry.

Keep laundry clean. Engineers to keep all off meat block below.  
**Oct. 11—**Chairman, T. Webber; Secy., R. Murry. \$250 received from captain which was awarded to crew by company for safety. Ship's fund \$5. Report accepted. \$50 to be taken out of safety award for ship's fund. Discussion on laundry and night lunch. Suggestion to buy TV set with safety award when ship returns to States. Pictures sent.

**WANG ARCHER (North Atlantic), Oct. 24—**Chairman, D. Alt; Secy., L. Brennan. Two men logged—not lifted. Repair list turned in—to be acted upon at payoff. Ship's fund \$4. Some disputed OT—to be taken up with patrolman. One man short engine dept. Motion to have ship fully manned according to manning scale. Vote of thanks to baker for job well done. Letter of recommendation to be given to man picked up in Karachi.

**ALCOA PARTNER (Alcoa), Oct. 19—**Chairman, G. Erlinger; Secy., L. Pierson. Slop chest inadequate. New delegate elected. Remove clothes when dry. Take better care of washing machine. To check valves in bathrooms.

**ALCOA PIONEER (Alcoa), Oct. 28—**Chairman, J. Kane; Secy., L. Moore. New delegate elected. Ship's fund \$24.33.

**ALCOA POLARIS (Alcoa), Oct. 19—**Chairman, J. Johnson; Secy., J. Hanson. Tanks to be cleaned—water rusty. Vote of thanks to delegate for job well done. New delegate elected. Committee to see about overtime—men are broken out before 6 and after 5 PM in deck dept. Leave seats for 4-5 watch at supper. See about room for cook and galley man—four to each room at present.

**ALMENA (Penn), Oct. 19—**Chairman, H. Lee; Secy., F. Johnson. New delegate elected. One man missed ship in Port Arthur. Repair list to be made up. Check mattresses. Vote of thanks to steward dept. for fine food.

**ARIZPA (Waterman), Oct. 24—**Chairman, C. Parker; Secy., P. Van Wysserden. One man logged. Wreath sent to deceased mother of mate. All beefs to be referred to dept. delegate. All safety repairs to be made at shipyard. Surplus money to be turned over to ship's fund. Some disputed OT. Motion to have rafts placed on board in addition to lifeboats. Request steward order new blankets. Juice to be served daily when no milk available.

**ARMONK (New England Ind.), Oct. 24—**Chairman, M. Hitchcock; Secy., E. Nicholson. One man missed ship. Draw to be given out in American money before going to Germany. Report accepted. New delegate elected. All watertight doors to be completely overhauled as soon as weather permits.

**BRADFORD ISLAND (Chiles Service), Oct. 24—**Chairman, D. Sheehan; Secy., P. Fisher. Beef about draws—to be referred to patrolman. Pumpman missed ship in LC. New delegate elected.

**FELTORE (Mervyn), Oct. 24—**Chairman, T. Yablonsky; Secy., S. Wolton. Everything running smoothly. Some beefs to be taken up with patrolman. Washing machine to be repaired. Vote of thanks to all watches for keeping pantry clean; also to steward dept. and baker for fine food and pastries, etc.

**HURRICANE (Waterman), Oct. 25—**Chairman, J. Caberal; Secy., E. Brenson. Repair list to be drawn up. Discussion on SIU activity on Lakes. Motion to have rooms arranged in conventional manner for this type ship. Remove laundry bags from spare room and convert it back into recreation room. Vote of thanks to steward dept.

**IBERVILLE (Waterman), Oct. 19—**Chairman, W. Gonzalez; Secy., R.



Gels

Only the Margaret Brown remains to be judged. A 100 percent finding is extremely rare.

The steward department aboard the Neva West was cited by the company for maintaining a particularly high degree of cleanliness. The galley gang consists of W. R. Gels, chief steward, Humela Fluence, chief cook, Heinrich Schnoor, night cook and baker, Do Chen, 3d cook, and Francisco Fernandez, galley utility.

In earlier inspections the Lucille Bloomfield was given a perfect rating while the Alice Brown barely missed that, receiving 99 percent. The Bloomfield Co., though unable to receive a Public Health citation because it has less than five ships, continues to strive for perfection in the Service's 168-item check. The survey covers all phases of shipboard sanitation, emphasizing conditions in the galley.

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# 'Here Let's Do This Right!'

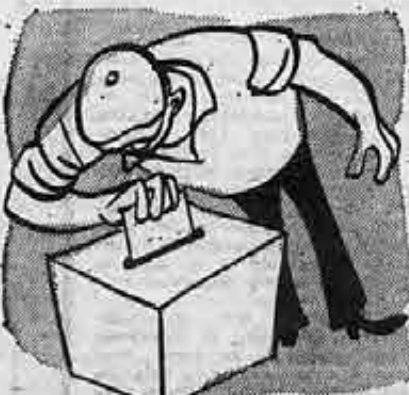


## Phila. Votes Union Way

PHILADELPHIA—Union members and their families can be very proud of the strong showing they made in the past election, Steve Cardullo, port agent announced. The labor-backed ticket in this port cleaned up and Philadelphia now has six pro-union representatives in Congress representing the area.

Shipping for this port has hit a temporary slump, Cardullo reports. Registration was high and job activity low. A good part of the registration increase came from the crew of the SS Evelyn (Bull) which paid off during the period and went into idle status. However there is still some hope she will come back out soon.

Paying off in this port during the past period were the Alamar (Calmar); Evelyn (Bull) and The Cabins (Cabins). There were no ships signing on. In transit were the Emilia, Jean, Dorothy (Bull); Steel Artisan, Steel King and Steel Flyer (Isthmian) and the Yaka (Waterman).



**SIU ELECTION VOTE!**  
Nov. 1-DEC. 31

The Federal Maritime Board Examiner's recommendation calling for an operating subsidy for Isthmian Steamship Company on a number of trade routes is significant far beyond its impact on that one SIU-contracted operator. What it involves is an important shift in US subsidy policy, one which has long been sought by the SIU and the other affiliated unions of the AFL-CIO Maritime Trades Department.

It has been the SIU's and the MTD's position for a number of years that whatever financial aid is given to maritime by the US Government should be distributed as equally as possible across-the-board to all shipping companies.

For quite some time, the SIU and the MTD were the only groups to maintain this position. Ship operators who received the bulk of the subsidy funds have bent all their energies toward keeping newcomers out.

Now, however, it has become apparent that the program of confining subsidy aid to a small clique was defeating the purposes of the 1936 Merchant Marine Act and undermining the US merchant fleet. For practical purposes, the approval of the Isthmian application is a fairly good indication that other pending applications, including that of the Waterman Steamship Company, will also get the nod. When all these applications have been processed, a big step forward will have been taken toward establishing a merchant fleet in which all segments, in the liner trades at least, get an equal break as far as Government assistance is concerned.

## Deadweight Outlook

Nothing that floats is as slow-moving as one of those plodding old Liberty ships. But those old workhorses are speed demons compared to some US shipowners.

The opening of the St. Lawrence Seaway is now less than a year off and foreign operators have that pretty well sown up by default. Trailerships, containerships and "roll-ons" are taking hold at last, but most are barely out of the blueprint stage.

Interesting enough, it was the Military Sea Transportation Service—accused of responsibility for many of the industry's ills—which laid it on the line in the case of the "roll-ons" and boxships. MSTS said, plainly enough, either the private operators can build and operate them with full assurance of cargoes for years to come—or the Government will do so.

Now MSTS has again come to the front with an offer to ease itself out of the transport business—a steady traffic amounting to 13 million passengers plus untold millions of tons of cargo in household furnishings since 1948—providing the private operators will undertake to take over. Yet there still hasn't been a noticeable nibble from the shipowners.

If the ship operator is going to show himself worthy of Government subsidy assistance, he will have to demonstrate initiative in this and other areas. Failing that, he then can't beef when someone else comes up with an innovation and offers some smart competition.

## Foreign Operators Get Subsidies Too

WASHINGTON—The United States is far from alone when it comes to providing direct or indirect subsidies to its merchant marine. A Maritime Administration survey says that nine of the ten leading foreign nations give considerable assistance to merchant shipping including direct operating and construction subsidies, tax benefits, loans and depreciation allowances.

Norway is the only country that does not provide any form of subsidy to its ship operators.

On the construction subsidy side, both France and Italy make direct payments on the difference between the domestic and foreign cost of building ships, with the payments going as high as 30 percent. Since construction costs in those countries are less than the United States, the subsidies would not run as high as the 45 percent given on US construction.

In addition, the French and Italians also grant operating subsidies on runs and services deemed to be in the national interest. The subsidies in Italy usually involve a guarantee of a four percent profit.

The US restrictions limiting domestic trades to US-flag ships are similar to those enforced by a number of shipping nations including France, West Germany, Greece, Italy and Japan. However, West Germany will permit foreign ships in the trade when no domestic vessels are available.

The French go the United States one better on "50-50" with a "66-33" law. This provides that two-thirds of all oil imports have to be carried by French tankers. French dry cargo ships also get an edge on brokerage fees, giving them a better crack at cargoes.

Most of the maritime nations have a wide variety of tax benefits for ship operators. These include lower income tax rates on earnings from foreign trade; free import of shipbuilding materials or tax reductions on such materials and exemption from taxes for various periods when a ship registers under the flag of the nation involved.

The biggest British assist to ship operators is a hefty depreciation allowance on construction. Forty percent of the construction cost of a ship is tax exempt, meaning that shipowners who put funds into new vessels can escape taxes on that portion of their earnings. In addition, the total cost of the new ship can be applied as a business expense against taxes. This, in effect, is a massive construction subsidy which permits the operator to write

off 140 percent of the cost of a ship against his tax bills.

Special tax allowances are also available in different degree in West Germany, the Netherlands and Japan. Low cost loans at interest rates below the going market level are made available to operators in France, West Germany, Greece, Italy, Japan and Sweden, with some of these countries granting government loans for that purpose.

## Seattle's On Even Keel

SEATTLE—Although there were no vessels paying off in this port during the past period, shipping remained on the fair side as 25 men were taken as replacements on the six in-transit ships calling into the area.

Registration for the port is about average, Jeff Gillette, port agent said. However, there were only 19 "A" and "B" men on the beach in the steward department as of the end of the period.

The Wang Governor (North Atlantic Marine) was the only vessel signing on during the two weeks. In transit were the Wang Governor; J. B. Waterman, Choctaw, Morning Light (Waterman) and the Losmar and Yorkmar (Calmar).

## Prove Eligibility For Hospital \$

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

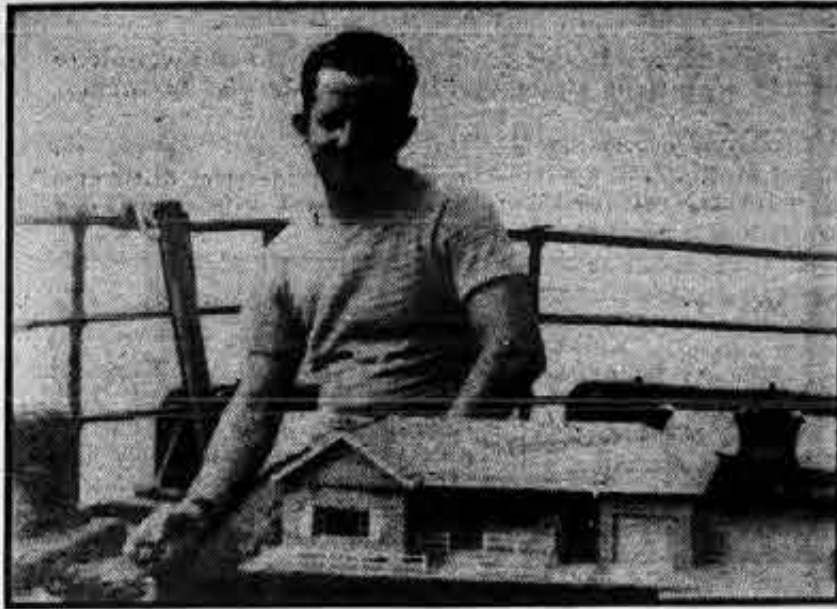
If the Seafarer is admitted to a hospital which is not a PHS institution, he should contact the Union immediately. The Union will arrange with the USPHS for a transfer to a Public Health hospital in his vicinity. The PHS will not pick up the hospital tab for private hospital care, unless it is notified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

## Relaxin' In The Taft's Messhall



Lloyd Burkhardt (left) and Abe Pruitt, carpenter, members of SIU Pacific District unions, take life easy during coffee time aboard the President Taft of American President Lines.

Wacosta Has All Kinds Of Models



Seafarer Vic Pollamen, AB on the Wacosta, displays model of house he plans to build "someday" in Louisiana. Model is scaled one centimeter to the foot, and is completely furnished on the inside. Pollamen made all the blueprints himself.



Favorite camera subject aboard Wacosta on trip through Europe (top, right), this young lady was dubbed "Miss Wacosta" by crewmembers. She was traveling as passenger. Above, model-builder Vic Pollamen stands wheel watch with 3rd mate John Milne looking on. Another model-maker, Fred Hazard (not shown), built kit model of Old Ironsides. Photos by W. Calefato.

LOG-A-RHYTHM:

The Master Artist

By Carl M. McDaniel

With giant strokes His brushes apply

The red, red glory Of the morning sky; And over the fields of golden rye, Cast the carmine mist of dawning high.

With the sun at its zenith, He paints anew. Broad masses of color In harmony, pursue Bright golden yellows and cobalt blue; Nature's panorama From His palette grew.

The sun settles slowly, Purple shadows are cast. The Master Artist paints on, His colors contrast. In a final burst of glory, The day is past; Another painting tomorrow, Different than the last.

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

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SEAFARERS IN DRYDOCK

Public Health doctors are still checking samples of the water taken on by the Ines at Barcelona, which apparently caused sickness among the whole crew all the way home. Seafarers Pele Bush, F. Aponte, R. Galarrza, F. Thorp and I. McCormack plus 2nd engineer W. Jackson all had to be taken off at Quarantine and sent to Staten Island for observation. Things got so bad that Jackson's wife got sick after greeting him at the hospital and even the doctor who examined the men at Quarantine was laid low for a few days.

Others at Staten Island include oldtimer George Griswold, ex-Alcoa Pegasus, who's got an infected leg, and Arthur Heroux, Ocean Ulla, whose ticker is acting up. William Feil is also drydocked in New York after leaving the Cities Service Norfolk in Baltimore due to a back injury. It looks like he'll be laid up for a long while. On the good side is news that William O'Dea, a veteran at Manhattan Beach hospital, has been discharged fit for duty again.

Boston reports Arthur C. Harrington laid up due to a severe electric shock he suffered in Belgium on the SS Atlantic. He faces a long hospital stay because of burns on both his back and feet. However, Harrington is making good progress. Ditto on Amos Buzzelle, who has an ulcerated stomach. His last ship was the Penn Mariner.

Richard Chazarra has gotten a clean bill from the Savannah hospital after coming in for a check-up. He's off the Gateway City. Hospitalized for treatment of ulcers, L. T. McGowan, ex-Government Camp, is also doing fine.

Out in San Francisco, Hoyt Tanner off the Almena is coming along okay after getting a knee injury stitched up. There's still some disagreement between the docs and Brother William E. Thompson, though. The medics think they found a lung spot while giving him a routine check-up, but Bill is sure they need glasses. He's off the Antinous.

These brothers and all others in the hospitals appreciate visits and mail. Keep them in mind.

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

- USPHS HOSPITAL BALTIMORE, MD. T. P. Barbour, Ben L. Bone, Raymond E. Dabney, Louis Evans, Gorman T. Glaze, Everett W. Hodges, Frank Kantorski, Charles M. Kellogg, Adam Krause Sr., Luther R. Milton, John C. Mitchell, Clarence Murray, A. G. Oporto, Vincent J. Rizzuto, Richard Savior, Leslie W. Sigler, Jose Simmons, William J. Stephens, Paul Strickland, John Zohl, Amos Buzzelle, L. J. Campbell, Charles Dwyer, A. C. Harrington, Raymond L. Perry, USPHS HOSPITAL GALVESTON, TEXAS. Douglas DeWalt, Marris L. Leache, Walter M. Sikorski, C. K. Wedgeworth, Walter Zajanc, Edward J. Wright

(Continued on page 14)

Wives Support ID Card Plan

To the Editor: In the October 10 issue of the SEAFARERS LOG, Mrs. Isabel Delgado suggested that the wives of SIU members should be provided with some kind of an identification card that would prove we are an SIU man's dependents.

I think that is a grand idea. I too have had difficulty on several occasions establishing my identity as a dependent of

attempt by me to evade payment of my dues on time although, as things worked out, the fourth quarter 1956 dues were not paid until 1957 had arrived.

Joe Bracht

Lauds Service On Benefit S

To the Editor: I have been receiving the SIU disability-pension since August. Each week, without missing one day, my check is there in the mailbox.

This weekly payment for a seaman is very important, because you know that a seaman with money in his pockets mostly spends it all at once. This way, we are assured of having only \$35 per week to spend. I'm thankful the Union and the SIU Welfare Plan set up things with such understanding.

Aboard ship, every time the subject of a pension came up for discussion at a meeting one of these sea lawyers would get up and say we have to have this or that and never knew what it really was all about.

The best way to find out is to be 65 years old, have 12 years' seetime and then see the agent in the Union hall. This brother can help you and give you information first hand, the same as I was given at the SIU hall in Baltimore. Many think again to the SIU for these benefits.

R. C. Kienast

Yarmouth Crew Hails SIU Aid

To the Editor: I wish to thank the SIU in Baltimore and everywhere for the excellent treatment I and the other crewmembers off the Yarmouth received while we were staying in your country under the care of the SIU. I hope that the day will come when we'll be in a position to give our financial support to our union, the SIU.

On September 25, after we arrived back at Pier 3, Miami, to receive our belongings on board the Yarmouth I noticed that the lock was missing from my locker and called one of the guards to witness same. When I opened it, I found it ransacked and the \$55 that I had kept in a little red box was missing.

When I got through packing my belongings I told the master of the ship about it. I also reported it to the SIU attorney who was on the pier, who told me he would try to help me get it back.

Thanks again for all you have done for us. I hope that we will be back on the job under better working conditions.

Edgar G. Danfels

SIU Aid Helps In Time Of Need

To the Editor: I should like to express my gratitude for the assistance and sympathy given by the SIU following the death of my husband, Einar A. Hansen, The Seafarer's Welfare Plan and the Union's welfare department were extremely helpful to us.

I am thankful that the Union had the foresight to set up a Welfare Plan and greatly appreciate receiving these benefits. Social Security payments will not be available to me for another three years, so the SIU benefits will help me to keep going until then.

Mrs. Edith Hansen

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.

an SIU member. Identification is absolutely essential in some states, especially farther inland where the SIU is not well known.

So come on wives. What do you think about it? Let's hear from you, especially if you're in favor of the idea.

Bessie L. Gillespie

To the Editor:

As an SIU member's wife, I would be very happy to know if there is a chance for me to be issued a medical identification card.

I often have difficulty establishing my identity in connection with the SIU Welfare Plan and other matters while my husband is away at sea.

Mrs. Everett B. Pridgeon

(Ed. note: The Union is now looking into the possibility of issuing and distributing an identity card for SIU dependents along the lines suggested by various Seafarers and their wives. Further details will be carried in the LOG.)

Explains Delay On Union Dues

To the Editor: While the SIU election credentials committee has not placed me on the SIU election ballot, my disqualification on the basis of my dues record was not the result of any deliberate omission on my part.

One of the reasons given by the committee for my disqualification was that it could find no record of a dues payment in the fourth quarter of 1956 nor any evidence that I was unable to pay that quarter's dues because I was at sea.

What had actually happened was that I was taken ill aboard a ship heading

into Aruba, and was removed from the vessel in Aruba on December 31, 1956. I received treatment there for about three weeks before being repatriated to the States.

There I received additional treatment before being able to ship again, and my fourth quarter dues were paid subsequent to my arrival in the States in the early part of 1957.

I'd like to make it clear, in explaining these circumstances, that there was no deliberate

Bracht

# F. Kuvakas Dies In Ohio

Former Seafarer Frank Kuvakas, 30, who shipped with the SIU from 1946 through 1952, died of cancer last May 7, the LOG learned this week. The report came from Kuvakas' brother John in Youngstown, Ohio.

Kuvakas, who sailed in the steward department, joined the Union in New York on November 5, 1946, as a messman. He shipped steadily with Robin Line for the three years before his retirement in 1952 to work ashore.

"He loved the sea, the Union and all the men he came in contact with while he was in the merchant marine," his brother recalled.

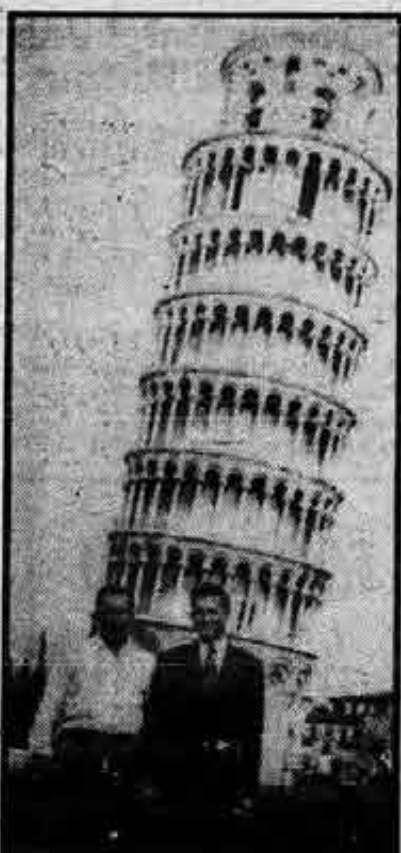
He added that Kuvakas was keenly interested in Union activities and the many developments in the SIU.

### Was Restaurant Manager

Kuvakas had been working ashore as manager of a restaurant in Youngstown for six years, and had been known locally for his aid in the fight against cerebral palsy. He was food chairman several times for the cerebral palsy telethons staged in the area. He died of cancer at St. Elizabeth Hospital after a year's illness.

His survivors include his wife, Beryl, whom he married in 1949; two sons, two brothers; two sisters and a half-sister.

## Tilt!



There's no question where Seafarers Frank Paskowski (left) and J. Johnson have been. The only puzzle is where they're going, since we don't know which ship sent this in. The boys are posed near the famed Leaning Tower at Pisa, Italy, during a tour of the sights.

# Ship News: \$s, Mary On Move

Reports from several SIU ships give the latest dope on money problems in a couple of southeast Asian ports as well as news of the shift in locale by "Whiskey Mary's" in Inchon, Korea.

On the currency matter, the Steel Executive's Pedro Harayo says a warning is in order, especially for the newer brothers, about taking extra spending money ashore. He points out that authorities in Jakarta, Indonesia, allow a seaman to take only 50 rupees ashore—which is not very much—but that if they catch you with more, you'll lose it all.

A similar warning comes from the Steel Scientist regarding Saigon. Ship's treasurer A. Anapol reports a continued crackdown on loose US currency in Indo-China. He says 50 bucks that had been in the ship's fund was confiscated by the Customs at Saigon because it wasn't locked in the safe prior to arrival. He said he still had \$10 stashed away, however.

The final bit of intelligence from overseas comes from ship's reporter R. Burbine on the Kyska. Burbine advises that "Whiskey

Mary" at Inchon has moved her operations to "... a much nicer place. There are the same girls and we all had a wonderful time

there." The new location, for anyone who's interested, is Number 8, 4th Street, Chungang-Dong, Inchon.

## 'Sea-Spray'

—By Seafarer 'Red' Fink



"You want NEW gear? What's wrong with the tools you got now, bosun?"

## Tell it to the Log!



**CHIWAHA (Chief Service), Oct. 12**—Chairman, W. Adams; Secretary, I. LeBlanc. One man missed ship in LC. Few hours disputed OT—to be taken up with patrolman at payoff. Report accepted. Patrolman to square away beef on sailing board time and delayed sailing.

**CHOCYAW (Waterman), Oct. 19**—Chairman, none; Secretary, S. Escobar. One man injured and hospitalized; one man joined ship in Yokohama. Ship's fund \$1.24. Few hours disputed OT. Send crew list to hall for checking. Need large wooden lockers for all rooms. Crew to have blood test and X-rays at least every six mos. Do not send crew to Japanese doctor who cannot speak English while in Japan. No relief for any dept. while in Japan. Check medicine chest for fresh medicines.

**FAIRPORT (Waterman), Sept. 21**—Chairman, E. Andersen; Secretary, J. Coyis. Report on subsistence for shortage of hot water. Ship's fund \$46.68. New steam iron purchased for crew. All quarters to be sougeed. No payoff until all disputed overtime is settled. Motion to contact headquarters concerning bonus in Formosa area. Vote of thanks to retiring delegate for job well done. New delegate elected.

**KYSKA (Waterman), Oct. 5**—Chairman, J. MacKenzie; Secretary, R. Hampshire. Crew to be on board one hr. before sailing time—patrolman informed captain men not reporting back as per agreement can be logged one half day. Few items to be placed on repair list. Ship's fund \$12.72. New delegate elected. Capt. requests steward dept. hold meeting with him—claims lounges and rooms are dirty. Vote of thanks to delegate for fine job as delegate past two trips.

**MERMAID (Metro), Oct. 1**—Chairman, W. Saylor; Secretary, D. Emerick. New delegate elected. Delegates to check all repairs needed for off-shore trip.

**Oct. 24**—Chairman, P. Gazic; Secretary, K. Goldman. Two men missed ship. Repair list made up. Complaint re: wash water, soap. New treasurer elected. Inquiry concerning coastwise pay offs; wash powder; washing water. Turn in soiled linen. Insufficient lava soap. Vote to donate \$50 to ship's fund.

**SANTA VENETIA (Eiam), Oct. 12**—Chairman, A. Loguidis; Secretary, A. Kessen. Delayed sailing at Ceuta to be taken up with capt. and eng. Some disputed OT. Letter received from headquarters re: repairs. Complaint to steward about baker—steward to help man. Repairs to be listed and submitted to capt.

**WESTPORT (World Tramp), Oct. 17**—Chairman, G. Stanley; Secretary, D. Patterson. Request captain to give crew individual statement of earnings, draws, slops, etc.—agreed. Capt. to request money for draw on arrival. Ship's fund \$3.48. Some disputed OT. Few minor beefs. Three men logged. Motion that patrolman take action re: conduct of member; that allotments go out promptly and that money to cover allotments be put in escrow to insure same; medicine cabinet be checked for sufficient and proper medicine; letter to be written

to headquarters requesting answer about allotments. Repair list to be made up. Keep noise down. Dirty cups, butter, jam, etc. to be put away after using. Discussion about insufficient American money aboard. Card players to clean up recreation room after playing. Obtain better grade of washing powder. Crew warned to be sober at payoff. Ship needs fumigation.

**SEATRAN TEXAS (Seatrail), Oct. 25**—Chairman, T. Moore; Secretary, P. Patrick. Members to donate \$50 toward repair of TV set. Chief cook fired—unsatisfactory. Disputed penalty OT straightened out. Coffee time for gangway watches. Report accepted. New delegate elected. Vote of thanks to former delegate. Have Union books ready to speed up payoff. Suggestion to have payoff every

two weeks—no matter how much money man has coming captain limits his draw. Engine room noisy in evening.

**STEEL MAKER (Isthmian), Oct. 26**—Chairman, W. Trolie; Secretary, R. Simpkins. Steward dept. rooms and messrooms to be painted. Steward shifting men around on different jobs where suited—to be taken up with patrolman at payoff. Ship's fund \$3.50. New delegate elected. Request to improve feeding aboard ship.

**ALCOA RUNNER (Alcoa), Oct. 4**—Chairman, E. Foley; Secretary, R. Hall. Delegate reported that Alcoa will not be affected by MM&P strike. Ship's fund \$6.25. Some disputed OT. Ship fumigated for roaches. Vote of thanks to deck dept. for good job lashing loose deck cargo in storm.

**ANTINOUS (Waterman), Oct. 25**—Chairman, F. Travis; Secretary, J. Maloney. Request new washing machine. Repair list to be made up. Ship's fund \$28. Beef about feeding plan. Reporter to write protest over loss of conditions in feeding plan to LOG and Sec. Treas. New delegate elected. Discussion on present feeding plan. Remove clothing from line.

**CAPT. NICHOLAS SITINAS (Tramp Shipping), Oct. 15**—Chairman, A. Smith; Secretary, F. Reid, Jr. Settled draw matters with captain. Captain complimented crew on seamanship and excellent conduct. Ship's fund \$25.70. Report accepted. Vote of thanks to delegates. Coats to be taken care of; linen to be returned in dry condition. New screen door to be put in messhall.

**WINTER HILL (Chief Service), Oct. 22**—Chairman, J. DeCingue; Secretary, C. Gibson. New delegate elected. Lodging at shipyard to be settled. Request blanket. Crew to clean recreation hall and passageways.

**ALCOA PURITAN (Alcoa), Oct. 12**—Chairman, J. Lennon; Secretary, A. Barbero. Discussion on sailing time in Beirut and other ports. To see capt. about posting a sailing board before five o'clock sailing day. Ship's fund \$1.75. Messroom, pantry, galley and showers to be painted. Need new books for library. Turn in all excess and soiled linen to steward.

**FRANCES (Bull), Oct. 26**—Chairman, J. Doak; Secretary, J. McLaughlin. Beef in steward dept. Some disputed OT. Motion that after Bull Line contract signed, members be allowed for one year, to return to Bull vessels laid up for over ten days.

**ALCOA POLARIS (Alcoa), Sept. 28**—Chairman, L. Koz; Secretary, J. Hannon. Collection made for ch. engineer flowers. Bathroom to be repaired. Vote of thanks to steward dept. Fill washing machine with sufficient water. Steward dept. room to be changed. Committee to see about two hrs. when men are broken out before 6 AM and after 5 PM.

**ROBIN HOOD (Robin), Oct. 25**—Chairman, A. Arnold; Secretary, J. Capossela. Some dispute over repair list. Some disputed OT. One man hospitalized in Madagascar. New

treasurer elected. Ship's fund started. Recommend change brand of soap. All extra linen to be turned in before end of trip. Request clarification as to whether OS is to go aloft or not. All beefs to be straightened out between delegates and patrolmen. Patrolman to be notified of mate's accusation that deck dept. is slow-belling him and to explain same. Vote of thanks to steward dept.

**AZALEA CITY (Pan Atlantic), Nov. 2**—Chairman, J. Davis; Secretary, J. Austin. Ship's fund \$4.75. New delegate elected. Discussion on improving quarters aft section of ship. Coffee urn put into operation.

**SEATRAN NEW JERSEY (Seatrail), Nov. 2**—Chairman, V. Whitney; Secretary, V. Ratcliff. Keys obtained for foc'sles—\$1 deposit for each day. New delegate elected. \$1 per man to be donated for purchase of Coca Cola. Cleaning of laundry room to be alternated. Delegate to see captain concerning repairs not completed.

**STEEL VENDOR (Isthmian), Oct. 11**—Chairman, J. Brusio; Secretary, V. Orenco. Ship's fund \$27.90. Plastic bags for garbage disposal to be used while ship is in port. Take better care of washing machine. Steward to put out sugar wafers, more hot rolls, corn-bread and grits. Discussion on quality of bread. Crew and PO messhalls to be sougeed.

**DEL MONTE (Miss.), Sept. 28**—Chairman, E. Rogg; Secretary, J. Chastain. No liberty boat provided in port of Ambriz. Delegate informed a shore boat would be unsafe, and not permitted to use ship's boat. A record of time remaining on board to be turned in at regular OT rate. Question brought up re: frequency of money draws when ship makes more than one port in five days. Request clarification on same.

**Oct. 19**—Chairman, J. Chastain; Secretary, J. Long. One man logged. Seven loggings, nine days pay. Few hours disputed OT. Ship's fund \$118.25. Purchased food for party. Suggest Public Health Service. Patrolman to look into condition of hospital. Vote of thanks to steward dept. Return foc'sle keys to delegates when leaving ship.

**JEFFERSON CITY VICTORY (Victory Carriers), Oct. 11**—Chairman, T. Forsberg; Secretary, A. Deheza. One man missed ship. All reading material to be turned over to delegate. New delegate elected. Return books and magazines to library after reading. Proper clothing to be worn in messroom during meal hours. Unauthorized persons to be kept out of crew area while in foreign ports. Vote of thanks to steward dept. To raise money for ship's fund. Arrival pool made with sixty \$1 chances. Winner to receive \$50 and book to get \$10.

**OCEAN STAR (Triton), Nov. 2**—Chairman, E. Armstrong; Secretary, J. Springer. One man missed ship in Balt.—to be referred to patrolman. Repair list to be submitted before arrival so some work can be done at sea. Ship's fund \$17.85. Some disputed OT—to be referred to patrolman. Motion to turn in to Public Health Service complaint on galley

drains, if not repaired by time of arrival in port. Discussion on sanitary work in port. Galley drains to be cleaned. Familiarize membership with agreement. Vote of thanks to steward dept. for job well done.

**MARORE (Marven), Nov. 1**—Chairman, C. Kent; Secretary, C. Bertz. Washing machine repaired. Complaint about clothes getting torn. To be referred to patrolman. Some disputed OT. Foc'sles not sougeed as yet. Two brothers getting off under 60-day rule. Complaint on quality of food this trip as compared with previous trips. Ham served once a week for breakfast. Request bacon or sausage when hash is served. More fruit for night lunch; more fruit juices. No chocolate syrup on table for ice cream. Request rare cuts with prime ribs. Cook says not possible.

**CALMAR (Calmar), Oct. 28**—Chairman, A. Dyer; Secretary, W. Bliger. One man missed ship in Balt., no replacement. New delegate elected. To see ch. engineer about ice box and leaking sinks. Ch. cook commended for good job in performing two men's work.

**CHICKSHAW (Waterman), Nov. 2**—Chairman, D. McCorsy; Secy., H. Hastings. Repair list turned in. Some repairs being made. Few hours disputed OT. Ship to be fumigated in shipyard. Keep messhall clean at night. Request better slop chest aboard ship. Thanks to baker for nice dishes.

**SEATRAN SAVANNAH (Seatrail), Nov. 2**—Chairman, R. Mays; Secy., W. Pritchett. Four men missed ship. New delegate elected. Need new agitator for washing machine. Everyone to be present at payoff.

**ALCOA RUNNER (Alcoa), Nov. 2**—Chairman, E. Foley; Secy., R. Hall. Members urged to vote. Minor beefs to be squared away by patrolman such as controlling of keys and steward's authority. Had couple of stowaways last trip. Vote of thanks to bosun and deck dept. for securing life-boats in storm last trip. Ship's fund \$6.25. To see patrolman about porthole in bosun's foc'sle, also bunk. Foc'sles badly in need of repairs. Request better menus in port, also pastries at coffee time. Notify Union that the NMU has requested a paid holiday for birthday.

**ROSE KNOT (Suwannee), Oct. 30**—Chairman, J. Patino; Secy., F. Patterson. Washing machine and ice box broken—new items to be ordered. Two men removed from ship due to illness in Recife—replaced by Brazilians working for sub-standard wages. Headquarters to be notified. Ship's fund \$18.50. Report accepted. Notify headquarters of captain's attitude towards crew. Gear locker containing slop sink to be left open for all departments to use. Sanitary work in laundry and recreation room to be rotated between all departments.

**ALCOA CORSAIR (Alcoa), Nov. 2**—Chairman, H. Smith; Secretary, M. Phelps. Ship's fund \$264.43. Letter to LOG regarding retirement. Report accepted. Presser to be put back in working order. Cooperation asked in using laundry room. Observe quiet in sleeping area.

# Digest Of SIU Ship Meetings

Free Enterprise Pays Off



Shipmates together on the Robin Goodfellow, Jack McCollom, (left) and Bob Frazer teamed up last summer to do some fishing out of Boston with their own outboard rig. Now on the DeSoto, Frazer visited the New York hall last week to show the results of the partnership. One of their first outings produced this prize, which was good for a couple of tasty codfish steaks.

SIU HALL DIRECTORY

Table listing SIU Hall Directory for various districts including SIU, A&G District, MFOW, Great Lakes District, Canadian District, SUP, MC&S, and others. Each entry includes a city name and contact information for agents or hall representatives.

SEAFARERS IN DRYDOCK



(Continued from page 12) Norman Longline John Maher VA HOSPITAL HOUSTON, TEXAS R. J. Arsenault USPHS HOSPITAL NEW ORLEANS, LA. James Barnes George Lawson Robert G. Barrett Henry D. Long John Bigwood W. Marjenhoff Claude Blanks John Masburn Tim Brown Edward Moore Jacob Bucklew Alexander Martin Jack B. Cheramie William Nelson John Dixon Dominic Newell Henry Foy Joseph O'Neill Henry Gerdes Winford Powell Leonard Gordon Arthur Proulx James Guy R. Richardson Wayne Harris Antonio Santiago D. C. Harrison Melvin Schrade John J. Harrison Thomas Tears Alvin C. Headricks James Ward J. H. Hudson Sr. George Wendell Ramon Iritarry George Williams Henry Janicke Robert Wiseman Woodruffe King Cleophus Wright Edward Knapp Charles Wynn Leo Lang VA HOSPITAL RUTLAND, MASS. Charles Bartlett D. Fitzpatrick USPHS HOSPITAL NORFOLK, VA. Francis J. Boner William S. Rudd Kermit H. Dotson USPHS HOSPITAL SAN FRANCISCO, CALIF. Joseph H. Berger Arthur J. Scheving Michael J. Coffey Henry J. Schreiner George B. Dunn Hoyt L. Tenner Myron E. Felt W. E. Thompson William J. Kramer Claude A. Virgin Paul D. Liotta William H. Walter Edward Robinson USPHS HOSPITAL SAVANNAH, GA. Richard Chazarra Beamer C. Grimes Irvin DeNobriga L. T. McGowan USPHS HOSPITAL FT. WORTH, TEXAS J. R. Alsbrook H. Ledwell Jr. L. Anderson John C. Palmer SAILORS SNUG HARBOR STATEN ISLAND, NY Victor B. Cooper Thomas Isaksen VA DOMICILIARY THOMASVILLE, GA. Elmer G. Brewer VA HOSPITAL BOSTON, MASS. Thomas W. Killion VA HOSPITAL BUTLER, PA. James F. Markel VA HOSPITAL CORAL GABLES, FLA. Abner Raiford USPHS HOSPITAL MANHATTAN BEACH, NY Lewis R. Akins Donald Hewson Manuel Antonana Antonio Infante Eladio Aris Claude B. Jessup Fortunato Bacomo Woodrow Johnson Joseph J. Bass L. Kristiansen Melvin W. Bass Thomas R. Leahy Matthew Bruno Kenneth Lewis Leo V. Carreon Warren J. McIntyre James F. Clarke Jens Madsen Joseph D. Cox Leo Mannaugh Jun Denopra J. S. O'Byrne John J. Driscoll C. Osinski Friedof O. Fondilla George G. Phifer Otis L. Gibbs Winston E. Renny Joseph M. Gillard G. E. Shumaker Bart E. Guaranick Henry E. Smith Taib Hassan Almer S. Vickers Clarence Hawkins Pon P. Wing Frank Hernandez Royce Yarbrough USPHS HOSPITAL STATEN ISLAND, NY Clemente Acuin William A. Jordan Nicholas Anostis William D. Kenny F. Aponte E. Langstrand John Aualitz John Laughlin Fred D. Bentley Roy Lee McCannon Frank S. Bosmente I. McCormack Peter Bush M. E. Makatangay Sheldon T. Butler Anthony Pisan Frutuoso Camacho Jose Rodriguez Apron Castillo William Saltares Mike Chandoha Jesse Shontz Florian R. Clarke Isaac Sieger Matthew Euriss Adolph Swenson William C. Fell F. Thorp R. Galarrza Eduardo Toro G. B. Griswold Ramon Varela Arthur J. Heroux James H. West Samuel Jonas Joseph Wohletz

'Citizen Only' Job Tag Seen Unfair

To the Editor: As a former non-resident alien, now a resident of the United States and with a class A seniority rating in the SIU, I would like to raise some questions about the alien crewmembers on our ships. First off, I cannot understand why so many shipping companies insist on a "citizens only" requirement for their ships when men like myself have

was interested in becoming a US citizen. Sometimes it wasn't easy to get a job in those 28 days because of the restrictions on aliens. But I made a go of it, and there are many others in the SIU today who did the same. I say that those aliens who sail our ships, refuse to get off and show no interest in applying for US citizenship should be unloaded. Then the men who are good Union men and pay their taxes can get a crack at the Union-contracted jobs these people are monopolizing. I would like to hear what some of the other brothers think of this.

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.

Transatlantic's Making Steam

To the Editor: A lot of things have happened since the Transatlantic left Baltimore last August 17. First of all, we left Baltimore with a load of grain for Poland on what was expected to be a short trip. However, before we completely discharged the grain we had an MSTs charter for the next three months. We got a royal reception in Poland. In fact, they liked us so well that even the money-changers were letting some of the boys go on the cuff. The same thing happened in Nordenham, Germany. It was so good there that a couple of the boys stayed. We are now two days out of Gibraltar bound for Turkey and a few ports in Iraq and Iran that I cannot even pronounce, much less spell. From the Persian Gulf, it's back to northern Europe empty and, who knows, we may start all over again.

been cleared by the Coast Guard and accepted for residence in the United States. We have gone through the same screening as everyone else, perhaps even a stiffer one. We pay our US taxes and meet all our other obligations, yet we are denied employment on one flimsy excuse or another. The usual reason given for the "citizens only" tag is that the ships are carrying classified cargoes. Well, that one is knocked in the head by the fact that many of the ships directly operated by the Military Sea Transportation Service on the Japan-Korea shuttle have large numbers of Japanese and other alien seamen aboard. If MSTs ships can run with aliens, how come privately-owned, non-subsidized ships rule us out?

My second beef is against the non-resident aliens who refuse to get off the ships. They will ride one vessel for three or four years, keep another man from getting a job and evade payment of US income taxes because they never come ashore here. Many of these men could get landing permits if they tried, but we all know that they don't want them. They go to the skipper and ask to stay aboard. Since under the McCarran Act the companies have to post bond when these men go ashore, the company is just as content to leave them stay aboard. The Immigration people just wash their hands of the whole matter because then there's one less man they have to be concerned about being ashore here. Then, after they pile up all the loot, they go back to the home country probably laughing at us stupid Americans. When I was a non-resident alien I took my chances with my 28-day shore leave because I

Abe Rosen Ship's reporter

Urges Pensions For Widows Too

To the Editor: I am most interested in your articles about pensions. I have often wondered why the Union doesn't also provide pensions for widows and dependents after a seaman has died. The Armed Forces do, so why not the merchant service also? I am sure the seamen as well as the wives think the same way about their dependents as I feel about my late husband. You wouldn't have to give the widow the same amount as the seaman would receive. I'm sure that if the dependent could receive only half of the pension it would help a lot. I am working to send my two children through school and I know every little bit helps. Think it over, Seafarers. A benefit like this would help your loved ones a lot after you're gone. Mrs. Harry L. Parrott

LET 'EM KNOW! Write TO THE LOG

Bnrly



# 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:

- Thomas E. Pedersen, born November 5, 1958, to Seafarer and Mrs. Perry M. Pedersen, Brooklyn, NY.
- Robert I. McNeil, born October 24, 1958, to Seafarer and Mrs. Robert T. McNeil, Springfield, Mass.
- Susan Ann Smith, born July 25, 1958, to Seafarer and Mrs. Thomas W. Smith, Woodford, Va.
- George Lasso, born October 11, 1958, to Seafarer and Mrs. Robert J. Lasso, San Juan, PR.
- Kimberly E. Gilmore, born October 28, 1958, to Seafarer and Mrs. David C. Gilmore, Jr., Dunn, NC.
- Nada St. Marie Broussard, born October 6, 1958, to Seafarer and Mrs. Milton G. J. Broussard, Lake Charles, La.
- John H. Smith, born October 21, 1958, to Seafarer and Mrs. William J. Smith, Philadelphia, Pa.
- Sandy McMillan Jr., born October 30, 1958, to Seafarer and Mrs. Sandy McMillan, Brooklyn, NY.
- Bobby Butts Jr., born October 31, 1958, to Seafarer and Mrs. Bobby Butts, Whistler, Ala.
- Virginia C. Kehrlower, born September 30, 1958, to Seafarer and Mrs. William K. Kehrlower, Baltimore 17, Md.
- Joyce M. Everett, born October 13, 1958, to Seafarer and Mrs. Walter A. Everett, Philadelphia, Pa.
- Michele J. Goddard, born October 16, 1958, to Seafarer and Mrs. Edward M. Goddard, Seattle, Wash.
- Kenneth D. Willis, born October 28, 1958, to Seafarer and Mrs. Perley D. Willis, Norfolk, Va.
- Kathy G. Glock, born October 9, 1958, to Seafarer and Mrs. George Glock, Baltimore, Md.
- Stephen Spurgeon, born September 27, 1958, to Seafarer and Mrs. Martin Spurgeon, Brooklyn, NY.
- Susan Marie O'Connell, born October 2, 1958, to Seafarer and Mrs. Dennis J. O'Connell, San Francisco, Calif.
- Rita Faye Brodeur, born October 27, 1958, to Seafarer and Mrs. Joseph W. Brodeur, New Boston, Texas.
- Allen P. Raymond, born August 15, 1958, to Seafarer and Mrs. Allen P. Raymond, Baltimore, Md.

## Seafarer's First



Seafarer and Mrs. Isaac Vega Brown and Isaac Jr. have family portrait taken.

## Personals And Notices

**Ellie Samia**  
Please contact Leo Brown, attorney, at 165 Broadway, New York 6, NY. Important.

**F. E. Wing**  
Ex-SS Kyska  
Your reading glasses, left aboard the Kyska, are being held for you at the San Francisco hall.

**Charles E. Ackerman**  
Contact Mrs. Paul S. Hurdal, Sr., 723 Linnard St., Baltimore 29, Md. She is holding papers for you.

**Charles A. Carlson**  
Please get in touch with Desmond and Drury at once.

**Harry C. Scott**  
It is important that you contact Mrs. Louella Scott c/o Mrs. Roland Miller, Westport, Washington, Box 51.

**Bill McDonald**  
You are urged to contact Al Whitman in Philadelphia.

**Leonard A. G. Smith**  
Your wife urges you to contact her at once.

**Giles LeRoy Glendinning**  
Your mother requests you to get in touch with her as soon as possible. Her address is 3900 Clifton Ave., Baltimore 16, Md.

## FINAL DISPATCH

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

**Thor Thorson, 60:** A Union member since 1939, Brother Thorson died of heart disease October 23 in the Public Service Hospital in Chicago. He served in the deck department and had been receiving the SIU disability - pension. Burial took place in the Mt. Olive cemetery in Chicago. His sister, Mrs. Jorgine Kristianson of Oslo, Norway, survives him.



Service Hospital in Staten Island October 13. Causes of death were heart disease and diabetes. Burial took place in Heavenly Rest Park, E. Hanover, NJ. He is survived by Mrs. Anna L. Fulford, his wife, of Newark.

## Anybody Invent Artificial Eel?

WASHINGTON — If you're one of those resourceful men who are constantly conceiving new inventions, but feel that nobody wants them, take heart—the Pentagon is more than willing to hear you out. The National Inventors Council, a branch of the Commerce Department, reports that the Government is in the market for some of the answers to some 82 military problems, with a bundle of cash ready for every answer they accept.

### Seek TV System

High on the wanted list are a television system which can clearly trace long-range missiles in flight, a device to prevent airplane fuel from exploding upon impact or collision, a more effective means of digging holes in frozen ground and an artificial eel to generate electric power in sea water to power amplifiers in undersea cables.

Constantly changing conditions of modern warfare are creating new military wants and eliminating old ones every year. The Council reports that of 380 inventions sought for last year, 30 responses are now under consideration. None have been bought as yet.

**Charles H. Montgomery, 52:** Brother Montgomery died of unknown causes on October 18. A Union member since 1947, he sailed in the engine department. Burial was in Richland Cemetery, Dravesburg, Pa. Surviving him is his daughter, Mrs. Virginia Brookes, of Torrance, Calif.



**Sidney Ghale, 64:** Brother Ghale, another retired Seafarer on the disability - pension, died of arteriosclerosis August 16 in the Mobile General Hospital, Mobile, Alabama. He was a Union member since 1941, sailing in the steward department. Burial was in the Pine Crest Cemetery in Mobile. Mrs. Frank Smith of Charleston, SC, his sister, survives him.



**Ralph Sturgis, 43:** Brother Sturgis was stricken with a circulatory attack July 6 in Rijeka, Yugoslavia. He was an SIU man since 1941, sailing in the deck department. Place of burial is unknown. His mother, Mrs. Beulah Sturgis, of Norfolk, Va., survives him.



**Frederick Fulford, 64:** Brother Fulford died at the Public Health

## Tampa Future On Dim Side

TAMPA—There was little activity to speak of down here as the two-week period was devoid of any payoffs or sign-ons. A handful of men shipped as replacements for in-transit vessels which included the Alcoa Polaris (Alcoa); Gateway City and Raphael Semmes (Pan-Atlantic); De Soto (Waterman) and Chiwawa (Cities Service). The future outlook remains dim.

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"THE VOICE OF THE MTD"

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- WFL-45, 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  
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- Every Sunday, 1915 GMT (2:15 PM EST Sunday)  
WCO-13020 KCs  
Europe and North America
- WCO-16908.8 KCs  
East Coast South America
- WCO-22407 KCs  
West Coast South America
- Every Monday, 0315 GMT (10:15 PM EST Sunday)  
WMM 25-15607 KCs  
Australia
- WMM 81-11037.5  
Northwest Pacific

MARITIME TRADES DEPARTMENT

## Lake Charles Hails 'Atlas'

LAKE CHARLES—Shipping for this area picked up a bit over the past two weeks, Leroy Clarke, port agent, reports. The new super-tanker, Atlas, owned by Cargo and Tankship Corp., was a welcome sight when she pulled into port for a payoff recently. The ship has been in operation only three months now, and should be kept busy for some time.

The following vessels called into port over the past period: the Bents Fort, Council Grove, Royal Oak, Chiwawa and the Bradford Island (Cities Service).

### 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.



Fit for a Seafarer!

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BALTIMORE AND NEW YORK SIU CAFETERIAS

ARE GEARED FOR SEAFARERS -  
THE MEMBERS OF OUR UNION. DROP  
IN THE NEXT TIME YOU'RE AT THE HALL.

The Seafarers Cafeteria

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## MSTS Proposes Private Ships For Troop Traffic

ST. LOUIS—Private industry has been called upon to build and operate transports for military personnel, their families and their possessions by the head of the Military Sea Transportation Service, Admiral John Will. In a speech at the annual convention of the National Defense Transportation Association, the Admiral called for replacement of the MSTS transport fleet, now approaching obsolescence. Will revealed that this plea had already been presented to passenger operators earlier in the year and has produced no specific response to date.

For a number of years now, ship operators and maritime unions, including the SIU, have been calling on MSTS to get out of the transportation industry, particularly where the carriage of families and household possessions of military men was involved. It was argued that this type of passenger service, as well as many other functions of MSTS, properly belonged to the private shipping industry. Admiral Will's statement indicates that MSTS is willing to cut back on its operations in this area if the

operators build ships for this type of service.

With the establishment of a large number of semi-permanent military bases overseas, the movement of troops, dependents and their personal possessions has become a major shipping operation.

In addition to approaching obsolescence, the existing MSTS transport ships do not provide suitable accommodations, Will said. While satisfactory for emergency wartime needs, they are admittedly cramped and inadequate for peacetime standards of travel.

### Thousands Of Berths

On the East Coast alone, MSTS operates 11 transports of varying sizes with accommodations for an unspecified number of passengers, running up into the thousands.

Aside from MSTS' willingness to get out of the passenger business, Will said the agency was eager to employ American-flag reefer vessels, and heavy lift ships. The lack of such shipping in this area, and the shortage of new tankers as well, has forced MSTS to charter foreign ships during emergency periods, he said.

During the recent Lebanon crisis, he pointed out, the Government was compelled to commission foreign-flag tankers, because not enough American tonnage was available. The need for heavy-lift ships capable of lifting from 100 to 150 tons (there are only two presently in operation) was accentuated during the Korean War when it was necessary to charter German and British ships for this purpose.

Foremost among MSTS needs,

however, are new roll-on, roll-off vessels which in his view are unequalled for carrying tracked and wheeled military vehicles. He said that 24 percent of the Army's total cargo requirements consist of such equipment. The need for roll-on craft is so intense, he said, that the MSTS will seek construction of several such vessels for its own account if private operators do not act soon. It is also planning to activate the trailer ship *Carib Queen*, which up until now, has been on the auction block with no buyer in sight.

## 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:

November 26

December 10

December 24

## Turkey Day Dinners Set In All Ports

The annual Thanksgiving dinners served to Seafarers on the beach and their families will be held in all SIU ports next Thursday, November 27. The Thanksgiving dinners, like the ones served Christmas Day, have been a standard practice of the SIU for several years now.

In headquarters, the traditional turkey day dinner will be served in the cafeteria. The same will hold for Baltimore and other ports where facilities are available in the Union halls. Smaller ports are making arrangements with local restaurants for the holiday treat.

Last year's dinner in headquarters attracted more than 600 Seafarers and members of their families. In included turkey, roast beef, Virginia ham, shrimp cocktails, salad, cranberry sauce, yams, mince pie, pumpkin pie, rum cake and a variety of other holiday specialties.

On the West Coast, members of the SIU Pacific District will also enjoy holiday fare in West Coast halls.

Tickets for the dinners should be obtained in advance in the port involved.

## 'SIU Of Indonesia' Now Offers Clinic



Official of Indonesian seamen's union, John B. Malacas, speaks at dedication of union's clinic. Services of the clinic are available to Seafarers as well as to members of the Indonesian union.

DJAKARTA, Indonesia—Things are looking up for the Serikat Pelaut Internasional, the Seafarers International Union of Indonesia, Seafarer Juan Reinosa reports. He recently attended a meeting of the group at the inauguration of a new clinic in the port for use by seamen.

The Serikat Pelaut Internasional was originally formed by a group of Indonesian seamen after they had learned about the SIU structure from Seafarers on the Isthmian ship run. The Indonesian union copied the SIU emblem and patterned itself in various ways on the SIU.

### Seafarers Welcome

Reinosa, a crewmember on the Steel Admiral, was invited to the Djakarta dedication as representative of the SIU. He adds that the services of the clinic "are available to any SIU brother that may request medical attention in this port free of charge."

He reports that the SIU is held in high esteem among Indonesian seamen. "They have studied our constitution, our working agreement and system of welfare to improve the seamen's working and living conditions," he added.

## Tanker Lag Hits Boston

BOSTON — Preparations are being made for the annual Thanksgiving Day Dinner held for the men on the beach and their families, James Sheehan, port agent reports. In order to make reservations at the hotel, Sheehan asked men who plan to attend to let the dispatcher know in advance.

Patrolman Gene Dakin is out of the hospital and is recuperating at home, Sheehan said. The men on the beach here all join in wishing him a speedy recovery.

Shipping for the period has not been too good with expected tanker runs not materializing. There were only two vessels, the Bradford Island and the Royal Oak (Cities Service) paying off and signing on over the last two weeks. In transit were the Steel Flyer (Isthmian), Bents Fort (Cities Service) and the Robin Hood

## Darn Clever, Those Indians

As Seafarers who hit Calcutta and Bombay well know, India has embraced prohibition. The inevitable result has been a spate of bootlegging with some ingenious devices springing up for transporting a bit of home brew to the customer.

In one instance reported from Bombay, police stopped a busload of apparently pregnant women. As it turned out, the swelling consisted of a gallon of liquid alcohol in rubber bottles strapped to each woman's stomach.

## PENSIONERS' CORNER



An old-time member of the Sailors Union of the Pacific, Seafarer Arthur Nelson was one of that original group of seamen who were the core of the Atlantic and Gulf District when it was founded in 1938. Now a recipient of the SIU's \$150 monthly disability-pension, Nelson can look back to almost a half-century of sailing that began back in Seattle in 1908 and included an interval of Coast Guard Service in the early days.

One of the highlights of his career, he recalls, was during World War I when the SS *Mongolia* fired the first successful American shot against a German U-boat.

"We were bound for London with a large cargo of war material for the US allies," he recalls, when the submarine was first sighted. The crew's initial alarm gave way to confidence when the skipper outmaneuvered the sub and turned possible defeat into a significant victory.

But Nelson wasn't always as fortunate. He was aboard the Coast Guard ship *Takoma* when it went down in Alaskan waters in 1914. The crew got away in a lifeboat and spent several days adrift before rescue came.

In 1916, Nelson became a member of the Sailors Union of the Pacific and sailed West Coast ships for a number of years. He then switched to Atlantic and Gulf vessels and signed up with the SIU in Mobile when it was formed.

The hospitality of the Italian and English peoples made those two countries his favorite runs. They treated you "like one of the family" there, says Nelson. In fact, it was in Genoa, Italy, where romance turned into marriage.

Rheumatism was the cause of Nelson's retirement two years ago. Much of his time is now spent collecting animal mounts, which decorate the walls of his home on the Bon Secour River in Alabama. He also has 20 albums containing photographs taken of his travels.



Nelson

## 273 Million By 1980?

WASHINGTON—This is going to be a pretty crowded country by 1980 according to the predictions of the Census Bureau. If the birth rate over the next 22 years increases by about ten percent, as forecast, there will be 272,600,000 people in the US, an increase of more than 100 million over the present population.

The Bureau bases its estimates on the assumption that there will be no war, epidemic, major economic depression or any other catastrophe which would kill off a large part of the population or reduce the birth rate.

Even if the birth rate continues at its present level, the Bureau said, the population in 1980 will be about 260 million, as compared with 174,500,000 as of July this year.

The Bureau also predicted that there would be three million more women than men in the nation by that time. The girls, they said, now outnumber the men by about 1,500,000.

### 106 Million Workers

As for the working force, there will be about 106,300,000 persons between the working age of 25 and 64 in 1980, or 24,500,000 more than the present total. That means an equivalent job expansion will be required.

In addition to the birth rate climb, the Bureau predicts the life span of the average American, especially female, will be longer. In fact, it predicts continued substantial increases in the number of persons over 65. The total of elderly folks, it said, should increase by about half a million a year, or up to 24,500,000 by 1980. By that time there would be only 72 men over 65 to every 100 women.