

SIU WINS 8% PAY RISE, BIG VACATION GAIN IN NEW PACT



Now Takes Up Job Security, Other Benefits

Story On Page 3

AN EDITORIAL:

A Merchant Marine For Whom?

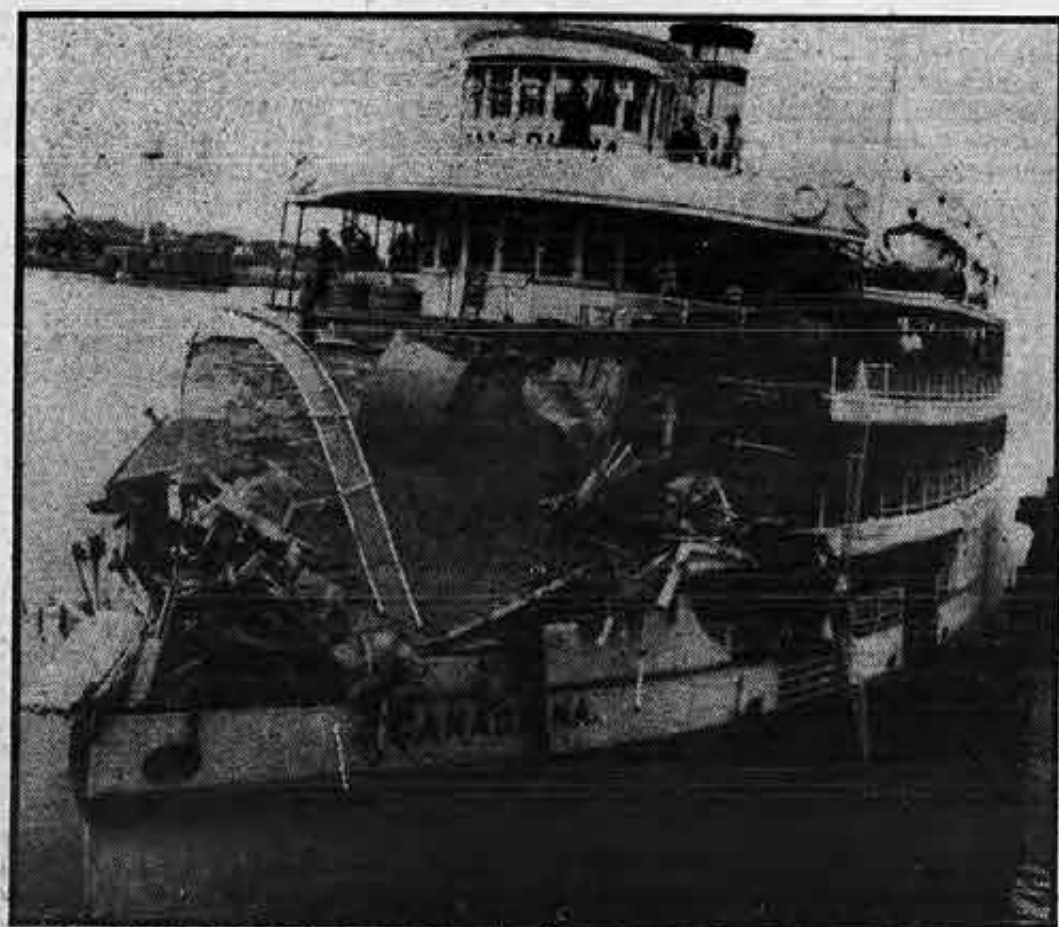
Last week US maritime was treated to the spectacle of the representatives of the American Merchant Marine Institute pleading in Washington on behalf of runaway-flag shipowners. The AMMI, ostensibly devoted to the interests of American shipping, made a successful pitch to the Administration that the American taxpayer should pick up the tab for Suez Canal surcharges imposed on runaway ships—ships whose owners registered foreign to escape payment of US taxes in the first instance.

Maybe the top brass of the AMMI congratulated themselves on a job well done. Undoubtedly the runaway operators were pleased with the results. But we wonder if many American-flag operators were cheered by this development. We are sure that the US public, if it learned the facts, would disapprove. The public would be bewildered as to why a so-called "American" Merchant Marine Institute would make a money pitch for operators who have fled the American flag.

To understand why this happened it is necessary to understand the nature of the AMMI as an organization.

In theory, the AMMI is a combination of US shipowners acting in concert on matters of interest affecting all of them. In fact, it has developed

(Continued on page 2)



Hit By Bridge. Usually it's a ship that hits a bridge but in this instance the bridge swung first. Victim of the swinging drawbridge in Toledo, the *Canadiana* had her bow ripped-up, but 900 passengers escaped serious injury. Ship is manned by the SIU Great Lakes District. (Story on Page 11.)

NOMINATIONS NOW OPEN:

Seafarers To Vote On 38 Union Posts

A total of 38 elective offices will be open to qualified candidates in the coming SIU biennial elections scheduled to get underway on November 1. The 38 offices to appear on the ballot were approved by the membership at headquarters and in all ports following presentation of the secretary-treasurer's pre-balloting report and recommendations.

The number of posts to be voted on is one less than the 1956 roster of 39. A number of changes have been made in the type and location of some of the offices to be voted on. This was done in light of the changing pattern of shipping in the various ports in which the SIU maintains halls.

At headquarters, there will be five assistant secretary-treasurers as compared to six on the 1956 ballot, and eight joint patrolmen to be elected as opposed to seven last time. Three ports, Norfolk, Savannah and Tampa, will elect agents only. They had previously elected an agent and a patrolman, but a drop in shipping in their area has reduced the need for permanent personnel.

On the other hand, the West Coast ports of Seattle and Wilmington will be on the ballot for

the first-time for the election of port agents. These positions had been appointed posts up until now, since the West Coast halls had been opened as a temporary measure. However, the pattern of shipping has been such over the past few years that these halls will now be regarded as permanent and agents elected for them accordingly.

The other ports—Boston, Philadelphia, Baltimore, Mobile, New Orleans, Houston and San Francisco—have the same number and type of elective posts assigned to them as there were in the 1956 balloting.

Nominating Process

The presentation of the pre-balloting report paved the way for the opening of the nominations period which began August 12 and will wind up as of midnight, September 11. The nominations procedure permits a candidate to nominate himself by sending a letter to headquarters during that period stating the office for which he intends to run, submitting proof of his three years' seetime, his citizenship and his two years of continuous Union membership. Four months of the seetime has to be in the current calendar year.

In addition, under the terms of the pre-balloting resolution, all candidates are asked to submit photos and written statements of 100 words or less on their activities in the Union. The statements will be printed in a special election supplement in the SEAFARERS LOG, before the two-month vote gets underway on November 1.

Hall, in issuing the report, urged all men who are interested in run-

ning for Union office to nominate themselves.

After the voting is concluded on

The full text of the secretary-treasurer's pre-ballot report appears on page 8.

December 31, newly-elected officers will take office as of midnight on the night that the headquarters tallying committee reports on the results of the election to the membership.

The constitution calls for each days' ballots in every port to be mailed by certified or registered mail to a safe depository.

The roster of posts to be voted on is as follows:

Headquarters: One secretary treasurer; one deck assistant secretary-treasurer, one engine assistant secretary-treasurer, one steward assistant secretary-treasurer; two assistant secretary-treasurers joint.

New York: Eight joint patrolmen.

Boston: One agent; one joint patrolman.

Philadelphia: One agent; one joint patrolman.

Baltimore: One agent; three joint patrolmen.

Norfolk: One agent.

Savannah: One agent.

Tampa: One agent.

Mobile: One agent; three joint patrolmen.

New Orleans: One agent; three joint patrolmen.

Houston: One agent; one joint patrolman.

Wilmington: One agent.

San Francisco: One agent.

Seattle: One agent.

Lakes SIU Head At NY Meeting



Fred Farnen, secretary-treasurer of the SIU Great Lakes District, tells A&G headquarters meeting of progress in Lakes organizing drive. Election is now going on in Boland and Cornelius fleet, one of prime organizing targets. MTD Unions on Lakes are working together on this and other drives.

SUP Votes To Approve Joint WC Newspaper

SAN FRANCISCO—The proposed establishment of an SIU Pacific District newspaper to replace three existing publications received another boost when the members of the Sailors Union of the Pacific went on record in favor of the move.

The Marine Firemen's Union and the Marine Cooks and Stewards Union had already taken official positions in favor of consolidating the "West Coast Sailor," the "Marine Fireman" and the "Stewards News" into one publication to represent the entire Pacific District.

The SUP action came at its headquarters membership meeting in adopting the report and recommendations of the SUP quarterly finance committee. The committee report said in part:

"We feel, not only from a financial standpoint, but also for the

publishing of a better paper, the three unions to all intents and purposes, legally and otherwise, are banded together and have mutual problems. We therefore recommend that the Secretary proceed toward an agreement with the other two unions, the MFOWW and the MC&S, to publish a joint paper, and, if possible, to put out such a publication as soon as possible."

Last year, the three unions put out a joint newspaper as a Labor Day issue, with each union having separate sections for reporting on its business.

The edition was favorably received by members of the unions involved.

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An Editorial: A MERCHANT MARINE FOR WHOM?

(Continued from page 1)

into a pressure group to serve the manipulations of United States Lines.

This was clearly shown once again in the recent contract negotiations when US Lines president, General John Franklin, embarked with NMU President Joseph Curran on a strikebreaking expedition against licensed engineers because of a dispute between the Marine Engineers Beneficial Association and the company over conditions on US Lines passenger ships.

The position of General Franklin,—to set up an ill-fated company union of engineers—became the position of the AMMI in dealing with the MEBA.

It is an open secret in the industry that the other operators were unhappy with this blundering, negative approach which killed any chance of peaceful settlement and cost the industry accordingly.

The Franklin NMU scheme bypassed the established bargaining machinery. It was more a reflection of the private pressure set-up, the Labor-Management Maritime Committee, which Franklin and Curran have established as part of the US Lines system of applying multiple pressures on maritime legislation.

The same manipulation of AMMI to serve US Lines' purposes is apparent on the subsidy level. When US Lines wanted a new passenger ship, it involved the leadership of the AMMI for the better part of a year to get a bill through which gave it more favorable terms than any other US shipping company. Up until now, 50 percent of construction cost was the ceiling over which the Government would not go, with most contracts calling for US participation up to 45 percent of cost. But US Lines got itself a construction subsidy which provides 55 percent or more assistance from Uncle Sam, something in the vicinity of \$80 million dollars, giving it a competitive advantage over any other subsidized operator. This is especially interesting in light of the fact that the last comparable construction subsidy applicant—American Banner Lines—was required to put up 60 percent for a vessel on a similar run, to the Government's 40 percent.

When it appeared that construction of this new US Lines luxury ship might be postponed, it was the president of the AMMI, not the president of US Lines, who leaped into the breach with a telegram to the White House and a public statement that, "with the tense world situation and

the current newspaper headlines before us, this would be the last item the country would want to postpone."

On the operating side, the AMMI's concern with US Lines' well-being is reflected by the fact that its 1957 subsidy bill, some \$32 million, is \$15 million greater than any other company's and represents about 22 percent of the entire subsidy figure for the whole merchant marine.

And now we learn these AMMI representatives going to Washington and demanding a break for tax-free Liberian-flag operators. Why? Because US Lines has traded for the support of the international oil companies with their huge foreign-flag interests, to get their backing in Washington for US Lines subsidy requests, no matter how inequitable they might be—and because US Lines is interested in selling the passenger ship America to a foreign-flag operation.

It is for these same reasons that the president of the AMMI called the runaways the "fifth line of defense," and aroused the animosity of other legitimate maritime nations by his strenuous support of runaway shipping at the United Nations Conference on the Law of the Sea. He took this position even though such shipping injures the American merchant marine and the maritime operations of our allies.

In this area, it is interesting to note that while US Lines is perfectly willing for the America to run in transatlantic or other service under a foreign flag, it strenuously opposes every attempt by newcomers to enter the transatlantic trade under the American flag. It is reported that one recent application in this area was disapproved in part, on the ground that US Lines would face stiff competition from the proposed operation. The AMMI, which, one would assume, would welcome additions to the US-flag fleet, was conspicuously silent on the issue.

The US Lines policy then, is the AMMI policy, to the detriment of other operators who are relatively powerless to affect the course of AMMI affairs.

The current situation reflects a need for reappraisal of our merchant marine policy, as has long been sought by the SIU and the AFL-CIO Maritime Trades Department, to assure more equitable distribution of Government aid to the entire industry. It also reflects the need for shipowners to reexamine the AMMI to determine whether it is serving the best interests of the American merchant marine.

New Pact Raises Pay 8%

Cuban Group Purchases Struck Canadian Ships

MONTREAL—A new twist in the Canadian National Steamship beef was reported as the company announced that a Cuban banking group had purchased its eight strikebound deep-sea ships. The ships had been hung up for over a year in Halifax as a result of a strike by the SIU Canadian District.

It was reported that Troy Browning, a Great Lakes ship operator, would run the ships under the Cuban flag in an arrangement with the Cuban government. Browning's Lakes operations are under contract to the SIU Great Lakes District.

SIU of NA Vice-President in Canada, Hal Banks, when informed of the sale, declared that the strike would go on and he was asking for continued support from other unions. The strike has had the full support of the SIU of NA and of all unions affiliated with the International Transportworkers Federation. The ITF has put the ships under a boycott and has called on member unions not to handle them.

Meanwhile, members of the opposition Liberal Party in Canada have charged that a Canadian-flag shipping firm offered \$3 million for the ships, nearly \$200,000 more than the Cuban bid, but was turned down. The CNS ships are the property of the Canadian government through the Government-owned Canadian National Railway. The SIU Canadian District had reported previously that two of its contracted companies were in the bidding.

The ships have been idle since July 4, 1957, when the Canadian District struck in a contract beef.

Subsequently, the company announced it was transferring the ships to Trinidad, but the move failed when West Indian seamen and British officers both refused to have any part of the struck ships.

Families Fill Balt. Clinic

BALTIMORE — Seafarers' dependents are making full use of the services of SIU Health Center here with appointments being made two weeks ahead. Port Agent Earl Sheppard reported. One day a week is set aside for them and so far it seems sufficient in spite of the large number of appointments.

Shipping has been fair for the two-week period and the outlook is for it to continue on about the same level. Even though 210 men were shipped, there was a heavy registration of 276 men due mainly to the lay-up of two Ore ships.

Paying off were the Jean, Carolyn and Emilia (Bull); Marore, Baltore, Venore, Felore, Santore and Cubore (Marven); Atlantis (Petrol Shipping); John Kulkundis (Martis); Pacific Star (Compass) and Kenmar (Calmar).

The Marore, Baltore, Venore, Felmore, Santore and Cubore, the Yorkmar (Calmar) and Alcoa Pointer (Alcoa) signed on.

An eight percent increase in base wages and a 30 cents per man per day additional contribution to the Vacation Plan are the highlights of an agreement on major contract items that has been reached between the SIU and its contracted operators. A memorandum of agreement that was signed on Friday, August 8, a few days after the start of negotiations, provided for several basic changes to take effect September 1, one month before the present contract expires.

Contract talks on a number of other important items, covering job security problems in the main are continuing. However, the agreement on basic money items, if approved by the membership, will take effect as scheduled irrespective of the disposition of the rest of the contract matters.

The major changes arrived at thus far include the following:

- An eight percent increase across-the-board in base wages. For ABs, this means an increase from the present \$336.73 per month to \$363.67, a boost of \$26.94 monthly.
- An increased contribution by the operators of 30 cents per man per day to the SIU Vacation Plan. The increase will make possible a substantial rise in vacation pay, likely in the neighborhood of \$100 over the present \$260 yearly maximum.
- An increase in overtime and penalty rates of six percent. Present rates are \$1.60, \$2.06 and \$2.10 per hour, with most men getting the \$2.06 rate. That will now become \$2.18 per hour. Entry rating OT will now be \$1.70 and for the top ratings, it will become \$2.23.
- Another five cents per man per-day will be contributed to establishment of a standing Food Program stewards committee. The standing committee will expand

Here in a nutshell are the basic terms of the settlement thus far reached with the ship-owners:

- Wages up eight percent.
- Overtime up six percent.
- Vacation payment increased 30 cents daily.
- Five cents more per day for SIU health and safety programs.
- Five cents per day for SIU feeding program.
- Improved room and meal allowances.
- Other items to be negotiated.

cents added benefit per man per day on vacation payments, brings the total package increase of direct money payments by the operators to Seafarers to around 10½ percent. That would be figuring the 30 cents per day increased vacation contribution as in the vicinity of 2½ percent of an AB's existing monthly wage scale.

Security Clauses

While reaching agreement in these areas, SIU and company negotiators have to deal with a number of other items which have been put on the agenda as subjects for negotiation. The operators have agreed to work out provisions covering such items as job security problems arising out of fleet additions, questions of appropriate bargaining units, subsidiaries and affiliates of contracted employers. Provisions to safeguard Seafarers against the impact of foreign flag transfers are also on the docket for discussions. The termination date of the new agreement also has to be settled.

the present joint Union-operator program to improve standards of feeding and service aboard ship. In the areas in which it has operated, the program has won the praise of both crews and shipown-

• Room and meal allowances have been increased as follows: For dinner, \$1.50; for supper \$2; for room \$6.

The wage increase, plus the 30

AMMI 'ACHIEVEMENT':

Runaways Saddling US With Suez Transit Bills

WASHINGTON—Runaway ship operators who left US registry to escape payment of US taxes will have their Suez Canal surcharges paid for by the United States government. The surcharges, figured at three percent of the regular canal tolls, will be collected starting September 15 to help repay the cost of clearing the canal after the Suez war.

The announcement on the US decision to pick up the runaways' tabs came from the American Merchant Marine Institute, which had been pressing for such a ruling. While ostensibly representing US-flag shipping, the Institute has shown considerable zeal in protecting the runaways. This latest action followed upon the AMMI's vigorous opposition at the United Nations Conference on the Law of the Sea to any proposal which would have brought the runaways under the control of any legitimate maritime nation.

Oil Company Role

In the opinion of the SIU and other maritime unions, the AMMI action in sacrificing US shipping objectives to support the runaways represents the fact that the organization has come under the domination of a small group which enjoys support from oil companies who have extensive runaway interests. Consequently, the SIU believes it is no longer representative of US shipping. (See editorial, page one.)

In fact, the president of the AMMI, Ralph Casey, has characterized the runaways as the "fifth line of defense," a position which was promptly repudiated by other US ship operators, particularly those in the Pacific American Steamship Association.

The practical effect of the US decision will be that American taxpayers, including, of course, shipping concerns operating under the American flag, will be helping to subsidize runaway shipowners

who pay no taxes to the US.

In this area, Senator Warren Magnuson (Dem.-Wash.) has introduced a measure designed to close off the tax loophole on some runaway operators. Senator Magnuson, who is chairman of the Senate Interstate and Foreign Commerce Committee, has proposed that any steamship companies transferring tonnage to foreign registry could be required to continue payment of US taxes as a condition of the transfer.

Such payments would have to be made if, in the opinion of the Secretary of the Treasury, a principal purpose for the runaway registration is "avoidance of Federal income tax."

The US decision came after the United Nations said it would ask all ships using the canal to pay the surcharge. The UN spent a total of \$8,200,000 on the canal clearance job of which the US advanced \$5 million.

The US, of course, will also reimburse the toll surcharges on ships under the American flag. The decision to take responsibility for runaway surcharges cleared the way for the extra charge to go into effect since no other maritime nation wanted any part of them. Of course, Panama, Liberia and Honduras, which are havens of runaway shipping, were equally unwilling to pick up the tab.

Soviet Russia has declared that its ships would refuse to pay the surcharge, which is voluntary, but few of its vessels make use of the canal.

Meanwhile, the Suez Canal Authority in Cairo has notified ship operators that the canal's permissible depth will be increased to 35 feet effective August 31. The present draft limit is 34 feet.

Gulf Tanker Crash Kills 16



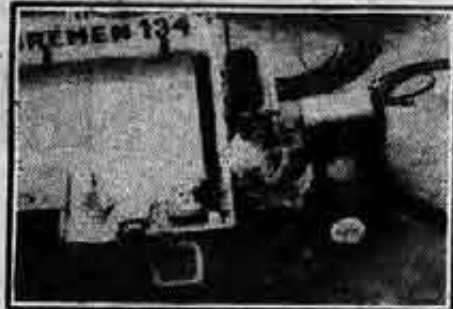
Some of the victims of the crash between SS Gulfoil and the coastwise tanker Graham are layed out on the Gulf tanker. Sixteen lives were lost on the Gulfoil when the two vessels crashed in a fog off Newport, Rhode Island. The Gulfoil was empty, but the Graham, which had a full load aboard, blew up after the collision, spewing flaming oil.

The Gulfoil carries an NMU crew aboard.

In addition to the 16 dead, two are missing and there were 24 injuries suffered between the two ships. It was the worst US tanker disaster since the SIU-manned Salem Maritime blew up in Lake Charles on January 17, 1956, apparently from a static electricity spark, with the loss of 21 lives.



Strickland, OS, stands gangway watch, keeps an eye on things while ship's in Rotterdam. Sailing board is posted for trip to Bremen.



Anchored at La Pallice (top left) crew checks lifeboat while French oldtimer (center) works as guard on ship. In Bremen, bargeman listens to speech by gent on dock (top, right). Bargefolk (bottom) live comfortably. Housewives peel potatoes, keep homes tidy and curtained. Rugs (right) need dusting the same as they do ashore.

SS Wacosta Makes

'The Tour'

One of the top-rated trips on the shipping board, the run to Northern Europe, seldom lacks for job-seekers. The run to France, the Low Countries and Germany means good ports, plenty of opportunities for sight-seeing and fast turn-around—too fast, usually.

Relatively new on the scene, Seafarer William Calefato, long a Far East "regular", kept his camera handy wherever the Wacosta went. Some of the results are pictured on this page.

La Pallice

Rotterdam

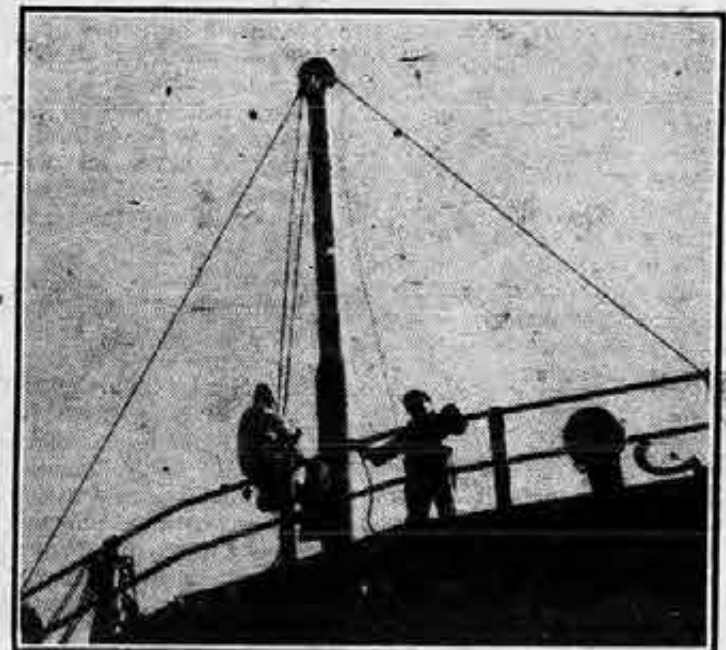
Bremen



Reunion at La Pallice brought Seafarer Chris Kerageorgiou and mother together for first time in ten years. Mrs. Kerageorgiou came from Marseilles.



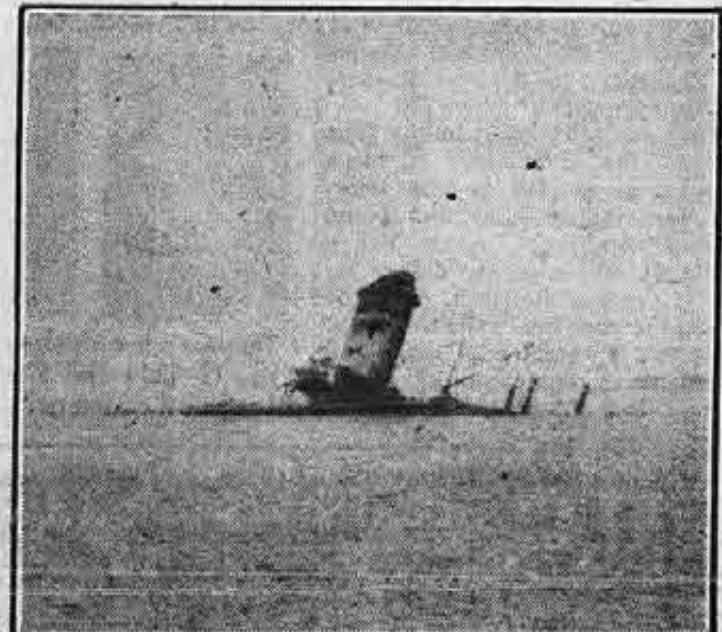
Waterfront street scene at La Rochelle, France, shows youngsters joining in dance near dock where fishing boats are moored. Town is big tourist attraction.



During working hours in Rotterdam, two SIU daymen perched high on mast tend chipping and painting chores to keep ship in trim.



Relaxing on Wacosta after a day's work, SIU trio (l to r) of Tom Thomassen, AB; B. F. Lowrey, deck engineer, and Bob Smith, wiper, pose for shipmate Calefato. It must have been a busy day. The boys look a little bushed.



Wreckage of old French ship Champlain, scuttled in World War II near La Pallice, is given wide berth.

Nautilus Polar Voyage Spurs Sub Tanker Plans

WASHINGTON—Prospects for the early development of submarine tankers were intensified this week following completion by the atomic submarine Nautilus of the first voyage across the "top of the world" under the North Pole. The Navy vessel found the short sea route between Atlantic and Pacific waters in an epoch-making 1,800 mile cruise beneath the 50-foot Arctic ice pack. The 96-hour trip from Alaska to European waters cut thousands of miles from the conventional route through the Panama Canal and raised the possibility that commercial submarine tankers would be economical sooner than had been expected.

Ten-Year Development

The Nautilus cruise has spurred plans for the development of commercial submarine tankers, which could be feasible in 10 years, according to present estimates. The first step would be a prototype tanker, which the Maritime Ad-

ministration says it could have in operation with conventional power in three years, and with nuclear power "relatively soon after."

Cities Service and other oil companies already have a commercial ship under study.

The Nautilus voyage also may spur the Government's plans for putting an advanced reactor into a converted T-5 tanker.

A tanker is being considered for the first commercial sub because it is easier to build than a dry cargo ship. A liquid cargo would equalize pressure from the outside, while a dry cargo hull, with empty spaces subject to tremendous sea pressure, would require a stronger, heavier, more complex and less economical hull.

Keeping in Touch

WITH S I U OLDTIMERS



"The hills of East Tennessee" may seem an unlikely place for a man to get his first taste of a shipboard rating, but it was back in those hills that retired Seafarer George B. Thurmer started as an FWT... "on a moonshine still during prohibition," that is. So, it was only natural that when he started shipping in 1939 on Great Lakes ore carriers, that Thurmer should



Seafarer George B. Thurmer and wife are shown at home in Oliver Springs, Tennessee.

sail in the engine department as an FWT.

One of the first men to qualify under the SIU disability benefit when it was set up in 1952, the 45-year-old Seafarer had already retired in 1951. The SIU Plan provides benefits to men regardless of age who are unable to sail because of disability, in Thurmer's case, failing eyesight.

Thurmer held many other jobs during the depression which weren't as helpful to him later, but nevertheless kept him going through the tough years. For a while he was a gandy dancer on the Milwaukee Railroad, an apple conductor on the Atlantic Coast Line and a commercial artist and free-lance writer, painting everything "from 'No Smoking' signs to

billboards."

In drydock now, the retired Seafarer hit just about every port during his twelve years at sea. He made the African ports several times with Robin Lines; Puerto Rico was a frequent port o' call while on the bauxite and sulphur runs with Bull Lines. During the war, Thurmer spent some time shuttling between England and Africa and later on shifted to the Pacific where he helped to man a Navy tug. Although he saw many ships go to the bottom, fortunately he was never on one of them. Finally, before retiring, he made a couple of trips to Korea while the war was on.

Back home in Oliver Springs, Tennessee, Thurmer is making up for the years of ocean travel by spending most of his time with his family. Married for thirteen years, he is the proud father of two boys, Stephen, 12 and Sidney, 10. Both are Little League ballplayers and "A" students in school. Every chance he gets, Thurmer takes the boys fishing, his favorite pastime, but when they are in school he pursues his hobby, writing stories for children.

Thurmer occasionally gets the urge to return to the Seafaring life, especially when he hears from former shipmates, but since it is impossible, he'd settle for just the chance to live near salt water.



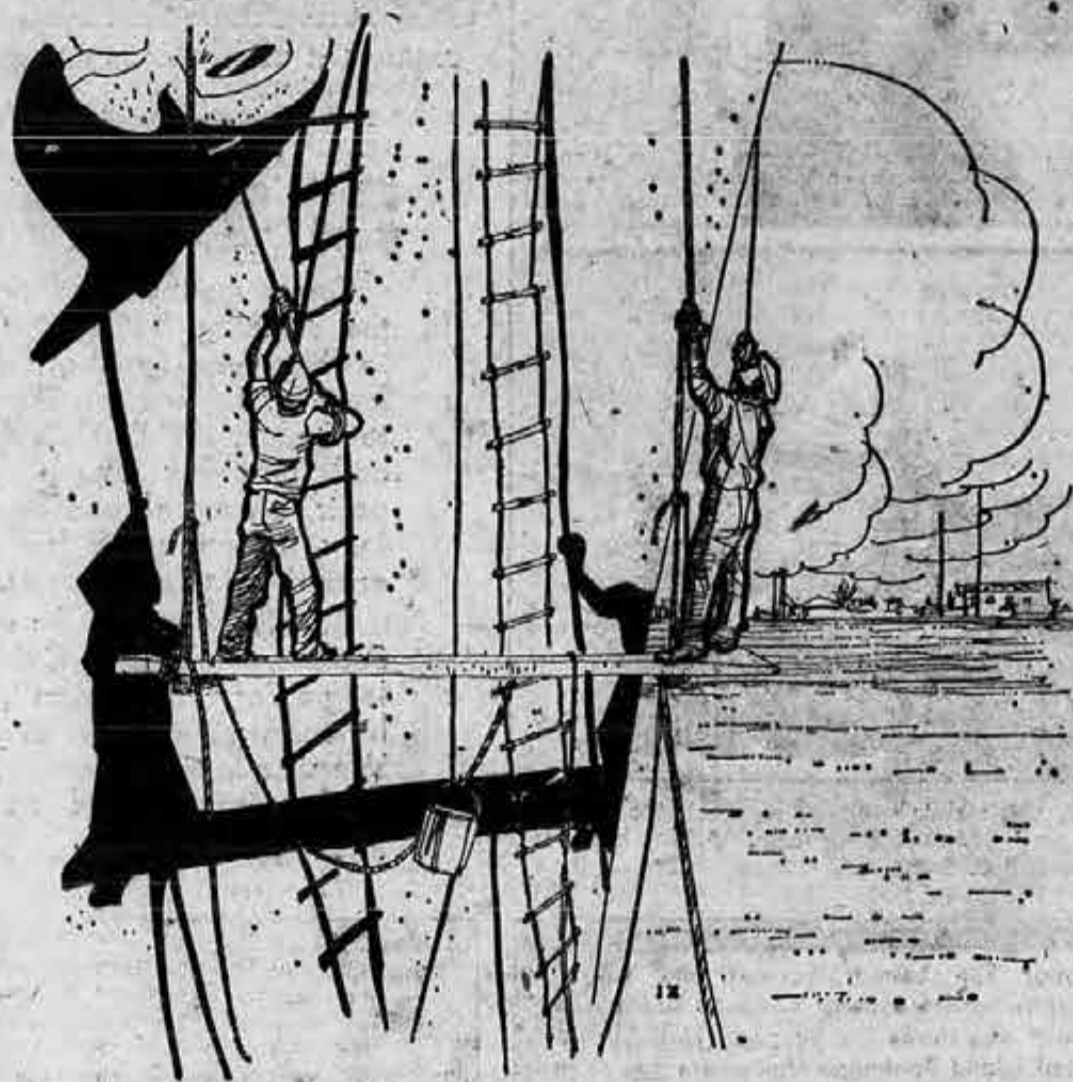
Thurmer's two children, Stephen, 12, (left) and Sidney, 10, keep dad on the go.

Eligibility requirements for the \$35 weekly SIU disability-pension consist of the following:

Seafarers physically unable to work, no matter what their age, who have 12 years of seetime plus the Plan's standard eligibility requirement, can apply for and receive the benefit. The seetime has to be with SIU-contracted companies.

Seafarers who are of age 65 or over, and also meet the 12-year seetime requirement plus the Plan's standard eligibility provision, can also obtain coverage under this benefit.

Are Your Lines Hanging?



Hanging over the side on a stage or chair can be pretty troublesome sometimes, especially when the weather is not quite what you'd like it to be. Jobs that call for going over the side are not the most desirable ones anyway, since a false step can mean at least a dunking in the water—and sometimes worse.

It's always a smart move not only to check the gear you have to work with, but also the lines and rigging secured on deck to lower you into place and keep you there. An added precaution is to make sure there's a rope ladder or two to grab onto in case your stage lines suddenly part. Of course, having a man up on deck to tend lines and watch for trouble should be standard procedure as well.

Finally, make sure that your lines are not trailing in the water. The propeller of a passing harbor craft can foul on your lines with unhappy consequences. Keep your gear secure—and keep it taut.

An SIU Ship is a Safe Ship

San Francisco Ferry Bows Out



Ferryboat San Leandro comes into San Francisco slip on day before service ended. Oakland Bay bridge is in background. Crewmen who made last voyage, most of them members of SIU-affiliated Inland Boatmen's Union, are (l to r) F. Rutia, F. Montanaro, seamen; L. Frakowick, 2nd mate; A. Rand, seaman; M. Silva, watchman; Ed Barrett, AB and delegate; M. Millet, pilot; J. Silvera, 2nd mate, H. Tebbett, mechanical supervisor; Capt. P. McGarrigill; A. L. Kientz, F. Small, M. Rodriguez, A. Silva, seamen; L. Price, 1st assistant; J. Silvera, engineer; J. Rivera and L. Senna, firemen.

SAN FRANCISCO—After 108 years, the era of the San Francisco Bay ferryboat has come to an end. The long period of service, which contributed to the phenomenal growth of the city and the Bay area, bowed out July 30 when Southern Pacific retired the ferryboats San Leandro and Berkeley, the last two operating on the bay. The boats, which were manned by members of the SIU-affiliated Inland Boatmen's Union, carried passengers from San Francisco's ferry building to Southern Pacific's Oakland terminal.

San Francisco ferryboating reached its peak in 1930, when Southern Pacific and its affiliated companies alone operated 43 boats on the bay.

Ferryboating began on a regular basis in 1850 with the tiny propeller steamboat Kangaroo, which provided twice-weekly service across the bay and up to Oakland. The fares were \$1 per person or hog; \$3 per horse, wagon, or head of cattle; \$5 per two-horse wagon; and 50¢ per cwt. of freight.

The ferryboat era was finally destroyed by the automobile age, which gave rise to the construction of the San Francisco-Oakland Bay Bridge, the Golden Gate, and the Richmond-San Raphael Bridge.

Mobile Steward School Has Large Registration

MOBILE—The SIU training school for members of the steward department is progressing very rapidly. Cal Tanner, port agent, reports. Two classes have already completed the 30-day course and graduated, and a third class is in its third week of training.

The training school was set up by the SIU to improve standards of food preparation and service aboard ship. Members of the steward department are taught the fundamentals of preparing, cooking and storing food on board ship, personal hygiene and sanitary practices and safe methods of operating in the galley.

The school is very popular among the men as is seen in the long registration list for the next class.

The recreation deck in the hall here has had a "face-lifting" with an eye towards greater accommodations for the membership. The pool tables have new covers on them and more chairs and tables have been brought in for reading, letter-writing or a good game of cards or checkers.

Continuous rain for 28 straight days has caused a big slowdown in shipyard work and dredging operations which are under HIWD or MAWD contracts. Both operations were just coming out of the usual summer slack season when the rains forced them to slow down, and in some cases, halted them completely.

Shipping in the port for the last period was considered slow, with only eight vessels paying off and two signing back on articles. The Azalea City, one of Pan-Atlantic's lift-on lift-off vessels took on a full crew early in the period and started on the company's Port Newark-San Juan run.

Shipping for the next period will

probably remain on the slow side. Only ten vessels are scheduled to hit this area during the next two weeks, and only one, the Madaket, is expected to take on a full crew for a trip to the Far East.

Seafarers In Action

Two SIU crews have donated funds to popular health drives.

Seeing as the vessel was going into the yards for a short period, **Les Bruce**, meeting secretary on the Alcoa Pointer reported, the crew has voted to turn the ship's fund over to the Heart fund. On the John C., the gang decided to give their fund to the March of Dimes to help in their new drive.



Bruce

There were a large number of steward departments receiving "votes of thanks" from crews last month. Among them were the gangs on the Young America, Del Viento, LaSalle, Maria H., Michael, Carolyn, Irenestar and the Topa Topa.

Other vessels to join the "chow hounds" list were the John Kulu-Kundis, Morning Light, Robin Gray, Wild Ranger, Topa Topa, Fort Hoskins, Robin Locksley, Ocean Eva, Val Chem, and the Oceanstar. Special mention went to the galley gang on the Beaugard—chief cook Gene Ray, night cook George Berry, third cook Sammy Gutierrez and Claude (Pop) West, steward.



YOUR DOLLAR'S WORTH • Seafarer's Guide To Better Buying

By Sidney Margolius

Inflating A Piece Of Cheese

This story of what happens to cheese on the way from the factory to your table, may be the most revealing lesson in modern economics and how to buy your money's worth that you ever had.

Recently the US Agriculture Department traced the path of this cheese from the day the farmers delivered the raw milk to three cheese factories, to the day your wife stopped at a cheese counter and bought a package of it. These facts and figures are an eye-opener. They show how small the labor cost is in manufacturing and retailing such items, and the exaggerated prices manufacturers charge the public for "convenience" foods.

The raw milk delivered by the farmers cost the cheese factories 28.2 cents for the quantity of equivalent to one pound of processed cheese. It cost just 4.2 cents a pound to manufacture this milk into cheese. This included all labor, equipment and overhead costs. The factories also had to add a small amount for boxes and hauling.

The cheese factories in turn sold the cheese to assemblers for an average price of 31.7 cents.

The assemblers graded and paraffined the big wheels of cheese and re-sold it to processors for an average price of 32.3 cents a pound.

So far nobody has made much money on this cheese, and in fact, the factories even lost a bit on these particular lots.

But now the processors have the cheese. These are the big companies like Kraft and Borden who change the form of the original cheddar slightly and package it under brand names.

The processors grind the cheese into small granules blended it with other cheeses, added coloring, salt, emul-

sifier and water, and cooked it for five minutes, then machine-packaged the melted cheese.

Now the first thing to notice is that the processors added approximately seven per cent water to the natural cheddar. When you buy 16 ounces of this cheese, you get 14.9 ounces of the original cheese and 1.1 ounces of water.

The processor then took this softened, watered cheese and sold two lots of it to retailers and jobbers at 37 and 37.8 cents, and one lot at a much higher price of 47.3 cents. The two cheaper lots were sold as two-pound and five-pound loaves. But the high-priced lot has been sliced and packaged in half-pound packages. For this, the processor actually got ten cents more a pound, or more than twice as much as the entire cost of manufacturing the original cheese.

A chain store that bought the high-priced sliced cheese, paid the transportation charges, marked up the price 31 per cent, and sold the cheese to you for 62 cents a pound. The two-pound loaves were sold by supermarkets who had bought it for 47.5 to 49.5 cents a pound, and by the chain store, for 52.5 cents. The five-pound loaves were sold to small grocery and delicatessen stores. They charged 49 to 75 cents per pound cut from the loaf.

Here's what we can learn from this incident:

1—The more the manufacturers process foods, the more they charge, and often out of proportion to the value added. It only costs four cents a pound to manufacture the original cheese, but to soften it and form it into loaves adds another six cents. But if the processor also slices it and wraps it in half-pound packages, he charges you another full dime.

This is called "built-in maid service" and is used to jus-

tify the high prices charged for "convenience" foods. The food-industry's slogan of "built-in maid service" is actually the biggest hoax perpetrated on the buying public in recent years. Any husband reading this will be glad to slice cheese for his wife and save ten cents a pound. Look how hard wage-earners have to argue for a ten-cents-an-hour wage increase.

Moreover, by buying processed cheese which is easier to spread instead of natural cheddar, you pay 4½ cents for a little over one ounce of water. If I get my water from my kitchen tap, the town water department lets me have 121 gallons for four cents. Some processed "cheese foods" actually are as much as 44 per cent water.

2—For the same cheese, some people paid as little as 47½ cents a pound, and some as much of 75, depending on where they bought it, and in what size package and under what brand name.

3—Actual labor costs of manufacturing and retailing the cheese are only a fraction of the price charged. The entire basic manufacturing costs of the cheese including labor, machinery and other overhead, was only four cents a pound.

Similarly, the labor cost was only a small part of the cost of retailing the cheese despite the frequent statements that labor is the chief expense in retailing.

Dun & Bradstreet reports that in grocery stores, employees' wages comprise 3.9 per cent of the retail prices. On this basis, the chain store that bought the half-pound packages of processed cheese for 47 cents and sold it to you for 62, actually paid its clerks, checkers and other workers less than 2½ cents of its 15-cent profit margin on that cheese. In comparison, owner's compensation amount to 3.7 cents, and occupancy and advertising costs 1.7 cents.

Major Labor, Ship Laws Still Pending

WASHINGTON—Two major legislative programs that have direct and crucial effects on maritime—the trade and aid bills—are sailing through Congress this week. The farm surplus disposal program, which determines how much aid cargo US merchant ships carry under the "50-50" law, is in doubt.

Also uncertain is the fate of increased Social Security benefits, and of various bills involving regulation of unions and all welfare plans. Congress hopes to adjourn by Aug. 16.

The Senate has already passed the reciprocal trade program providing for a four-year extension of the act and giving the President authority to reduce tariff barriers under certain conditions. Reduction of tariffs here and abroad means more commercial cargoes for US ships and more jobs for US seamen. The bill had been approved by the House.

Senate action also was expected shortly on the foreign aid appropriation bill, which has cleared the House. The House was expected to go along with most of the Senate's \$3.5 million figure without the need for a prolonged conference. A cornerstone of US merchant shipping for many years, the aid program is of critical concern to the shipping industry.

Farm Bill Voted Down

The farm surplus extension was jeopardized last week when the House voted down the Senate farm bill, but observers believe the disposal program will be approved in some form before Congress adjourns. The Senate supports a two-year extension, with an additional \$1.5 billion each year in appropria-

tions. The House wants to extend the bill only for one year. Originally authorized by separate House and Senate bills, the program officially ended June 30—and needs new legislation to continue.

The surplus program is of special importance because it involves disposal of large amounts of bulk cargoes such as wheat. Since the disintegration of the coal export market, US tramp ships have counted heavily on farm surplus cargoes to keep them in operation.

Social Security Vote Due

The Senate also is expected to act this week on the House-passed Social Security bill raising benefits seven percent and increasing social security taxes to pay for the benefits. The bill may be vetoed unless the Senate eliminates a provision raising Federal contributions to state-operated public assistance programs.

The House passed the bill requiring public disclosure of employe pension and welfare funds, whether administered by unions, employers or both jointly. The Senate has asked for a conference on it. The bill still faces tough sledding because of employer opposition to reporting requirements of management-controlled funds.

The reform bill, which would impose controls on various union and management activities, is still in the House Labor committee, but it may come to a vote.

SECY-TREAS. PRE-BALLOT REPORT

(The following is the text of the pre-balloting report presented by the secretary-treasurer to all port meetings, and adopted by the membership).

WHEREAS, under the constitution of the Seafarers International Union of North America, Atlantic and Gulf District, Article X, Section 1 (d), the secretary-treasurer shall submit a pre-balloting report; and

WHEREAS, the office of the secretary-treasurer has carefully appraised the needs of the organization in all ports and in headquarters therefore,

BE IT RESOLVED, that the following offices be placed on the next referendum ballot of the Union for the election of the officers of the Seafarers International Union of North America, Atlantic and Gulf District, as per the constitution:

HEADQUARTERS

- 1 secretary-treasurer
- 1 assistant secretary-treasurer (engine)
- 1 assistant secretary-treasurer (deck)
- 1 assistant secretary-treasurer (steward)
- 2 assistant secretary-treasurers (joint)

NEW YORK

8 joint patrolmen

BOSTON

1 agent
1 joint patrolman

PHILADELPHIA

1 agent
1 joint patrolman

BALTIMORE

1 agent
3 joint patrolmen

NORFOLK

1 agent

SAVANNAH

1 agent

TAMPA

1 agent

MOBILE

1 agent
3 joint patrolmen

NEW ORLEANS

1 agent
3 joint patrolmen

HOUSTON

1 agent
1 joint patrolman

WILMINGTON

1 agent

SAN FRANCISCO

1 agent

SEATTLE

1 agent

BE IT FURTHER RESOLVED, pursuant to Article X, Section 1 (d) of the Union constitution, the depository to which the polls committee shall deliver, or mail, by certified or registered mail, the ballots after the close of each day's voting in the coming Union election, be as follows:

Mr. R. Harold Bach
Executive Vice-President
Commercial State Bank and Trust Company
1400 Broadway
New York, New York

It will be the function of the depository to receive all the envelopes delivered, or mailed in, as aforesaid, to safeguard them properly, in the bank, and to surrender them only to the duly authorized Union tallying committee, in accordance with Article XIII, Section 5 (d), on or about the first business day in January, 1959. Proof of authorization shall be a certification by the assistant secretary-treasurer in charge of the minutes, Joe Algina. The Union tallying committee shall be authorized to sign a receipt for the said envelopes. The depository shall be requested to certify that all the envelopes received by him have been properly safeguarded, have been surrendered only to the said tallying committee, and that no one, other than appropriate bank personnel, have had access to them.

The polls committee is especially urged to insure that, whether delivered or mailed, the envelopes are properly addressed, properly stamped if mailed, and certified as per the constitution.

BE IT FINALLY RESOLVED, that in addition to the regular constitutional requirements, each candidate for office be requested to furnish with his acceptance for office a regulation passport picture of recent taking as well as a statement of not more than 100 words, giving a brief summary of his Union record and activities, such picture and statement to be run in the SEAFARERS LOG just prior to the commencement of voting. This is to be done in accordance with previous membership action to familiarize the membership with the names, faces and records of all candidates for office.

The nominations open August 12 and each man who nominates himself for office is requested to submit a 100 word statement plus a passport size photograph to be run in the SEAFARERS LOG, just prior to commencement of voting.

INQUIRING SEAFARER

QUESTION: Are you at all partial to movies or books about ships and the sea?

Martin Valle, bosun: I don't get to the movies much, but I can say that I would like a change and not see something about the sea. After all we live on the sea and see the vessels first-hand all the time. For that reason I would prefer a change



of pace.

John Williamson, fireman: No sir, I want the good old western-type movie and book. And no mysteries either, just a light, easy-to-read western. The only sea stories I've read and enjoyed were the ones written by Jack London. He knew the sea and ships.



John Williams, oiler: Yes, I am partial to stories about the sea.

However, I would not go to a movie about modern sailing, where John Wayne is the captain who runs down, fixes the engine, runs up and fixes the radio, in short, runs around and fixes everything. It just isn't done that way. I'd rather see stories about the old brigs and frigates. They're more interesting.



J. J. Kelly, oiler: Yes, I prefer a good story about the sea. Even though I've been at sea for the better part of 20 years, I can't seem to get enough of it. I will always look forward to reading a book or a movie with ships in it. After all, I make my living on ships and want to know all I can about the sea.



Dan Alvino, bosun: When I'm ashore, I run for the television set, plunk down and watch my Yankees bring in the runs. However, if there is no game, fight or other interesting show, I would watch a sea story over a cowboy serial. But I certainly would not go looking for a sea story.



Frank S. James, electrician: I don't think so. I go for the old "shoot-them-up" types of movies and books. Seeing a sea story reminds me too much of work, so I would rather watch a good western or mystery. Besides, most of these sea stories are too phoney. You can see right through them.



Middle East Lull Douses Ship 'Boom'

The easing of the crisis in the Middle East has doused talk, for the time being, of any major US ship movements into the area. However, despite the start of US troop withdrawals from Lebanon, the prospect of long-term supply movements to Jordan indicate that the port of Aqaba will become a steady stop for many American ships.

The United States is undertaking the responsibility of supplying British troops in Jordan, plus shipping fuel and food. Jordan's normal oil supplies were cut off by the revolution in Iraq.

Military Cargo

The latest SIU ship to show up in the area was the Coeur d'Alene Victory which came from Bremerhaven with 457 assorted military vehicles. The Longview Victory, Coe Victory and Maria H were pre-

viously reported on the new cargo run, while several other SIU ships were reported as having been chartered by the Military Sea Transportation Service specifically

for this operation. The withdrawal of US troops from Lebanon will be followed by increased long-term aid to that country, Jordan, Turkey and Iran.

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.

SEAFARERS

PORT O' CALL



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

Ship Payoffs Keep NY Port On Busy Schedule

The current upsurge of ship arrivals in New York reached its peak in the two week period up to August 6th when the port handled 21 SIU ship payoffs. As part of Union policy, payoff time is also time for bringing ship crews up-to-date on the latest developments.

Consequently, in addition to dealing with assorted shipboard beefs and other payoff items, SIU representatives and crews hold shipboard meetings to discuss such matters as contract talks and Welfare Plan procedures.

Pictured here are some of the aspects of payoffs on four SIU ships which were in home port during the two-week period involved.



ROBIN HOOD: It was a good pay-off judging from the smiles on the faces of A. Meglio and A. Arnold (above). Left, Assistant Sec-Treas. Bill Hall listens as messman Sam Doyle explains shipboard beef. Standing, l-r, are F. Nagy, J. Winley, J. Riemer, T. Pincho and Z. Pretious.



FRANCES: The Braves' five-game lead does not bother DM Red Campbell who proudly displays the banner and poster of his second place Pittsburgh Pirates.



FRANCES: Progress on wage talks holds crew's attention during shipboard meeting before pay-off. Listening while patrolman explains negotiations are (seated) J. Dovak, "Chile" DeDusin and Leavey. Standing are Nordstrom, P. Drews, N. Souris, Taylor and Red Campbell. Meeting was held a couple of days before SIU wrapped up monetary items in agreement.



BEATRICE: The latest on the Union's activities is passed on to the crew during shipboard meeting. Among the group pictured are J. Maltinado, Roberto Diaz, Felix Bonéfont, Jose Pacheco and Rafael Garofalo. Meeting took up operations of various SIU welfare benefits and discussed function of SIU Welfare Services Department.



HILTON: Repair lists and beefs are hashed out by crew and patrolmen before pay-off. Looking on are Jose Ross, Andres Lugris and Anthony Giamico. Seated between patrolmen Paul Gonsorchik and Howard Guinier is Seafarer Hector DeJesus. Vessel was carrying bulk sugar from Puerto Rico to Long Island City refinery.

EMBASSY OF THE UNION OF SOVIET SOCIALIST REPUBLICS

Press Department

1706 18th Street, N.W.

Washington 9, D. C.

No. 424

July 21, 1958

PEACELOVING PEOPLES WILL THWART THE CRIMINAL PLANS OF THE AGGRESSORS

Appeal of the Soviet Trade Unions to the Working People of all Countries

Mankind is living through a very serious and sinister period of its history. Grassly violating the United Nations Charter, the Governments of the United States and Great Britain have launched an armed intervention against Lebanon and Jordan. The independence of the other Middle Eastern countries has been placed in jeopardy. The American-British military venture is fraught with the direct danger of the most dreadful, the most devastating war in the annals of history.

The ruling quarters of the United States and Great Britain are striving to cover up their aggressive actions against the sovereign Arab States by false assertions that they have sent their troops to Lebanon and Jordan to ensure the security of the Arab people.

Excerpt from Soviet embassy propaganda handout denounces US and Great Britain for "aggressive actions" against Arab states. It ostensibly comes from Soviet "trade union" group and is distributed through the embassy to US unions.

Red Embassy Propaganda Link

Apparently stepping in to fill the void left by the death of the "Daily Worker" the Russian embassy in Washington is now distributing propaganda handouts in the mail to US trade unions. The handouts consist of pronouncements ostensibly issued by Soviet trade unions, echoing the Soviet line of the moment.

The most recent one received at SIU headquarters, dated "Moscow, July 21, 1958" denounces the governments of the United States and Great Britain, which, it says "have launched an armed intervention against Lebanon and Jordan." It goes on to say, "The true reason for the American-British aggression against the peoples of the Arab East lies in the fact that the ruling quarters of the United States and Great Britain have set themselves the task of strangling the national-liberation movement of the Arab peoples..." echoing the Soviet line that it is the true friend of Arab nationalism and that the US is the Arabs' enemy.

Wants End To Atom Tests

The releases are signed by the "Central Council of Trade Unions" in Moscow. Those received to date appeal to US trade unions to come out against the policy of the US government in areas where that policy conflicts with the objectives of the Soviet Union.

For example, an earlier release, dated July 16, calls on the AFL-CIO membership to get the United States to suspend nuclear testing without inspection, along the lines proposed by the Soviet government.

The releases are sent out by the Embassy's Press Department.

A number of reasons can be cited for Moscow's open distribution of propaganda via its embassy. For one thing, the embassy action spares the American Communist Party the need to devote time, personnel and money toward making up and distributing Soviet handouts to US trade unions. At one time the domestic Communists

considered this a very important aspect of their propaganda activities and were prolific in spawning assorted fronts for this purpose.

In effect then, the Soviet embassy outlet enables local Communists to conserve Party funds for other purposes, and also to establish a "privileged sanctuary" for propaganda use which is immune to legal attack by the authorities. Many of the Party fronts which used to operate in this area have

folded under legal attack and exposure in the public press.

Besides, the end of the "Daily Worker" eliminated a major pipeline for the distribution of propaganda on a national scale and the Soviet Embassy's releases would serve to fill the part of that gap.

At one time, the US Communist Party went to great pains in attempts to deny that it received any assistance, particularly financial aid, from Soviet sources.

LABOR ROUND-UP

Members of the United Telephone Organizations, which has 20,000 telephone technicians in New York City and the southern part of the state, can get up-to-date news of their contract dispute by merely dialing any of four local telephone numbers. Latest reports on negotiations and other developments are recorded daily and played back over the phones. Arrangements for the automatic telephonic information service were made by the union through the regular business office channels of the NY Telephone Co., the company with which the union is in dispute. The special recording service is reported costing about \$500 a week.

Deduction of transportation costs of workers has been permitted for the first time in a ruling affecting building and construction tradesmen. The Internal Revenue Service has agreed that transportation and living expenses away from home are deductible items if the worker involved has a permanent residence and went to some other city temporarily to work on a building project which lasts less than one year. The Plumbers and Pipe Fitters Union initiated the action which led to the ruling.

Kentucky's labor movement became the 40th to form a merged state labor body as the state AFL and CIO central bodies held separate conventions on August 8 to ratify a merger agreement. It is

expected that merger conventions will be held in six more states in the next few months—Idaho, Illinois, California, Massachusetts, Pennsylvania and Rhode Island. If this program goes forward as scheduled, it would leave only New York and New Jersey with separate statewide central bodies arising out of the old division between the AFL and CIO. AFL-CIO headquarters has been pressing hard in recent months to complete the merger process on both the state-wide and city levels.

US railroads, which were just down in Washington in a successful quest for tax relief and Government assistance are back again, this time opposing benefits for their employees. A proposed bill would liberalize retirement and unemployment compensation benefits for railroad workers, financed by 1 1/4 percent increase in employer and employee contributions. Rail brotherhoods are supporting the proposal to give relief to retired railroad workers in the face of higher living costs.

Hat industry jobbers have agreed to join with manufacturers and the Hat, Cap and Millinery Workers in financing a national union label campaign. The campaign is aimed at eliminating low-wage-produced products from the market. Jobbers will contribute one percent of their payrolls to the program. The agreement followed upon a two-day strike of 6,500 union members.

ANDREW JACKSON (Waterman), July 4—Chairman, none; Secretary, H. Stark. Disputed of not paid. Crew warned anyone not on job will be logged. Ship's fund \$24.17. Extra meals not paid. New delegate and safety committee elected. Extra meals to be put on of sheet. To see captain about pay slip and discharge for port time. Recommend better grade of coffee.

ATLANTIS (Petrol), May 18—Chairman, W. Baker; Secretary, G. Luke. One man hospitalized in Bombay. New delegate elected. Washing machine needs repairing. Discussion on food situation. Preparation of food not up to par—request cooks try to improve same. Request cold cuts once a week. July 4—Chairman, R. Rasko; Secretary, G. Luke. Repair list submitted. Captain claims ship will not

hole screws. Find out about bonus if ship goes to Jordan. To check on medical supplies before trip to Far East. Proper attire to be worn in messhall.

FORT HOSKINS (Cities Service), July 23—Chairman, C. Rice; Secretary, C. Middleton. Two men missed ship. New delegate elected. Ship's fund \$21.22.

SUZANNE (Butt), July 25—Chairman, J. Frazer; Secretary, C. Postress. Some disputed of. Reports accepted. New delegate elected.

GATEWAY CITY (Pan Atlantic), July 7—Chairman, J. Alken; Secretary, A. Rosen. One man leaving ship. No beefs.

CHIWAWA (Cities Service), July 23—Chairman, J. Morris; Secretary, W. Dickson. Everything running smoothly. Report accepted. New delegate elected. Crew warned to keep watertight doors closed when loading or unloading; also cautioned about smoking.

LUCILE BLOOMFIELD (Bloomfield), June 29—Chairman, C. Gail; Secretary, T. Scanlon. Repairs made. Report accepted. New delegate elected. Discussion on fans. Request more cold drinks. Menu beefs will be corrected by steward.

STEEL FLYER (Guthman), July 19—Chairman, D. Kaddy; Secretary, A. Maldonado. No beefs. All repairs completed. Ice box needs repairs. Ship's fund \$12.35. Crew donated \$20 for member injured in Balt. New reporter elected. Agreed to have \$60 pool—winner to donate \$20 to ship's fund and keep \$40. Coils to be returned to local's. Awning requested.

ALCOA CORSAIR (Alcoa), July 26—Chairman, J. Thompson; Secretary, M. Phelps. No beefs—everything running smoothly. Ship's fund \$242.23. New delegate, movie director and secretary-reporter elected. Motion to pay \$20 to movie director.

SEATRAN NEW YORK (Seatrains), July 27—Chairman, R. Carey; Secretary, D. Rundblad. Repair list and delayed sailing time turned in. Discussion on time off. To dispose of old TV set and shelf. Ash trays to be put in messhall. Request change of soap powder; more ice to be ordered.

STEEL ROVER (Guthman), July 5—Chairman, R. Barrett; Secretary, T. Gaspar. New delegate elected. Report accepted. Water fountain to be installed in recreation hall. Longshoremen to be kept out of messhall and not to be served. Ask about not hiring reefer when leaving NY. Laundry room to be cleaned by three departments. Captain refused to sougee messhall.

Digest Of SIU Ship Meetings

pay off in Texas—will pay off anyone under mutual consent. All beefs to be handled by delegates. Few scraps aboard ship—to be reported. Some disputed of. Captain refuses to have boxes cleaned and galley sougeed. No LOGs or communications received for three mos. Food not up to par; too much seasoning. Need more fans, desk lights. Beef on shortage of food. Captain refused to okay requisition. American money put out only once. Crew took logs in Turkey. Question on representation from Union in NO.

BALTORE (Marven), July 24—Chairman, R. Murry; Secretary, H. Murray. Drinking fountain repaired, water cleared up. Ship's fund \$3.00. One man returned to Balt. as passenger. One man logged, two men getting off, two days pay for replacement. Discussion on ship's routine.

MARIA H. (Herald) July 28—Chairman, S. Settlin; Secretary, R. Perry. One man missed ship. Delegates discussed trip to Far East and explained ship's position under present conditions. Broken bed springs to be repaired or replaced. To order ice for trip to Far East; wind scoops and port

Your Gear... for ship... for shore

Whatever you need, in work or dress gear, your SIU Sea Chest has it. Get top quality gear at substantial savings by buying at your Union-owned and Union-operated Sea Chest store.

- Sport Coats
Slacks
Dress Shoes
Work Shoes
Socks
Dungarees
Frisko Jeans
CPO Shirts
Dress Shirts
Sport Shirts
Belts
Khakis
Ties
Sweat Shirts
T-Shirts
Shorts
Briefs
Swim Trunks
Sweaters
Sou'westers
Raingear
Caps
Writing Materials
Toiletries
Electric Shavers
Radios
Television
Jewelry
Cameras
Luggage



the SEA CHEST

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.

'Off To A Good Start'



Lake Charles On Slow Side

LAKE CHARLES — Plenty of ships have hit this port but there have been very few jobs since the boys are really sticking to the wagons. There are enough men registered here to take care of all pending business, Leroy Clarke, Port Agent, noted.

Calling into this area over the past weeks were the Council Grove, CS Baltimore, Bradford Island, Chiwawa, Bent's Fort, Winter Hill, Government Camp and Royal Oak, all Cities Service. All were in good shape.

Plumbers Still Out

The Plumbers and Fitters Union is still stalemated with local contractors in its wage talks and it doesn't look though accord will be reached in the near future. All of the smaller shops have been signed up and are working but the big contractors who do construction work are holding back.

On a happier note, the State Association of Letter Carriers, AFL-CIO, will hold their state convention here in the near future and expect a large attendance.

Sign Name On LOG Letters

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

The rapid completion of agreement on major monetary items to be included in the new SIU contract is a welcome development. If the new terms are approved by the membership at next Wednesday night's meetings, they will go into effect less than two weeks later, even though the contract package has not been completed.

By getting these money items out of the way, the negotiators will now be free to concentrate on several other matters of importance which affect the job security of Seafarers on SIU-contracted ships.

Much remains to be done to square away these items. But the rapid agreement on money matters indicates that good headway is being made toward obtaining for Seafarers the maximum in seamen's security and benefits.

Atom Power Again

Despite its convincing demonstration that submarines can go anywhere, the Nautilus' run under the North Pole doesn't mean that commercial atomic subs are around the corner. The short Northwest Passage that the atomic sub found may some day have commercial significance. But right now, none of the major oil-producing regions are near the Arctic. Since the first use of an atomic merchantman submarine is expected to be an oil tanker, the voyage, sensational as it is, doesn't alter the outlook too much.

However, it has focused attention again on the prospects of developing the submarine tanker, which is under study in this country, Great Britain and Japan.

The first step that would seem to be logical would be development of a commercial surface tanker with an advanced atom power plant which has thus far been held up by the Budget Bureau. Then it could be determined whether atomic reactors have any immediate future as commercially-useful ship power plants.

Also needed at this stage is some consultation on the safety problems involved. With merchant seamen scheduled to man the SS Savannah and existing merchant ships contracted to dump radioactive waste at sea from shoreside plants, the atomic age is coming up rapidly for the working merchant seaman.

Mates In Wrap-Up Of Tanker Contract

Improved manning scales, welfare benefits, vacations and pensions have been negotiated by the Masters, Mates and Pilots in a wage reopener with East Coast tanker operators.

Agreement was reached after all MM&P-contracted tankers had been immobilized three days as a result of an impasse in joint MM&P-MEBA negotiations with the tanker owners. The new terms are effective June 16.

The improvements won by the

mates paralleled those negotiated by the MEBA in its East Coast dry cargo agreement in June. Some of the major highlights of the new agreement include:

- An additional third mate on all offshore tankers; previously the ships carried only four mates.

- Increases in vacation from 60 to 75 days a year, effective immediately, with 90 days vacation to become effective in June 1959. Days of vacation count as work days.

- Welfare benefits of \$50 a week for up to 39 weeks when a mate is unfit for duty plus \$84 a week for up to three weeks while he's hospitalized

- An increase in pensions from \$100 to \$150 a month

- Severance pay for mates whose jobs are permanently lost when their ships are transferred to foreign flags

- Increased room and subsistence allowances

Affected by the agreement are mates on some 200 American-flag tank ships operating off the Atlantic and Gulf Coasts including such companies as Keyston, Marine Transport, Hess Oil, Amoco, Sinclair and Gulf.

Bridge Pulls Switch, Hits Cruise Ship

TOLEDO—Some 900 passengers and SIU Great Lakes District crewmen aboard the excursion ship Canadiana escaped serious injury when the vessel was struck by a swinging drawbridge here. The bridge smashed into the bow of the vessel as she was returning from an outing, tearing up the first two decks while passengers retreated to the stern.

The Canadiana's skipper, Captain Philip Thorpe, said that he was following an ore ship through the draw. After the ore ship passed through, he said, the bridge began to close on the excursion vessel.

Fortunately, all of the damage was above the water line so that there was no danger of the ship sinking at any time. In addition, a providential shower had cleared the open deck area at the bow of its normal complement of passengers so that they were not exposed to injury.

The skipper praised members of the crew for their prompt and coolheaded response which helped calm the passengers and avert possible panic.

PHOTOS CARTOONS
LETTERS STORIES

Send 'em to the LOG

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 III, Section 12. Carpenter's Duties. (a) Routine duties of the carpenter shall include the following:

1. Painting, chipping and cleaning the windlass.
2. Sounding bilges, fresh water and ballast tanks daily.
3. Shoring-up cargo.
4. Standing by the windlass when necessary.
5. Maintenance work such as repairing locks, installing porthole gaskets, fixing and fastening steel lockers, etc.
6. Such other work as is customary for carpenters to perform.

QUESTION: Are maintenance of sheet metal overheads and overhauling of fairleads used for topping and lowering booms included in the carpenter's duties?

Seafarer Steve Szanto, carpenter aboard the Alcoa Clipper, reports that aboard ship the question of the carpenter's duties often arises "Who does he work for and just what are his duties," Szanto asks. "Are maintenance of sheet metal overheads and overhauling of fairleads his jobs?"

Article III, Section 2 of the contract outlines the duties which the carpenter may be called on to perform. However, there are certain jobs which are not specifically mentioned in the section but which are contained within the meaning of paragraphs 5 and 6, as being "customary work."

Szanto's question concerning fairleads has come up a number of times and accordingly the Clarifications Committee has spelled it out as a regular duty even though it is included within the meaning of paragraphs 5 and 6. The clarification reads, "The repairing and maintaining of blocks, whether made of steel or wood, is part of the deck department, including carpenters."

As for the maintenance of sheet metal overheads, the job has been considered within the provision of paragraph as a customary duty of the carpenter, even though it is not specifically stated.

DEL MAR (Mississippi), July 6— Chairman, M. Wells; Secretary, C. Dowling. Few logs. Cut out extra purchases in St. Thomas. Beef in-deck gang. Request agent be on board for payroll. Ship's fund \$208.77. Some disputed of. Will spend \$35 for magazines from ship's fund. Vote of thanks to members for good job done in lifeboat class. Movie projector to be repaired. Report any unsafe equipment; obtain safety shoes. Suggestion to have reliable person take care of souvenirs. Suggestion to buy new movie projector.

FLORIDA STATE (Pence), July 13— Chairman, F. Maloney; Secretary, B. DeMarino. Suggestion to send letter to authorities concerning doctor in Pence. Request headquarters send dayman for deck gang. New delegate

Digest Of SIU Ship Meetings

lected. Nothing less than Bermuda shorts to be worn in messhall. Need better device for bathroom tissue.

OCEANSTAR (Triton), July 6— Chairman, J. Geller; Secretary, R. Merritt. Ship's fund \$18.25. Rooms to be left clean when getting off ship. Pantryman to take better care of dishes as some are dirty. Vote of thanks to steward for good job.

ORION CLIPPER (Colonial), July 1— Chairman, M. Woods; Secretary, R. Barker. Notify captain 8 days ahead if travels checks are requested. Can draw on it. Captain will send out mail. Log book will be turned over to CG every trip. Arrangement will be made for men to buy radios in slop chest. Men to wear shoes and caps at fire and boat drill, also while working on deck in heat. New delegate elected. Discussion about upkeep of swimming pool.

ROBIN KIRK (Robin), June 14— Chairman, R. Rivera; Secretary, J. Townsend. Beef over loggings. One man hospitalized; wages disputed. Beefs and disputes to be settled by delegate and patrolman. Discussion on whether dishwasher be reimbursed for visiting baker in hospital.

SEATRAN NEW JERSEY (Seatrains), July 19— Chairman, P. Patrick; Secretary, C. Cow. Ship going into shipyard; all hands to be paid off. Repairs to be made. Motion to have all bunks welded in position with plywood and have foam rubber mattresses installed. All rooms to be painted.

ORION PLANET (Colonial), July 4— Chairman, M. Pvk; Secretary, F. Van Dusen. \$11.38 in ship's funds; money to be used to purchase magazines in Honolulu. Two men advanced in rating put back in original ratings. Ship still two men short in engine department. OT disputed. New awning to be constructed on aft deck. Awning on aft poop deck to be extended to cover all of fanrail. Filters to be installed in ventilating system. Desk lights, additional drains in showers to be installed. See that watertight doors are repaired. Fruit shortage discussed; only apples available. Discuss with patrolman ship chandler in Yokohama not being able to supply sufficient stores to vessel.

MARIA H. (Herald), July 8— Chairman, J. Meyerchak; Secretary, T. Bolton. Repair list turned in. Few hours disputed of. Ship's delegate to see about painting messhall and steward dept. quarters. Fumigating requested. Drinking water tanks to be checked. Vote of thanks to delegates for fine job done.

STEEL EXECUTIVE (Isthmian), June 28— Chairman, W. Nash; Secretary, A. Brodie. Crew complimented on ship's condition last voyage. Some disputed of. Washing machine repaired; don't overload it. Empty pockets before washing as wringer was broken. Request locker be fixed in messman's room. Men not to miss any watches.

WINTER HILL (Cities Service), July 13— Chairman, H. Phillips; Secretary, C. Primeaux. Few hours disputed of. Vote of thanks to steward dept.

PACIFIC OCEAN (World Tramp), July 26— Chairman, J. Rose; Secretary, G. Skendalas. Three men logged. Logs to remain. Galley mixer to be repaired—other repairs to be made in shipyard. Some disputed of. One day's allowance for each man in engine dept. To see patrolman about B men 60-day status.

SHINNECOCK BAY (Veritas), July 19— Chairman, A. Wheaton; Secretary, W. Rhone. Some disputed of. Vote of thanks to steward dept. for job well done.

STEEL FABRICATOR (Isthmian), July 20— Chairman, G. Ruf; Secretary, J. Masny. Drinking water rusty and salty. Ship's fund \$42. Enns disputed of to be referred to patrolman upon arrival. Water tanks to be cleaned; take on fresh water at Port Suez. New delegate elected. Motion to install air-conditioning on all ships or

at least in messhall on Persian Gulf runs. Washing machine to be repaired. Need fresh stores; new coats with more durable canvas. Steel wool to be replaced. Vote of thanks to steward for fine cooperation.

STEEL NAVIGATOR (Isthmian), July 13— Chairman, S. Browning; Secretary, P. Marayo. Discussion on wages, etc.; listing of ship. Ship's fund \$12.25. Remove clothes when dry.

PACIFIC NAVIGATOR (Compass), June 29— Chairman, J. Sullivan; Secretary, G. Dunn. General discussion—no major beefs. Captain put out draw day before arrival. Galley and pantry will be painted. Repair list to be sent to company. Vote of thanks to steward dept. for job well done.

OCEAN ULLA (Maritime Overseas), July 6— Chairman, W. Doda; Secretary, J. Johnson. Need fans. New crew on board. Need awning aft. One man hospitalized. Some disputed of. Repairs to be made. Order fans, wind-scoops and coats. Observe quiet when men are sleeping. Turn in all soiled linen. Schedule for cleaning washing machine and recreation room made up.

STEEL SEAFARER (Isthmian), June 1— Chairman, E. Farr; Secretary, W. Steinhilber. Dispute on rest period. Overtime disputed. Black gang refused of in future. Few beefs in deck dept.

SEATRAN LOUISIANA (Seatrains), July 27— Chairman, V. Szymanski; Secretary, N. Kemley. Ship's fund \$30.44. 50 cases coca cola on hand. Some disputed of. No major beefs. New delegate elected. Discussion about poor quality and shortage of lineal fruits. To purchase sandwich grill for messroom with \$30 from ship's fund.

SEAUREGARD (Pan-Atlantic), July 24— Chairman, E. Yates; Secretary, G. Berry. \$20 draw limit—ship paying off in Houston. One man missed ship. Repair lists to be submitted. Turn off washing machine pump. Request patrolman bring records aboard at payroll. Crew complimented on cleanliness of rooms. Ask headquarters for special agreement similar to Seatrains.

SEAFAR (Orion), July 27— Chairman, C. Ridge; Secretary, J. Dehes. Few hours disputed of. Check slop chests, medical stores.

MARORE (Marvin), July 26— Chairman, R. Nash; Secretary, C. Bortz. One man left ship. Some disputed of, to be referred to patrolman. Report accepted. Turn off steam on coffee makers to keep pantry bulkheads dry. Request fruit put out earlier during voyage to prevent spoilage.

PORTMAR (Calmar), July— Chairman, B. Bucker; Secretary, R. Stahl. New delegate elected. Crew would like to know what progress is being made on wage increases. Discussion on washing machine wringer; hot water situation.

ALAMAR (Calmar), July 27— Chairman, D. Pontas; Secretary, J. McPhaul. Ship's fund \$43.29. New delegate elected. Vote of thanks of steward dept. Thanks to crew for flowers sent to crewmember's deceased wife.

JOHN C. (Atlantic), May 21— Chairman, R. King; Secretary, T. Buckley. One member hospitalized in Djibouti due to accident. One man missed ship; rejoined; transportation not paid as yet. One man signed off due to hernia received while working aboard ship. Ship's fund \$40. Report accepted. Delegate to see engineer on repairs such as stopped up drains, more pressure on sanitary line, repair lock on door, repair bathrooms. Remove coats from main deck and hatches when not in use.

July 22— Chairman, R. King; Secretary, T. Buckley. Several men logged. Some disputed of. Two men repatriated back to states. Ship's fund \$20 to be donated to March of Dimes. Report accepted. Delegate to handle all Union affairs at payroll. All linen to be turned in at payroll; crew to leave quarters clean. Any member paying off to leave name with delegate.

CUBORE (Marvin), June 30— Chairman, C. Bartlett; Secretary, R. Lavigne. One man missed ship.

SANTORE (Marvin), July 24— Chairman, J. Miller; Secretary, J. Mehalov. Repair list submitted. Ship's fund \$32. Steward in possession of electric iron for crew's use.

VENORE (Marvin), July 26— Chairman, T. Mansany; Secretary, R. Grantham. Two men fired—slow workers. To see patrolman on firing delegates for failure to have captain notify when B and C cards' time expires.

ST TEXAS (Seatrains), July 26— Chairman, LaRosa; Secretary, H. Franklin. Thanks to former crew for TV set. To purchase new aerial. New delegate elected. Bosun needs tools. Need screen doors for deck dept.

LONGVIEW VICTORY (Victory Carriers), July 22— Chairman, C. Gedraz; Secretary, P. Miranda. Repairs not made. No launch service while ship at anchor. All disputed of settled. Garbage not to be thrown on deck—cooperation urged in keeping ship clean. Card games not to be held at table near bread box and coffee pots.

ELIZABETH (Bull), July 27— Chairman, S. Sinclair; Secretary, S. Suall. No beefs—everything running smoothly. Two men left ship in PR. Shore-side painters painting crew's quarters. Request more pressure to speed up work.

'Sea-Spray'

—By Seafarer Robert 'Red' Fink



All the time he's home all he wants to know is 'when is coffeetime? ... when is coffeetime? ...'

'Step On It' Is The Motto On 'Monarch'

The "cartoonist's-eye-view" of a fire and boat drill on the Josefina which appeared in the July 4 edition of the SEAFARERS LOG brought back some memories of the last boat drill aboard the Monarch of the Sea, ship's delegate Eddie Eriksen writes. The gang didn't have all of the commotion and mishaps depicted in the drawing by Seafarer Norman "Moose" Lightell, Eriksen added hastily, but there was some close resemblance.

The drill was held on July 8, while the vessel was undergoing her annual inspection in the port of Mobile. "We had lowered the number one lifeboat and the crew was getting into it when, just as Brother Lightell illustrated in his cartoon, one of the brothers stepped on top of another while coming down the ladder." Needless to say, this resulted in some pungent remarks which, out of a sense of delicacy, will have to be omitted here.

There was plenty of commotion and running around on the part of all hands, as is usual in these lifeboat drills, but other than the one mishap all went off satisfactorily. "We think that Brother Lightell, while stretching his imagination somewhat, did a fine job with his drawing, 'Step Lively, Boys,' as it was really good and funny."

This vessel was aptly named king of the sea, Eriksen said. She is a

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.

Pick Up 'Shot' Card At Payoff

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

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

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

Time Out



Aboard the Val Chem, John Fabian, OS, takes a break from his scraping chores for a relaxing smoke. Shipmate G. F. Abundo, who's getting in some seetime before starting college this fall with an SIU scholarship, took the photo.



The Gang's All Here



Judging from the expressions, all's well with the Neva West. Pictured (front, l to r) Hardcastle, AB and ship's delegate; Valentine, oiler; Quinn, DM. Among those standing are Hutcherson, 2nd electrician; Fluence, chief cook; Burgner, wiper; Banta, AB, and Keller, MM. Hutcherson sat in the photo.



The verdict's the same on the Pacific Explorer, as (front, l to r) Sweda, Wasmer, Mike, and (rear) Anton, Smitty, Paul Petak, Bob Angelo, Mamou and Ramos pose for Manny Paperman.

SIU HALL DIRECTORY

SIU, A&G District
 BALTIMORE..... 1215 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
 BOSTON..... 276 State St. James Sheehan, Agent Richmond 2-0140
 HOUSTON..... 4202 Canal St. Robert Matthews, Agent Capital 3-4069; 3-4060
 LAKE CHARLES, La. 1416 Ryan St. Leroy Clarke, Agent HEMlock 6-5744
 MOBILE..... 1 South Lawrence St. Cal Tanner, Agent HEMlock 2-1754
 MORGAN CITY..... 913 Front St. Tom Gould, Agent Phone 2156
 NEW ORLEANS..... 523 Bienville St. Lindsey Williams, Agent Tulane 8626
 NEW YORK..... 675 4th Ave., Brooklyn HYacinth 9-6600
 NORFOLK..... 127-129 Bank St. J. Bullock, Acting Agent MADison 2-9334
 PHILADELPHIA..... 337 Market St. S. Cardullo, Agent Market 7-1635
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 SYDNEY, NS..... 304 Charlotte St. Phone: 6346
 BAGOTVILLE, Quebec..... 20 Elgin St. Phone: 545
 THOROLD, Ontario..... 52 St. Davids St. Canal 7-3202
 QUEBEC..... 44 Sault-au-Matlot Quebec Phone: 3-1569
 SAINT JOHN..... 177 Prince William St. NB OX 2-5431

CG Moves

The Coast Guard has announced that its Certificating Unit will move from its present location, Pier 9, East River, NY, to 21 Trinity Place (near Rector St.) on or about August 18. The telephone number will be WHitehall 3-8000, extensions 108, 109 and 110.

He's Thankful For All He Has

To the Editor:
 In the past few years I have read many articles about different pension plans, mostly about the differences of opinion on our SIU disability-pension plan. I would like to say that I am very fortunate to belong to the Seafarers International Union, because everything I have and own has been accumulated since I became a member of this Un-

while in Livorno, Italy, and was sent to a hospital there. I was very much concerned about him as I did not know if it was serious or if he had any funds-or how he would get back to the States.

I called the Union hall here in Baltimore and really got some fast service. Mr. John Arabasz of the Union's Welfare Services Department called headquarters in New York to find out what the situation was. He later notified me that it was not serious and assured me that my brother would secure any assistance that he would need, and that I should not worry.

My sincere thanks go to Mr. Arabasz and the other members of the union for their fast and efficient services.

Mrs. Stella Figinchi

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.

Norfolk CG Draws Praise

To the Editor:
 This is to express my appreciation for the splendid cooperation and courtesy given me by the US Coast Guard Documentation Service in Norfolk, Va. They fulfill a job with the same kind of frankness and informal help that generally goes with the old US Commissioners and Inspectors.

Having visited this branch of the maritime service on two different occasions, I can say they do their utmost to help. No matter how tedious or tempered, they show courtesy that's worth mentioning.

My travels have carried me to quite a few places, and I have never found any group of people who could beat the US Maritime Authorities for frankness. Of course, some of them are a little cranky too, but only a few.

To place these Coast Guard men alongside the Commissioners rates them pretty damn good in my book, and these men in Norfolk are well worth a good word.

I also believe the Commissioners and these kind of CG men rate a "hats off" for the job they do. May they have many happy years ahead.

Charles L. Woolford

Thanks To A Good Crew

To the Editor:
 I wish to express my thanks to the members of the deck gang on the Alcoa Pointer who paid me a visit here at the Baltimore Marine Hospital. Some of them had sailed with me for a number of trips on the Pointer while she was chartered to States Marine and later to Central Gulf. They were good Union men and are tops as sailors.

It looks as if I may be stuck here in the hospital for about a month while the Docs give me a general overhauling, so their visit was very welcome.

Dan Butts

SIU Benefits Welcome Baby

To the Editor:
 This is to inform you that we have received the US savings bond in the amount of \$25 from the Union on the birth of our daughter Ana Lucia. She was born May 28, 1958 in New York. We are very grateful for this and the regular \$200 benefit from the SIU Welfare Plan, as well as for all the wonderful things our officials have done. Our thanks to the SIU for making all these things possible.

Mr. and Mrs. T. M. Dlangson

Got Quick Info On Ill Brother

To the Editor:
 I would like to take this opportunity to show my appreciation to the Union and SIU Welfare Department representatives for the help they gave me recently.

My brother was stricken ill

LOG-A-RHYTHM:

My Mistress

By C. M. McDaniel

Once I was a sailor lad
 So happy and care-free,
 For I had a mistress,
 And my mistress was the sea.
 Sometimes stormy, sometimes serene
 Fickle as the wind was she;
 But always I came back to her,
 For my mistress was the sea.
 One time I met a bonnie lass
 So fair and sweet was she,
 But I could not win her, alas!
 For my mistress was the sea.
 She said to me: "I'm sorry, sir,
 But you are not for me,
 For you have a mistress,
 And your mistress is the sea."
 Now once again I'm a sailor lad
 So happy and care-free,
 For I have a mistress,
 And my mistress is the sea."



SIU BABY ARRIVALS



All of the following SIU families have received a \$200 SIU maternity benefit.

- David Lee Nolasco, born June 16, 1958, to Seafarer and Mrs. Mario Nolasco, San Francisco, Cal.
- Jeffery Thrasher, born May 17, 1958, to Seafarer and Mrs. Julius P. Thrasher, Greenville, SC.
- Cheryl Lynn Vovak, born June 23, 1958, to Seafarer and Mrs. Chester Vovak, Glen Burnie, Md.
- James R. Faircloth, born June 27, 1958, to Seafarer and Mrs. James Faircloth, Mobile, Ala.
- Donna Patrice Hamer, born June 10, 1958, to Seafarer and Mrs. Patrick C. Hamer, Tampa, Fla.
- Cynthia Jankowiak, born June 27, 1958, to Seafarer and Mrs. Raymond M. Jankowiak, Baltimore, Md.
- Tammy Lynn Poole, born June 11, 1958, to Seafarer and Mrs. Milton A. Poole, Houma, La.
- Eugene L. Reed, Jr., born June 29, 1958, to Seafarer and Mrs. Eugene L. Reed, Sr., Farmington, NH.
- Paul Burke, born July 27, 1958, to Seafarer and Mrs. John S. Burke, Mobile, Ala.
- Larry Nelbert, born July 9, 1958, to Seafarer and Mrs. Ronald Nelbert, Baltimore, Md.
- Rosemarie Pow, born July 11, 1958, to Seafarer and Mrs. Jerry Pow, South Ozone Park, LI, NY.
- Steven Ryan, born June 16, 1958, to Seafarer and Mrs. William Ryan, Brooklyn, NY.
- Helen Swing, born February 20, 1958, to Seafarer and Mrs. Philip Swing, Gretna, La.
- Irene Sybil Undertallo, born July 4, 1958, to Seafarer and Mrs. Basil Undertallo, Brooklyn, NY.
- Donald Willis, born July 19, 1958, to Seafarer and Mrs. Donald Lee Willis, Sea Level, NC.
- James Brian Byrne, born June 7, 1958, to Seafarer and Mrs. Robert J. Byrne, Baltimore, Md.
- Stephanie Diane Primeaux, born June 19, 1958, to Seafarer and Mrs. Curtis P. Primeaux, Sulphur, La.
- Gary Wayne Saxon, born July 8, 1958, to Seafarer and Mrs. Albert W. Saxon, Plateau, Ala.
- Harvey Hood Jr., born June 11, 1958, to Seafarer and Mrs. Harvey H. Hood, New Orleans, La.

List Details In Cables To Union

When notifying headquarters by cable or wireless that a Seafarer has paid off in a foreign port because of injury or illness, ships' delegates should include the following information:

The man's full name, his SIU book number, name of the ship, the port of payoff and the hospital where he is being treated. The response of ships' crews to the Union's request for these notifications has been very good. Sometimes though, not all of the above information has been included. Be sure to list all of this data so that the SIU can act as promptly as possible.

Co's Still Pitching For WW II Payments

WASHINGTON—Twelve never-say-die steamship companies, among them the SIU-contracted Bull Line, are still in there pitching for some \$40 million worth of charter claims dating back to World War II.

The companies just had their charter claims reinstated against the US Government by the United States Court of Appeals. They are seeking to recover money which they claim the Government collected from them in the form of additional charter hire.

The Appeals Court ruling reversed earlier decisions which held that the suits were barred by the

statute of limitations, and at the same time, entitled the companies to introduce evidence that Clause 13 in the Charter Contract was intended to reserve all disputes until final audit.

The Appeals Court had directed that the suits go back to the District Courts for trial. If, after hearing the evidence, it is decided that Charter Clause 13 is valid, then any suit brought within two years of final audit will not be time-barred.

If the clause is upheld, it would mean that the companies would then sue individually for their personal claims, with the possibility that it might be twenty years from the time of the incidents involved before final settlement is reached.

FINAL DISPATCH

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

William W. Moore, 42: Brother Moore was lost at sea off the SS Andrew Jackson on August 8, 1957. A resident of Florida City, Florida, he became a full member in June, 1946, and sailed in the engine department. Brother Moore is survived by his mother, Mrs. Arrie Francis Greenlee of Delray Beach, Florida.



Ellis John Petrich, 55: Brother Petrich, who made his home in New Orleans, died July 9 of a skull fracture suffered in an accident. Place of burial is not known. He is survived by his brother, W. C. Petrich of San Antonio, Texas.

Leroy William Lawrence, 57: Heart failure was the cause of Brother Lawrence's death July 18 at Baltimore's St. Joseph's Hospital. Lawrence became a full member of the SIU in July, 1957, and sailed in the deck department. He

Karl Rune Johansson, 36: Brother Johansson died September 17, 1957, of injuries received in an auto accident near his home in Fairfield, Connecticut. He joined the SIU in 1952 and sailed in the engine department. Brother Johansson is survived by his mother, Hilma of Arbogh, Sweden. He was interred in the Center Cemetery, Monroe, Conn.

John George Berkenkemper, 66: An SIU deck department member since 1939, Brother Berkenkemper died at the Baltimore PHS Hospital July 21 of a heart ailment. He was cremated at Green Mount, Baltimore. Surviving is his wife, Bertha Berkenkemper.

Daniel Clayton Ginther, 23: An auto accident near Portsmouth, Virginia caused the death of Brother Ginther on July 12. A native of Norfolk, Ginther joined the SIU in 1955 and sailed in the engine department. He was buried at St. Mary's Cemetery, Norfolk. Surviving is his stepfather, Jack George Mamonds, of the same city.

Theodore R. Correll, 53: Brother Correll died in his Brooklyn home July 10 and was buried at Bessemer City Cemetery, Bessemer City, North Carolina. He is survived by his wife, Mary Alice Correll, of Brooklyn. Correll got his SIU book back in 1939 and sailed in the engine department.



Seattle's On High Level

SEATTLE—Just as was predicted in the last report, shipping was very good during the last two-week period and all signs point to two more weeks of the same, port agent Jeff Gillette said.

The Rebecca (Maritime Overseas) and the Ames Victory (Victory Carriers) paid-off and signed-on in routine fashion.

In-transit were the Hurricane and Kyska (Waterman), the Penmar, Seamar and Texmar (Calmar), the Santa Venetia (Elam) and the Pacificus (Colonial).



Tampa Hopeful On Job Upturn

TAMPA—With no ships signing on or paying off during the past two weeks, there is no other word for the shipping picture in this port but slow. However, the outlook is good for the next period.

Five ships stopped in-transit. They were the Rapanael Semmes and Gateway City (Pan-Atlantic), Chiwawa and Cantigny, (Cities Service) and the Alcoa Patriot (Alcoa).

Personals

Ex-Navy men who served with him aboard the USS Cincinnati, USS Quick (DD490), USS Shubrick (DD639) or the USS Evans (DD552) are asked to get in touch with Harry A. Forney, 367 - 24 St., Oakland 12, Calif.

Thirteen-year old Tommy Jensen of 2101-59th St., Galveston, Texas, would greatly appreciate any foreign stamps sent to him to be added to his collection.

Pete Walsh
Raymond O'Dowd
Glasses you left on the Del Alba are being held in the New Orleans hall.

Simon Bunda
Your nephew, Jose Besana, 362 Holt Ave., El Centro, California, would like to hear from you.

Walter Scott
Contact Paul Widener at 115 Wooley Street, Southampton, NY.

Fritz Bantz
Your nephew, Captain E. Bantz, M/S Jytte Skou, United Fruit Company, Pier 3, North River, NY 5, wants you to contact him personally or by letter at the above address.

Andrew Daniluk
Photos you submitted from Steel Executive and Dunkerque are being held for you at the LOG office in NY.

Joseph Anderton
Please contact Ethel M. Pier at 135 - E. 29th Street, Norfolk, Va.

Henning Bjork
It is very urgent you get in touch with Mrs. Mary Roeger, 2266 Street Road, Cornwell Heights, Pa.

L. Rea
It is very important that you get in touch with your wife, Rose.

Checks are being held in the headquarters baggage room for the following Seafarers:

- Berte, Francis
- Buzbee, B. O.
- Coats, Ira K.
- Corey, H. R.
- Calano, A. B.
- Dunsmoor, R. E.
- Evans, A. C.
- Falt, F. C.
- Henry, R. W.
- Heath, Donald
- Mastrianni, Edward

EVERY |
SUNDAY | DIRECT VOICE
| BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN
AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

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

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

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

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

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

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

WCO-16968.5 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

ITF To Boycott Runaways; Elects Hall US M'time Rep

AMSTERDAM—The International Transportworkers Federation has elected Paul Hall, SIU secretary-treasurer and president of the Seafarers International Union of North America to the ITF general council as the representative of United States seamen. ITF delegates representing transportation workers throughout the free world met here from July 23 to August 1, at the organization's 25th congress.

Hall fills the post left vacant by the death last year of Harry Lundeberg, former head of the SIUNA.

The SIUNA convention delegation, consisting of John Hawk, SIUNA secretary-treasurer and Hal Banks, SIUNA vice-president in Canada, also reported that the ITF Congress authorized its International Fair Practices Committee to set up machinery and a timetable for the boycott against "flags of convenience" vessels that had been voted by the congress. The renewed action against runaway-flag shipping came less than a month after the SIU scored a major breakthrough against the runaways by winning the right to represent the crew of the Liberian-flag passenger ship SS Florida.

The ITF resolution said in part that the congress, "Declares for the continuance of the campaign against Panlibhonco (Panamanian, Liberian, and Honduran) ships and

also declares its intention of operating a general boycott of such ships . . . Declares further that the campaign will be directed against all such ships for which there exists no collective agreement recognized by the ITF . . ."

The ITF specifically pointed to the fact, "that present United States government policy openly encourages Panlibhonco registrations, which adversely affects all traditional maritime countries."

Hawk said that in view of this situation, the congress has suggested that representatives of governments, shipowners and unions, at least in North Europe, meet to work out a common policy to combat the runaway registrations, "including the possibility of a multi-lateral approach to the United States government on this matter."

Define 'Genuine Link'

As another measure, Hawk said the ITF congress would call on appropriate international maritime agencies to work out an agreed definition of the term "genuine link." The recent United Nations Law of the Sea Conference held that a "genuine link" should exist between the nation and a vessel flying its flag.

The projected ITF boycott represents the latest in a long series of actions by seamen's unions in the United States and Europe to raise manning scales, wages and safety standards aboard runaway-flag ships.

Three weeks ago, the Finnish Seamen's Union and other ITF affiliates in that country voted a full-scale boycott on runaways. Union members will refuse to tow, pilot, load or discharge runaways in protest against their substandard wages and working conditions. ITF also took action against a number of runaways earlier.

Shipowners in Great Britain and other European countries have asked for world-wide restrictions on the operations of runaway-flag

fleets.

Anti-runaway action in the United States has been led by SIU of NA unions. The Sailors Union of the Pacific in recent years successfully organized two runaway-flag ships, the Pho Pho, a Panamanian-flag ship hauling gypsum from Mexico to California (later renamed the Harry Lundeberg) and the Duncan Bay, a Liberian-flag paper pulp carrier. Efforts by the SUP, the SIU and other unions to organize another Liberian-flag vessel the Riviera were beaten down by injunctions after 3½ months of picketing.

The latest victory, paving the way for widespread organization of American-owned runaways, was scored by the SIU on the Florida, the Liberian-flag passenger ship operating out of Miami, in which the SIU won an NLRB election by a wide margin following a board ruling that the ship was subject to US labor law. Similarly, in Canada, the SIU Canadian District, with the help of ITF affiliates, has thus far stymied efforts to operate struck Canadian National Steamship ships under a runaway flag.

In another action, the ITF congress urged member organizations to support the traditional three-mile limit for territorial waters. It also paid "fraternal tribute" to Spanish workers for their fight against Government-sponsored strike-breaking, and called for restoration of freedom of speech, press and association in Spain.

Frank Cousins, of the General Transport and Dockers Union of Great Britain, was elected new president of the ITF. Omer Becu was reelected General Secretary.

Also elected to the general council in addition to Hall were A. E. Lyon of the Railway Labor Executives Association to represent US railroad workers, and Michael Quill of the Transport Workers Union, to represent workers in civil aviation.



Part of the group of delegates to the ITF convention is shown in session. SIU of NA Secretary-Treasurer John Hawk is seated in third row, right. Directly behind him is Hal Banks, SIU vice-president in Canada.

50 Ships Swamp NY; Outlook Good

NEW YORK—This has been one of the busiest periods for this port in a long time, Bill Hall, assistant secretary-treasurer reported, with more than 50 ships calling in for servicing. Of the total, 21 vessels paid off, six signed on and 26 were in transit.

Although there were so many ships hitting the port during the period, shipping took a slight dip, with 287 men landing permanent berths as compared to 316 for the previous period. Even so, Hall said,

there were a large number of jobs left on the board for as many as four and five calls.

Paying off during the period were the Bienville, Gateway City, Beauregard, Raphael Semmes (Pan-Atlantic); Beatrice, Elizabeth, Suzanne (Bull); Seatrain Georgia (twice) and Louisiana; Chiawa, CS Baltimore (Cities Service); Ocean Ulla (Ocean Trans.); Steel Seafarer, Steel Architect (Isthmian); Robin Sherwood, Robin Hood (Robin); John C (Atlantic Carriers); Andrew Jackson (Waterman); Alcoa Pennant (Alcoa) and the Val Chem (Heron).

Signing on during the last two weeks were the Robin Goodfellow (Robin); Steel Seafarer, Steel Architect (Isthmian); Seatrain Savannah (Seatrain) and the Alcoa Pennant (Alcoa).

In transit were the Steel Admiral, Steel Architect, Steel Age (Isthmian); Kenmar, Calmar, Alamar, Portmar (Calmar); Hastings, Andrew Jackson, Warrior, Wacosta (Waterman); Alcoa Pennant, Alcoa Runner (Alcoa); Fairland, Raphael Semmes, Azalea City, Bienville, Gateway City (Pan-Atlantic); Robin Hood (Robin); Seatrain Savannah, New Jersey, Texas and Georgia (Seatrain).

SS Atlantic To Get Stabilizers

WASHINGTON—Bids have been opened calling for the installation of stabilizers on the American Banner Lines passenger ship Atlantic, the Maritime Administration announced. The apparent low bidder was Bethlehem Steel's Hoboken yard at \$605,844.

The stabilizers will be installed in from 16 to 18 days. They help minimize a ship's roll and make for more comfortable traveling in stormy weather. The work will probably be done when the ship goes in for her annual inspection.

The Atlantic is currently returning from her fourth voyage. She is scheduled to arrive in New York tomorrow, August 16.

SCHEDULE OF SIU MEETINGS

SIU membership meetings are held regularly every two weeks on Wednesday nights at 7 PM in all SIU ports. All Seafarers are expected to attend; those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

- August 20
- September 3
- September 17
- October 1

Conversation Group At Headquarters



Seafarer Arthur Gilliland, DM, makes his point during a coffee break in the New York headquarters cafeteria. His attentive audience consists of Jerry DeMeo, 2nd electrician; Robert Clurman, age 9; his father, Sam "Citizen Joe" Clurman, AB, and Ed Slintak, AB.

WHEN CHANGING ADDRESS ON LOG MAILING LIST PLEASE INCLUDE POSTAL ZONE NUMBER TO SPEED DELIVERY

