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Ask '50-50' Rule On US Oil Imports

WASHINGTON — A new move aimed at promoting American flag carriage of oil products is being undertaken by the Joint Committee for American Flag Tankers, representing independent tanker operators, the SIU and the National Maritime Union. The committee is asking the Office of Civil and Defense Mobilization to establish a quota rule which would give American tankers a guaranteed percentage of all oil imports into the US.

Already the US has a quota rule limiting the amount of oil that can be imported to an average of slightly under 1½ million barrels daily. However, as the joint group points out, practically all of this limited quota is being carried on foreign-flag tankers most of them runaway-flag ships owned or controlled by the large international oil companies. An additional 400,000 barrels in bunker fuel is also carried into the US daily by the foreign flags.

At last report, only two percent of US oil imports were coming in under the US flag, leaving the country wholly dependent on foreign tankers.

If a quota on oil imports is just-

fied on the grounds of national security, the group argues, then there is equal justification for freeing the United States from dependence on foreign tankers for its oil import requirements.

For practical purposes, US-flag tankers are limited to the domestic trades. It is rare for a US-flag tanker to run foreign other than those tankers carrying supplies for the armed forces under Military Sea Transportation Service contracts.

The tanker committee notes that if American-flag ships were, for the sake of argument, to carry half of the oil imports coming into the US, the nation would require a minimum of 200 additional T-2 units, over and above the 50 such ships that are now in idle status.

The importance of such a step can more readily be seen in light

of the fact that as of March 31 of this year, the American Bureau of Shipping reported only 230 tankers engaged in the coastwise and inter-coastal tankship trade. Consequently, a 50 percent quota would virtually double the active American tankship fleet and require the construction of new tonnage, or the transfer back of many tankers from the runaway flags.

Furthermore, the committee notes that consumption of oil in the United States is increasing at the rate of five percent a year, and most of this increase must be supplied through imports. Consequently, at that rate, an additional 120 T-2 units will have to be added to the import fleet every year. As matters stand at present, these ships will all be foreign-flag ships if the Government fails to act on the quota request.

Since most American-flag tankers are owned by giant international oil companies who also operate under the runaway flags, the management side of the joint tanker committee consists of the independent tanker operators.

In a separate action, some of the independents are pressing a suit against major oil companies charging them with cross-chartering their ships to each other at a loss so as to monopolize oil transport and put the independents out of business.

Senate Votes Aid To US Fishermen

WASHINGTON—The fight of the SIUNA and its affiliated fishermen's unions for Government aid to their industry has been crowned with partial success as the Senate passed a bill to partially subsidize construction costs on fishing vessels under the American flag.

The House had previously passed a similar, but somewhat different measure, and as Congress

adjourned on September 15, the subsidy bill was left hanging in conference committee set up by both Houses of Congress to reconcile differences on the measure.

However, since the legislators will resume business next January, chances are good that the conference committee will get early action on a compromise bill. That is because the 1960 meeting of Congress will be a continuing session with no intervening elections changing the composition of Congress.

The fishing subsidy, as passed by the Senate, would pay domestic ship operators up to one-third the cost of domestic construction to make up the difference between domestic and foreign costs of ship-boat construction.

The difficulties of the fishing industry began a dozen years ago when foreign shipyards started turning out new fishing boats and fancy floating fish factories. Under a law enacted in the early days of the nation, all American-flag fishing boats must be built in American shipyards.

Consequently, with foreign yards' cost being lower than American yards, foreign fishing fleets soon outstripped American boats in size, speed and efficiency, and started taking away huge hunks of the fishing business.

Most frozen fish sold in Eastern US markets for example, now comes from Nova Scotia where highly efficient "factory ships" freeze the catch as soon as it is hauled aboard.

Similarly, on the West Coast, the tuna-fishing industry has been outstripped by foreign tuna boats, with Senator Warren Magnuson, (Dem.-Wash.) noting that there hasn't been a new tuna clipper built in US yards in the last seven years.

The sizable majority vote for the bill in the Senate, 55-30, indicates that favorable action can be expected on the conference measure when it comes out next winter.

'Rival Union Red-Tinged': Canada SIU

Communist Party activists on the Canadian west coast have leading positions in the Canadian Brotherhood of Railway Transport Workers, the SIU Canadian District charged. The Railway Union in recent months has set up a seamen's section and has been raiding the jurisdiction of the SIU in Canada.

Citing testimony given before the Canada Labour Relations Board, the Canadian District declared that the president of the newly-formed Local 400 of the rail union admitted that he was a Communist. It also identified two of his assistants in the local as active Communists.

The alliance between the Canadian Railway Brotherhood and Canadian Communists, the Union charged, came at a meeting in the Vancouver Hotel some weeks ago, as part of the rail union's campaign to raid the SIU and infiltrate Canadian maritime.

Among areas that the rail union is active, the Canadian SIU noted, is the St. Lawrence Seaway. "This same union, the CBRT, by its own testimony before the Labour Relations Board, is allowing sections of the CBRT to be controlled by self-confessed Communists."

The Canadian SIU also pointed out that the management of the Seaway Authority has given CBRT organizers access to Seaway property while denying such access to SIU organizers, and noted that there would be nothing to stop the west coast members of the new alliance from infiltrating the Seaway local of the rail brotherhood.

WC Shipping Slows Down

SAN FRANCISCO — Shipping was on the slow bell over the last two weeks, but is expected to take a turn for the better during the coming period. There are two pay-offs in sight so far, and the usual number of in-transits are expected.

There were five vessels in port during the period. The Northwestern Victory (Victory Carriers) paid off and signed on, while the remaining four, the Chickasaw (Waterman); Rebecca (Intercontinental); Bents Fort (Cities Service) and the Steel Worker (Isthmian) were in transit.

West Coast ports in general suffered a setback in the past two-week period.

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:

September 30
October 14
October 28



A memory of bygone days, old building at No. 2 Stone Street, New York (light-colored building, right), is being prepared for the wreckers and replacement by new office skyscraper. The Stone Street site was the location of the first SIU hall in NY in 1938. Hall was later shifted to 51 Beaver Street and, in 1951, to present location in Brooklyn.

Wreckers To Demolish Old Stone Street Hall

The surge of new office construction in the downtown New York business district has caught up with a well-known landmark for Seafarers, the old Union headquarters at 2 Stone Street.

The dingy old building which housed the Union in its earliest days is scheduled to go under the wreckers' hammer any day now. The building has been vacated and scaffolding is being erected for use by the wrecking crew.

Also falling victim to the march

US Boosts Bond Rate, Loan Costs

WASHINGTON — The Treasury Department plans to raise the interest on US Government savings bonds to 3½ percent under terms of new legislation passed by Congress. The present rate is slightly more than 3¼ percent. But at the same time, equal or larger increases are taking place in interest charges on installment plan buying and on home mortgages.

The increase in the interest rate on all bonds sold after June 1 is an attempt to curtail the cashing-in of bonds by holders. Cash-ins have been running ahead of purchases for several months now because the bonds pay less interest than many savings banks and practically all savings and loan associations.

At the same time that the bond interest rate is going up, the Federal Housing Administration is reportedly planning a boost in its charges on home mortgages to 5½ percent, while installment charges on purchases of automobiles, home equipment and other consumer products have already gone up.

In contrast to the 3½ percent rate offered by the US on savings bonds, the Canadian government has announced it is going to sell savings bonds carrying an interest rate of just under five percent.

of progress is the Alhambra Bar which was a favorite spot for Seafarers shipping out of the Stone Street hall. Although it changed hands, many of the waiters and bartenders who served there in '38 still worked in the bar until it closed last week.

The old hall, like many of the smaller loft and office buildings in the financial district, was doomed by high land values and the expansion of insurance companies, banks and other firms in the area. With property so valuable, these buildings are being replaced by skyscraper offices of 25 stories which can bring in much more revenue.

The SIU Atlantic and Gulf District occupied the Stone Street hall from 1938 when it was founded until 1944, and thousands of men who manned World War II freighters and tankers passed through its doors. Admittedly inadequate, the Stone Street hall was vacated in the Union's move to larger quarters at 51 Beaver Street.

This office too was soon outgrown by the Union, and in 1951 headquarters was shifted to its present Brooklyn location.

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MTD Resolutions

(The following is a brief digest of the resolutions passed at the Maritime Trades Department Convention.)

Runaway Flags: The convention pledged intensification of the fight against the runaways on all levels so that American ships would be built in American yards and manned by US seamen.

MSTS Shipping Competition: The MSTS was criticized for carrying huge quantities of cargo and passengers, depriving private operators of a substantial share of shipping. MTD warned that Government competition would bankrupt private companies.

Government Agencies: The convention called for continuation of Public Health Service functions; asked fair treatment for unions at the NLRB; called for a civilian agency to take charge of seamen instead of the Coast Guard; attacked Interstate Commerce Commission discrimination against shipping and pledged to fight for proper enforcement of "50-50."

Shipping Policies: Demanded a "realistic program of Government subsidy" with aid for tramps, tankers and domestic ship operators as well as the present line service subsidy program.

Fish Industry: Legislation was urged to protect fish and cannery workers against "cheaply-produced foreign imports."

International Conferences: The delegates called for adequate labor representation at conventions of the International Labor Organization and Safety of Life at Sea meetings.

Organizing: Continued participation in the Great Lakes-Seaway organizing field was recommended and assistance to individual unions involved. Delegates also voted support to the Esso Tanker Men's Union in its fight on Standard Oil's union-busting.

ITF Affiliation: The respective unions of MTD were urged to affiliate with the International Transportworkers Federation.

Labor Newspaper: The AFL-CIO was asked to investigate the possibility of publishing a labor daily for presentation of labor's viewpoint.

Communism: The convention reaffirmed long-standing opposition of the Department to elements who cooperate with the international Communist movement.

MTD Votes Broad Program To Meet US Seamen's Needs

SAN FRANCISCO—The greatly-strengthened and enlarged Maritime Trades Department, meeting in convention here, has drafted a program which promises strong support to American seamen in their fight for a healthy merchant marine.

The biennial convention of 20 unions representing over 200,000 workers in the maritime field took positive action on organizing and legislative matters which have long confronted individual unions in the Department.

For American seamen, the Department's growing strength indicates more effective backing than ever before on many issues on which seamen have encountered powerful opposition. These items include as examples the continuing fight on the runaway flags

and the establishment of an effective Government program for assisting the entire merchant marine.

Further action by the convention made it possible for the fast-growing department to become the spokesman for the remaining segment of maritime labor not yet affiliated with MTD. The convention authorized the officers to call a special convention, if necessary, to make it possible for unions such as the National Maritime Union, to come into a combined maritime grouping. The convention would take up any constitutional changes that might be needed to pave the way for the admission of the group of unions headed by the NMU.

Pact Signed

Subsequently, on the closing day of the AFL-CIO convention, it was announced that an agreement had been reached between the Department and the AFL-CIO Maritime Committee, representing four former CIO marine unions, which provides for a merger between the MTD and the committee. The merger would bring the following unions into the combined group: The NMU, the American Radio Association, the Industrial Union of Marine and Shipbuilding Workers



Addressing MTD convention, AFL-CIO President George Meany cited key role of MTD in support of strong US merchant fleet.

and Local 5,000 of the Steelworkers Union.

Under the merger, a special seafaring section will be set up jointly headed by Joseph Curran and Paul Hall as co-chairmen.

Action taken at the convention, and the report of the MTD's last two years, reveals the scope of (Continued on page 6)

ILA Men Vote To Rejoin AFL-CIO By Wide Margin

Despite strong opposition in some sections of the Port of New York, members of International Longshoremen's Association have voted by a wide margin to approve terms of affiliation with the AFL-CIO. The final tally was overwhelmingly in favor of the affiliation despite a close NY vote.

The voting, which was conducted by the Honest Ballot Association, was held in all ports on September 21. It was followed

by convention action at the AFL-CIO convention approving the return of the ILA to the Federation. (See story on page 5.)

At stake in the voting was an

agreement which provides for merger of the ILA and the International Brotherhood of Longshoremen, the AFL-CIO affiliate which was chartered following the expulsion of the ILA from the AFL in 1953. The IBL represents longshoremen on the Great Lakes, on major river ports, in Puerto Rico and elsewhere. It also has sizable tugboat affiliates and workers in related waterfront crafts.

The ILA, following the 1953 expulsion, retained its jurisdiction in the Port of New York and in other Atlantic and Gulf seacoast ports as well as in Canadian East Coast ports.

The opposition vote in New York was centered in two Manhattan local unions. However, Brooklyn longshoremen voted for the affiliation by more than six to one, 6,135 to 1,007. The final count for the Port of New York showed 9,970 in favor of the move to 7,719 against.

The ILA is also expected to apply to the Maritime Trades Department, AFL-CIO, for membership in that organization.

The affiliation action by the ILA members followed a recommendation to that effect made by the last AFL-CIO Executive Council meeting, based on the findings of a committee of AFL-CIO vice-presidents. Meetings followed with the IBL at which the details of the merger of the two organizations were worked out.

Coincidentally, the affiliation vote came at a time when the ILA was approaching a contract deadline in negotiations with the New York Shipping Association. The existing contract expires at midnight, September 30. The ILA's present demands include a guaranteed eight-hour day and a sizable wage increase, plus increases in welfare contributions, in contributions to union clinics and in pensions for retired longshoremen.

At present, longshoremen have a four-hour call-in guarantee and can be laid off at lunchtime. The existing wage scale is \$2.80 an hour.

Food Program Reps Halt Poor Storing Practices

The Atlantic and Gulf Companies Food Program is making considerable headway in its drive to extend food shipboard feeding and storing practices to all SIU-contracted ships. Both on the East Coast

and in the Gulf, the field representatives employed by the program are hitting SIU ships as they make port to assist stewards in maintaining accurate and adequate inventories, in properly storing supplies so as to eliminate spoilage and waste and in revising feeding practices to assure the best possible use of shipboard food supplies.

Recently, for example, field representatives going aboard the John C found that 1,500 pounds of meat was spoiling because of faulty refrigeration. The meat supply was condemned and steps taken to improve storing and refrigeration so as to prevent future losses of this kind. Similarly, on the Robin Hood a quantity of dry stores was found to have weevils in it and were disposed of to prevent the spread of the infestation and future food losses.

Without timely inspections of this nature, the losses might have been repeated on a subsequent voyage and crewmembers would have been faced with short or infested supplies.

The work of the field representatives in major SIU ports has won the plaudits of many ships' crews and of steamship companies as well. A recent letter from Bloomfield Steamship Company declared, "it is our intention to cooperate" in

the inspection of Bloomfield vessels by field representatives. The letter added that the company will give its "wholehearted support" to the feeding program.

Ask Japan To Support Runaways

A not-so-subtle bid for Japanese Government support in the runaways' fight on American unions has been made by Ragnar Naess, spokesman for US runaway ship-owners. In Japan for the launching and keel-laying of two 46,000-ton runaway ships, Naess asked the Japanese to "support" the runaways in any beef with American sea unions.

Naess left the implication that Japanese shipyards and shipyard workers would lose out on contracts and employment because of American unions' organizing activities. The American runaway ship-owners are big customers of Japanese shipyards.

Actually, nothing in the activities of the American maritime unions or the ITF could have any impact on where runaway operators decide to build their ships.

Two Comrades Meet—Bridges, Khrushchev

SAN FRANCISCO — Harry Bridges is still dear to the hearts of the Soviet Union, judging from an incident during Premier Nikita Khrushchev's visit here. After calling AFL-CIO leaders "capitalist lackeys," Khrushchev made a point of visiting Bridges' San Francisco headquarters, not once, but twice. It was his only call at a US union office during his trip to this country.

The first time Khrushchev showed up, nobody was at the office. He came back later, and by this time Bridges had rounded up a large group of the faithful to greet him. "Here I feel at home," Khrush-

chev was quoted. "May I here then, as is the custom in the Soviet Union, address you as 'comrades?'"

"Yes, Comrade Khrushchev," the crowd answered back.

Bridges then put in a pitch for more trade with the Soviet Union, a standard gambit of the Communist propaganda line.

The visit was arranged via a telephone call by Bridges the night before. The same day, Khrushchev cancelled out a visit to Stanford University's research labs that had been arranged by the tour managers weeks before and for which several special exhibits had been set up.



INQUIRING SEAFARER

QUESTION: What's your pet beef aboard ship?

Ronald B. Barnes, steward: Seaman refusing to use their spare time to further themselves. I believe the SIU should make available various correspondence courses, study guides, etc., which would enable the seaman to learn something while at sea instead of just killing time and getting into beefs.

Joseph C. Gauthier, second cook: I just got off the Bienville and can honestly say we never had an argument. Only once was I irritated. I was on the Valiant Effort and we had to abandon ship. Here was a jammed lifeboat but the radio operator and the first assistant had the audacity to dump their gear and foot lockers into it.

Edward Martinez, fireman: I've been sailing since 1916 and I've witnessed many improvements. Things are getting better and I don't let the little, petty things bother me. If you're a good worker and do your job, you're not likely to encounter many beefs. No, I don't have beefs worth talking about.

Joseph Oehlenslager, wiper: I can't think of any to speak of. I just got off the Andrew Jackson on the German run. It had a real good crew, good skipper, and I liked about most everything. Actually the only thing that ever did get me peeved was the blackout curtains we had back in World War II but that's long since gone.

Joseph Rosa, engine dept: I don't have any beefs. Things are good so why create problems? My last ship, the Edith, was a good ship with no trouble and that's the way I've found it through the years whether I was sailing coastwise or on an offshore run.

Edgar Hauser, chief electrician: Yes, the use of foreign languages aboard ship instead of English. Those who do this usually can speak English or should make an attempt to do so. This is only common courtesy to shipmates and is a reasonable request in that we are in America. Failure to do so creates much misunderstanding and hard feelings.

Graham Co. Yields; To Deal With SIU

PHILADELPHIA—The SIU has won a bitter six-month fight to represent the crews of the Graham Transportation Company fleet.

One of the hardest campaigns in the coastal field was wrapped up last week when Graham finally agreed to recognize the SIU's Harbor and Inland Waterways Division as bargaining agent for the crews of its tugs, coastal tankers and barges. Graham also recognized MEBA Local 101 as the bargaining agent for its engineers.

Seniority Hiring

An agreement reached September 17 also called for Graham to rehire in their proper seniority all crewmembers who had been fired illegally for union activity, and to establish a union-proposed seniority program protecting the job rights of the crews. Graham agreed further to take no reprisals against pro-SIU crewmembers.

Negotiations with Graham for a full agreement will start today. Philadelphia Agent Steve Cardullo will represent the union.

Strike Called Off

Graham threw in the sponge in the face of union preparations to strike the fleet to protect the jobs of five crewmembers who were fired illegally and replaced with non-union men after the SIU won a representation election early in September. Negotiations were conducted at the company's request as the union stood by ready to picket from New York to Norfolk.

Earlier, the SIU won a National Labor Relations Board election by 17 to 5, with five ballots chal-

lenged by the Union and eight by the company. SIU charges that seven of the men were fired illegally were pending with the NLRB.

The SIU's six month drive was marked by repeated company efforts to intimidate the crews and to bar them from union representation. During the drive, Graham laid off seven crewmembers for union activity and kept up a steady barrage of anti-union propaganda. Only one week before the vote, Graham raised wages from \$50 to \$150 a month in an obvious attempt to influence the election. The company also refused to recognize the MEBA, although it had signed pledge cards from a majority of the engineers in the fleet.

85-Cent Wage

Graham crewmembers earn as little as 85 cents an hour and work 240 hours a month with no overtime pay, no vacations and no paid holidays. The SIU has pledged to win contracts on a par with those enjoyed by other union crews doing the same work in the Delaware River and Chesapeake Bay areas, and to establish union hours, working conditions and benefits.

Graham operates four self-propelled coastal tankers, two tugs and four barges that are used principally to haul gasoline from Sun and Gulf Oil refineries on the Delaware River. The company also has important contracts with Socony Mobil and John A. Roebbing's Sons.

AFL-CIO Actions:

Vote Vast Steel Strike Aid; Set Up Jurisdiction Board

SAN FRANCISCO—A militant AFL-CIO convention neared its final session today after taking major action to chart the course of organized labor for the next two years. It voted heavy financial support for the striking steelworkers, authorized the probationary admission of the ILA and mapped plans to end inter-union disputes and enlarge union political education campaigns.

The week-long convention formally snubbed Soviet dictator Khrushchev during his US visit although an informal get-together was held with the Russian leader by several AFL-CIO vice-presidents. The meeting clearly exposed Khrushchev's contempt and fear of US labor and the progress made by American workers.

AFL-CIO President George Meany

outlined the Federation's position on the Russian visit, in declaring that Soviet objectives could best be measured "by deeds and not slogans." He challenged Soviet leaders "to free the slaves in Hungary and other nations behind the Iron Curtain and then we can, perhaps, trust them when they say they want peace and freedom and peaceful co-existence." By contrast, Anna Kethly, a symbol of the 1956 Hungarian freedom fighters, drew a standing ovation during an appearance at the convention.

An interesting sidelight on the Soviet premier's visit was the fact that the two major industrial plants on his tour schedule were both non-union shops, and the only US union hall he made a point of seeing was Harry Bridges' longshore building here in San Francisco. Bridges' union was bounced by the CIO in 1950 as being Communist-dominated. (See story on page 3.)

In voting financial aid for the steel strike, some 900 delegates representing 13 million workers in 135 AFL-CIO unions urged a contribution of an hour's pay per month by every union member to aid the steelworkers and their families. Rapping the Administration's "hands-off" attitude so far, with the strike on since July 15, they sharply attacked the threat of Government intervention now via a Taft-Hartley 80-day injunction which could only favor the steel companies.

With the new labor law already in effect, a pledge by US Labor Secretary James P. Mitchell not to use the law for any "witch-hunt" against unions was viewed as proof of the AFL-CIO's contention that the measure was basically anti-labor. One of its key provisions covering the bonding of union officers could give US bonding companies almost automatic control over who could hold union office.

A precedent-setting program to do away with disputes between unions, with final authority given to a special panel of arbitrators, has already been authorized by the convention. A special session may have to be held next year to amend the AFL-CIO constitution, but no date or place has been set yet. (For separate story on ILA admission, see page 3.)

Esso Union Charge Bares Company's Front Outfit

Formal charges that the Esso Standard Oil Company was upholding a company-dominated "independent association" have been filed with the National Labor Relations Board by the SIUNA-affiliated Esso

Tanker Men's Union. The ETMU said that Esso's refusal to bargain and its assistance to a new association were part of a plan to supplant ETMU as the collective bargaining representative for Esso tanker men.

The Esso union urged the Labor Board to recognize the true nature of the new association "by labeling it a company-dominated organization," so that Esso tanker men would have the full facts before them when they voted for a bargaining agent in a forthcoming NLRB election. ETMU petitioned the board for an election on August 26 in order to reaffirm its right to represent the men in the Esso fleet.

Earlier, at the convention of the AFL-CIO Maritime Trades Department in San Francisco last week, ETMU was pledged "unqualified" support by the 20 AFL-CIO unions in the Department in the fight to combat the "union-baiting, union-hating and union-busting monopolistic oil industry of America, in particular Esso oil, and Standard Oil of New Jersey."

The convention's unanimous assurance to ETMU of "moral and all other support that is feasible" followed a statement by ETMU President Charles E. Gallagher outlining his union's effort to free itself of company control so that it could bargain effectively with Esso.

ETMU was chartered by the SIUNA as an autonomous affiliate

earlier this month following a secret membership referendum which ratified a proposed affiliation agreement by 3-1. The union represents unlicensed tanker men on 26 American-flag tankers operated by Esso.

Additional AFL-CIO support for ETMU in its fight against Esso was echoed by O. A. Knight, president of the AFL-CIO Oil, Chemical and Atomic Workers, whose union last month succeeded in breaking the anti-union barrier at Esso's huge refinery in Baytown, Texas.

In its charges to the NLRB, the ETMU rapped Esso's refusal to bargain in good faith during three months of contract negotiations. It cited Esso's participation and assistance in the formation of a company-dominated association when it became clear that the union would not accept company dictation. The new association is an attempt to revive an earlier "independent" group which was the forerunner of the ETMU, and had been controlled by John J. Collins, its "advisory counselor."

The new company-dominated group is likewise represented by Collins, who also represents Esso's supervisory personnel and licensed ship officers plus a long string of so-called "independents" in the oil tanker field. ETMU has charged that Esso's effort to revive the old association is a move to re-impose Collins on the men in the fleet.

Farm Sec'y Against Any Wage Floor

WASHINGTON—Efforts of the US Labor Department to set up minimum standards for migratory farm workers on wages, transportation and housing are being fought by the Department of Agriculture as "regimentation."

Secretary of Agriculture Ezra Taft Benson has gone on record calling the proposals "repugnant to agriculture" and said they could "ultimately result in regimentation of the agricultural economy," and urged the postponement of any action by the Labor Department.

The proposed minimums have been supported by the Agriculture Workers Organizing Committee, AFL-CIO, as "very important step toward dragging the industry of agriculture, reluctantly, into the 20th century." They have also had widespread support from social agencies and other organizations.

In some parts of the United States, farm workers are paid as low as 15 cents an hour and are often housed in tumbledown shacks with totally inadequate or non-existent sanitary facilities.

Nevertheless, the Agriculture Department is going down the line with the major farm organizations who fear an end to their supply of dirt-cheap migrant labor.

SEAFARERS

PORT O' CALL



New York and Baltimore

675-4TH AVENUE • 1216 E. BALTIMORE

BROOKLYN BALTIMORE

MTD Acts On Sea Problems

(Continued from page 3)

MTD activity on behalf of American seamen. It includes participation in organizing activities on the Great Lakes and among other non-union segments of the maritime industry; legislative activity on such matters as the fight of US sea unions on the Interstate Commerce Commission's anti-ship policy, the rebuilding of the American-flag tanker fleet and the problem of Government-owned ship competition; the issue of the runaway flags; the whole problem of subsidies for merchant shipping; the needs of the fishing industry.

AFL-CIO President George Meany summed up the MTD role when, in his remarks to the convention, he noted . . . "the Maritime Trades are taking the lead, and they should take the lead in any campaign there is around to strengthen the American merchant marine, because if American labor does not lead in these things I am afraid no one else will lead in it."

The report of the Department's activities over the past two years to the AFL-CIO notes that nine international unions have affiliated during that period.

Action was also taken on the problems confronting the Esso Fanker Union in its fight to retain its representation rights and obtain a contract from Standard Oil.



Proposals for boosting US-flag shipping highlighted two-day MTD convention in San Francisco attended by delegates from 21 affiliated AFL-CIO unions. Informal huddle here pictures (l to r) MTD President Paul Hall, MTD Executive Secretary Harry O'Reilly, and SIUNA Vice-President Morris Weisberger, secretary of the Sailors Union of the Pacific.

Court Raps NLRB Hiring Hall Rules

An important US court decision upholding the use of hiring halls by unions has been issued by the 9th US Circuit Court of Appeals. Ruling against a National Labor Relations Board decision, the Court up-

held the hiring hall practices of the Laborer's Union and contractors in Tacoma, Washington, noting that "the hiring hall is legal and has always been held so."

Proof On NLRB

According to the "AFL-CIO News" the effect of the court decision was to place the burden of proof on the NLRB should it raise charges that a hiring hall discriminates against non-members of a given union. Under the NLRB ruling, unions and employers were required to prove that they did not discriminate.

Previously, the Board held that hiring hall provisions must specifically contain guarantees that unions do not discriminate against

non-members in referring individuals to jobs. In the specific case under discussion, the Board had called the hiring hall agreement illegal because it did not spell out such safeguards.

The court said that before the Board could arrive at such a blanket decision involving hiring hall clauses, it would have to present substantial evidence that the absence of such written safeguards is damaging.

In effect, the court said that it did not matter whether or not a contract said, in effect, "we do not discriminate." What really counts, the court said, were the actual practices of the hiring hall, not the language of any agreement.

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.

Take Jobs On Board, Seattle Asks

SEATTLE—Although shipping for the port has hit a slump, the dispatcher reports he has difficulty in getting class A and B men to take the jobs that were called in, Ted Babkowski, port agent noted. "It is beginning to sound like an old war cry," he said, "but when jobs are hanging on the board it is up to all of the membership to see that they are taken and that all ships sail with a full SIU complement."

There were two ships, the Malden Creek and the City of Alma (Waterman) paying off and signing on in this area over the past period.

Balt. Feels Steel Strike

BALTIMORE—Shipping here has been fair, reports Port Agent Earl Sheppard. The past two weeks witnessed the laying up of five Calmar ships, The Cabins (Texas City) and Seastar (Traders). The Calmar ships went into temporary lay-up because of the steel strike.

During the last shipping period ships paying off were the Portmar (Calmar); Evelyn, Emilia, Mae, Jean (Bull); Marore, Feltore, Chilore (Marven), and CS Miami (Circles Service).

Signed on were Angelina (Bull); Alamar (Calmar); and Chilore (Marven).

Ready Big Board For Mobile Hall

MOBILE—Keeping pace with modern improvements, the Mobile hall is scheduled to receive in the near future a giant shipping board, similar to one currently used in New York, for the dispatchers deck. The boards are being shipped from New York, and will enable Seafarers in this port to see at a glance ships in port and the breakdown of jobs, runs, etc.

Good shipping in neighboring ports has resulted in many men going to the ports of Houston and New Orleans, and getting ships, some shipping the same day that they arrive. Port agent Cal Tanner reports that Mobile is in constant touch with the neighboring ports, currently enjoying good shipping, and will pass the information on to all Seafarers interested.

Foreign-Flag Trade Up

Locally, the Alabama State docks are again operating in the black due to the influx of foreign-flag ships which outnumber the American flag ships three to one. Presently the docks are proceeding with the construction of new piers and warehouses which, when completed, will extend the present waterfront by one mile.

The shipping picture in Mobile has been fair for the last couple of weeks, most ships being of in transit variety. They were Maxton (Trans-Ocean), Alcoa Clipper, Alcoa Corsair, Alcoa Ranger, Alcoa Roamer (Alcoa); Monarch of the Seas, Claiborne, Antinous, Hastings, Yaka (Waterman); Ames Victory (Victory Carriers); Del Rio (Mississippi) and Elizabeth and Frances (Bull).

Prospects for the coming two weeks promise more of the same with the following ships scheduled to hit the port: Monarch of the Seas, Claiborne, Morning Light, Young America, Choctaw (Waterman); Alcoa Cavalier, Alcoa Roamer, Alcoa Clipper, Alcoa Ranger (Alcoa); Steel Artisan, Steel Apprentice (Isthmian), Kathryn and Beatrice (Bull).



Report on the last session of Congress was given to MTD convention by Andrew Biemiller, AFL-CIO legislative representative.



What's In It?

Many's the time that the thrifty seaman, having a bit of paint, turpentine, caustic soda, soogee compound, or other item left over from a job, pours it into a convenient container like an empty coffee can for future use. That's fine as far as it goes—provided he also remembers to stick a label on it.

Otherwise, time will pass, and nobody will remember just what it is that's in that can, or how it is to be handled. This is particularly important if the substance is inflammable or caustic.

If you want to save supplies—fine. But make sure they are labeled.

An SIU Ship Is A Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Textile Mills Rigging Prices

Are textiles and piece goods too abundant in this country? Do you yourself have all the clothing, drapes, curtains, slip covers and other fabrics you can use for your family?

The leading textile mills claim there are too much goods being produced. They have put limits on their production and some also have established a price at which they all—except for a few rebels—sell certain standard cotton fabrics.

The result is that piece-goods prices have jumped an average of about ten percent this year, and at least for the time being the higher prices are sticking, despite the fact that raw cotton's price recently tumbled, and there are heavy supplies of fabrics on hand.

The curbs on production and maintenance of prices have reached the point where leading mass-volume retailers complain that the mills are now telling them when they can buy such staple fabrics as cotton flannelette, and at what prices. While the mills are pressing for higher prices, the leading mass-retailers are trying to hold basic established prices like the traditional 39 cents a yard for 80-square percale (80 threads to the inch in each direction). The retailers claim that women will balk at paying more than the familiar 39 cents even though most other necessities have gone up more than textiles in the recent years of inflation.

The retailers also complain that the Federal Trade Commission ought to investigate any arrangements the big mills may have made to "administer" prices and limit production. They also charge that speculators have taken advantage of the rising prices of piece goods and are holding a large supply.

With all these supplies on hand, one retail expert predicts there will be many cut-rate sales of fabrics this coming year despite the higher prices.

In any case, you can find good values in yard goods in the annual November clearances of fall patterns and styles.

But the retailers are also worried about the cheapening of quality being practiced by some sellers who are not openly raising prices but concealing the price rise. The traditional 80-square cotton percale is a sound, balanced fabric which has durability not only because it is closely woven, but because it has equal strength in both directions. For years women have used 80x80 percale for many family and home needs.

Now, however, you find in the stores many fabrics called "percale" which have thread counts below 80x80. For example, you may see "percale" with only 64x60 construction, or a total of 124 threads to the square inch compared with the 160 provided by the 80 square.

In fact there are now 20 different grades of percale on the market compared to the previous ten, which shows how much quality juggling is going on.

This cheapened percale sells anywhere from a penny to seven cents less per yard than the 80-square. If the price difference is small, the 80-square certainly is worth the extra cost. If the price of the substandard percale is substantially less than the 80-square, the lower count may be worth buying for some purposes like curtains or aprons but will never really be as satisfactory as the higher count.

It's especially dangerous to buy this substandard fabric for clothes, particularly if the fabric also has been given a crease-resistant finish.

The caustic resins used to make a cotton fabric more crease-resistant also tend to make the threads more tender. This is not harmful in the case of a closely-woven fabric, but is risky with the already-weakened lower thread counts. Their use is especially questionable for children's clothes which get hard wear, and need to be both durable and shrink-resistant.

Retailers point out that such cheapening of construction already had discouraged consumers from using cotton plisse. This crinkly fabric was popular for nightgowns, children's wear, sports-wear and other uses because it needed no ironing. Then the 68x72 thread count was reduced to 64x60, finally fabrics of 64x48 count were sold as "plisse." Women found this cheapened plisse shrank, and now avoid buying plisse at all.

Thus, whether you buy yard goods or ready-made house dresses, children's and other cotton garments, it's vital to find out the thread count, this year especially. If the count isn't stated on the label, and the fabric is called simply "percale," it may not be the 80x80.

Also, don't be fooled by a description which boasts something like "128 threads to the square inch." If you divide the thread count by two, you get only about 64 threads each way.

In buying cotton flannelette, whether yard goods or ready-made garments, the major differences between good and cheapened grades is in the weight and shrink-resistance. Better grades of flannelette are guaranteed to shrink no more than one percent.

Even without the thread count, which is not given on all materials, you can get an approximate idea of comparative quality by judging it yourself. Hold the fabric to the light to see how closely it is woven. Pull it both ways to judge the strength. Firmness in both directions is more desirable than just in one.



India Seeks Expanded Surplus Aid

NEW DELHI, India—The Food Minister of the Indian Government is planning an appeal to the United States for the annual shipment of five million tons of grain each year for the next five years. Such a program would mean approximately 500 shiploads of farm products to India annually.

Food Minister S. K. Patil in a recent interview, said that shipments of this size from America's surplus stocks will enable him to "solve India's food problem for all time."

A project of this kind would require amendment of Public Law 480 under which farm surpluses are sold abroad. Under the law as it operated last year, India received three million tons of grain. Congress has just extended the law on pretty much the same terms for another two years.

"I am ready to go to Washington myself to make a case for amending the law so that the United States can guarantee India five million tons annually for at least five years to come . . . American surpluses are not going to come to an end suddenly, and I say, store your surplus in India."

The farm surplus sales program, with India as the largest single beneficiary, has been a major prop under the American-flag tramp shipping fleet which virtually depends on it for its continued existence. Similarly, many T-2 tankers unable to find employment in the oil trade are in the grain-carrying business.

Since all farm surplus products are carried under the "50-50" law, and the Indian proposal would mean an additional 200 shiploads of grain annually to that country,

over and above present shipments, it would provide quite a boost for US-flag shipping and considerable employment for seamen.

India's food production has al-

most doubled in the last ten years, but she still had to import 6 1/2 million tons of grain last year because of the tremendous increase in the nation's population.

LABOR ROUND-UP



Air Force Undersecretary Dudley C. Sharp gets in a few licks as a strikebreaker before going off to Washington for his Government post.

Tattoo Shop Seen Source Of Infection

Three 19-year old New Yorkers are ill with serum hepatitis infections, with strong evidence pointing to two Coney Island tattoo parlors as the source.

It is suspected that many other persons were infected in the two suspected tattoo shops and will be stricken by the disease, which is fatal in one out of ten victims. With the virus having an incubation period of six months, persons tattooed up to mid-May could be felled as late as mid-October by the disease.

On October 1, when the city's new Health Code comes into effect, there will be a provision requiring tattooists to sterilize their equipment. Hepatitis, which is a serious liver ailment, is passed from one individual to another via use of unsterilized needles for tattooing or medical injections.

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.

In a letter to President Eisenhower, the International Association of Machinists protested the union-busting activities of Dudley C. Sharp, recently appointed Air Force Undersecretary. The IAM accuses Sharp of lending prestige to the union busting efforts of the Mission Mfg. Co. in Houston, Texas, a struck tool firm in which Sharp is a principal owner.

Sharp, vice chairman of the company's board, had himself and other Mission executives photographed working at machines in the picketed plant. The photos were used in a brochure aimed at assuring customers that the strike would not interfere with production.

Pharmacists employed by the Thrifty Drug Stores throughout Southern California will receive a two-dollar-an-hour raise over a five-year-period under a new contract negotiated by the Retail Clerks union. The raise, reported to be one of the biggest ever negotiated by the union, will boost the wages of the pharmacists to \$6 hourly by Jan. 1, 1964.

Voting in a recent election, employees of National Biscuit's largest plant, located in Chicago, ousted the Federation-expelled Bakery & Confectionery Workers and switched to the new AFL-CIO affiliate, the American Bakery & Confectionery Workers. The win gives ABC an overall representation of 6,000 of the 8,800 NBC workers throughout the country.

Martin Lawlor, chief defendant at the Danbury's Hatter's trial as secretary-treasurer of the old United Hatters, died in Brooklyn at

the age of 90. Lawlor and other defendants at the infamous trial, that included union officers and strikers, had their homes and bank accounts attached when the Supreme Court awarded D. F. Lowe & Co. \$290,000 in damages, representing triple damages and interest. The suit and the award led Congress to include in the Clayton Act a clause exempting labor organizations from monopoly restrictions.

At the Sleeping Car Porters convention in Chicago, members were informed that railroads are now doing more business than ever before with fewer employees. In 1938, 950,000 workers produced 333 billion traffic units. In 1958, there were 600 billion units produced by 840,000 workers. It was also pointed out that in spite of 70 percent more work being done with 12 percent fewer workers, railroads are still attempting to persuade the public that its employees are "featherbedding."

Nearly 17,000 members of two unions are on strike against Swift & Co. plants covering 35 cities throughout the country. The Packinghouse Workers Union and the Meat Cutters Union voted strike action when Swift, the nation's largest meat packer, refused to meet terms of a pattern-setting agreement negotiated several weeks ago with Armour & Co.

In lieu of Armour's special automation fund and severance pay, Swift proposed a "savings and security" plan. Union officials charged that the Swift plan meant immediate tax benefits for the company and offered only remote, potential advantages for workers.

Union-Busters Seek Crippling State Bills

The passage of the Landrum-Griffin Act is not the last word in restrictive legislation labor may have to face, the magazine "Business Week" notes. While attention has been concentrated on Washington, five states have passed legislation curbing unions in one shape or form and a rash of such proposals can be expected when state legislatures return next year.

The rise in state activity reflects the eagerness of management groups to follow up their victory in Congress by further sandbagging unions on the state levels.

Although the "right-to-work" issue was a standoff, with no new laws being passed and none of the existing ones being repealed, there was other legislative action in

Montana, Nebraska, New Mexico, North Dakota and New York.

New York passed its bill requiring financial reporting by unions and restricting financial transactions by union officers and agents. The Nebraska legislature passed a law outlawing all secondary boycotts and permitting the courts to revoke the operating license of any truck operator refusing to handle freight involved in a labor dispute.

New Mexico passed severe restrictions on organizational picketing and opened the way for damage suits against unions involved in picketing which is deemed unlawful.

North Dakota's law makes it illegal for individuals convicted of serious crimes to hold union office, and punishes such unions by denying them bargaining rights until they dismiss officers so involved. Montana's law forbids unions from enrolling as members proprietors and partners in small, one or two-man retail businesses.

On the other hand, Oregon repealed its state restrictions on picketing and Hawaii made it easier for unions to get union shop agreements.

In contrast to the general tendency to restrict union operations, many states have been improving laws dealing with unemployment compensation and workmen's compensation. Important increases in unemployment benefits have been voted in Hawaii, Iowa, Washington and Alaska, while 15 states extended the duration of the benefits.

Alaska, with its notoriously high cost of living, offers a top unemployment benefit of \$70 a week. Connecticut pays up to \$62 a week; Nevada, \$57.50; Michigan, \$55; Wyoming, \$49, Illinois and New York, \$45 each. Several states now pay benefits for more than 26 weeks, with Utah tops in this department. It has a 36-week maximum.

NLRB For Fanny Pats?

An employer's habit of looking the other way when his male employees slapped female employees on the seat of their pants is one thing, but to fire them for it after they have joined a union amounts to an unfair labor practice, an NLRB examiner has ruled.

The decision was handed down in the case of eight male composers, employees of the Charlton Press. The company's president John Santangalo, suddenly became incensed at the thought of this casual by-play among his employees and fired them for it, after they had decided to join a union.

While he agreed that this action "merits acclaim" if done to protect female employees from unsolicited indignities, the examiner noted that this was of no concern to the company until an investigation revealed all eight men had joined a union.

The employer, the examiner said, "is not naive: I believe he was both aware and reconciled to the basic fact that contiguous employment of both male and female in offices and plants has inevitably led to a relaxing of formal barriers and to a tolerance of casual badinage and conduct not free from overtones of sex."



Coffeetime on the afterdeck of the Valiant Faith during trip into Poland finds some of the deck gang lounging around home-made coffee table. Pictured (l to r) are McNab and Hudson, ABs; Nelson, bosun; Jones, AB, and Guild, DM and ship's delegate, who submitted photo here and one at bottom of page.

Poland-Bound Ship No Prize Exhibit

Headed into Poland with a load of grain, Seafarers on the Valiant Faith were considerably cheered when they heard of Vice-President Richard Nixon's successful stay in Warsaw.

Nixon, who stopped off in the Polish capital after his recent trip to the Soviet Union, was greeted with flowers, tears and embraces during a brief stopover in Poland where America is apparently more popular than ever despite years of Soviet domination.

Change Their Morals

"We heard over the radio about Nixons' favorable reception at Warsaw," ship's delegate Roy Guild wrote, "and hope that the people don't change their minds about Americans by the time we get there."

"Our replacements for all departments came on at Baltimore—mostly on deck and former ore boat stiffs. In my opinion, they're the best group of all-around sailors I've ever had the good fortune to sail with. Though no suitcases have been thrown over the side, they've dropped several hints that they intend to stay for a while."

No Prizewinning Entry

While confidently expecting a warm welcome "which is expected to be a welcome contrast to last trip and Egypt," the crew had no illusions that they were going to impress the Poles with an up-to-date, spic-and-span American ship. By no stretch of the imagination could this scow be deemed a

worthy entry for the Moscow Fair, or any other exhibit.

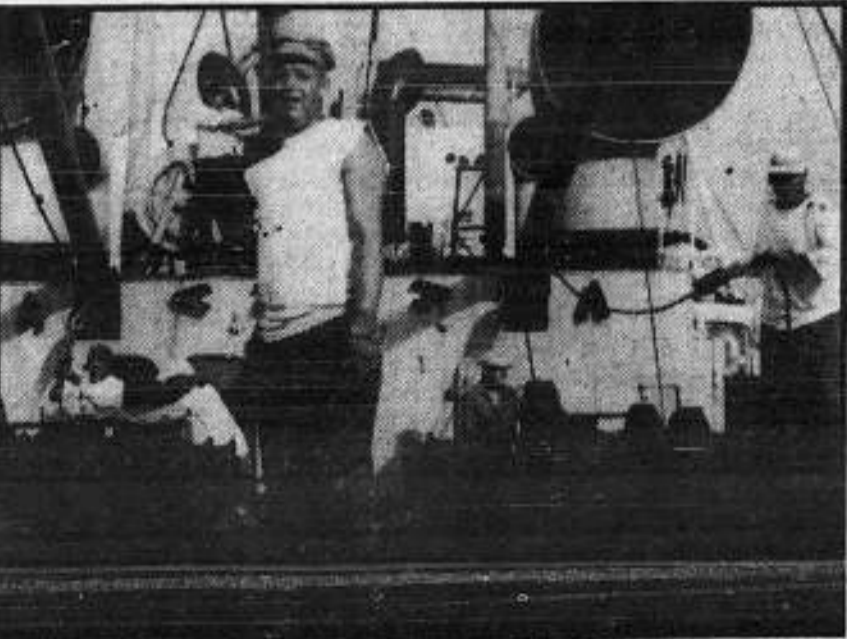
"For the most part, we're all passengers this trip because of an empty paint locker—which reminds me of a book someone should write entitled 'Camouflage Can Be Fun . . . the company decided to let the ship ride this trip as it is."

Spot of Rust Here'n There

"I don't mean that we're rusty; it's just that in spots we have to walk on tippy toe to keep from falling into the 'tween decks. The ship's radio receiver is operating on a tube and a prayer, which explains why Sparks stands an eight-hour watch on the flying bridge, scanning the horizon for smoke signals. The only thing on here is good working condition is the crew plus an understanding but 'whaddya gonna do?'—type topside."

By now, the Valiant Faith crew must have discovered wherefore the ship got its name—it requires plenty of that quality to ride some of these old Libertys on the grain run.

"I don't know how we'll look coming in this time," Guild concluded, "but we've got a couple of boxes of sougee powder so we should have clean rust anyway."



Heading out of the English Channel en route to Poland, Valiant Faith deck gang raises gear under direction of bosun Nelson (foreground). McNab, AB (right), pulls out runner.

US-Insured Ship Bonds Grabbed Up

Merchant marine bonds to finance ships of private shipping companies are now being offered to the public with United States Government insurance. These new bonds offer a five per cent yield, a figure somewhat less than has been provided recently on certain other Government-guaranteed issues.

The bonds have received a vote of approval from investors who oversubscribed them within hours after the formal offering. The explanation for the popularity was that the guaranty under the merchant marine law provides for cash payments to bondholders in the event of default, whereas other types of Government-guaranteed issues pay in debentures which are currently marketable at a lower than par value.

New issues of merchant marine bonds were offered by American President Lines, for the construction of the President Lincoln and the President Roosevelt.

Financing of ships under construction, as contrasted with ships already built, is possible under an amendment to the merchant marine law. Prior to the amendment only completed ships could be so financed under Government guaranty.

It is estimated that \$1 billion of merchant marine bonds of the type now being offered will be publicly sold. The \$1 billion figure is based on the assumption that some \$3 billion will be invested in new ships between now and 1969. Of the \$3 billion, two-thirds are expected to come from Government subsidies and from the private resources of the ship lines.

SIU Aids Victims Of Texas Bomb

HOUSTON—Seafarers on the beach here are to be commended for their immediate response to an emergency call for blood volunteers to aid a group of children and teachers seriously hurt when a home-made bomb exploded at an elementary school here. The bomb killed some eight children and adults, including the person who made it, and injured scores more. Over 15 Seafarers were among the first to answer the call for donors.

Although shipping for the port hit a slack over the past two week period, it did not affect any class A or B men who wanted to land a berth, Port Agent Bob Matthews, reported.

There was a total of 25 ships calling into this port during the last two weeks. Three ships paid off and signed on and 22 were in transit. The Pacific Ranger (Pacific Ranger), LaSalle (Waterman) and the Steel Recorder (Isthmian) all paid off and signed on.

The in-transit ships were the Seatrain New York, New Jersey, Louisiana, Texas (Seatrain); Pacific Ranger (Pacific Ranger); Beaugard, Bienville (Pan-Atlantic); Royal Oak, Fort Hoskins, Winter Hill, Bradford Island (Cities Service); Ames Victory (Victory Carriers); Del Campo, Del Valle (Mississippi); Hastings (Waterman); Alcoa Partner (Alcoa); Petro Chem (Valentine); Mae (Bull); Valiant Freedom (Ocean Tramp) and the Natalie (Intercontinental).

SIU BABY ARRIVALS



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

Mona Murphy, born July 11, 1959, to Seafarer and Mrs. Carmelo Murphy, New Orleans, La.

~ ~ ~

Burton O'Berry, born August 9, 1959, to Seafarer and Mrs. George O'Berry, Houston, Tex.

~ ~ ~

Lena Serio, born July 18, 1959, to Seafarer and Mrs. Salvadore Serio, New Orleans, La.

~ ~ ~

Julio Sarayno, born April 27, 1959, to Seafarer and Mrs. Julio Sarayno, Brooklyn, NY.

~ ~ ~

Abraham Vegas, born August 12, 1959, to Seafarer and Mrs. Abraham Vegas, Brooklyn, NY.

~ ~ ~

Charlotte Weems, born February 18, 1959, to Seafarer and Mrs. Charles Weems, Jackson, Miss.

~ ~ ~

Phillis Dean Beatty, born July 19, 1959, to Seafarer and Mrs. Thomas W. Beatty, Kentwood, La.

~ ~ ~

Harold J. Bullock, born June 25, 1959, to Seafarer and Mrs. Harold Bullock, Philadelphia, Pa.

~ ~ ~

Gary Anthony Carter, born June 4, 1959, to Seafarer and Mrs. Courtney Robert Carter, Savannah, Ga.

~ ~ ~

Nancy Cox, born September 2, 1959, to Seafarer and Mrs. Thomas Cox, Brooklyn, NY.

~ ~ ~

Michelle Marie Frankewicz, born August 16, 1959, to Seafarer and Mrs. Stephen J. Frankewicz, Baltimore, Md.

~ ~ ~

Mark T. Hopkins, born August 18, 1959, to Seafarer and Mrs. Thomas C. Hopkins, Duffield, Va.

~ ~ ~

Vivian Beverly Long, born August 26, 1959, to Seafarer and Mrs. Charles E. Long, Prichard, Ala.

~ ~ ~

James Thomas Potter, born August 11, 1959, to Seafarer and Mrs. Owen E. Potter, Washington, NC.

~ ~ ~

Donna Marie Redding, born June 27, 1959, to Seafarer and Mrs. John E. Redding, New Orleans, La.

~ ~ ~

Charlene Marie Travis, born May 29, 1959, to Seafarer and Mrs. Charles H. Travis, Baltimore, Md.

~ ~ ~

Joseph Violante, born August 17, 1959, to Seafarer and Mrs. Anthony J. Violante, Houston, Tex.

Test Tube Cordage



That old standby for ships' cordage, manila line, is meeting severe competition from a host of synthetics. Materials more familiar to Americans in the form of stockings, shirts, sweaters, curtains and picnic ware are being used in increasing amounts on board ship and are meeting with widespread acceptance from the traditionally-conservative shipping industry.

Today, ships' lines are made from such materials as nylon, dacron, orlon, polyethylene, glass fiber and other materials, all of them showing certain advantages over manila. By and large, the synthetics are stronger than manila, are more flexible and resist rot, marine borers and other ills that beset manila. The synthetics are also establishing reputations for amazingly long life so that they are cheaper in the long run, even though initial costs are far higher.

Synthetics have their disadvantages too, and some shipping companies still hold that manila is more practical. But most operators, after gaining experience in the use of synthetics, are learning to overcome the disadvantages, such as the elasticity of nylon, by combining it with manila or wire rope for certain functions.

Crewmembers generally welcome the synthetic lines because of lighter weight, flexibility, easier-handling and easier stowage, although synthetic splices require more work than those on manila.

Most synthetic marine rope now in use is nylon, with dacron a distant second. Other synthetics have limited use for special functions. Nylon's position as the leading competitor of manila is based on its tremendous strength. However, it is very elastic, a quality which offers both

serious disadvantage and considerable advantage depending on the circumstances.

Dacron, while not as strong as nylon, is far less prone to stretch. It is favored for certain towing operations where elasticity would be a drawback, and for use as rigging.

Aside from their greater strength as compared to manila, the following summarizes the advantages nylon and dacron cordage:

- Resistance to mildew, rot, sea water damage, parasites.
- Little loss of strength when wet (no loss in the case of dacron).
- Can be stored wet without damage and can be run through blocks wet without difficulty.
- Dacron offers good resistance to acids and alkalis, while nylon is little affected by various petroleum products.

Other synthetics, while not widely used, offer special advantages for certain functions. Orlon is superior in its resistance to mineral acids. Polyethylene is also acid-resistant and floats on water. Glass fiber lines are fine for heat-resistance but are easily damaged by liquids.

Although nylon and dacron are considerably more costly than manila, (one reason why some operators haven't tried them yet), they have remarkably long life, with operators reporting nylon lasting three, four and five times as long as manila. Alcoa has gotten four years out of a set of nylon lines on one ship and Victory Carriers has several lines still in use after three years' hard service.

From the crewmembers' point of view, the biggest edge lies in the strength factor. Since synthetics are so much

stronger, a smaller diameter nylon or dacron line can be substituted for a larger manila line for a given job. The lighter the line, the easier life becomes for the deck gang, and storage is also simplified.

Statistics showing comparative strengths of the same diameter line are shown in the chart on this page. These come from Plymouth Cordage, a major ship supplier and jibe closely with similar statistics from Columbia Rope, another leading supply house. As the figures show, the breaking strength of nylon is 2½ to three times that of manila. Dacron's breaking strength is roughly twice that of manila and polyethylene's approximately 1½ times.

Consequently, in a situation where a line of 9,000 pounds breaking strength is required, smaller, lighter lines can be substituted for the one-inch manila. A 9/16th inch nylon line, weighing less than nine pounds per hundred feet, can be substituted for manila line which weighs over twice as much. Or a 5/8 inch dacron line, weighing in at 13 pounds per hundred feet can do the job.

The biggest beef raised by ship operators against synthetics, particularly nylon, is the previously-mentioned elasticity problem. When elasticity offers advantages where a ship is subjecting the line to stress and strain, it was cited by several operators as an injury hazard. A number of instances were reported in which a nylon line parted for one reason or another and because of its elastic qualities, snapped back and forth like a giant whip, causing serious injury in some cases.

A story making the rounds of the industry cites the supposed experience of one ship operator in tying up a ship with nylon line. Each time the ship was hauled snug up against the pier, the nylon kept stretching and she drifted out to the point where a tug had to be called to hold her steady while the crew finally managed to take out all the slack.

Ship operators have sought to overcome this problem by using a line made of manila with a nylon tail. The nylon tail, being elastic, absorbs the strain of ship surges, while the overall length of the combination line remains fairly constant. Other companies will dock with nylon and then tie up with wire rope or manila.

On the other hand, the elasticity is a distinct asset where a ship is subject to surging. The SIU-contracted Victory Carriers company reports that nylon mooring lines are unequaled as shock absorbers, particularly when used in combination with manila. The company cited instances where ships are required to tie up in ports exposed to ocean swells, such as in the Hawaiian Islands or in South American ports. With a nylon mooring line, or combination nylon-manila line, the nylon will stretch under strain and then come back to shape, holding the ship relatively steady. Inflexible manila lines have often parted under such circumstances.

Here, briefly, is a round-up of several SIU companies' experiences with synthetic cordage:

Alcoa: One ship, the Alcoa Patriot, has had nylon lines aboard for four years, plus two manila spring lines. The nylon is still in use, while the manila is good for 12 to 14 months at the most. Alcoa is now running a comparison test on two of its passenger ships the Alcoa Cavalier and Alcoa Corsair, with the former carrying dacron line. Alcoa notes that after nylon has been used for some time, some of the elasticity goes out of it.

Bull Line: This company has used synthetics sparingly. It has had a nylon spring line on the Elizabeth for the past year and a polyethylene line on the Mae, which carries sulphur and phosphates.

Calmar: Still sticking to manila.

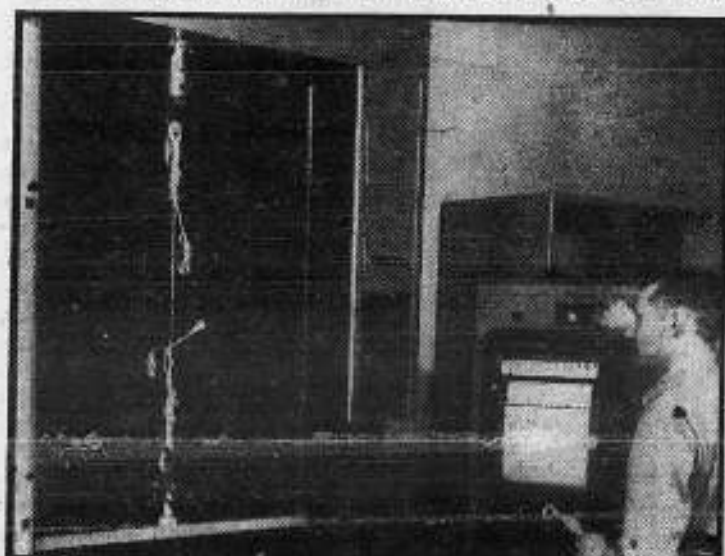
Isthmian: Is not using any synthetics at present because of elasticity problem.

Pan Atlantic: Has installed all-nylon mooring lines on ships in the past six months and thus far reports satisfaction.

Seatrain: Began using nylon line in 1956. Uses all-nylon spring lines for docking and then replaces them with wire rope to hold ship to pier, while using manila lines as breast lines aft. Enthusiastic about strength, long wear and uniformity of nylon.

Victory Carriers: Uses nylon in combination with manila or nylon mooring lines plus manila spring lines. Also used it on the Great Lakes as a tail on wire rope. Some nylon lines have been in service three years and are still in good condition. Shock-absorbing qualities found excellent, plus easier handling and ability to store while wet.

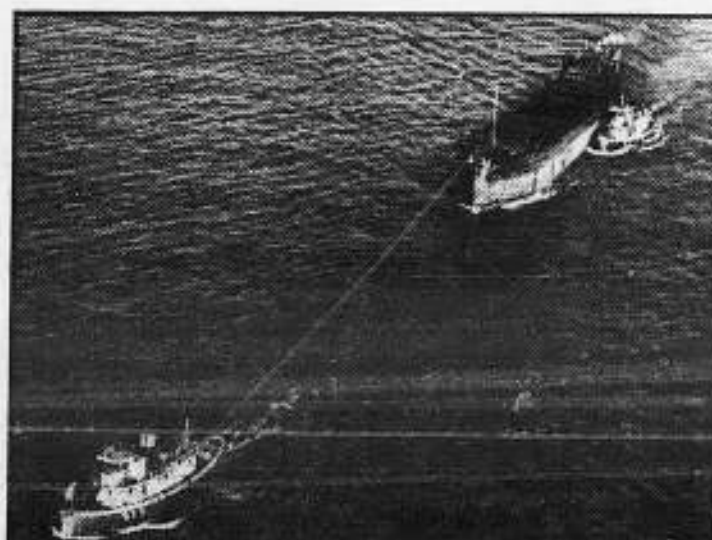
Waterman: Not using any synthetics at present.



Machine at DuPont plant checks breaking strength of nylon line as well as elasticity and elongation.

COMPARATIVE STRENGTH OF ONE INCH LINES				
	MANILA	NYLON	DACRON	POLY-ETHYLENE
WEIGHT PER 100 FT.	26½ lbs.	26 lbs.	30 lbs.	29 lbs.
BREAKING STRENGTH	9000 pounds	23,500 to 27,000 lbs.	17,800 to 20,500 lbs.	13,000 to 15,000 lbs.

Greater strength of synthetic lines as compared to Manila permits the substitution of lines of smaller diameter.



Synthetics are being used for such heavy-duty operations as tows and mooring.

NY Unions Study Hospital Plan

A committee of New York trade unions has been set up to consider the construction of union-operated hospitals and establishment of a union-run system of medical insurance in this city.

The establishment of the committee was prompted by the increasing cost of medical and hospital care and the constant increase in charges by Blue Cross and Blue Shield. These increased charges are greatly diluting the benefits of Blue Cross coverage for New York workers and their families.

As a SEAFARERS LOG article in the July 1, 1959, edition pointed out, the cost of medical and hospital care has risen far faster than any other item in the Consumer Price Index, even though many hospital staffs are notoriously underpaid. In the last ten years, the cost of medical care has risen 50 percent as compared to a 24 percent rise in the Consumer Price Index as a whole. In two years alone, Blue Cross charges in New York have increased by 48.8 percent.

As a result of these soaring increases in medical costs, there have been repeated suggestions that trade unions utilize the resources of union-negotiated pension and welfare funds to provide reasonably low-cost medical care for their memberships. Such programs, of course, would have to have approval of management trustees, but such approval would not be difficult to obtain because employers are also concerned about the rising cost of hospitalization which they bear under union contracts.

Consequently, 26 major New York unions have set up a special committee on health and hospitals under the auspices of the city's Central Labor Council. The committee's officers are Jay Rubin, New York Hotel Trades Council,

chairman; Louis Hollander, Amalgamated Clothing Workers, vice-chairman, and Paul Hall, Seafarers International Union, as committee secretary.

In announcing the project, Harry Van Arsdale, the president of the Central Labor Council, denounced "sweatshop standards" in the hospitals where staffs are underpaid, no accounting is rendered to the public and yet "we are confronted with skyrocketing costs that must be paid out of our welfare funds."

He criticized the Blue Cross organization as failing to provide any adequate community and labor representation on its governing board and its unwillingness or inability to hold hospital costs down.

While the primary objective of the committee is to study the possibility of setting up hospital facilities and insurance programs under the auspices of welfare funds, the committee will also consider the possibility of a labor-sponsored medical school to train physicians.

Fellow Tax-Dodgers Big Losers As Runaway Folds

When one runaway operator sticks another for \$1,500,000 in unpaid bills that's news in any shape or form. That's what happened when the final accounting on the Swiss-owned Panamanian-flag Arosa Line was entered into the books.

On the receiving end of close to \$1,500,000 in bad debts are three oil companies, including Esso, which is a major operator of runaway tankers. The \$1,500,000 in unpaid bunkers was only a portion of a \$9 million bag of unsatisfied bills left behind by the company.

The last of the Arosa passenger ships was auctioned off in Bremerhaven recently for \$481,000. The ship, the Arosa Sun, of 16,231 gross tonnage, was valued at \$5 million, but is expected to wind up on the scrap heap.

Previously, the Arosa Star, well-known to Seafarers as the old SS

Puerto Rico, had been seized in Hamilton, Bermuda, for unpaid debts. It was later auctioned off for around \$500,000 to another runaway operator. The 7,000-ton ship had accommodations for 800 passengers built into her under the runaway flag although under the American flag she seldom carried more than 140.

A third ship, the Arosa Kulm, was auctioned off for \$150,000 earlier this year in Great Britain and has already been scrapped. Previously, the company had sold its largest ship to an Italian concern.

The Arosa Line went into business in 1952 aimed at the immigrant trade to Canada. The sole accomplishment for the company is that it diverted a considerable amount of passenger traffic that might otherwise have been carried by ships of legitimate maritime nations.

Stuck with unpaid bills in addition to Esso are a group of Swiss banks which held \$3 million in mortgages; ship builders; ship repair services and travel agents. The proceeds from the three liners' sales do not even meet the primary claims of the crew for wages and of the mortgage holders.

Cruise Ship 'Guilty'—CG

The commandant of the Coast Guard, Vice-Admiral A. C. Richmond, has reaffirmed the findings of a Coast Guard hearing board that the liner Constitution was at fault in its collision with the Norwegian tanker Jalanta off Ambrose Lightship last March 1. The cause of the accident was held to be the failure of the Constitution to travel at moderate speed in foggy weather and to stop its engines and navigate with caution upon hearing the fog signal from the ship ahead.

Pretty much the same kind of charges have been heard against both the SIU-manned Valchem and the Grace Line's Santa Rosa, but no decision has been announced as to the responsibility for the collision.

Previously, Admiral Richmond denied an appeal by Captain James W. La Belle, the skipper of the Constitution at the time of the accident. Captain-La Belle had asked the commandant to restore his license which had been suspended for one year by a Coast Guard hearing board, after being found guilty of negligence.

PENSIONERS' CORNER



(The brother described below is receiving the \$150 monthly SIU disability-pension benefit.)

Bernard M. Larsen . . . 72 . . . Started his career in 1901, sailing out of Noway on 30-foot sailing vessel.



Larsen's Francis S. Hampshire.

He calls it "unbelievable" what a skipper could get away with in the early days. The photo (left) pictures his model of the Francis S. Hampshire, on which he made the 1905 trip.

A member of the deck department, Brother Larsen later sailed on full riggers, dry cargo steamships, tankers, and ore ships, in the course of his years in Norwegian and American maritime.

Larsen now resides in Miami, Florida, with his wife, Lillian Mae. He keeps himself preoccupied mainly by building models of sailing ships. He is most proud of his replica of the Francis S. Hampshire, the famous brig he sailed from Port Arthur, Texas to New York in 1905.

He finds that a ship model hobby is a good substitute at his age for easy on his SIU disability pension. Larsen began sailing with the SIU in 1941, shipped during the war, and, after over 50 years of sailing, retired on SIU benefits in 1955.

US Seek To Orbit Navigation Rocket

CAPE CANAVERAL, Fla.—The first US attempt to put a navigation satellite into orbit from here failed when the satellite and third stage of a Thor-Able rocket came down off the coast of Ireland. However, it is expected that additional firings within the next few months will be successful in putting up the satellite as a weather and navigation beacon.

The 265-pound sphere was supposed to enable ships to get an accurate "fix" when weather makes it impossible to do so from the sun or stars. From the military point of view, the satellite would enable ballistic missile submarines and surface ships to establish their exact positions so as to be able to aim a missile accurately at its target.

The satellite, to be known as Transit, would broadcast radio signals on four different frequencies. When a ship cannot shoot the stars

or sun, it will be able to tune in on the satellite. The shift in the frequency resulting from the shifting position of the satellite will tell him when the satellite is passing exactly overhead or how far it is.

The satellite also will broadcast the exact time and information as to its exact location over the earth in reference to latitude and longitude, enabling the navigator to make an accurate fix.

In order for this system to work effectively it is necessary to have a number of such satellites in operation which can cover the entire globe. With several satellites operating, every ship and plane would have a satellite within range.

Dayman Becomes A Spaceman



Seafarer E. Pantoja is "the flying spaceman" during some horse-play at the New York SIU hall with his brother-in-law, wrestling champ Miguel Perez (center, left), and gym owner Barba Roja. Perez and Antonino Rocca are the world's tag team wrestling champions and appeared at Madison Square Garden last week.

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**



See Upturn In Norfolk

NORFOLK — Shipping for the past two-week period remained fairly steady, Port Agent James Bullock reports, as a total of 46 men were assigned to the 12 vessels calling into the area. The outlook for the coming period is also very good, he said, for in addition to the usual number of vessels calling in, the Steel Chemist, which has been in lay-up here undergoing repairs, is expected to take on a full crew shortly.

There were six vessels paying off, five signing on and five in transit here during the last two weeks. The vessels paying off were the Penn Trader (Pentrans); Valiant Freedom (Ocean Tramp); Julia (Julia Nav.); Royal Oak (Cities Service); Steel Chemist (Isthmian) and the Valiant Faith (Liberty Nav.).

Signing on were the Penn Trader, Valiant Freedom, Choctaw (Waterman); Royal Oak and the Valiant Faith. The in-transit ships were the Seagarden (Peninsular Nav.); Robin Hood (Robin); Ocean Evelyn, Ocean Deborah (Ocean Trans) and the Afoundria (Waterman).

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.

By now everybody must be convinced that inflation is a menace. But there seems to be a good deal of deliberately-created confusion over who is responsible for it. Many of America's giant corporations, including the big insurance concerns, the strikebound steel industry and other industrial and financial powers, have embarked on a not-so-subtle campaign to place the full responsibility for inflation on workingmen who are so brazen as to seek a pay increase.

What is purportedly a campaign against inflation has been seized upon as another stick to beat down unions to the point where one major industry, the railroad industry, is asking its employees to take a price cut to "fight inflation," and another, the steel industry, has kept its employees on the picket lines for over three months by refusing any kind of wage increase.

The total insincerity of this particular anti-inflation pitch is that the steel industry has never once lowered its prices in the postwar years, during periods of recession. For example, in the worst of the '58 slump, almost half the steel plants in the country were shut down, yet at no time did the industry consider cutting prices as a means of attracting more business and putting men back to work.

Now that business has picked up, company after company, in steel as elsewhere, is reporting record profits. Yet nowhere the suggestion that any of these firms are willing to fight inflation by cutting prices and profit margins. Yet when it is proposed that wages be improved, that old age protection be strengthened or that schools and hospitals be built, those who put forth these suggestions are denounced as "inflationists."

This is a pure and simple case of people living in glass houses and throwing stones at the labor movement.

Tanker Troubles

Some of the statistics that have been coming to light in the tanker business recently serve to illustrate the decay of the US-flag tanker fleet.

A committee, consisting of independent US-flag tanker operators and the maritime unions, presented a detailed case for a US-flag quota on oil imports. It noted that only two percent of these imports are presently being carried on American-flag tankers.

Another set of figures shows that 52 of America's meager fleet of tankers are in lay-up; that 488 tankers are laid up all over the world.

Obviously then, with such an abundance of idle tonnage around, US-flag tankers are permanently barred, for practical purposes, from any participation in the nation's offshore oil trade. All of which makes the case for an oil import quota for American tankers all the more urgent.

Fly Blood From Detroit For Ailing SIU Member

Four pints of blood flown to New York from Detroit, Michigan, made possible a blood transfusion for Seafarer Eusebie Soto. Soto, a patient at Staten Island's Public Health Service hospital with a throat hemorrhage, possesses a rare blood strain, A negative. When it was discovered that A negative blood was unavailable in the SIU blood supply and at the Brooklyn Donor Center, several out-state blood banks were immediately contacted, with Detroit responding affirmatively.

Under the SIU Blood Bank system, Seafarers or members of their families are entitled to blood free of charge anywhere in the United States. While the blood is collected only at the New York clinic, it can be distributed all over the country under reciprocal arrangements with local blood banks throughout the US, as exemplified by Soto's case. Without the blood bank set-up, it would have been difficult, if not impossible, to secure the type of blood Soto needed.

In recent weeks a total of 35 pints of blood has been given or authorized for Seafarers and members of their families out of the SIU Blood Bank. Blood recipients were Seafarers Ray Arsenault, J. Mathews, Eusebie Gherman, and Eusebie Soto; Mrs. Dolores Patino, mother of Seafarer Joseph Patino; and Robert Edmond, dependent of Seafarer Doyle Thompson. Robert Edmond, a patient at John Hopkins Hospital, Baltimore, Md., and Seafarer Ray Arsenault, a patient at Galveston Marine Hospital, Houston, Texas, both received eight pints of blood, the largest quantity needed for a blood transfusion during this last period.

Donate Often

Those Seafarers who wish to donate blood may do so at the New York clinic of the Seafarers Welfare Plan medical department, just one block from the Union's headquarters hall. Also, those who have already generously given blood may donate their blood for a second time. According to standards set up by the various medical agencies, it is possible to donate blood up to five times a year, providing there is a time interval of at least eight weeks between donations. Thus far several Seafarers have contributed blood more than

once, with one Seafarer donating blood three times since the Blood Bank was organized.

Stock, Bond Tax Cheats Hit By US

WASHINGTON—Admitting in a backhanded way that stockholders have been getting away with murder on taxes, the Treasury Department says it is going to step up enforcement of taxation on income from dividends, bonds and bank interest.

Treasury Undersecretary Scribner told a Bank Association convention that billions of dollars of income each year are not reported. Such income includes interest on corporate bonds, interest on business funds deposited in commercial banks, deposits in savings banks and savings and loan associations, interest on Government bonds and on dividends from insurance companies and stocks. The total of this non-reported income is estimated at \$3 billion a year.

Dividends Reported

An additional large sum of dividend income is not reported. A study of 1956 tax returns indicated that \$1.4 billion of \$14½ billions in dividend payments was never reported to the Government. The tax loss on this income runs into hundreds of millions a year, possibly more.

Unlike wages, where taxes are withheld before the wage payments are made, taxes on bank, bond and stock income depend on whether or not the taxpayer reports the existence of such income. Several attempts have been made in Congress to pass legislation for withholding of taxes on bank interest, for example, but the Treasury Department opposes such legislation.

Britain Withholds

While the Administration is against such legislation in the United States, either on corporate dividends or interest, other countries such as Great Britain do have a withholding system. They require the company to deduct a specific amount of taxes from any dividend payments, by imposing a flat tax rate against all dividends.

Even when reporting income from stock dividends, taxpayers are exempt from the payment of the first \$50 of such income and are entitled to deduct four percent from the remainder of their dividend-tax bill. Congress has several times voted down moves to repeal these exemptions and make stockholders pay on their income at the same rate as wage and salary workers.

The entire problem is going to be thrashed out this fall at hearings on tax revision before the House Ways and Means Committee.

No Grits On UN Holiday?

As part of a program commemorating the United Nations, on October 24, UN Day, a number of American-flag steamship companies, including the SIU-contracted American Banner Line, will offer their passengers menus consisting solely of dishes from various foreign countries.

The "eating internationally" program was instituted in 1958 by President and Mrs. Eisenhower at the White House with a menu prepared by Mrs. Eisenhower. To insure authentic foreign flavor in the meals, the US Committee for the United Nations has issued a revised cookbook for use in the program. The book contains some 185 foreign dishes.

Although the menu for the Banner Line's passenger ship the Atlantic has not been released as yet, two of the suggested dishes include kyet-tha-hin (chicken curry) from Burma topped off with citronella, a lemon chiffon cream originating in the Netherlands.

Tell it to the LOG





Those Seaway 'Salts' Take To The Lakes

Crewmembers of the SS Coeur d'Alene Victory claim the title of "Seaway Veterans" as their vessel marked its third trip through the newly-constructed St. Lawrence Seaway. Top, ABs Jim Morris and Tom Willis take in the shore-side sights on deck while left, FWT Jonathan Young poses in the sun, sporting a goatee and a handlebar moustache. Photographed in the background behind Young is one of the many bridges Seaway vessels have to contend with. In addition to a number of bridges, the international waterway also has a grand total of 15 locks raising and lowering vessels heading to and from the various Great Lakes ports.



LOG-A-RHYTHM:

To The Crew

by The Skipper's "Old Lady"

(The following poem was dedicated to the crew of the SS Robin Sherwood by Mrs. Dorothy Giachetti, wife of Captain Giachetti, master of the Robin Sherwood.)

I've passed you in the passageways,
The pantry, and the galley,
In the purser's office too,
And on the way to the shaftalley.

I've seen you sougeeing down the ship,
And swabbing up the deck,
And helping pilots on and off,
Lord knows what else—by heck!

I've watched you at the winches,
And securing booms and hatches,
And even stood upon the bridge
With those who kept the watches.

By name I may not know you all,
For this forgive me please,
But this I know—
No finer crew has ever sailed the seas!

SIU Man Runs San Juan Cafe

To the Editor:
When in San Juan recently, I ran into an old friend on a shipmate, John F. Laughlin, who now runs the Bar Barbacoa. We went to his place and hoisted a few while reminiscing about the old days. It is quite a place with good drinks and music.



Friend
A former seafaring man himself, Laughlin would like to see more seamen stop in and say hello, especially SIU men. I can guarantee anyone going to the Bar Barbacoa a square shake. The address of the place is 1015 Fernandez Juncos, stop 15 1/2, San Juan.

Al Friend

Mark Hazard On Ship, He Says

To the Editor:
In a gear locker aboard ship recently, I picked up a coffee can half full with a liquid. It turned out to be a caustic used to bleach the tile decks in the head. If some of the contents of this can had splashed on my face, no doubt very serious injuries could have resulted.

There are many potential hazards aboard a ship and a suggestion I have for a safer ship is that the head of each department keep a supply of red (or orange) adhesive tape with the word "caution" on it. This tape can be attached to containers or other areas by the men who create or recognize a possible hazard, thus alerting those who follow him.

This suggestion could be brought up at a shipboard safety meeting. When it is adopted, I am sure it will help make an SIU ship a safer ship.

Harry N. Schorr

Wants Info On Lifeboat Ticket

To the Editor:
I have been interested in the SIU's Training School in New York and have been reading about the lifeboat examinations. I used to have a certified lifeboat ticket but when the new seamen's papers came out, that is the validated papers, I had to turn in all of my other papers.

What I want to know now is if I have to take the examination over again, or can I get my lifeboat certificate if I just write to the Coast Guard.

I would also like to know if you have training material for third mate. If so could you please supply me with information in regard to these ques-

tions. I would appreciate it very much. Thank you.

Donald Stewart

(Ed. note: a duplicate of your lifeboat ticket should have been issued to you with your new papers. If you contact the Coast Guard they will issue it. As for material for third mate it is suggested you contact the MMP or the Seamen's Church Institute for information.)

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.

He Wants Pix Of Old Vessels

To the Editor:
A friend of mine in the Dutch merchant marine has asked me to see if some Seafarer, or reader of the SEAFARERS LOG, can furnish information as to where he can obtain photographs of these old vessels: The Bark John Ena, Standard Oil Co., and the Barkentine City of Sydney, owned by Alaska Packing.

In addition to this, I am interested in getting shots of some of the old Hog Island vessels. If anyone can help us in this, we would greatly appreciate it. Many thanks for your help.

Richard Clark, Jr.
1449 Blvd., SE
Atlanta 15, Ga.

Laid Up, Union Aid A Big Help

To the Editor:
I am sending this letter to express my thanks to the Welfare Department of the SIU for their many services and aid. An operation back in 1952 forced me to retire from the sea and I have been on the disability list since.



Steinmann

Recently I had to go back into the hospital in Tampa for immediate surgery and was laid up for 13 days. Since I was in a private hospital, you can imagine the amount of bills they hit me with. However the SIU's Plan covered a good part of them, for which I am more than grateful. So again I say thanks to the SIU, and to the Welfare Plan's representatives for their aid during these times.

August Steinmann

Need Special Shoes? Try Him

To the Editor:
I would like to inform the membership of our Union and their families of a service which is available to them.

My brother is an orthopedic shoemaker with some 30 years experience in the trade in making all kinds of shoes and special cork extension work. He owns Gardner's Shoe Shop at 600 N. Main St., Danville, Virginia, and gives special attention to mail orders.

If any members of the SIU or of their families have need of such shoes, I am sure they will find his work satisfactory. He has also been highly recommended by Dr. Musgrave, a leading orthopedic surgeon of Virginia.

H. L. Gardner

Chilore Beef: Books Disappear

To the Editor:
Since I have been on this ship, the SS Chilore, there have been three sets of books put aboard, but at present I do not think you could find more than 15 books around. This is due to the fact that no one looks after them.

This is probably a common complaint on most vessels and for this reason I think that it would be a big help if something could be put in the LOG to the effect that some member of the crew should be placed in charge of these books and when the vessel is in port, lock them up. He should also give them out to the crew by their names at sea. I have seen some of the men take seven or eight books and put them in their lockers and keep them the whole trip without any thought for their fellow seamen.

Outside of this I would say this ship is a good example of a smooth-running ship. It is one of the best I have ever sailed on and everyone, from topside on down, seems to go out of his way to make it a pleasant trip for all. There hasn't been a beef on here for the last three payoffs.

There has been excellent cooperation among the departments here. If the deck department makes a request of the black gang, there is none of the usual hemming and hawing.

These ships have always had a bad name as far as feeding goes, but the steward department on here has been doing a top notch job and deserves a round of thanks.

Stanley Lowery
Ship's delegate



Subs, Planes And Very Little Pay

The war is long since gone, but whenever Philip Spechler, a member of the Marine Cooks and Stewards Union, looks at his present-day pay scale and conditions, a voyage he made back in 1942 comes back to mind.

"We shipped out of NY and were sent to Portland, Maine, to the shipyards," Spechler said, "to man the SS James Monroe. My job was to feed the 31 Navy men who were stationed on the Liberty ship as an armed guard. On September 9, we pulled out in a convoy, bound for England.

"After some shore leave in Salford, the vessel loaded and was bound for Murmansk, Russia, but circumstances intervened and we wound up in a convoy making for Oran, Algeria.

"This voyage I remember clearly," Spechler said, "for two days out of the Rock of Gibraltar, a submarine came up, some 600

yards off the side. We were number one, at the point of the convoy, and the sub let loose with three torpedoes aimed for us. One passed us forward and the other two aft. Although they missed us, they found targets on both sides, sinking three ships.

"One of the vessels went on fire and her crew all safely abandoned ship. However, some 15 minutes later two lifeboats were spotted returning to the vessel, presumably to try and put out the fire. A short time later the vessel blew up, taking the men with her."

The rest of the trip went along safely, and the convoy got its sup-

plies through to Oran. A few more days ashore, and back to the Rock again. This time, Spechler said, the Monroe ran into some luck. The ship developed boiler trouble and had to drop out of the convoy, tailing along slowly some three miles behind, when the convoy was hit by a squadron of Italian bombers. They took a heavy toll.

The only thing that made it somewhat relaxing, Spechler recalled, was shore leave in Algeria with a couple of cartons of American cigarettes. They were worth their weight in gold. The whole voyage lasted from September 9, 1942 to March 9, 1943, most of that time running through sub-infested waters.

Many Seafarers will remember these trips and the dangers involved, Spechler noted. In addition to the torpedoes, the planes and mines, there were many other drawbacks. The pay and conditions were not exciting, the base wage running some \$110 per month. But it was through seamen's war role, and through the continued growth of the maritime unions that we now enjoy top pay, and good working conditions, he concluded.

Pegasus Chow Tops - Ask The Sea Gulls

The food on the Alcoa Pegasus is so good, ship's reporter H. Koppersmith announced, that even the faithful sea gulls, relentless followers of the vessel, have stopped complaining and are happy just to tag

around on the Pan-Atlantic container ships is very fast with shore time at a minimum, and it has been next to impossible to get a suit cleaned and back to the ship before she makes her trip back.

"Our boxes carry nothing different from other SIU ships on this type of run," Koppersmith said, "with no fancy dishes or anything special." What's the secret that has kept the crew on the Pegasus happy and losing belts? "It's the way the food is prepared, seasoned and served," he noted. "The Pegasus' steward department is composed of a crew of men who really know their duties and have performed the same in such a manner that it is fattening to all."

The vessel signed on in Mobile with Seafarers from the Gulf who have not been out of the Caribbean in years, he added, and they figure this trip to Japan to be a long and rough one. However all are picking up in the weight department, looking forward to spending shore time in Yokohama.

"That about covers our voyage so far," Koppersmith concluded, and it covers it in the way that the crew feels—as they said they work "from meal to meal."

The Pegasus was not the only vessel to come in for kudos for fine feeding. According to the crew of the Azalea City, their steward department is one of the finest in the SIU. Their talents, they noted, are not confined to mere culinary arts, Anthony Aronica, deck delegate said, but also to other areas where most of the men would be unable to help themselves.

Take the case of Harvey Peacock, chief steward on the Azalea City for example, Aronica said. As most of the men know, the turn-



Aronica



Koppersmith



BEN GRAHAM

Throw In For A Meeting Job

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

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

people should eat in messhall. One minute silence observed for departed brothers. Ship delayed two days due to wrong bunkers.

LA SALLE (Waterman), Aug. 30—Chairman, R. O'Rourke; Secretary, R. Ransome. Shortage of water due to overloaded ship. Food and menus not up to par. Ship's fund \$34.45; spent \$27 for flowers. Five hours OT disputed in deck dept. Special meeting requested re food beef. Request electric grill for galley. Suggest another coffee pot for messhall. Vote of thanks to messman and pantryman for job well done.

ALCOA PEGASUS (Alcoa), Aug. 30—Chairman, J. Calhoun; Secretary, N. Koppersmith. No beefs; everything running smoothly. Vote of thanks to steward dept. for job well done. Request repair of radio.

STEEL SEAFARER (Isthmian), Sept. 1—Chairman, T. Patton; Secretary, B. Cauffman. Beefs re disputed OT. One man hospitalized in Damman. Inquiry re launch service from Damman to Ras Tanura. Ship's fund \$3.48. Some OT disputed. Discussion re shore personnel unsanitary habits at drinking fountain and in messroom.

STEEL WORKER (Isthmian), Sept. 1—Chairman, J. Kramer; Secretary, W. Ritch. Ship's fund \$32.56—\$10 contributed to Seamen's Library. No beefs. New delegate elected. Refrain from slamming icebox door. Suggest moving reefer engineer topside.

ALCOA RUNNER (Alcoa), Aug. 30—Chairman, C. Kent; Secretary, J. Hannon. No beefs; everything running smoothly. New delegate elected.

AFOUNDRIA (Waterman), Sept. 6—Chairman, F. Gaspar; Secretary, W. Sink. No beefs. One man paid off sick in St. Nazaire. Ship's fund \$7.81. Some OT disputed. Motion made and seconded to have action taken against rats on ship. Discussion re unsafe practices. Suggest patrolman check medical supplies.

OCEAN EVELYN (Maritime Overseas), Sept. 3—Chairman, A. Harrington; Secretary, W. DeLappe. One man hospitalized. Repair list to be taken up. One man short in deck dept. Few hours OT disputed. No beefs; everything running smoothly. See chief engineer re fixing blower and heating system back aft. Vote of thanks to steward dept. for job well done.

ROYAL OAK (Cities Service), Sept. 6—Chairman, W. Miles; Secretary, R. Kiedinger. Washing machine repaired. Two men missed ship. No beefs. Discussion re seats in recreation room. Suggest draws be put out after arrival in port.

COASTAL ENTRY (Suzanne), Aug. 30—Chairman, A. Serier; Secretary, C. Bruce. Letter mailed to Jacksonville requesting clarification re working cargo and spray painting. Ship's fund \$17. No beefs. Request launch service be extended from 12-M to 12:30 AM. Food not up to par.

VALLIANT ENTERPRISE (Ocean Carr.), Aug. 16—Chairman, J. Gard; Secretary, J. Dehesa. New delegate elected. No beefs. Keep one bucket, one mop, and one broom in laundry room/rack for crew pantry to drain water.

FORT HOSKINS (Cities Service), Sept. 7—Chairman, E. Bryan; Secretary, R. Martley. Ship's fund \$16.60. Some OT disputed in deck dept. New delegate elected. Check with patrolman re lodging in drydock. Refrain from using wringer when washing greasy clothes. Cooperation requested in keeping messroom clean.

NORTHWESTERN VICTORY (Victory Carriers), Sept. 6—Chairman, W. Zaleski; Secretary, J. Thomas. One man hospitalized in Kokoska, Japan. Repairs to be taken care of. Ship's fund \$8.66; spent \$3.37 for radiogram to Union. Vote of thanks to steward dept. for job well done. No beefs. Request shelves be built in library and change of books.

STEEL ARTISAN (Isthmian), Sept. 5—Chairman, R. Rivera; Secretary, M. Benjamin. Two men hospitalized. Washing machine repaired. Ship's fund \$27.42. Some OT disputed. One man missed ship in Leghorn, Italy. Insufficient cups and glasses.

ALCOA RANGER (Alcoa), Aug. 30—Chairman, C. Jones; Secretary, J. Rueda. No beefs; everything running smoothly. Suggest wearing shoes when using washing machine. Ship's fund \$17.50. New delegate elected. Cooperation requested in keeping messhall clean. Return cups after use.

JOHN B. WATERMAN (Waterman), Sept. 5—Chairman, S. Mehringer; Secretary, R. Morrow. One man joined ship in Okinawa. Repairs taken care of. Ship's fund \$8.40; \$2.10 used for phone calls and postage. Beef re members not turning in to secure ship. Discussion re sea watches in port. Return glasses and cups to pantry. Suggest more order be kept in recreation room.

CHILORE (Marven), Sept. 5—Chairman, S. Lowery; Secretary, F. Fritz. Sailed short one man in deck dept. One man missed ship in Phila. No beefs. Discussion re no library on ship for last two trips. Clean washing machine after using.

BIENVILLE (Pan Atlantic), Sept. 13—Chairman, W. Moore; Secretary, J. Dickerson. Saw patrolman about being aboard earlier for payroll. Ship's fund \$51.89. No beefs.

ALCOA PARTNER (Alcoa), Aug. 30—Chairman, H. Hutcheson; Secretary, L. Pierson. One hour OT disputed on deck. Everything running smoothly. Request rooms be sprayed for roaches. Suggest donation for movie fund. Contact Union to furnish movie film.

MARORE (Marven), Aug. 30—Chairman, C. White; Secretary, R. Glaze. No beefs. Two men missed ship in Philadelphia. Six replacements in deck department. Vote of thanks to steward and assistants for job well done.

PACIFIC WAVE (World Tramping), Aug. 30—Chairman, E. Walker; Secretary, P. Fimvir. Ship stored completely. Mail to be taken care of by skipper in bunker port. New delegate elected.

CHOCTAW (Waterman), Aug. 29—Chairman, P. Fox; Secretary, M.

Digest Of SIU Ship Meetings

Iwasako. Slop chest to be put aboard for next voyage. No beefs. Request water pitchers and soup bowls. Vote of thanks to ship's delegate for job well done.

SANTORE (Marven), Aug. 24—Chairman, E. Abusly; Secretary, M. Prochek. Ship's fund \$3.88. No beefs. One man injured. New delegate elected. Turn off washing machine after use. Return cups to pantry. Suggest voluntarily contribution for ship iron. See captain about passes in Peru. Cota to be ordered.

WESTPORT (World Tramping), Aug. 16—Chairman, E. Bryant; Secretary, A. Noah. New delegate, secretary-reporter and treasurer elected. No beefs. Request sufficient money for draws in India. Make up repair list. Keep heads clean. Suggest rooms and heads be painted. Sept. 3—Chairman, M. Bridwell; Secretary, A. Noah. Discussion on inadequacy of slop chest. Cooperation requested to keep mess hall and rec room clean.

FAIRPORT (Waterman), Aug. 9—Chairman, W. Brown; Secretary, C. Provatt. No beefs. One man missed ship in San Francisco. New delegate elected. Discussion on steward rooms to be painted, launch service in Inchon and draw list for each department.

Aug. 23—Chairman, W. Brown; Secretary, C. Murray. One man missed ship in Inchon. Some OT disputed by deck and engine gang. No beefs. See captain about draw.

STEEL ADVOCATE (Isthmian), Aug. 21—Chairman, J. Goude; Secretary, S. Ralle. Repairs not taken care of as promised. New treasurer elected. Motion that all repairs be taken care of before sign on. Poor representation received at payroll and sign on in NO. Crew to donate \$5 each for rental of movie films.

CS NORFOLK (Cities Service), Sept. 6—Chairman, C. Malette; Secretary, M. Guillory. Chief pumpman fired due to taking day off without permission. Few hours OT disputed. Request fresh coffee at every meal. Suggest two plugs for percolators. Make up repair list.

KATHRYN (Bull), Sept. 6—Chairman, R. Bacon; Secretary, G. Ortiz. Some OT in engine dept. Discussion re night lunch and brand of cigarettes. Suggest abolishing present procedure of service. One minute of silence observed for departed brothers.

PENN VANGUARD (Penn Shipping), July 19—Chairman, V. O'Mary; Secretary, S. Arales. New delegate elected. No beefs. One officer refused to perform his duties.

STEEL CHEMIST (Isthmian), Sept. 6—Chairman, J. Kearns; Secretary, L. McNeil. Suggest new TV antenna. Disputed OT cleared up in part. See patrolman re "necessary" OT. Ship's fund \$2.73. Some disputed OT and beefs to be taken up with patrolman. One man left ship in Surabaya.

SEAGARDEN (Peninsular Nav.), Aug. 30—Chairman, J. Brown; Secretary, J. Forpette. Food program plan approved. New wind chutes, two washing machine agitators and six new mattresses obtained. Unlicensed passageway, mess and recreation room and pantry painted. Beef re insufficient food. One man missed ship in Honolulu. Three men taken off unit for duty. Short four men. Some OT disputed.

PENN VANGUARD (Penn Marine), Aug. 29—Chairman, J. Lee; Secretary, C. McShagin. New secretary-reporter elected. No beefs.

ROBIN KIRK (Robin), Aug. 23—Chairman, E. Szarythe; Secretary, G. Gallant. New delegate elected. Ship's fund \$3.25. Motion made that Union publish clarification re time extra

"The trade winds of Egypt . . ."

A T-A-L-L One



Seafarer Kenneth Turner looks as if he is ten feet tall standing next to petite Formosan miss. However, Turner, a crewmember on the SS Choc-taw, measures only six-foot eight as compared to the young lady's four-foot six-inch stature.

Sand Captain Saves 2 In Water 5 Hours

While playing host to a boatload of wet sand all the time is not what you would call exciting, the crew of the sand dredge Sand Captain, have come in for more than their share of unusual incidents in the past year.

The latest occurrence happened last week, Seafarer Frank Prezlar reports, when the vessel, loaded with sand dredged off Coney Island, picked up two men floundering in the water in Ambrose channel.

It was about four in the morning when the bow lookout, Willie Williams, heard cries for help from somewhere in the dark waters around them. Calling to the mate, Williams aroused the other members of the crew who lowered the ship's lifeboat.

Using the vessel's big spotlight, the mate located the men, one clinging to some wreckage, and

the other, about 400 yards away, hanging on to an empty gas tank. Manning the lifeboat, Seafarers Red Funk, Willie Williams, Jim Hanners, Jerry Lipman, Marvin White and Eddie Johnson, quickly rescued the two.

The men, both from Brooklyn, had been out in an outboard motorboat around 10 o'clock the previous night when a bigger cruiser, not seeing them in the dark, sped past and caused their lighter craft to swamp. Both had lost all of their clothing during the six-hour ordeal in the water.

Although very cold and tired when brought aboard, Prezlar said, the men perked up considerably after downing some of steward Jimmie Golder's hot soup and chow. Even before the lifeboat had been lowered in the water, Prezlar noted, Golder was in the galley getting the chow ready.

The crew chipped in with clothes and money and deposited the two men at the Captain's anchorage in The Bronx.

Crewmembers aboard the Sand Captain were credited with saving five persons trapped in a railroad car last September when the train went through an open span into Newark Bay. The car was partially submerged when the Seafarers broke a window, climbed in and brought the victims out. Forty-eight persons were killed and scores injured in the disaster.

SEAFARERS IN DRYDOCK



"Progressing rapidly" is the report on Bosun James Matthews, recently repatriated from Germany. Matthews was taken off the Neva West in Europe suffering from bladder stones, and was later flown back to the Galveston hospital for treatment. He expects to receive a "fit-for-duty" within the next couple of weeks.

Also in the Galveston hospital is Raymond Holland, former AB on the Alcoa Partner. Holland suffered a fractured cheekbone in Houston and will be confined to the hospital for another week at least.

A case of the mumps caused John Brady to leave his ship, the Orion Clipper, in Seattle. Brady, an OS, will probably be laid up for a couple of weeks recuperating.

Two other Seafarers have checked into the West Coast USPHS hospital for treatment and examinations. Messman Kenneth Elvin is undergoing treatment for an eye ailment, while wiper, Joe Prabech entered the hospital for chest and lung examinations. Elvin last sailed on the Pacific Ocean and Prabech on the Marymar.

Some 10 pints of blood were needed for a throat operation for Seafarer Eusebio Soto, ex-deck maintenance on the Steel Flyer. A good part of the blood was furnished by the SIU Blood Bank. Soto is reported in good shape after the operation at the Staten Island USPHS.

A shipboard accident which resulted in the loss of part of a finger on his left hand put Seafarer Edgar Luke in the State Island hospital. The accident occurred while he was shipping as an AB on the Ocean Evelyn.

Also in Staten Island is Ernest DeBautte, former AB on the Kathryn. DeBautte is recuperating after having a calcium spur removed from his left elbow.

Seafarers off the ships or on the beach waiting to ship, should take the time out to visit the brothers in the hospitals or to drop them a line and let them know what is going on, both aboard ship and ashore. The following is the latest available list of hospital patients.

- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY
Joseph J. Bass, Matthew Bruno, G. Caraballo, Leo V. Carreon, Wade Chandler, Joseph D. Cox, John J. Driscoll, Otis L. Gibbs, Bart E. Guranick, Taib Hassan, William D. Kenny, Thomas R. Leahy, Leo Mannaugh, Primitivo Muse, Jeremiah O'Byrne, George G. Phifer, Almer S. Vickers, Luther E. Wing, Pon F. Wing, Royce Yarborough
USPHS HOSPITAL FT. WORTH, TEXAS
Richard B. Appleby, Max Olson, B. F. Deibler, John C. Palmer, James Lauer, Leo Watts, Woodrow Meyers, Joseph P. Wiss, Albert Ogletres
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Wm. H. Thomson
USPHS HOSPITAL STATEN ISLAND, NY
James Alston, Sidney Anderson, Erasmo Arroyo, John Auslitz, Conway W. Beard, Louis Covette, Ralph Duffell, Vincent A. Erato, Patrick J. Foy, Roman V. Harper, Charles Kimke, Charles W. Lans, Paul D. Lioita, Edgar W. Luke, D. J. McMullen, Carlos Morales, SAILOR SNUG HARBOR STATEN ISLAND, NY
Victor B. Cooper, Thomas Isakson, MT. WILSON STATE HOSPITAL MT. WILSON, BALTIMORE, MD.
George Davis
TRIBORO HOSPITAL JAMAICA 32, LI NY
James Russell
USPHS HOSPITAL NEW ORLEANS, LA.
Thomas Ballard, A. C. Kimberly, James M. Cheshire, Arthur R. King, Paul R. Cook, Edward Knapp, Eugene Crowell, Leo H. Lang, R. E. Cumberland, Wm. Marjenhoff, Donald Dambrino, Frank Martin, Thurston Dingler, Salvatore Modica, Antonio DiNicola, William E. Nelson, Enoch Gaylor, Frederick Ouweneel, Trifon Giaturis, Eugene Plahn, George Hatchett, Winford Powell, Paul M. Hebert, A. Satterthwaite, Emilie Herek, Hilary P. Trems, Raymond Hodges, Salvatore Zammith, Ramon Irizarry
VA HOSPITAL KEOUGHTAN, VA.
Joseph Gill
VA HOSPITAL TUCSON, ARIZ.
Frank J. Mackey
PRESBYTERIAN HOSPITAL SANTURCE, PUERTO RICO
Luther J. Fata
USPHS HOSPITAL BALTIMORE, MD.
John Atkinson, John Jensen, C. Barranco, Joseph Lewis, Thomas D. Foster, Dionisio Medina, Gorman Glass, Taras Netick, John Hester, Angelo Polatos, Charles Isou, David Proffitt



Matthews



Elvin

Burial At Sea



Members of the crew of the Steel Voyager stand in silence as the ship's captain reads final prayers over the flag-draped body of James Bloomenthal, former radio officer on the Steel Flyer. Among the Seafarers paying their respects are John Efstathion, OS; John Said, AB; I. Loukas, wiper, and I. Quanicco, chief cook.



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

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A collection of hand-drawn illustrations including a camera, a stack of papers labeled 'PHOTOS', 'LETTERS', 'DRAWINGS', 'ARTICLES', 'POETRY', and a sign that says 'S.I.U. LOG'. A speech bubble says 'are welcomed by your LOG' and a banner at the bottom says 'WELCOME'.

Personals And Notices

P. Cavan

Please contact the vault at Union headquarters.

✂ ✂ ✂

George Van Vlaanderen

Please contact Miss Gloria De Lage, 10 West 61 Street, room 500, New York 23, NY, as soon as possible.

✂ ✂ ✂

Jose Martinez

Please get in touch with Irene Kelley Malcom, 1811 N. Castle Street, Baltimore, Md.

✂ ✂ ✂

Paul Huggins

Please contact H. F. Holmes at 7020 North Clark Avenue, Tampa, Florida.

✂ ✂ ✂

Abdel K. Maameuer

It is important that you get in touch with your attorney, Herman N. Rabson, 15 Park Row, New York, NY, Worth 2-5250, as soon as possible.

✂ ✂ ✂

Phillip J. Snider

Your sister would like to hear from you. Anyone knowing the whereabouts of Phillip J. Snider (of Lowell, Mass.) please contact Mrs. Vivian C. Mast, 44427 N. 11 St. W, Lancaster, Calif.

Idle Tankers Reach 15% Of Total World Tonnage

The world's laid-up tanker fleet now totals 488 ships with a total cargo capacity of eight million tons, according to a survey recently completed by the Charles R. Weber Company, a tanker brokerage concern.

The latest study shows tanker lay-ups have risen by 41 ships since June. An additional 97 tankers, amounting to over one million tons of shipping, have been assigned to the scrap heap.

The most recent figures, as of last December, show that there are approximately 3,100 tankers throughout the world, so that the lay-up fleet amounts to a good 15 percent of the world's total tonnage.

Some New Ships

While the bulk of the laid-up vessels are the wartime T-2 ships, 221 of which are idle, the larger ships are not necessarily an exception. Two 85,000-ton Liberian-flag tankers, the George Champion and the Universe Defiance, are among the laid-up ships. The last-named vessel was put in lay-up upon coming out of the shipyard.

Similarly, many American-flag tankers that have been built recently are going in and out of lay-up, picking up a charter here and there.

That there is room for plenty of scrapping to reduce the size of the tanker fleet is shown by the age of some of the ships. There are 61 vessels in all that were built

before World War II and 14 of them have been in operation since before 1925.

The total of laid-up ships breaks down to 52 American-flag and 436 foreign-flag. In addition, many American and foreign-flag vessels are operating in the dry cargo grain trade.

The tanker surplus problem is in part a product of the Suez War of November, 1956, and the subsequent closing of the Suez Canal. Tanker operators rushed to build new tonnage as the demand for ships soared. They also overestimated the demand for oil in the world's markets. One year later, the 1957 recession hit. Now the new ships coming out of the yards or those that were completed since 1956 are caught short without cargoes.

This seem to be the fate in store for many ships now under construction.



SIU SHIPS AT SEA

Everybody's heard the expression "out of the frying pan into the fire." Well there was just a slight twist to that on the Chilore recently, according to the ship's minutes. The vessel was two days out of Chile, the crew noted, when a school of flying fish took to the air and landed on the vessel's deck. "The steward," Harold Thomas, ship's delegate, reported, "promptly had them cleaned and cooked. Fresh and tasty-rare for the enthusiastic diet boys," his report found.

were literally in "hot water" during its recent trip to Djibouti. In fact, the water got so hot that they could not take showers. On the Penn Mariner, the problem was the other extreme. The ship's ice boxes ran so high and got so iced over, there was hardly enough room to put everything down there, William Millison, ship's delegate, noted.



Millison

✂ ✂ ✂
The crew of the Steel Architect

N'Orleans Shipping Hits 3-Year Peak

NEW ORLEANS—Shipping for this port over the past period hit a three-year record high as a total of 263 men were shipped to permanent berths. This record goes back to August 21, 1956, when a high of 290 men were shipped from this port, Port Agent Lindsey Williams reported.

The boom in shipping for the port was caused by the large number of vessels that called into the area for servicing. There was a total of 51 vessels here during the last two weeks.

The membership in this port is reminded to get out and register so they will be able to vote in the coming elections. As many are well aware, a number of the anti-labor candidates in the area are going to toss their hats in the ring and it will be through the combined efforts of all of the union members in the port and their families, that labor will be able to maintain its say in the state and city legislation.

The following were the ships paying off in this port during the past period; the Alcoa Partner, Alcoa Pilgrim (Alcoa); Del Sud, Del Campo (Mississippi); Neva West (Bloomfield); Steel Maker (Isthmian); Hastings, Afoundria, Young America (Waterman) and the Natalie (Intercontinental). Signing on were the Alcoa Partner, Alcoa Pilgrim (Alcoa); Del Rio, Del Sud, Del Valle, Del Campo (Mississippi); Alice Brown, Neva West (Bloomfield); Afoundria (Waterman) and the Natalie (Intercontinental).

The in-transit ships were the Alcoa Cavalier, Alcoa Ranger, Alcia Clipper, Alcoa Roamer, Alcoa Partner (Alcoa); Seatrain Georgia, Seatrain New Jersey, Seatrains Louisiana and Texas (Seatrain); Del Rio, Del Sud, Del Campo (Mississippi); Elizabeth, Edith Carolyn, Frances (Bull); Alice Brown (Bloomfield); Steel Recorder (Isthmian); Yaka, Claiborne, Antinous, Monarch of the Seas, Hastings, Claiborne (Waterman); Raphael Semmes, Gateway City (Pan-Atlantic); Ames Victory (Victory Carriers); Ocean Deborah (Ocean Clippers) and the Jackie House (NH Shipping).

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.

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West Coast South America

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WMM 25-15607 KCs
Australia

WMM 81-11037.5
Northwest Pacific

MARITIME TRADES DEPARTMENT

FINAL DISPATCH

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

Enrique Bazo, 50: Brother Bazo died at the British Hospital in Buenos Aires, Argentina, on June 22, 1959. A muscular inflammation of the heart wall was the cause of death. Bazo joined the Union in 1940, and sailed in the engine department. He is survived by his wife, Flora Bazo, of Miami, Florida.



Julian Autencio, 69: Brother Autencio passed away at the USPHS hospital in Baltimore on August 21, 1959, as the result of a malignant tumor. Brother Autencio is survived by his wife, Bernice Autencio, a steward, joined the Union in 1944. The place of burial was not given.



William F. Smart, 49: A lung tumor proved fatal to Brother Smart on April 12, 1959. He was buried at the Meadowridge Cemetery, Elkridge, Md. Brother Smart was a member of the steward department, and joined the Union in 1953. He is survived by his wife, Frances Smart.

Dominic J. Newell, 44: On August 8, 1959, Brother Newell died of an acute heart condition. He was buried at the Holy Cross Cemetery, Mass. A member of the steward department, Newell joined the Union in 1948. He is survived by his wife, Isabelle Newell of Charleston, Mass.

Lucius DeWitt, 54: Brother DeWitt died of natural causes at the USPHS hospital in Staten Island, NY, on May 15, 1959. He is survived by his wife, Minerva S. DeWitt of Savannah, Ga. Brother DeWitt joined the Union in 1944, and served in the steward department.



John H. Spearman, 59: A malignancy caused the death of Brother Spearman on August 1, 1959. He was buried in the Rose Hill Park Cemetery, Fort Worth, Texas. Spearman was a member of the engine department, and joined the Union in 1939. He is survived by his father, Robert W. Spearman of Cisco, Texas.



SIU 'Graduates' Now Total 150

NEW YORK—The lifeboat classes of the SIU Training Program, now in their fifth month, have been an outstanding success with 150 students already passing the Coast Guard test. Among the 150 Seafarers who passed the lifeboat test, all ten candidates for an FWT ticket were successful, and 40 out of 41 candidates upgraded to AB.

Get FWT Ticket

The Union suggests that every wiper having at least six months of seetime enroll in the training course and get his FWT endorsement. This also applies to ordinary seamen with twelve months' seetime who desire to obtain an AB ticket.

As reported previously, "A" and "B" seniority members are letting many jobs hang on the board, which has resulted in shipping newcomers to the maritime industry. These men are in a position to obtain seniority and then compete for jobs in the future.

Headquarters would like to thank all Seafarers for their cooperation in making the New York Labor Day parade a huge success.

Shipping for the past two-week period has been exceedingly good with 341 men shipping out. During this period the ships that paid off were the Beauregard, Fairland, Raphael Semmes, Blenville and Azalea City (Pan-Atlantic); Ocean Joyce (Ocean Clippers); Ocean Evelyn (Ocean Trans); Alcoa Polaris, Alcoa Runner (Alcoa); Robin Hood (Robin); Kathryn, Beatrice (Bull); John C (Atlantic Carriers); Jackie Hause (NH Shipping); Afoundria (Waterman); Fort Hoskins (Cities Service); Seagarden (Peninsular Nav.); Steel Artisan

(Isthmian); Atlantic (American Banner); Atlantis (Petrol), and Pandora (Epiphany).

Signing on were the Andrew Jackson (Waterman); Dorothy (Bull); Robin Sherwood (Robin); and Ocean Deborah (Ocean Trans.).

Ships in transit were the Alcoa Planter (Alcoa); Emilia (Bull); Steel Vendor (Isthmian); Seatrain Louisiana, Seatrain Texas, Seatrain New York, Seatrain Georgia (Seatrain); Gateway City (Pan-Atlantic); Cities Service Norfolk (Cities Service) and Steel Chemist (Isthmian).

During the past two-week period three ships were laid up, namely the Pandora (Epiphany), John C (Atlantic Carriers), and Seagarden (Peninsular Nav.).

Still Going Strong



Well on the way to mark of 1,000 days with no-lost-time accidents, the SIU-manned Alcoa Roamer had 970 accident-free as of last trip.

LOG Wins Labor Press Prize For 'Best Feature'

SAN FRANCISCO—The 25th Labor Press citation in 12 years of competition was awarded to the SEAFARERS LOG last week at the International Labor Press Association convention.

A first prize citation was awarded to the LOG for the best feature article in the class for international union publications—an eight-page anniversary supplement commemorating the SIU's 20th anniversary. The supplement, published last November along with the regular 16-page

issue, was titled: "The SIU—The First Twenty Years."

In judging the 25 entries in the feature category, members of the Journalism Department of the University of California at Los Angeles remarked that the LOG feature was "a well-told story of member benefits, with good illustrations."

Some 300 entries in various categories and classes of publications were judged by UCLA faculty members in the annual competition. The major news award for "editorial excellence" was won by "Justice," published by the International Ladies Garment Workers Union. "The American Teacher Magazine," organ of the American Federation of Teachers, won this award in the class for union magazines.

The LOG has won the top citation for "editorial excellence" among labor newspapers twice and has placed first or been cited for this award in four of the past five years.

This year's prize for the SIU newspaper was its 25th citation since the annual awards began in 1947 under AFL auspices and its 12th since the AFL-CIO merger in 1955 when the competition was enlarged.

Engineers Score New Lakes Gains

CHICAGO — Great Lakes District Local 101 of the Marine Engineers Beneficial Association has won recognition and a contract for the engineers in the seven-ship Gartland Steamship fleet.

The Union wrapped up an intensive six-month organizing campaign last month when the Gartland management recognized Local 101 as bargaining agent for its 32 engineers and signed a contract with the Union. The company acted after examining signed pledge cards from a majority of the engineers asking for representation by the Local.

Union Shop Clause

The agreement gives the engineers a seven percent across-the-board increase, plus job security and improved working conditions. Its highlights include the union shop and preferential hiring.

The Gartland victory represents the third straight win since Great Lakes District Local 101 kicked off its major organizing drive at the beginning of the 1959 season. Earlier this year, the Union won a representation election in the Wyandotte Transportation fleet and brought the Pure Oil tanker L. S. Wescoat under contract after a 14-day strike. The Union also has won the right to organize aboard the ships of the Jupiter Steamship fleet, and is making marked progress in other fleets.

Standard Agreement

The agreement with Gartland is essentially the union's standard ore-carrying contract, plus the union shop and preferential hiring. It expires July 15, 1961. The preferential hiring provision protects the jobs of the men in the fleet and provides Local 101 members with additional job opportunities. As it will work out in practice, engineers sailing with Gartland now will have first crack at jobs in the fleet next season. If there are additional openings, 2nds and 3rds will be dispatched from the Union. Relief jobs for 2nds and 3rds also will be shipped through the Union hall.

In other developments, Local 101 has won the union hiring hall for the engineers in the Wyandotte Transportation Company and the National Marine Service fleets. Negotiations concluded last week in the face of severe unemployment resulting from the steel strike also netted gains in conditions for the engineers in the two fleets.

Life Rafts Save Fish Crew

LONDON—British maritime sources have reported another instance in which inflatable rubber life rafts have excelled in a disaster situation. The instance reported followed a collision between a large ocean-going motorship and a small 472-ton fishing trawler.

The larger ship, the Dalhanna, hit the steam trawler Staxton Wyke just aft her bridge and the trawler immediately went down by the stern before she could even send an SOS or launch a lifeboat. Two 12-man inflatable life rafts floated free as the trawler went down and 16 of the crew of 21 scrambled

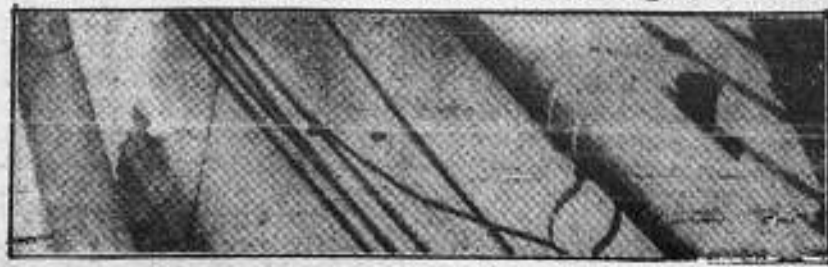
aboard and were rescued by the Dalhanna.

The British report indicated that because of dense fog and inability to launch a lifeboat, the entire crew might have lost their lives were it not for the life rafts.

The British have been the major innovators in the use of these rubber rafts which are now being manufactured and sold here in the US.



'The SIU—The First Twenty Years'



Cover of anniversary supplement which won ILPA "best feature" award is shown above.

on the ball

NEWS HEADLINES IN REVIEW



RUSSIAN PREMIER KHRUSHCHEV MAKES TOUR OF U.S.; DENOUNCES AMERICAN LABOR LEADERS; SAYS HE HAS NO DISPUTES WITH AMERICAN BUSINESS MEN.



CONGRESS ADJOURNS; ITS MAJOR 'ACHIEVEMENT' IS LANDRUM-GRIFFIN LABOR RESTRAINT BILL.



FRANCE PROMISES ALGERIA OPPORTUNITY FOR SELF-GOVERNMENT FOUR YEARS AFTER REBELLION ENDS.



ARISTOTLE ONASSIS, KINGPIN OF RUNAWAY OPERATORS, COURTS PRIMA DONNA MARIA CALLAS ABOARD HIS LUXURY YACHT, CREWED BY 43 MEN.



RUSSIANS LAND ROCKET ON MOON AND PREDICT EARLY MAN-TO-MOON TRIP.



CHINESE COMMUNISTS REVISE PRODUCTION FIGURES DOWNWARD AND START SHAKE-UP OF TOP COMMUNISTS.