

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

# COURT VOIDS BAN ON SIU PICKETING

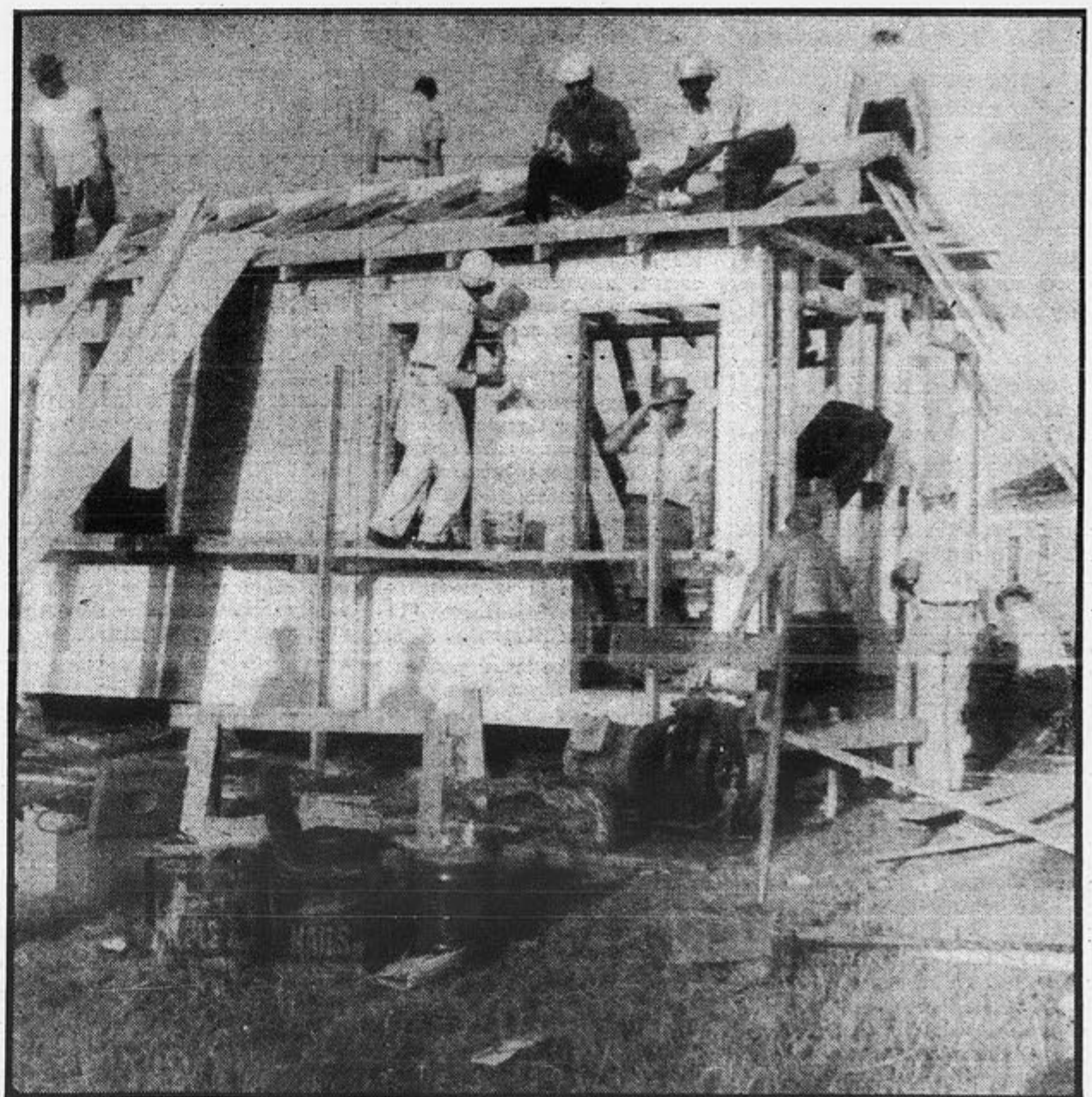
Story On Page 3

## Farm Lobby Raps '50-50' Again

Story On Page 5



**TV At Sea.** Shipboard conditions enjoyed by SIU men are described by Seafarers John Calamia (left) and Pete Valentine during television interview by announcer John Kent aboard the Del Sud (Mississippi) in New Orleans. Local TV viewers were taken on a tour of the Delta Line passenger ship during an hour-long program presented by station WDSU-TV. Ship's stack provided backdrop for the cameras.



### Seafarers Assist La. Mercy Mission

New Orleans Seafarers turn to with AFL-CIO building tradesmen to build homes for victims of Hurricane Audrey at Cameron, La. Red Cross donated the materials for the volunteer building effort. Seafarer Bernie Guarino (white cap) is visible on roof. An SIU contingent from Lake Charles worked nearby. (Story on Page 16.)

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# Court Voids Ala. Fee On Organizers

GUIN, Ala.—A Federal judge has thrown out this town's licensing restrictions on labor union organizers. Judge H. H. Grooms invalidated the local ordinance requiring organizers to pay a \$1,000 fee and \$25 for each worker signed up.

The ordinance is similar to bills passed in Baxley, Ga., and other southern towns which are the sites of anti-union firms. In the Alabama instance, the International Ladies Garment Workers Union was trying to organize a plant of the Munsingwear Company, manufacturers of women's hose and undergarments. An ILGWU organizer, William von Bach, was jailed while visiting the home of a company employee. He was later released and warned that he would be arrested every time he came back to town.

The union filed an application for a temporary injunction against enforcement of the ordinance, which was granted by the Federal court.



# Curran Ducks Out On Blacklist; Passes Buck To Shipowners

After three months of total silence on the existence of an industry-wide blacklist covering the membership of the National Maritime Union, NMU President Joseph Curran was compelled to acknowledge it in the last "Pilot," the NMU's official organ. At the same time, Curran attempted to disavow any connection with the system he negotiated.

Curran's belated admission followed publication of the blacklist story in the LOG of July 19. The LOG related how the American Merchant Marine Institute put the blacklist into effect last April 30 after winning the approval of the NMU and amending the employment clause in the NMU agreement.

Under the blacklist system, any seaman who was ever fired off an NMU ship can be refused employment by all NMU-contracted companies.

Curran's silence on the blacklist until the LOG forced his hand is understandable in light of the sensitivity of seamen on the issue. Since seamen do not normally work steadily on one ship but constantly have to be hired for jobs, their livelihood is particularly susceptible to this kind of pressure. In fact, it is understood that a number of NMU members have already been barred in the last few months with the NMU's tacit approval.

Under the circumstances, Curran attempted to sidestep the issue by blasting the SIU at great length, as predicted in the LOG, and attempting to obscure the existence of the blacklist as some kind of offhand arrangement (a "hair-brained scheme" he calls it) between the institute and Marine Index instead of the full-fledged blacklist machinery he had negotiated. Further, Curran claims, NMU first heard of the plan "within the last two weeks," that is, when it appeared in the SEAFARERS LOG.

Curran's account fails to jibe with the statement of Ralph Casey, president of the American Merchant Marine Institute, who wrote to all AMMI-affiliated companies on April 30, 1957, the following:

"This problem [of shipboard discipline—Ed.] was taken up

with the National Maritime Union and the Union indicated a desire to cooperate, draft proposals were prepared, discussed, and finally, the employment clause in the collective bargaining agreement was amended . . .

"As a corollary to this revised employment clause the Committee for Companies and Agents has developed a system whereby serious breaches of discipline on the part of any unlicensed crewmember concerning which an official log book entry is made and for which a man is subsequently fired will be reported to the Marine Index Bureau . . ."

From there the letter goes on to describe how the companies can get information on any man from the bureau for \$1 and can refuse to hire him if they so desire.

According to the AMMI president then, his committee met with the NMU, the union agreed to go along and the union and the companies amended their hiring clause in the contract to pave the way for the blacklist. According to Curran, no such thing ever happened and he just heard about it all two weeks ago.

Further, according to Curran as of October 25, 1956, "We have told the shipowners we are prepared to meet with them at any time to discuss discipline" as a corollary to the agreement reached with the companies for a one-for-one logging limit such as the SIU had.

All of this would seem to prove to a rational observer the LOG's charge that the blacklist was agreed to by NMU in exchange for outlawing the two-for-one loggings.

The wide inconsistencies between Curran's own statement of October 25, 1956 and his position in the August 1 "Pilot," and between Curran's and Casey's accounts of how the blacklist developed are no surprise. The SIU has maintained that these direct contradictions for

sake of the expediency of the moment are a pattern which the NMU president has followed since his entry into the maritime labor movement.

While Curran now thunders against the SIU for revealing the blacklist he conveniently ignored for three months, he gives little indication of what action NMU will take, if any, under the prod of the LOG's exposure. He declared only that NMU "took firm steps to assure that nothing like that is going to operate in our end of the industry." What these "firm steps" will be was not revealed. The only "firm step" known of so far is that Curran has written a letter denouncing the system he negotiated, but we are told that "a full report will be made when the issue is resolved."

## How The NMU-AMMI Blacklist Works

Under the blacklist agreement negotiated between the NMU and the AMMI any NMU man can be barred by any shipping company if he has been fired just once from an NMU ship. There is no provision in the agreement for any appeal from the blacklist.

Here is the step-by-step procedure:

- An NMU member gets fired. The skipper enters the reason for the firing in the log book as a "serious breach of discipline."
- A record of the firing goes to the Marine Index Bureau, an outfit which specializes in collecting information about injured seamen and which once was part of a labor spy apparatus aimed at the SIU.
- The seaman who was fired goes to another shipping company on a job referral. The company calls Marine Index and asks them if there is any record on the seaman. This request for information costs them \$1.
- Marine Index simply reports what the skipper said about the seaman. Then the company is within its rights, under the amended NMU hiring agreement, to reject the man. The net effect is to deprive the seaman of his employment rights anywhere in maritime.
- Since it is the company hiring boss who makes the final decision on the basis of the skipper's word, there is no way under this system to protect good union men from company retaliation. Skipper who want to get rid of militant men for good simply have to fire them once and that's the last time the man will set foot on a ship. The system is open to all sorts of abuses since it can be employed for vengeance on any NMU man who is the target of somebody's personal dislike.

# SIU Retains Coal Job Lead Despite Co. Aid To NMU

American Coal Shipping again intervened vigorously on behalf of the National Maritime Union in the past two weeks' fight for the coal ships. Three more Seafarers were fired to give the NMU a hand. In

addition, four NMU members who were fired off the Walter Hines Page were reinstated by the company's shoreside brass, and the chief engineer who had made the mistake of firing NMU members got his walking papers.

One of the Seafarers fired, Moses Lucas, had gone aboard the Cleveland Abbe originally as night cook and baker and had been promoted to chief cook. But the company shoreside officials simply plucked him off the ship claiming he had been hired "illegally." They based this claim on the fact that he had two different discharges, one saying "2nd cook" and the other "baker."

Lucas' job was not thrown up for grabs, but was handed to the NMU by the company on the grounds that the NMU man whom

of American Coal Shipping. But being a member of management, so to speak, was no protection for him when he stood in the way of the NMU-company partnership.

The company's obvious objective is to press its discriminatory actions ship by ship in the hope of using up the SIU's supply of oldtimers. Countering the company's action, the four-man coordinating committee in charge of the campaign called for more intensive organizing activity to supply replacements for the coal ships.

The committee consisting of Morris Weisberger, Sailors Union; Ed Turner, Marine Cooks; Sam Bennett, Marine Firemen, and Paul Hall, Atlantic and Gulf District, characterized the company's action as "more of the same type of company collusion with NMU that we have been faced with since the start of our organizing drive. The only difference now is that the company is going to greater and greater lengths in frantic efforts to stack the deck for the NMU."

"This calls for intensified efforts on the part of our membership to back up the coal ship oldtimers who have been doing such a splendid job in the face of this company-NMU discrimination."



Two SIU men fired off the Walter Hines Page are bosun Otto B. Hansen, SUP (left), and Seafarer Tom Bubar, OS.

Lucas had beaten out was entitled to the post.

The incident on the Page stripped away all pretense of company neutrality in the fight. It provided the strongest evidence yet obtained by the SIU of open partnership between the company and the NMU. But despite it all, the SIU still continues to hold the lead. The latest count stands at 101 to 95 with the SIU due to pick up another job in replacing an NMU member whom the company was forced to concede it had hired in violation of the court order.

Ironically enough the chief engineer is a member of Mine Workers District 50, which is part owner

# FCC Urges Inter-Ship Radiophone

The Federal Communications Commission has revived proposals for the installation of bridge-to-bridge radio telephones, to cut down on the number of collisions between merchant ships.

Present means of communications between two vessels in a harbor or on a sea lane are too slow, the Commission said. Messages must go from the bridge of one vessel to the radio shack, then be wired to the radio shack of the other vessel and then down to the bridge.

But Federal rules, the Commission said, allow for the installation of low-powered, short-range, VHF (very high frequency) radio-telephone equipment on vessels.

Coast Guard officials have held that such equipment could have prevented the collisions in New York harbor between the Exbrook and Marine Courier and the Alcoa Pilgrim and the African Star.

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**PR Dock Conditions Spotlighted**



Longshore conditions in Puerto Rico shared spotlight with planned Great Lakes drive by AFL-CIO Int'l Brotherhood of Longshoremen at last month's IBL convention in Chicago. Here, SIU Secretary-Treasurer Paul Hall (2nd from left) discusses situation on the island with Council 15 proxy-Juan Perez Roa. Maritime Trades Dept. secretary Harry O'Reilly (left) and IBL president Larry Long look on. Hall reaffirmed SIU's support for IBL as voted by SIU membership, in his address to the convention.

# Court Throws Out La. Sheriff's Picket Ban On Seafarers

**NEW ORLEANS**—A Federal jurist has slapped down efforts by a southeast Louisiana sheriff to bar an SIU picket line from his jurisdiction. By refusing to permit picketing at the Superior Derrick Corp., a subsidiary of Atlantic and Gulf Stevedores, Sheriff Chester Wooten had deprived SIU representatives and members of their constitutional rights. That was the conclusion reached by Judge Herbert W. Christenberry of New Orleans in ordering the sheriff and his deputies not to interfere with peaceful picketing at a bulk cargo loading facility operated by Superior Derrick.

Accordingly, the Federal jurist issued a temporary restraining order against the sheriff, his chief deputy, Albert Cosse, or any other law enforcement officers in the parish from interfering with, preventing or molesting SIU representatives and company workers "from peacefully assembling, peacefully picketing and peacefully publicizing their dispute with the employer."

**Must Permit Visits**

The court also ordered the sheriff to stop interfering with SIU representatives' visits to the parish "for the purpose of contacting and visiting employees of Superior Derrick Corporation or other members, applicants or potential members."

The SIU's attorneys had gone to court asking for the restraining order when the sheriff and his deputies ordered Seafarers to stop picketing the plant and to leave the parish "within five minutes." When the picketing was resumed the sheriff had four Seafarers arrested; SIU representatives Tom Gould and Martin Gould and Seafarers Louis Camara and Edward Rosener. They were subsequently released under bond.

The Superior Derrick Corp. had been organized by the SIU prior to the strike with all but two of approximately 60 employees signing SIU Harbor and Inland Waterways Division pledge cards. The company operates heavy lift floating derricks in New Orleans harbor and a coal loading installation at Wood Park south of that city.

**Company Barred Pact**

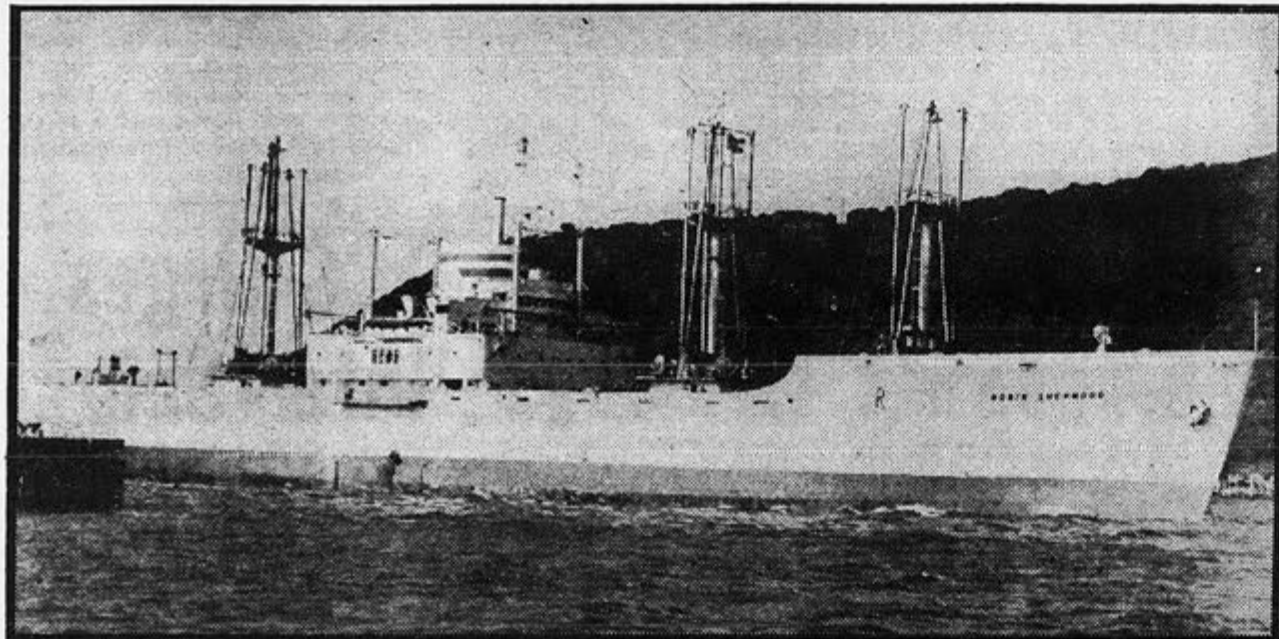
When the union was unable to arrange a meeting with the company to talk contract terms, the men on the derricks and the employees at the Wood Park facility went on strike.

The SIU set up a two-man picket line at the entrance to the Wood Park facility. Six employees went through the line without any incident. The rest of the striking Wood Park employees, about 30 to 35 in all, were sitting nearby

but not participating in the picketing.

It was then, the SIU petition charged, that the sheriff told the SIU "there would be no strikes and no picketing in Plaquemine Parish" and warned Seafarers to stop the picket line. Subsequently, the SIU men were ordered out of the parish when they gathered at a site one mile away from the struck property. The arrests followed their refusal to abide by the sheriff's illegal orders.

## SIU ASKS ROBIN SHIP VOTE



One of the eight Robin Line vessels covered in election petitions filed at the labor board by the SIU, the Robin Sherwood is shown on arrival at Cape Town some time ago.

The SIU has filed with the National Labor Relations Board seeking certification as bargaining representative for the Robin Line ships now owned and operated by Moore-McCormack Lines. SIU petition action calling for voting on these vessels to determine who should have the right to represent

and negotiate for the crews was taken at the NLRB's regional office on Friday, August 9. The SIU took this step to protect the job rights of Seafarers aboard the Robin Line ships after Moore McCormack, the new owners of the ships, placed them and their crews under the jurisdiction of the National Maritime Union contract. This was done despite the wishes of the men involved and a lengthy record of SIU bargaining rights for Robin Line crewmembers.

**NMU Pressured Men**

Following Mooremack's action, the NMU put pressure on Seafarers on the Robin Line ships either to join the NMU or get off the ships altogether and lose their jobs. Seafarers who signed on these ships under SIU contract conditions and with SIU welfare protection have been compelled to accept NMU wages, contract and welfare provisions. Some of these provisions, particularly in the welfare area, are inferior to the SIU's.

The petition action then, seeks to win for these crewmembers the right to a union of their own choosing, instead of one imposed on them by Mooremack.

The Robin Line issue arose in March when Moore - McCormack purchased the ships from Seas Shipping. Part of the purchase agreement was that Seas Shipping

### SCHEDULE OF SIU MEETINGS

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

- August 21
- September 4
- September 18
- October 2

was not to compete against Robin Line in the South African trade for which Robin ships had a subsidy.

Once before, the NMU had attempted seizure of Robin Line ships when it challenged SIU representation in the fleet back in 1940, along with similar challenges against Calmar and Ore vessels and ships of the Baltimore Insular Line. The results were a series of election victories for SIU—three to one over NMU in Baltimore Insular; 323 to 9 "no union" votes in Calmar and 199 to 1 "no union" vote in Robin out of 210 eligible votes. Robin Line signed a contract with SIU in July, 1941, following the outcome of the vote and has been under SIU agreements ever since.

In addition to the Robin Line ships, Mooremack operates another division known as Pacific Republic Lines which is under contract to the SIU Pacific District. Two other major operators, Grace and Luckenbach, have similar contractual arrangements.

Ships involved in the petition are the Robin Trent, Robin Locksley, Robin Hood, Robin Goodfellow, Robin Gray, Robin Mowbray, Robin Sherwood and Robin Kirk.

## Blame Slump In Return Of Gov't Ships

**WASHINGTON** — With a cargo slump now plaguing the shipping industry, the Maritime Administration has announced that it is willing to take back some of the Government - chartered Victorys and Libertys before the charters are up. The tonnage will be accepted by the Government if the operator retains other charter ships for a period of time sufficient to cover the charter hire on the first ship for 12 months.

Otherwise, the operator will have to pay 50 percent of the charter hire rate even if the ship is already turned back to the Government.

It is reported that about 20 ships now out on charters will be turned back to the Government.

Many of the ships were broken out last fall when a shipping shortage threatened as a result of the closing of the Suez Canal. However, the reopening of the canal coupled with a decline in demand for some bulk cargoes, particularly coal, has reduced the need for the breakout ships. A number of them are idle for lack of cargo.

## WHO GOOFED IN NMU?

Somebody in the NMU got their wires crossed the other day, and unintentionally tipped the NMU's mitt as responsible for an anonymous, scurrilous attack on the SIU.

It seems it was thought a bright idea to ring out an assortment of phoney-baloney charges and distribute them to SIU ships under the guise of a letter from "rank and file" Seafarers. The letter exposed such imaginary misdeeds as hushed-up thefts from the Welfare Plan, blackmail payoffs, purchase of stocks by union officials and similar drivel. The authors tried hard to sound like seamen but some of the phraseology was a dead giveaway.

Well, all turned to with great enthusiasm and started to crank up ye olde mimeograph machine as per the traditional NMU way. The only trouble is that some eager-beaver NMU patrolmen got their signals mixed and started spouting the anonymous letter line on board

ships even before the "rank and file" mimeograph machine operators got the stuff off and into the mails. Seems awfully odd that NMU officials should know all about it even before it happened.

Of course, this kind of tactic is old hat for NMU dating back to the "good old days." Back in May, 1955, a similar set of mimeographed anonymous letters from so-called "rank and file" SIU members by strange coincidence echoed NMU President Joe Curran's attack on the late Harry Lundeberg in efforts to drive a breach between the Pacific District and the A&G.

Somehow, the tactic of the anonymous letter hardly seems suitable for one who professes to be an authority on ethical practices.

## SIU Scholar Draws \$ Awards In Pairs



Seafarer Gene Sinclair (right) is pictured with two other US trade unionists also attending Ruskin College, Oxford, England, on labor scholarships. Sinclair also won an SIU scholarship this year. With him are William Paul of the electrical workers (left) and Nick Styranovski of the oil workers.

Taking the good news in his stride, Seafarer Gene Sinclair found out he'd won one of the five \$6,000 SIU scholarships for 1957 while he was winding up a year's study at Oxford, England, under an earlier grant.

Sinclair and fellow Seafarer John Sweeney, competing with trade unionists from all over the US, won two of the three scholarships awarded by the Institute of International Education last year. These awards covered a year's study at Ruskin College, Oxford, and Coleg Harlech, Wales.

This was the first time on record that any American union had two winners at the same time. Two other SIU men won similar awards in previous years.

With that kind of background

## Hub Quiet; Pick-Up Due

BOSTON—There were not many vessels hitting this port during the past period and as a consequence, shipping slowed down. But with a couple of payoffs and in-transit vessels expected during the next two weeks, there should be more jobs available for Seafarers on the beach here.

The Bradford Island (Cities Service) paid off during the period and later hit port in transit. The Steel Architect (Isthmian) and Valley Forge (Penn. Nav.) also pulled into port to be serviced. The Valley Forge will remain here for a while, taking on a load of scrap iron for Spain.

All hands around the hall here are keeping their eyes peeled for oldtimers to help out in the American Coal Shipping beef. With the company firing SIU men it's become more important than ever to find Seafarers with those old-time discharges.

### Be Sure To Get Dues Receipts

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

This is the third in a series of articles about the winners of the 1957 SIU scholarship awards.

behind him, Sinclair hopes to enter Columbia University this fall and work towards a degree in economics. He'll return on a much more secure footing this time, thanks to the generous terms of the four-year SIU scholarship. He previously accumulated a year's credits at the school, spread over a three-year period.

His scholastic successes thus far are all the more unusual because he never actually completed high school and whatever formal training he had came in fits and spurts. The 28-year-old Seafarer shipped out on his own after five attempts at finishing school in as many different cities got him nowhere. He was being boarded out at various foster homes during this time.

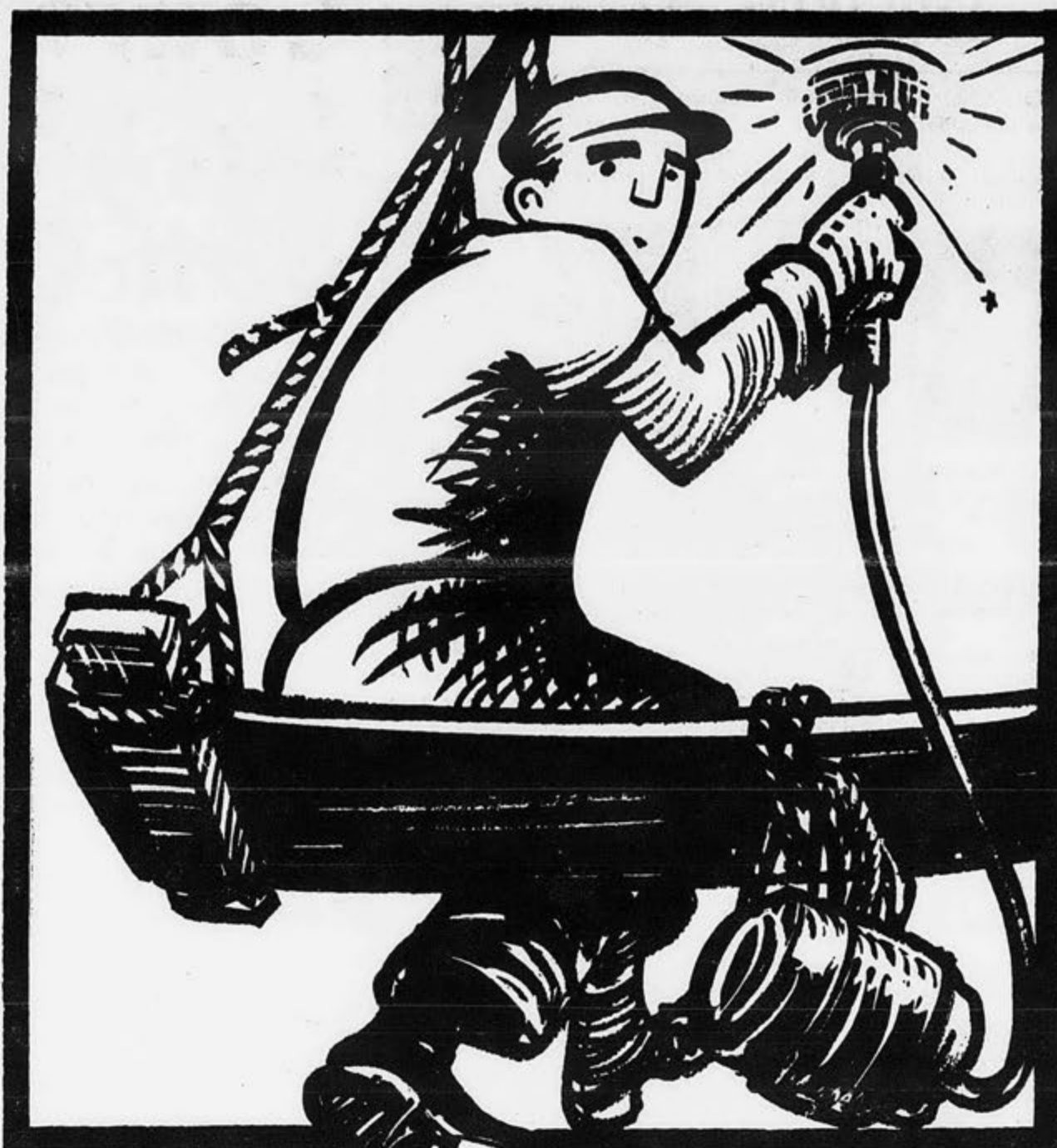
Once he began sailing, Sinclair stayed with it for most of the past 12 years, except for a wartime stint with the army in Korea. He entered Columbia originally by piling up top grades on a special entrance exam, and continued shipping with the SIU between semesters.

Last year he worked his passage over to Europe on a Waterman ship, but wound up in Bremerhaven and had to make his own way back to England. The year's study on the scholarship at Ruskin was an "eye-opener," he pointed out. All the students, like himself, had trade union backgrounds, and were there for serious study, rather than frills.

"While conditions there weren't exactly austere, there was no strict emphasis on 'tradition' as there seemed to be at the other colleges in Oxford. This put everybody on equal terms. Labor problems are pretty much the same over in England as here and everywhere else," he added.

The Ruskin scholarship provided an award of 325 pounds (\$910 in U.S. currency), which covered room, board and tuition and left him about \$10 a week for odds and ends.

Sinclair returned in style on the Cunard liner Queen Elizabeth and is now trying to make a couple of trips before resuming classes at Columbia this fall. He lives in New York and sails in the deck department.



## “ Don't Drop What You're Holding ! ”

Working overhead has obvious risks so the wise Seafarer sees to it that the rig—whether bosun's chair or stage—is sound and steady. But sometimes a secondary precaution is overlooked; the necessity of seeing to it that the tools being used are secure as well.

Even as small an item as a screwdriver or a pair of pliers can do a considerable amount of damage to somebody's noggin if dropped from a height of 50 feet. And the smaller the tool, the easier it is to knock off a stage if it is put down without first

being secured either to the rigging or the Seafarer's clothes.

Just from the point of view of convenience, a falling tool is a great nuisance because it means descending to the deck again, picking up the tool and re-rigging the stage or bosun's chair—a time-consuming and wasteful process.

So after you've made sure the rig is safe, make sure your tools are safe too. It will make for more pleasant relations between you and your shipmates.

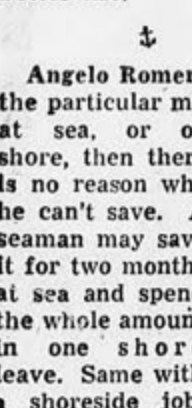


An SIU Ship is a Safe Ship

# INQUIRING SEAFARER

**QUESTION:** Is it easier for a seaman to save money than for a man in a shoreside job?

**Manuel Landron, bosun:** I think it is much easier for a seaman. For one thing he has no room and board to pay. It he goes easy on the draws, as I think most family men do, he comes home with more and can put it away. I have found it much easier to save in my 16 years at sea. It's also a much better life.



**Angelo Romero, cook:** It is up to the particular man. If he is thrifty at sea, or on shore, then there is no reason why he can't save. A seaman may save it for two months at sea and spend the whole amount in one shore leave. Same with a shoreside job. It is just as easy to spend it all every weekend.



**Vernon Douglas, cook:** No, it is easier for a man working ashore to save. He has to save every week in order to pay the rent, food, etc. But a seaman usually blows it away every time he hits port. He could, if he really wanted to, save much more. But there are many more temptations for a seaman than a shoreside worker.



**Al Freund, FWT:** Sure its easier for a seaman to save than for a guy working ashore. He has no expenses to pay. His meals are given him and he has no rent worries. But he has to keep down his spending in foreign ports. Actually it is just as easy to spend it in Japan as it is in New York. Personally, I have saved more at sea.

**Thomas Filippelli, OS:** I would say that a seaman has a better chance to save than a guy working ashore. But it is up to the seaman himself to try by not drawing too heavily in the various ports. I'm sailing because I want to put something in the bank and not to go and spend it on the other side.

**Gordon Bell, FWT:** It is much easier to save while at sea. I know for I am a plumber ashore, and although I make much more working on that job than I do sailing, I found I save more at sea. A man ashore gets paid every week and has much more of a chance to spend it where as a seaman, outside of his draws, gets it all at once and does not have his hands on the money so often.



# Farm Bloc Launches Renewed Attack On '50-50' Practices

WASHINGTON—A dispute between American and Japanese shipowners over the sharing of farm cargoes purchased by Japan with American money has become the springboard for a new attack on the "50-50" law. The American Farm Bureau Federation, a powerful farm lobby, has jumped into the dispute on the side of the Japanese and is attempting to scuttle the "50-50" principle.

At last word the Maritime Administration is reported close to agreement between the contending parties, but the incident reveals that the farm lobby-foreign shipowner bloc which came dangerously close to scuttling "50-50" two years ago is still very much alive.

### Japanese Loan

The dispute in question developed when the Japanese received a \$175 million Export-Import Bank low interest loan and sought to apply it to the purchase of farm commodities. Under a 1934 law, commodities purchased under such loans are supposed to go 100 percent on American ships. In practice the "50-50" law has been applied wherever the nation receiving the loan does not discriminate against US exporters and US ships.

In this instance, American shipping groups have been charging such discrimination while the Japanese, on their side, have been seeking to cut the American cargo share to less than 50 percent, by attempting to split the cargo on the basis of freight revenue instead of tonnage.

Maritime interests in the United States are concerned that a waiver in this instance may lead to further whittling away of the cargo preference principle in other in-

stances where US taxpayers provide the cash for the cargoes. The concern of the industry is aggravated by the existing slump in shipping and by a further decline in US ships' share of the country's foreign commerce. That share now stands at 22 percent according to latest Department of Commerce figures. The Farm Bureau pitch is that the Japanese have "threatened" to seek Canadian assistance if they do not get their way. Therefore, the Bureau argues, the US should bypass "50-50" and let the Japanese have as much of the cargo as they want.

### Dollar Discrimination

There have been reports of discrimination against Americans by Japanese banks over payment in US dollars. Under the loan, credits given are not to be used to pay for the freight charges for transporting the commodities. This is to be paid in "free" US dollars held by Japan. But it has been hinted that if American-flag ships are to be used exclusively to transport the goods, Japanese banks will not make the dollars available.

What all of this amounts to is a request by Japan for a low-interest loan of American money, to purchase surplus American commodities at low prices, and permission to ship them in Japanese vessels in direct competition with American-flag ships.

# All Is Quiet In Baltimore

BALTIMORE — "Affairs of the Union in this port are in very good shape," is the report from Baltimore. "There weren't any beefs of a nature that could not be handled by the patrolmen. The ships' crews generally have things under control" said Earl Sheppard, port agent.

It has been quiet on the shipping side during the last period. There were 13 vessels paying off, seven signed on, and 14 were in-transit. The vessels paying off were the Jean, Angelina, Evelyn, Mae, Emilia (Bull); Marore, Feltore, Baltore, Oremar (Ore); Council Grove (Cities Service), Bethcoaster (Calmar) and Valley Forge (Penn. Navigation).

The Orion Planet (Colonial); Steel Fabricator (Ishman); Angelina, Mae, Emilia (Bull); Feltore and Baltore (Ore) signed on.

In transit were the Oremar, Santore, Venore, Cubore, Marore (Ore); Pennmar, Losmar, Alamar, Bethcoaster (Calmar); Robin Kirk, Robin Wentley (Robin); Alcoa Planter (Alcoa) and the Sea Comet II (Ocean Carriers).

Despite the slack shipping, local organizing efforts are moving along well throughout the harbor area.

# PHS Warns Of Asia Flu Outbreak Throughout US

An outbreak of Asiatic influenza has been forecast for this fall and winter by the Public Health Service. The PHS said that 11,000 cases of the disease, which originated in the Far East earlier this year, have already been reported in the United States, and that many more cases are likely when bad weather sets in. The government health agency said the disease could, in bad weather, sweep from San Francisco to Boston in four weeks, incapacitating from 10 to 20 percent of the population. Just last week 100 flu cases were reported on the passenger ship Arosa Sky.

Asiatic flu, which is caused by a new strain of the influenza virus, has a very low death rate, PHS said, and only three deaths—all from secondary infections—have been reported among the 11,000 American cases. The PHS added

that drug manufacturers were stepping up production of antibiotics like penicillin to combat pneumonia and other secondary infections.

### Vaccine Being Readied

The PHS also announced that American manufacturers of Asiatic flu vaccine are working to turn out four million doses for the Armed Forces and another four million for civilians by mid-September. The Feb. 1 target is 60 million doses, enough to immunize one-third of the population.

The agency said it is developing a vaccine that will immunize in one dose, and give protection for a year. It added, however, that it takes ten days to two weeks after the injection before immunity is acquired.

The PHS recommended that inoculations should be given first to medical personnel and then to civilians in essential services like communication, transportation and utilities. The transportation category would presumably cover merchant seamen.

The vaccine will most probably be administered to seamen by the Public Health Service. The SEAFARERS LOG will notify Union members when the vaccine is available.

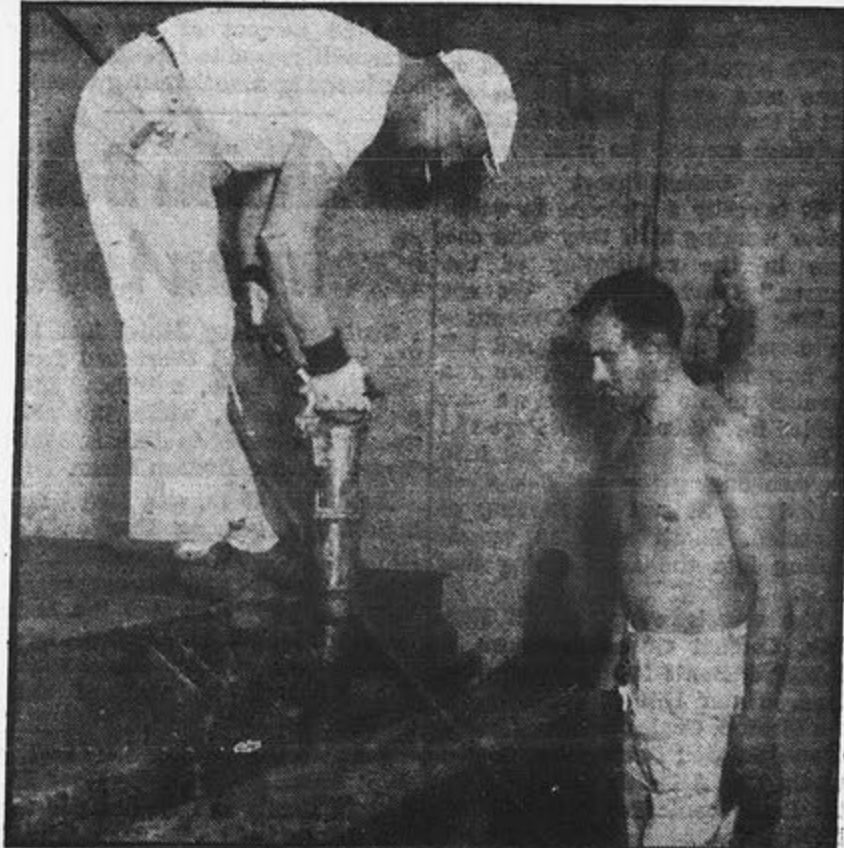
### Quitting Ship? Notify Union

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



### Pres. Hayes Crew Heading Home

Glad to be back in the States after round-the-world trip, West Coast crewmen on APL's converted Mariner SS President Hayes stop off in New York on final lap of long voyage. The President Hayes is one of four air-conditioned combination ships now operated by APL. Above, representing the Marine Cooks and Stewards Union contingent aboard, are (seated, l to r) F. Garcia, steward Charles Hawkins, A. Leone, Roland Smith. Standing, P. Lopez, L. Roberson and Alberto Villare. At left, Sailors Union members, bosun Glen Peterson (left) and Vic Tatko, DM get in some necessary repairs on one of the hydraulic hatch covers featured aboard the Mariners.



# Franc Now 420 To \$1

PARIS — Seafarers in France will be getting more francs for their dollars now. Through a series of measures, the French government has granted tourists and other individuals a 20 percent premium over the official exchange rate of 350 francs to the dollar. The new rate is 420 francs to the dollar, or just about equal to the going black market rate.

Finance Minister Felix Gaillard said that the measure was necessary and inevitable because of the nation's shortage of foreign currency. Tourists had been avoiding official exchanges and dealing with the black market for their dollars. This move, Gaillard said, will now bring those dollars into the Government treasury.

### Exporters Favored

Under the new rate French tourists and businessmen going abroad will have to pay 20 percent extra for foreign currencies. But French exporters will get a reimbursement of 20 percent when they convert their funds back into francs.

## All This . . . And Hawaii Too



Pictured above are just two of the almost 50 waitresses who serve both passengers and crew aboard the Matsonia. The ship, on the Matson Line's Los Angeles-Hawaii run, is manned by SIU-West Coast affiliates.

# Shipping Round-Up & Forecast

## July 24 Through August 6

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	10	5	3	6	6	1	19	12	31
New York	55	24	44	18	40	5	139	47	186
Philadelphia	28	2	14	6	14	6	56	14	70
Baltimore	52	18	37	24	26	15	115	57	172
Norfolk	9	3	5	6	2	5	16	14	30
Savannah	8	0	6	4	0	2	14	6	20
Tampa	9	0	1	2	6	0	16	2	18
Mobile	20	2	24	7	14	4	58	13	71
New Orleans	53	10	36	17	27	2	116	29	145
Lake Charles	6	6	10	7	6	2	22	15	37
Houston	29	19	23	13	22	7	74	39	113
Wilmington	23	14	13	15	22	7	58	36	94
San Francisco	22	18	23	18	18	13	63	49	112
Seattle	28	15	22	20	20	10	70	45	115
Total	352	136	261	163	223	79	836	378	1214

Port	Shipped									Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C				
Boston	2	3	1	1	2	0	4	1	1	7	6	2	15
New York	48	6	2	45	14	12	40	6	6	133	26	20	179
Philadelphia	14	2	1	12	4	6	9	4	2	35	10	9	54
Baltimore	35	17	5	29	15	2	26	9	3	90	41	10	141
Norfolk	1	0	0	2	4	1	0	1	1	3	5	2	10
Savannah	9	3	0	10	5	0	8	1	0	27	9	0	36
Tampa	3	0	2	2	3	2	1	0	0	6	3	4	13
Mobile	12	3	0	18	3	4	12	2	2	40	8	6	54
New Orleans	51	10	0	37	6	7	25	5	3	113	21	10	144
Lake Charles	9	1	0	6	8	4	5	4	2	20	13	6	39
Houston	27	3	0	21	7	5	17	9	1	65	19	6	90
Wilmington	9	3	0	7	3	0	6	4	8	22	10	8	40
San Francisco	16	14	5	17	10	0	13	12	2	46	36	7	89
Seattle	14	6	0	10	10	2	8	3	1	32	19	3	54
Total	250	71	16	215	94	45	174	61	32	639	226	93	958

SIU shipping fell to the lowest point of the past year and a half during the last period, matching the steady drop to the bottom which bulk cargo and tanker charter rates have been experiencing all this year.

Even so, relatively few US-flag ships are idle now for lack of cargoes. The difference rests, instead, on reductions in the size of the active American merchant fleet caused by transfers foreign and lay-ups for conversions and modernization programs. Total shipping for the district was 958 jobs. Registration dropped a bit, but was still high.

Only four SIU ports showed shipping gains over the previous period, but the improvement was of little consequence in all of them. Baltimore, Savannah, Lake Charles and Wilmington listed the gains while all the rest declined. New Orleans, in turn, remained the same: fair.

Reversing the usual pattern, engine department shipping was heavier than job activity in the deck department. The black gang also accounted for almost half of the class C jobs dispatched. Registration and shipping for the steward department were almost even.

Class C activity generally reflected the overall shipping picture. Jobs filled by this non-seniority group hit an 18-month low, while class A continues to fill fully two-thirds of the total shipping. Class B shipping rose to 23 percent of the total. A and B men aren't holding back on jobs while the pickings appear slim.

The following is the forecast port by port: Boston: Slow . . . New York: Holding its own . . . Philadelphia: Steady . . . Baltimore: Fair . . . Norfolk: Slow . . . Savannah: Fair . . . Tampa: Slow . . . Mobile: Fair . . . New Orleans: Good . . . Lake Charles: Fair . . . Houston: Good . . . Wilmington: Good . . . San Francisco: Good . . . Seattle: Good.

# Another Billion Farm Aid Okayed; '50-50' Intact

WASHINGTON—Congress has given approval to a bill increasing the amount of surplus commodities to be sold to foreign nations from \$3 to \$4 billion, and extended the "50-50" law which governs transportation of the commodities sold to 1958. The amendment, which is expected to meet with Presidential approval, also increases the amount of funds available for famine relief and other assistance from 500 to 800 million dollars.

Following the Administration's

policy of easing the cold war and of drawing borderline Communist nations from Russian domination, the Senate included a provision permitting barter transactions with such countries. It left intact the provision barring any barter transactions with the USSR itself, with Communist China or any territory controlled or dominated by the Communist Chinese.

Under the provision, the President has the authority to assist friendly nations to be independent of trade with the USSR and to assure that none of the agricultural products so sold would be made available to Russia or Communist China.

A \$95 million deal covering agricultural surplus and farm machinery to be shipped to Poland is already in the works. These shipments will mark the first return of US seamen to Poland since 1939.

The "50-50" law, which has been termed the lifeline of the American Merchant Marine, requires that at least 50 percent of any surplus commodities sold to foreign nations be carried in American-flag vessels.

# Shipping Slow, Lake Charles Aids Relief

LAKE CHARLES—In cooperation with the state's Building Trades unions, reports Leroy Clarke, port agent, Seafarers on the beach here and in New Orleans have been giving their time to help construct homes that have been destroyed in hurricane-swept Cameron Parish and other areas on the Louisiana-Texas border.

"We have been sending in 20 or more men every weekend to assist in the laying of the foundations for these homes," he said.

### United Effort

"It is really a pleasure to watch Labor working as if they were one man in the re-building of the houses," Clarke stated. "We are waiting for the Labor Committee on disaster relief to call and tell us how many more men we can furnish to do whatever we are needed for." (See story on Page 16.)

Shipping in this port has held its own during the last two week period but is not rebounding as expected. There were 13 vessels calling into the area during that time.

The vessels were the CS Norfolk, Council Grove, Chiwawa, C \$ Miami, Bents Fort, Bradford Island, Winter Hill (Cities Service); the Maxton, Coalinga Hills, Almema (Pan-Atlantic); Petro-Chem (Valentine); Del Alba (Mississippi) and the Pan Oceanic Transporter (Penn. Navigation).

# Excursion Boat Crewman Lost

Seafarer Sidney Mojel lost his life when he fell overboard from the Hudson Belle, a Wilson Line excursion vessel, while the ship was getting ready to dock at 134th Street and the Hudson River.

According to reports, Mojel was handling a heaving line on the HIWD-contracted ship when he lost his balance and fell overboard. Initial efforts to recover the body were unsuccessful. Police later found a body at 125th Street which is believed to be that of the missing Seafarer.

Afterwards, crewmembers on the ship took up a collection for the funeral.

# LABOR ROUND-UP

A group of 156 prominent citizens of the Gaspé peninsula have petitioned Quebec's Premier Duplessis to intervene and settle the four-month-old strike of steelworkers at Gaspé Copper Mines, Ltd. at Muedochville. The group includes 36 Gaspé mayors and 16 deputy mayors. The strike started on March 10 when the president of the union local was fired. The petition started when one striker was killed and two others injured in a dynamite blast near the mine.

### Wage Increases

Wage increases averaging 7.5 cents an hour have been won by 20,000 teamster members in 56 locations under a new contract with Montgomery Ward & Co. The agreement includes a guaranteed minimum weekly income, arbitration of grievances, improved overtime and holiday pay provisions and other gains. The company also agreed to grant automatic wage increases after three and nine months of service. Most of the workers in mail order houses, pools and warehouses and non-selling employees of attached retail stores will get an average increase of about 11 cents an hour.

The United Rubber Workers have announced the signing of contracts with five major companies calling for a 15-cent-an-hour package increase for over 85,000 rubber employees. The settlement, under a reopening clause in their contract which expires May 15, 1959, covers workers of Goodyear Tire and Rubber Co., B. F. Goodrich, US Rubber, Firestone Tire and Rubber and General Tire and Rubber Company. Part of the increase is for previously-negotiated night shift differential increases and to correct local intra-plant inequities.

The "Lima Citizen," a newspaper manned by employees striking at the "Lima (Ohio) News," claims

that it is being read in 92 percent of the homes in Lima. The "Citizen" also claims to have taken more than its share of classified and display advertising from the News. It has an average daily circulation of around 25,000. The pre-strike circulation of the "News" was about 34,000. The "News" was struck by the Newspaper Guild when the company refused to sign a contract. They were soon followed by the ITU, stereotypers and pressman, as well as other unions involved with the paper.

A nationwide boycott of chairs made by the Streit Manufacturing Co. was instrumental in winding up a three-year union fight for the Upholsters Local 156, said business representative J. E. Chapman. The boycott not only ended the strike, he said, but also resulted in the removal of the company's management board and the installation of a full union shop.

Al Hartnett, secretary-treasurer of the International Union of Electrical Workers has denounced the Russian Embassy in Washington for employing a non-union painting and decorating firm for extensive renovation work in the embassy. He said that the embassy, located directly across the street from the IUE headquarters, deliberately selected the scab firm in spite of the large choice of union firms in the city.

# USPHS Has Last Say On Duty Slip

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



# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### Food Staples Cause Of HCL

"Convenience foods," meaning factory-prepared foods like frozen French fries, waffles, chicken pot pies and cake mixes now are being widely blamed for the current rise in food prices. Everybody from Agriculture Secretary Benson, state extension agents, newspaper writers and even some consumer spokesmen are telling you that today's big food bills are your own fault because you're buying more foods with "built-in maid service."

True, factory-prepared foods cost more, as you'll see in the comparative-cost list with this report. And there are many more of them. Just among frozen foods, more than 170 different partly or fully-cooked dishes are in the markets.

But the fact is, the increase in the use of factory-prepared foods has nothing to do with the jump in food prices of 1.2 percent in just two months this past Spring, of 3.2 percent in one year, and of 14 percent since 1950. Such foods still take only four cents of your food dollar. The other 96 cents still goes for staples—fresh meat, eggs, milk, vegetables. Changes in the retail price index of the Bureau of Labor Statistics are not affected by the increase in the use of prepared foods. The price index merely measures the cost of the same foods each month. These are 60 basic items, such as white flour, fresh meat, milk, coffee, etc., generally in non-prepared form. As the food price index goes up this summer, don't swallow the story that you're getting more "maid service" for your money. You're not.

#### Market Costs Up

The real culprit is higher marketing costs—the cost of bringing the food from the farm to your shopping cart. Recently about 59 cents of your food dollar has been going to marketing costs, and 41 cents to the farmer, compared to a ratio of ten years ago of 48 cents for marketing costs and 52 cents to the producer. Of these currently higher marketing costs, labor costs generally have been selected as the whipping boy by the US Agriculture Department and the food industry. But the truth is, the Government's own figures reveal that labor costs have remained a remarkably steady part of the total marketing cost and even decreased a bit in the most recent years for which figures are available. In 1950, labor costs were 47.1 percent of the total food marketing bill; in '51, 46.9 percent; '52, 46.7 percent; '53, 47.1 percent; '54, 47.4 percent; '55, 46.8 percent.

Two reasons for higher food prices are not publicized as much as labor costs. One is the increased cost of supermarket retailing. The big markets used to take a margin of only 16 cents of your shopping dollar for their operating costs and profit. Now, a sample survey by Super Market Merchandising, a trade publication, indicates the margin is getting up to 18-19 percent. The fact is, the big markets are adding more and more costly services and fixtures from carry-out boys to air conditioning, piped-in music and night opening hours.

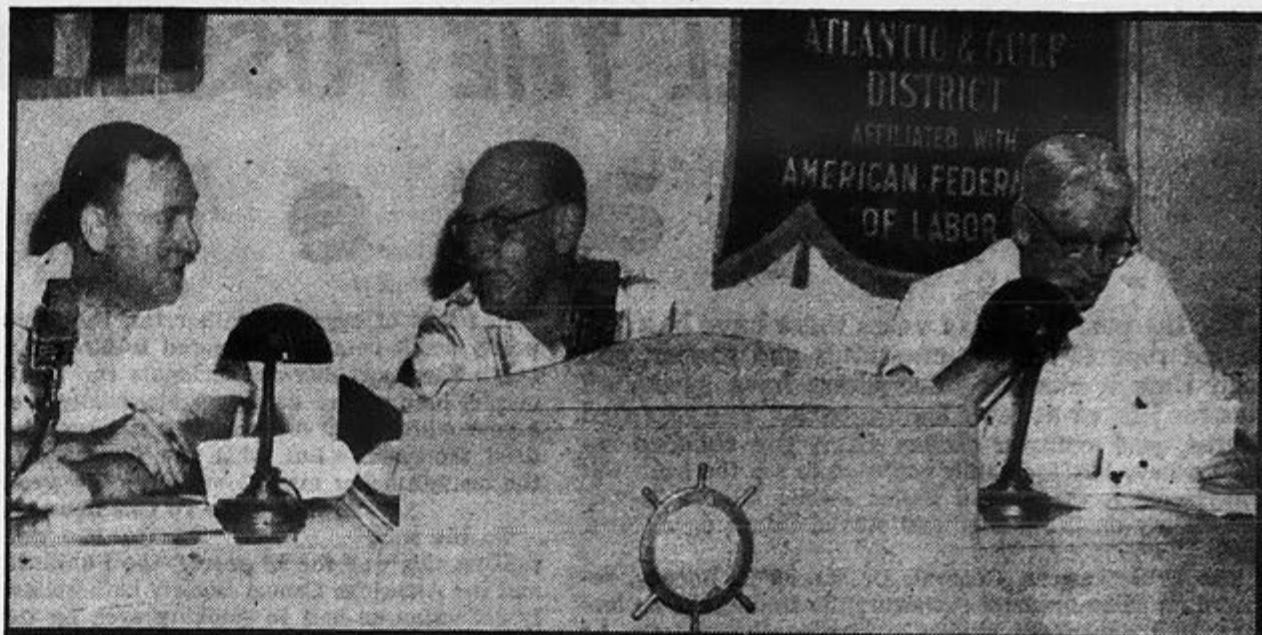
#### Food Chains Rake It In

Another reason for advancing food costs is simply higher middlemen profits. The First National City Bank's annual survey showed that food chain corporations increased their profits 29 percent last year, the third highest gain of any kind of business, and food processors boosted their take 7 percent, compared to the average profit gain of 3 percent. If you are using many factory-prepared foods these days, your own eating costs are likely to be up more than even the price index indicates. Factory-prepared foods are a home labor-saver, especially for a woman who works. But some are especially costly. Frozen potato products have become one of the most popular of all factory-prepared dishes. One researcher found he could buy ten pounds of potatoes for 55 cents, but had to pay \$3 for ten pounds of frozen French fries. An especially ridiculous example is sugared dry cereals which actually cost 50 percent more than if you sprinkled the sugar yourself over the same type of cereal.

Here is a valuable comparison of a number of prepared and fresh foods, and processed and fresh produce, as calculated by the New York Extension Marketing Service.

	Cost per Serving		Cost per Serving
<b>Potatoes</b>		Dry mix	4c
Frozen whipped	5c	Canned condensed	5c
Home-made whipped	3-4c	Frozen condensed	7c
<b>Cole Slaw</b>		<b>Fruits</b>	
Packaged	4c	Canned peaches	4.4c
Home-made	1.2c	Frozen peaches	8.3c
<b>Snap Beans</b>		Canned blueberries	10.3c
Canned, French	6c	Frozen blueberries	13c
Canned, cut style	4.3c	Canned cherries (tart)	6c
Fresh in season	3.3c	Frozen cherries (tart)	8.3c
Frozen	6.3c	Canned pineapple chunks	6.2c
<b>Orange Juice</b>		Frozen pineapple chunks	8.3c
Home-squeezed fresh	3.5c	Canned grapefruit segments	5.4c
Canned	2.6c	Frozen grapefruit segments	5.4c
Frozen concentrate	3c	<b>Ham</b>	
<b>Grape Juice</b>		Canned, skinned, boned	30c
Canned	6.2c	Uncooked butt half	26c
Frozen concentrate	3.7c	Uncooked shank half	22c
<b>Soup (Green Pea)</b>			
Home-made	1c		

### SIU Hosts New Orleans AFL-CIO Meeting



New council officers preside as SIU New Orleans hall plays host to regular meeting of the Central Labor Union council of New Orleans and vicinity, AFL-CIO. At rostrum (l to r) are Charles D. Winter, Teamsters Union, secretary-treasurer; A. P. Stoddard, Typographical Union, president, and H. C. Moore, Barbers Union, secretary of the executive board. Louisiana was one of the first states to effect statewide merger of AFL and CIO central bodies in 1956.

## Alaska Fishery Pact Won

WRANGELL, Alaska—After a ten-day strike, SIU-affiliated fish cannery workers, members of the Alaska Marine District Union, have won all their demands from the employers despite sabotage by Harry Bridges' longshore union.

The SIU-affiliated fishermen were aided in their successful fight by several West Coast SIU of NA unions, including the Sailors Union of the Pacific and the Inland Boatmen's Union. Other AFL-CIO unions including the Carpenters and Machinists aided the fishermen's fight through the intervention of the Maritime Trades Department.

John "Whitey" Hawk, SIU of NA secretary-treasurer, who helped handle the negotiations along with Captain John Fox of the Inland Boatmen, reported that the Bridges' cohorts had filed a petition with the National Labor Relations Board in efforts to seize control of the approximately 700 workers involved. However, AMDU representatives appearing at Labor Board hearings demonstrated that the petitions were defective and won certification from the board. The NLRB also threw out the ILWU's bid.

#### Strike Called

With NLRB certification won, the AMDU called its strike for the opening of the salmon fishing season. As a consequence, the union won the minimum season guarantee it sought, plus a union shop and other concessions.

The Alaska Marine District represents a reorganization of several separate and widely-scattered fishermen's and fish cannery groups in Alaska into one organization. The new set-up was the result of action taken at the last SIU of NA convention in San Francisco.

## Seattle Lauds WC Oldtimers

SEATTLE—Shipping in this area has been good for the last period and promises to continue so for the next few weeks, reports Jeff Gillette, port agent. The port had the Mary Adams (Bloomfield) and Ocean Joyce (Ocean Transport) paying off and the Joyce and Sea Garden (Penn. Navigation) signing on. The Flomar (Calmar) was in transit.

"We are receiving very enthusiastic support from the Sailors Union, Marine Cooks and Marine Firemen in the American Coal beef," Gillette said, and "it is the kind of teamwork that will see us through on top."

## MA Says 39 Seek US Mortgage Aid

WASHINGTON—There are 39 active applications for US Government aid in the form of 87½ percent mortgage insurance, the Maritime Administration announced. Seventeen other applicants under the law have ships under construction or in service.

Among the pending applications are eight container ships to be built for American-Hawaiian which is under contract to the SIU Pacific District; one ship for the SIU-contracted TMT Trailer Ferry; a bulk-carrier for the SIU-contracted Ocean Transportation Company and the wine tanker now under construction for Petri Wine.

Also on the application list is H. B. Cantor, New York hotel man, who has bids in for construction of

two pullman-style superliners.

The seventeen contracts in force cover the West Coast passenger ships Matsonia and Leilani, both of them already in service, the TMT Carib Queen, a supertanker for Ocean Transportation; a C-4 conversion job for the Coastwise Line and the Mariner conversion for Arnold Bernstein.

Petri wine tanker is due to be ready for service from the West Coast to the East next month. She will operate out of a Stockton, Calif., terminal.

## YOUR SEAFARERS WELFARE PLAN

Loan, Housing Program

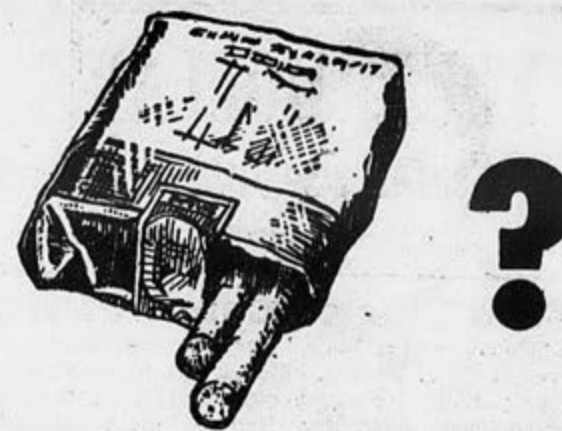
A popular feature of the Seafarers Welfare Plan, the interest-free loan program for Seafarers on the beach, handled over \$100,000 in loans in 1956. It is open to qualified Seafarers on the shipping list.

In addition to loans, several ports offer temporary lodging, so that Seafarers in a port where they do not maintain a permanent home can obtain shelter.

These benefits reflect the Welfare Plan's concern with the problems which are related to seafaring and are not found in shoreside industry.

SEAFARER'S  
INT'L UNION,  
A&G DISTRICT

# WHAT'S ALL THE FUSS ABOUT cigarettes



For the past couple of years there have been repeated reports linking cigarettes and cancer, and each time a number of smokers have sworn off cigs for life, or at least for a month. The repeated claims, and counter-claims from the tobacco industry, have left the public confused to say the least. But just recently, the United States Public Health Service had its say on the matter and stirred things up all over again.

The PHS Surgeon General, Dr. Leroy E. Burney, released an announcement reviewing the findings of no less than 18 independent studies. The conclusions can be boiled down this way:

- There is a definite connection between cigarettes and lung cancer. The more you smoke the greater your chances are for developing the ailment, which is fatal in more than 95 percent of the cases.
- At the same time, nobody has demonstrated in the laboratory that anything in a cigarette is definitely cancer-causing.

### Tobacco Co's Object

The tobacco industry has jumped on the second fact to argue that cigarettes shouldn't be condemned until somebody can show proof in the lab by regularly producing cancers in laboratory animals from any material used in cigarette manufacture. But there's no escaping the cold statistical fact that people who smoke get cancers far more often than people who don't smoke. What's more, those who smoke two packs a day or more seem far more susceptible.

Since seamen are well-known for consuming more java and smoking more butts than any comparable group of men, the findings of the Public Health Service have particular bearing. As a matter of fact, it might not be a bad idea for the Public Health Service to do a little statistical checking among seamen as a group and see how their experience compares with the rest of the population.

Some of the findings of the American Cancer Society and the Public Health Service should be pretty sobering to heavy smokers. For instance, the odds are 275 to one against a non-smoker getting lung cancer. The heavy smoker, the two-pack-a-day man, rates only a one to ten chance to escape the disease. And the lung cancer death rates for heavy smokers are fantastically higher, 64 times as great, the American Cancer Society says, than the death rate among the non-smokers.

In terms of over-all death rates, the figures add up to pretty small potatoes compared to other major causes of death like heart disease, accidents and the like. For example, lung cancer death rates annually are about 25,000 a year while heart disease rates run up into several hundred thousand. But what the figures do show is that the heavy smoker may be cutting a few years off his life.

### Always Time To Cut Down

To the man who says, "It's too late now," I've been puffing this way for 20 years," the Public Health Service and the American Cancer Society both believe that a timely reduction or halt in smoking even on the part of the heaviest smokers can prolong life and lessen the chances of contracting the disease.

When it comes to the other side of the coin, finding just what it is in cigarette smoking that is responsible for the death rates, the investigators have been pretty thoroughly baffled so far. The one significant clue turned up so far, is the fact that pipe and cigar smokers do not ordinarily get lung cancers at anywhere near the rate of cigarette smokers. That pointed suspicion at the paper wrapper around the cigarette. A number of scientists have been poking into the various compounds used in processing the paper to see if they are responsible. But nothing definite has been proven.

### Temperatures High

Another point of suspicion is the temperature at which a cigarette burns which is much higher than that of cigars. Various tars and other chemicals in cigarette tobacco or in the tobacco curing and manufacturing processes have been examined in efforts to find a definite link.

Unfortunately, there are oodles of compounds, acting singly or in combination with each other, and all kinds of chemical processes involved in the manufacture and the smoking of a cigarette. It will probably be a number of years before anybody can come up with a conclusive answer.

The complications were spelled out by Dr. John R. Heller, director of the National Cancer Institute before a Congressional committee recently. Dr. Heller put it this way:

"There is mounting evidence that when tobacco is burned at about 800 degrees there is a chemical change in certain hydrocarbons which bring about certain cancer-causing compounds.

"We do not know which of these compounds is the culprit. They are very complicated chemical compounds

### Summary of PHS Findings

The following are excerpts from the text of the Public Health Service's statement on smoking and lung cancer:

"... In June, 1956, units of the Public Health Service joined with two private voluntary health organizations to establish a scientific study group to appraise the available data on smoking and health. We have now reviewed the report of this study group and other recent data . . .

"In the light of these studies it is clear that there is an increasing and consistent body of evidence that excessive cigarette smoking is one of the causative factors in lung cancer.

"The study group, appraising 18 independent studies, reported that lung cancer occurs much more frequently among cigarette smokers than among non-smokers, and there is a direct relationship between the incidence of lung cancer and the amount smoked . . .

"The study group also reported that, in laboratory studies on animals, at least five independent investigators have produced malignancies by tobacco-smoke condensates . . . Thus some laboratory and biological data provide contributory evidence to support the concept that excessive smoking is one of the causative factors in the increasing incidence of lung cancer . . .

"The Public Health Service supports the recommendation of the study group that more research is needed to identify, isolate and try to eliminate the factors in excessive cigarette smoking which can cause cancer."

about which we need to know more."

As for filters, the Public Health Service is pretty skeptical that present-day filters make any particular difference. Dr. Heller declared that "we don't believe any filter can selectively filter out the component or components in the tars that are responsible for lung cancer."

But at any rate, the weight of the evidence suggests that the best thing a heavy smoker can do is to stop smoking cigarettes; the next best thing, to cut down to less than a pack a day or switch over to cigars and pipes.

## First P-A Box Ship Due On Maiden Run In Sept.

MOBILE—The Gateway City, first of four C-2s to undergo conversion, is expected to be put into service as a trailership by early September. This will mark the start of Pan-Atlantic's unusual coastwise sea-land trailership program.

Work on the other three ships, the Azalea City, Bienville, and Fairland, is expected to be finished

## NY Permanent Vote Register Drive Ending

New York is in the last stages of a drive for permanent personal registration during the month of August. Voters who register during the month will be carried permanently on the registration lists and will avoid having to repeat the process this November and before all other elections.

### Central Offices

Central registration offices have been opened in all five boroughs for this purpose. These offices are open all day 9 AM to 5 PM. Branch offices are also open every evening.

Permanent registration is particularly useful for seamen in light of the fact that they are not always in port during the annual registration period.

in the near future.

The containership is equipped with special electric cranes run on tracks along the decks of the vessel. The trailers will be hauled up under the cranes which will lift them from the chassis and deposit them in the hold. The trailers have special corner posts to enable them to be safely stacked on top of each other without crumpling.

Seafarers manning the ship can expect plenty of cargo overtime as present plans call for the ships to hit one and possibly more ports every day.

### Shipping Slows Up

Shipping in this port has continued to be on the slow side but it is expected to pick up next period. The Alcoa Corsair and Cavalier (Alcoa); Monarch of the Seas, Claiborne (Waterman) and Little Rock (Fairfield) paid off and signed on. The Del Alba (Mississippi, Steel King (Isthmian), Ames Victory (Pan-Atlantic) and Alcoa Pennant (Alcoa) were in transit.

There are 13 vessels expected in this port during the next period. In addition to these the Wacosta (Waterman) will take on a full crew in the next couple of days for the Korean run and Cities Service's Cantigny will take on a full crew for the coastwise tanker operation.

## 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.

## WC Pension Merger Nearing Final Okay

SAN FRANCISCO—Member unions of the SIU Pacific District have virtually completed the merger of their pension plans, the "Stewards News" reported last week. The basic language of the new trust

agreement has been completed. Only minor technicalities have to be dealt with before the program is put into effect.

The merged plan will provide standard benefits and standard eligibility requirements for all men sailing West Coast ships, whether they are Sailors, Firemen or Cooks. At present, there are some variations in eligibility clauses which are in the process of being ironed out.

In addition, merger of the plans

will pave the way for increases in present pension benefits.

The close working relationship established between the West Coast unions is further reflected in plans for a joint Labor Day edition, due out on August 30. The three West Coast union newspapers, the "West Coast Sailor," "Marine Fireman" and "Stewards News" are planning a special combined publication with special sections devoted to the activities of the three member unions.

## SF Shipping Rolls Along

SAN FRANCISCO—As has been predicted, shipping continued to hold its own the past two weeks. Men with top seniority had no difficulty obtaining berths in all three departments.

The Longview Victory and Coe Victory (Victory Carriers), Ocean Dinny and Ocean Deborah (Ocean Carriers) paid off during the past period. The Deborah, Dinny and Fairport (Waterman) signed on. There were three vessels in port for servicing. They were the Morning Light, Young America (Waterman) and Steel Admiral (Isthmian).

SEAFARERS

## PORT O' CALL

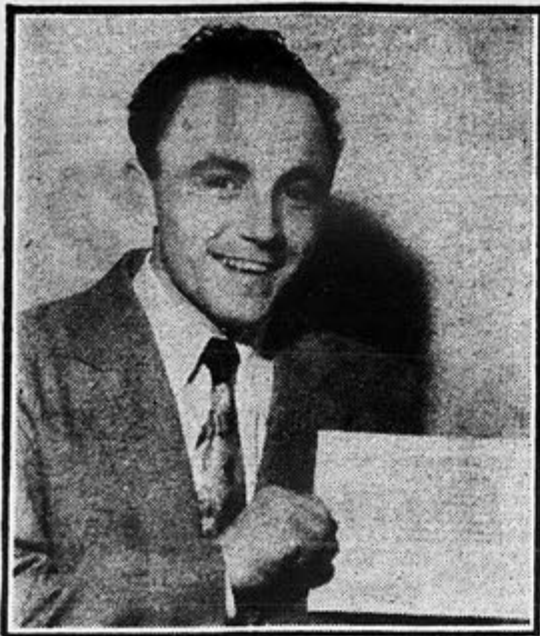


New York and Baltimore

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Andrew Daniluk displays certificate showing completion of introductory training course in New York hall.

**O**RIGINALLY designed as an upgrading school for Seafarers, the Andrew Furuseh training school, in conjunction with facilities in other SIU ports, is now also training newcomers to introduce them to some of the rudiments of shipboard work.

The introductory program is in accordance with the employment clause of the Union contract (Article I, Section 4) which notes that "The Andrew Furuseh Training School, jointly operated and administered as an upgrading center for unemployed seamen, shall also be jointly operated and administered, pursuant to arrangements and details to be worked out, to train class C personnel. The company prefers to hire class C personnel regardless of rating or department, with a certificate of satisfactory com-

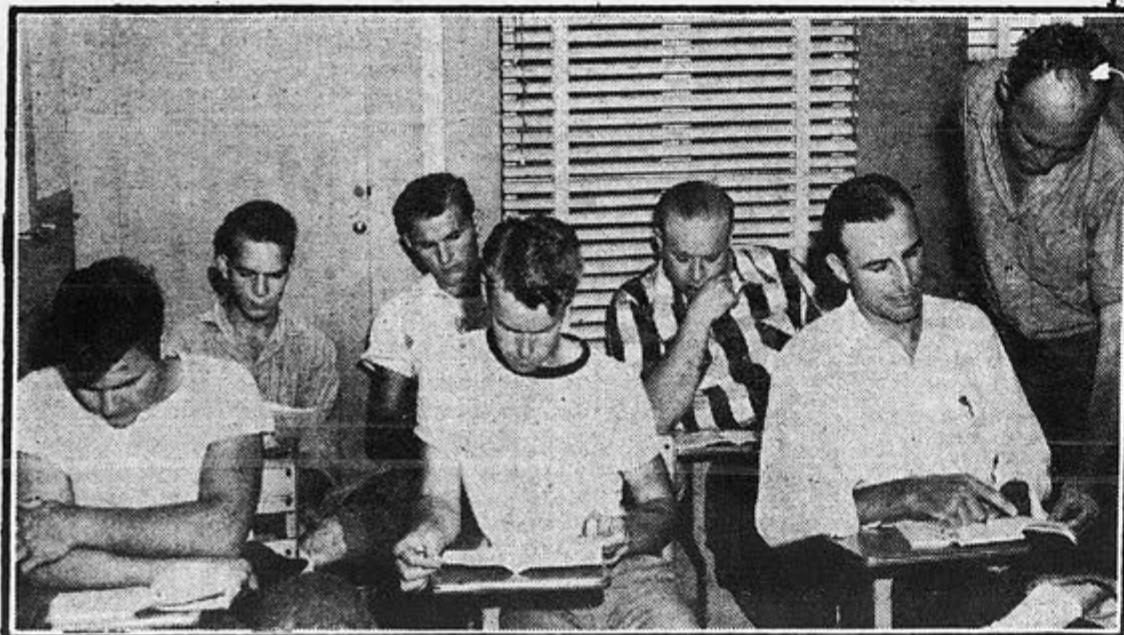
pletion of the course therein over other class C personnel whenever possible."

Under this arrangement, the shipowner has the assurance that in most cases, those class C men who might come into his employ have some familiarity with their duties.

In addition to the Furuseh training facilities for all three departments in the port of Mobile, the Union makes use of its Baltimore and New York cafeteria set-ups to offer an introduction to galley and messroom work for class C men.

After 30 days the class C men receive a certificate of completion of the course. Then when any jobs are open in the class C category, these men have preference over other class C registrants who have no training for shipboard duties whatever.

# SIU TRAINING



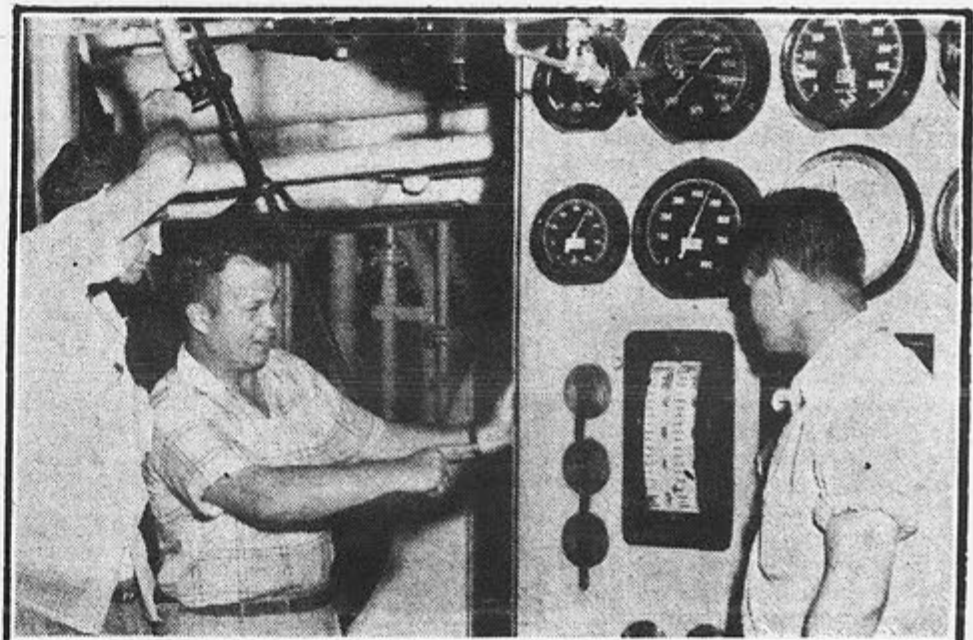
Instructor (standing) discusses point in first aid course offered to all training candidates at the Furuseh school.



Basic fundamentals of seamanship are taught to all students. This group is getting instruction on how to read compass.



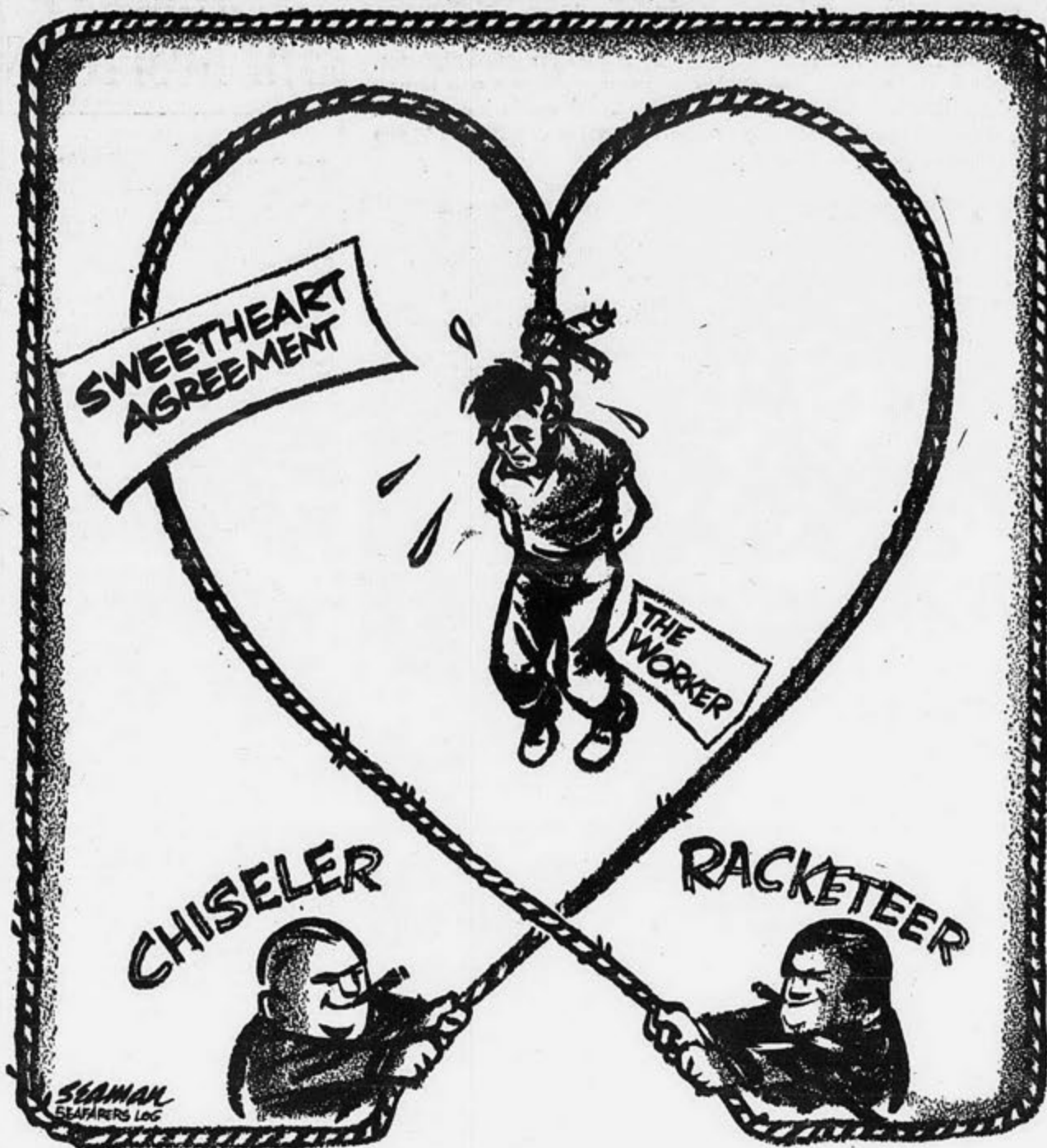
Cliff Wilson, SIU chief steward, explains coffee-making procedure to three trainees in the New York cafeteria.



Black gang men get their introduction to engine room gauges with Robert Jordan, SIU Mobile patrolman, doing the honors.



## Lovers' Knot



## Hot Weather, Fair Shipping, NY Says

NEW YORK—Seafarers in this port have managed to weather July's heat, but are still anxious to get off the beach. Shipping has continued to be favorable and jobs are moving rapidly.

Among the vessels paying off during the past period were two Robin Line vessels, the Robin Wentley and the Robin Gray. "The boys on these ships are doing

a very good job for the Union," reports Claude Simmons, port agent. "Needless to say how much the Union and the membership appreciates these crews staying on and doing such a bang up job, even though they are working under adverse conditions."

### Organizing Continues

In other union activities, the Marine Allied Workers Division organizing drive in New York is continuing in high gear. Brothers on the beach have been coming forward to help maintain around-the-clock pickets around a few holdout companies. But it is expected that they will sign up shortly.

## India Seeks Solution For Port Jams

NEW DELHI, India—Faced with cargo pile-ups and a threatened increase in freight charges, India has launched a drive to cut the cargo jam that is tying up her major ports. If the government succeeds, the long spells Seafarers spend in Indian ports will be sharply reduced by November, and dock operations will proceed at a more normal rate.

### Many Causes

Behind the log jam is the tremendous upsurge in cargo movements into India, the lack of modern piers and cargo handling facilities, and the reluctance of Indian longshoremen to use whatever automatic unloading machinery is available. Grain, for example, is sacked by hand in the hold.

The result is that although cargo is being unloaded at a record pace, it is piling up on the docks and snarling future loading operations. The bulk of the tied-up cargo is wheat and grain from the United States.

While not disclosing what it plans to do to eliminate the jam, India has announced that it hopes to have the bottleneck eliminated in three months. Seafarers who've been spending weeks in Indian harbors are hopeful that the government will be successful.

### More Than A Month's Wait

At present, ships calling at Indian ports have to wait upwards of a month to discharge and load outbound cargo. One of the ships currently tied up is the Steel Traveler (Isthmian), which was scheduled to clear Calcutta in 32 days. The ship has notified the Union that it will be there at least 15 days longer. Earlier this summer, the SIU-contracted Northwestern Victory (Victory Carriers) spent 44 days in Vizagapatam completing its loading operations. The situation is just as bad in Bombay, where ships have had to spend 30 days waiting for a berth.

On the shipping side there were 18 vessels paying off, six were in port to be serviced and two signed on. Simmons also announced that the SS Arlyn (Bull) would be crewing up this week and then will make a couple of trips to Bilbao, Spain, with coal.

The vessels paying off were the Seatrain New York, Seatrain Texas, Seatrain Louisiana, (Seatrain); Robin Wentley, Robin Gray (Robin); Frances, Elizabeth, Beatrice (Bull); Maxton, Almena, Ideal X (Waterman); Alcoa Roamer, Alcoa Partner, Alcoa Ranger (Alcoa); Cities Service Norfolk, Royal Oak (Cities Service); Grain Shipper (Grainfleet); and the Steel Architect (Isthmian).

The Steel Architect (Isthmian) and Robin Kirk (Robin) signed on. The Cities Service Miami (Cities Service), Seatrain Savannah, Seatrain New Jersey (Seatrain), Seamar and Texmar (Calmar) were in transit.

## Senate OK's Inflatable Life Rafts

WASHINGTON—The United States has joined 30 other nations in approving the use of inflatable liferafts to supplement or replace conventional lifesaving apparatus on offshore passenger vessels.

Adoption by the Senate of the liferaft amendment to the International Convention for the Safety of Life at Sea means that practically two-thirds of the nations which are parties to the convention have now okayed it. Unanimous approval by all 47 nations is required before the amendment can actually be put into effect.

Once the amendment has unanimous approval, shipowners will have the option of using either the inflatable rafts or conventional lifeboats and noninflatable-type rafts.

The international safety convention sets forth uniform principles and rules for the promotion of maritime safety and can be amended from time to time by unanimous consent. The United Kingdom originally proposed the lifeboat amendment, following successful experiments with this type of lifesaving gear on British fishing and passenger ships.

One of the specific advantages of the new type of apparatus is its compact size and weight. Most of the rubber rafts can be stored in a lightweight suitcase and inflate automatically on contact with the water. They are similar to those used for many years on both military and commercial aircraft.

## '50-50' Again

The shipping industry, long notorious for its boom and bust cycles, is currently in the mood for a slump which is compounded of many causes. Part of it is the reaction to the closing and opening of the Suez Canal. The canal's closing brought about lots of breakouts and a rush of tanker business. Now that the crisis is over, there seems to be a surplus of ships on hand. Cutbacks in foreign aid and a decline in purchases in the US by some nations who are trying to cut down on imports are other factors.

In a situation of this kind, the "50-50" cargo preference act becomes even more important to US shipping. But along comes a farm lobby and starts crying for shipment of agricultural products on foreign-flag ships.

The only reason the outcry comes forth now is the availability of foreign-flag tonnage. The farm lobby figures the lower the ocean rates, the more farm products can be peddled overseas. But in its shortsightedness, it forgets that if US ships are laid up, the shortage of ships would put farmers at the mercy of the rate-makers.

Nobody heard the farm lobby hollar last fall and winter when Suez was shut down and shipping space was at a premium. Farm groups were glad then that US ships were available to carry their cargoes. They can't have it both ways—cut-throat rates and plenty of shipping space.

## Hurricane Relief

Congratulations are in order for the many union men who donated their time and energy to help build homes for the families left desolate by Hurricane Audrey. Many of them worked around the clock on their weekends. Members of the building trades unions supplied the necessary technical skills while those unfamiliar with construction work chipped in where they could. Bus drivers drove the trucks and buses transporting the construction gangs from distant cities while Seafarers and unskilled laborers swung picks and shovels clearing sites and laying foundations.

This unselfish service on the part of these union members means more than just the reconstruction of homes. Their work will help put hurricane victims back on their feet without the burden of heavy debt which might in the end have fallen on the community. Many of them lost everything they owned—homes, furnishings, livestock and cars—and were left without a cent to their name. But because of the helping hand from these trade union members they will at least have a roof over their heads. Seafarers and others who are taking part in this operation have a right to feel proud.

## DEW Line Job Ends

POINT BARROW, Alaska.—The Government formally took possession of the \$500 million Distant Early Warning radar alarm system Tuesday while a fleet of 100 supply ships continued their urgent storing mission here and at other Arctic outposts.

Civilian technicians will operate the 3,000-mile line under an Air Force contract. It is designed to provide advance warning of approaching enemy bombers using the polar route to attack US and Canadian targets.

### Ships Supply Bases

The supply mission, generally known as "Operation Blue Jay," has been carried on for the past three summers during construction of the vast radar network. Each year ships from East and West Coast ports carrying a year's supply of replacement stores and parts converge on the Arctic bases during the summer while the northern waters are free from ice.

This is the only time ships can enter the area. During the rest of the year, emergency supplies and small parts are air-lifted in. Any ships caught in the area once the ice closes in are truly "stuck" there until the next summer.

As in the past, this year's fleet contains a number of privately-operated ships manned by civilian seamen plus a large nucleus of Government-operated supply ships and oilers. Fewer than 20 civilian-manned ships are being used this summer. The entire supply fleet is about 20 percent smaller than in 1956.

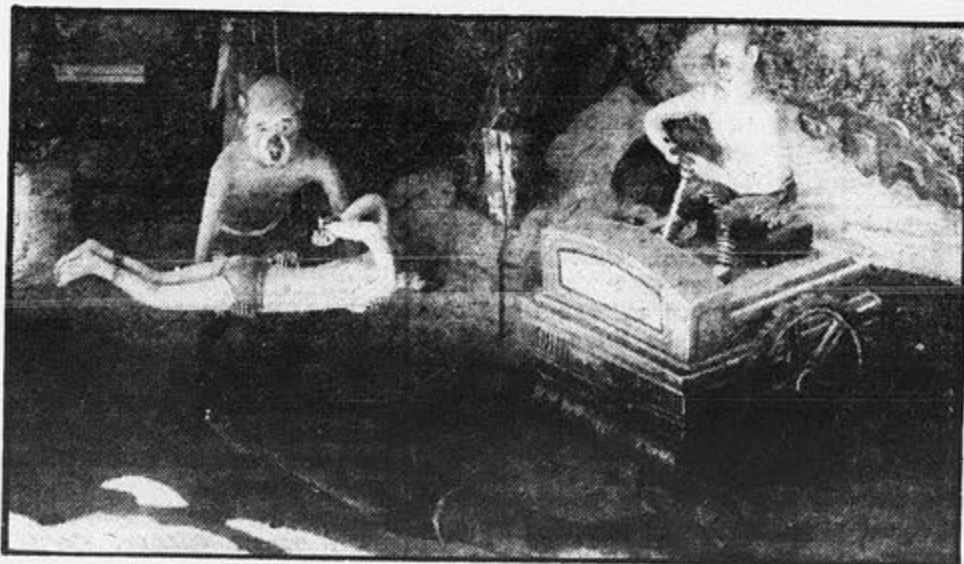
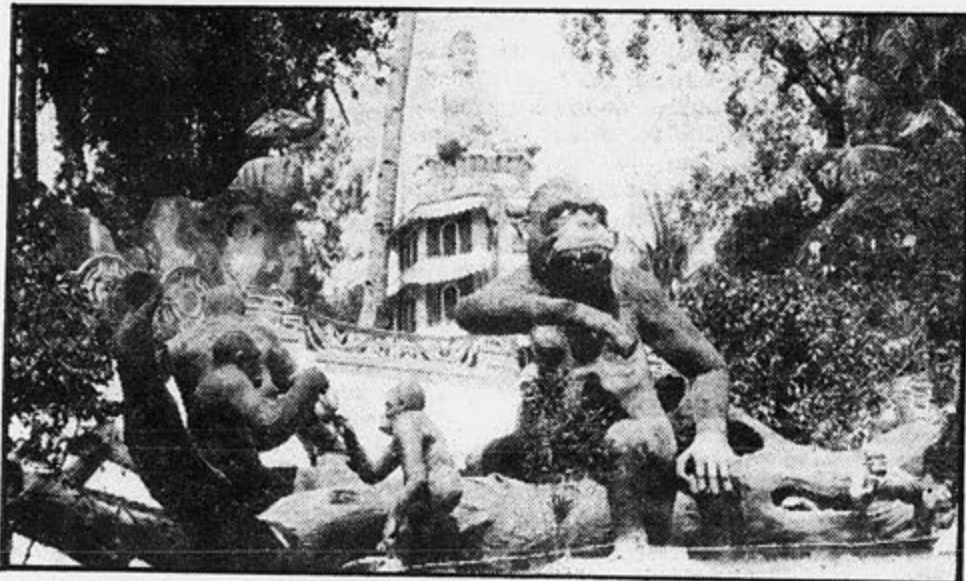
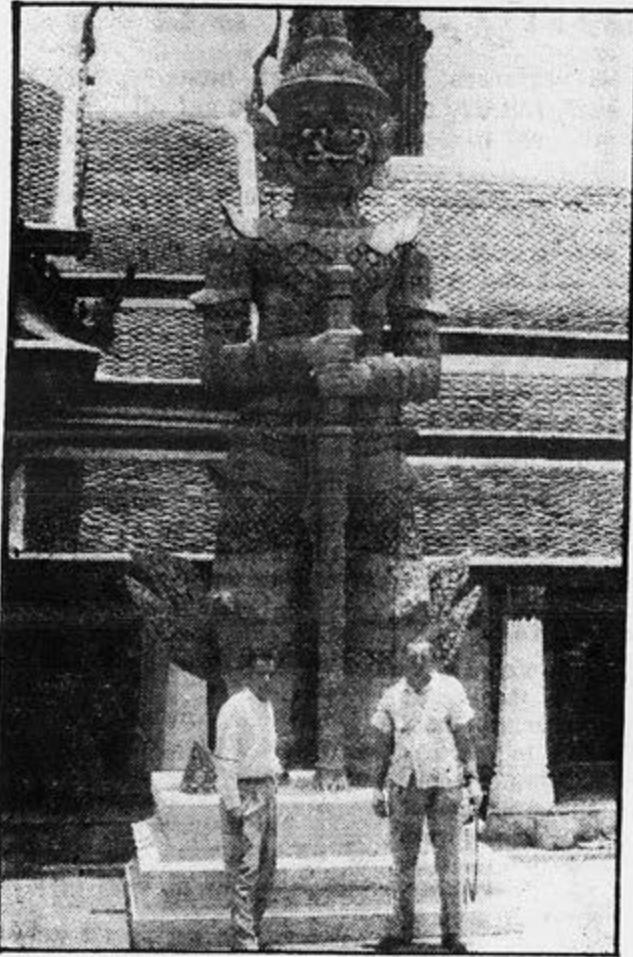
## Turned Down OT? Don't Beef On \$\$

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

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

# Director Visits Singapore 'Garden Spot'

One of the highlights of the last Far East trip by the Steel Director was Singapore, with its famed "Tiger Balm Gardens," an outdoor museum of horrors and torture methods. Shutterbugs like John Carey (left) and Heinz Ulrich made it a must on their list, because the gory, realistic tableaux spread over acres of parkland "have to be seen to be believed (right, and below)."



Ritual slayings of dragons and brutal forms of torture appear true to life in finely-detailed statuary and woodcarvings at the Tiger Balm. Tongue-pulling methods (above) and butchery like the body-grinding machine (bottom, left) get full play. Animals portrayed are far cry from friendly chimps at the zoo.

## SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL, NEW ORLEANS, LA.**
  - William Bargone
  - John W. Bigwood
  - Lyles Brunson
  - Cloise Coats
  - Salem Cope
  - Chas. Cunningham
  - Roscoe Dearmon
  - Serio M. DeSosa
  - Girard E. Doty
  - William Driscoll
  - Jan Englehardt
  - Leon Gordon
  - Richard Graliski
  - James Hudson
  - Samuel Hurst
  - William Jones
  - Oliver Kendrick
  - Edward G. Knapp
  - Leo Lang
  - George McFall
  - Robert P. Maxion
- USPHS HOSPITAL, SEATTLE, WASH.**
  - Wm. M. Barnett
  - Frank J. Bradley
  - Wayne T. Center
  - Michael Delano
- USPHS HOSPITAL, STATEN ISLAND, NY**
  - Oscar Adams
  - Gomer J. Bassler
  - Gordon Bell
  - John H. Bove
  - Juan Burgos
  - G. F. Crabtree
  - Michael Delaney
  - David B. Dunn
  - Arthur Englehart
  - Antonio Fernandez
  - T. S. Finnegan
  - Rufus Freeman
  - George Hall
  - Lowell Harris
  - Robert Henninger
  - Henry Herkinhein
  - Alfred Kaju
- USPHS HOSPITAL, BOSTON, MASS.**
  - Amos Buzzelle
  - James J. Girolami
- USPHS HOSPITAL, GALVESTON, TEXAS**
  - G. B. Anderson
  - H. M. Bumpass
  - Clarence Fontenot
  - M. N. Gendron
- USPHS HOSPITAL, MANHATTAN BEACH, BROOKLYN, NY**
  - Manuel Antonana
  - Eladio Aris
  - Fortunato Bacomo
  - Joseph J. Bass
  - Juan Denopra
  - John J. Driscoll
  - William Guenther
  - Bart E. Guranick
  - Howard Hailey
  - Percy Harrelson
  - Taib Hassen
  - Billy R. Hill
  - Thomas Isaksen
  - Ira H. Kilgore
  - Ludwig Kristiansen
  - Frederick Landry
  - Leonard Leidig
  - Patrick McCann
  - A. McGuigan
- USPHS HOSPITAL, NORFOLK, VA.**
  - Claude Bibb
  - Francis J. Boner
  - Frank Peskuric
- USPHS HOSPITAL, SAN FRANCISCO, CALIF.**
  - Noah C. Carver
  - Vincent D'Amato
  - Thomas D. Foster
  - Michael J. Gaudio
- USPHS HOSPITAL, SAVANNAH, GA.**
  - Jose Blanco
  - Wade B. Harrell
  - Wm. V. Kouzounas
  - Jimmie Littleton
- USPHS HOSPITAL, MEMPHIS, TENN.**
  - Charles Burton
- VA HOSPITAL, NEW YORK, NY**
  - E. T. Cunningham
- USPHS HOSPITAL, FORT WORTH, TEXAS**
  - B. F. Delbier
  - Siegfried Gnittle
  - James R. Hodges
- VA HOSPITAL, HOUSTON, TEXAS**
  - J. F. Williamson
- VA HOSPITAL, BROOKLYN, NY**
  - Robert McCutcheon
- USPHS HOSPITAL, BALTIMORE, MD.**
  - Howard Abell
  - Ludwik Borowik
  - Victor B. Cooper
  - Clarence Crevier
  - Emil Dupont
  - Leo Dwyer
  - Alberto Espino
  - Gorman Glaze
- MONTEBELLO CHRONIC DISEASE HOSPITAL, BALTIMORE, MD.**
  - Francisco Bueno
- Simon Morris**
- Michael Murie**
- Edward Northrop**
- William Paris**
- Winford Powell**
- Randolph Ratcliff**
- Lavon A. Ready**
- William Reynolds**
- Joseph A. Ricks Sr.**
- Toxie Samford**
- Toefl Smigielski**
- Wert A. Spence**
- Paul J. Tate**
- Gerald Thaxton**
- Lonnie R. Tickle**
- James E. Ward**
- Thomas Willis**
- Clifford Wueris**
- Robert Young**
- Jacob Zimmer**
- Norman J. Moore**
- A. H. Ramos**
- F. G. Lakwyk**
- Harold J. Romero**
- Alfonso Sandino**
- William Shaw**
- H. C. McIssac**
- Albert Martinelli**
- Vic Milazzo**
- Joquin Miniz**
- W. P. O'Dea**
- C. Osinski**
- George G. Phifer**
- G. A. Puissegur**
- F. Regalado**
- Winston E. Renny**
- George Shumaker**
- Henry B. Skelly**
- Henry E. Smith**
- Stanley F. Sokol**
- Michael L. Toth**
- Harry S. Tuttle**
- Virgil E. Wilmoth**
- Pon P. Wing**
- Dester Worrell**
- C. M. Sturgis**
- Maximo Tangalia**
- Chas. T. Taylor**
- E. A. Rodriguez**
- Sung C. Wang**
- G. L. Warrington**
- Charles A. Moss**
- H. E. Skipper**
- Leslie F. Swegan**
- W. E. Orzechowski**
- John C. Palmer**
- August Panepinto**
- Lucas Hernandez**
- David Miller**
- Edward Morales**
- James Portway**
- John Rekstin**
- Charles Rice**
- Walter Sachuk**
- Robert O. Smith**



Aboard ship, crewmembers Joe Bracht, Eddie Burke, Joe Bonilla and Leon White gag it up during a breather on deck.



Burke pictures oldtimer Herman Meitz (left) and Joe Bonilla in sharp close-ups. Meitz has since pitched in on the American Coal beef as AB on the Thomas Paine. At right, Teddy, BR, gives Vince Mackelis a haircut in open air "barber shop." All photos are by Burke, John Carey and Reino Pelaso.



### 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.

**KATHRYN (Bull), July 20—Chairman, M. Zelonska; Secretary, F. Cornier.** Bosun's job open due to illness. Replacement sent. Beef concerning 2nd officer and OS to be discussed with patrolman in NY. Ship's fund \$6. Report accepted. Contact patrolman about hot water. Menus to be typed and placed on tables.

**NATALIE (Intercontinental), July 18—Chairman, J. Nicholson; Secretary, B. Toner.** One man logged. One man missed ship after failing to perform duties for 15 days. Report accepted. Delegate discussed chief steward and pantryman's failure to turn to and warned crew about fouling up. Discussion on draws.

**MV PONCE, (Ponce), July 20—Chairman, F. Miller; Secretary, W. Heater.** Beef with chief mate about

on time for draws and opening of sloop chest.

**KERN HILLS (No. Atlantic Marine), July 14—Chairman, F. Throp; Secretary, J. Gorello.** One man missed ship; one man hospitalized. Crew getting off after a 6½ mo. trip. New iron purchased. Ship's fund \$10.55. Some disputed OT. Ship to be fumigated. Discussion on repair list. Rooms to be left clean for new crew.

**LUCILLE BLOOMFIELD (Bloomfield), June 30—Chairman, J. Parks; Secretary, W. Walker.** Two men logged. Cable to headquarters. Donations for relief of disaster victims in La. and Texas totaled \$440 from officers and crew. Amount to be sent via radio to Salvation Army. Ship's fund \$1.24. Discussion on laundry facilities. Suggestion to secure new drain for washing machine and new scuppers in laundry room.

**SEATRIN GEORGIA (Seatrains), July 18—Chairman, M. Chapman; Secretary, A. Lambert.** Headquarters notified to have patrolman pay off ship Sunday. Chief mate has foc'sle keys. Clothes not to be left too long in washing machine. Use bulletin board for ship business only. Ship's fund \$22.10. Any suggestions for new contract negotiations to be brought up at meeting. Food orders mixed up. More cooperation requested. Vote of thanks to ship's delegate. Request air conditioning be installed. Discussion about dill pickles in messhall.

**SEATRIN NEW JERSEY (Seatrains), July 21—Chairman, T. Montemarino; Secretary, P. Brady.** One man missed ship. Reports accepted. Remove cots from poop deck. Need new screen for portholes. Repair list to be made up.

**STEEL FABRICATOR (Isthmian), July 10—Chairman, B. Hanford; Secretary, C. Chandler.** Ship's fund \$37.50. Some disputed OT and launch service. Delayed sailing. Vote of thanks to steward for job well done. Cots to be removed from deck. Ship to be sprayed for roaches.

**STEEL NAVIGATOR (Isthmian), May 25—Chairman, R. Sirois; Secretary, P. Harayo.** Ship's fund \$21. One man missed ship. Report accepted. Keep messroom clean. Doors to be locked while in port, except gangway side door.

**TOPA TOPA (Waterman), July 19—Chairman, P. Van Wygerden; Secretary, A. Smith.** Everything running smoothly. Reports accepted. Officials to investigate trouble between 3rd assistant and officer. Suggestion that hospital be put in shape for any emergencies.

**VENORE (Ore Nav.), July 18—Chairman, C. Webb; Secretary, T. Cummings.** One man short. Baker left ship at Canal for wife's burial. Thanked crew for \$345 donations. Reports accepted. New delegate elected. Recreation room to be kept clean. Cups to be returned. Soiled linen to be turned in. Washing machine to be turned off when finished and kept clean. Vote of thanks to steward dept.

**DEL CAMPO (Miss.), June 23—Chairman, J. Geissler; Secretary, E. Mosley.** Repairs completed. More stores put aboard. No beefs. Good crew, fine cooperation. Almost all hands equipped with deep water fishing tackle for fine eating fish. Ship's fund \$11.25. Coal beef communication read. Old timers doing fine job to help win beef. Report accepted. Delegate re-elected. Laundry to be kept clean; keep noise down in passageways. Vote of thanks to delegate for good job.

**May 25—Chairman, J. Lapatie; Secretary, R. Tindell.** All repairs completed. Members warned about fouling up. Food beef—70 days' stores for 89 day trip. Ship's fund \$11.25. Delegate did good job in settling beefs. Some disputed OT. Report accepted. Need new pump for washing machine. Delegate and steward to see about shortage of stores.

**MATTHEW THORNTON (Grain Fleet)—June 29—Chairman, C. Carlson; Secretary, R. Lee.** Beef made on small sized mattresses, turned over to patrolman in Baltimore, nothing could be done since former steward had accepted them. Company should not be penalized for mistake made by one of our men. Repairs have been taken care of. Motion made to donate \$1 each for ship's fund. Take good care of fans and washing machine, no spare parts aboard. Return cups to pantry from deck.

# Coalship Vet Tells All In Verse

Nobody can argue the fact that the SIU veterans and oldtimers from the SUP, MFOV and MCS active in the American Coal beef really have it on the ball.

These brothers of the SIU of NA, acknowledged "Ancient Mariners" in maritime today, are sailing below their regular ratings under substandard non-union conditions, again proving the time-worn adage that "good union men never grow old." Now, an added talent is showing itself, typified by the verses below from SUP Brother George Gourdin, who's sailing OS on the coal ship Martha Berry. Writing from Spain, on his way home, Brother Gourdin sent in this "LOG-A-RHYTHM" on behalf of the men aboard these ships in the front-line of the beef. Making no apologies for his rhyming efforts, he makes his point plain, showing how keenly the oldtimers on the coal ships feel.

## LOG-A-RHYTHM:

### The Ancient Mariners

By GEORGE GOURDIN, SUP

The American Coal Shipping Company,  
With John L. Lewis laying the keel,  
Has Joe Curran acting as bosun  
With an NMU man at the wheel.

They started with just a few ships,  
Good old Uncle Sam promising more;  
To ship the coal the miners work,  
Costing the taxpayers money galore.

This set-up started like a dream  
Till John and Joe concluded,  
To recruit the mates and engineers  
With only mine union men included.

The MEBA and MM&P  
Went into action on this phony deal,  
They asked injunctions and won it in court,  
To teach John and Joe not to steal.

Curran and NMU could've had these jobs  
If he'd agreed in a good union way,  
To sail with the mates from the MM&P  
And engineers from the MEBA.

The SIU was full of fight,  
About this time, you can bet,  
They didn't like the shady deal  
That the rank-and-file mates would get.

Well, the court finally reached a decision  
That it thought was mighty swell,  
It ruled that the oldest discharges  
Would solve the problem well.

The sailor men came from far and wide,  
To compete for their organization;  
Some of the discharges were tattered and torn,  
But they passed ev'ry examination.

Joe Curran tried all angles to win,  
He dug deep in his larder;  
Shanghaied a few that had retired,  
Sent an SOS to Snug Harbor.

The SIU really challenged this move;  
With the percentage of men in its favor,  
It'll sign this contract and sail these ships,  
And be an asset to organized labor.

Just as I end this line of chatter,  
I learn from an NMU man,  
That the retired and disabled aboard these ships  
Were deprived of their pension plan.

They were told their wives would get the checks  
While they sailed on this flea-bitten scow,  
But it seems the promise wasn't well kept,  
As the landlord wants the rent right now!

# Digest Of SIU Ship Meetings

bosun. Patrolman to meet ship in Tampa. Ship's fund \$18.03. Laundry to be kept clean. Obtain stoppers for laundry sink.

**STEEL SEAFARER (Isthmian), July 14—Chairman, E. Parr; Secretary, O. Payne.** Some repairs made. Other repairs to be listed. Shore leave hours which were not allowed will be claimed as OT and taken up with patrolman; list times correctly. Travelers' checks draw in Halifax. Some disputed overtime to be taken up with patrolman. 58½ shore leave restriction. Reports accepted. All cots and extra linen to be returned. Midships house, foc'sles to be kept cleaner. All rooms to be cleaned for pay-off.

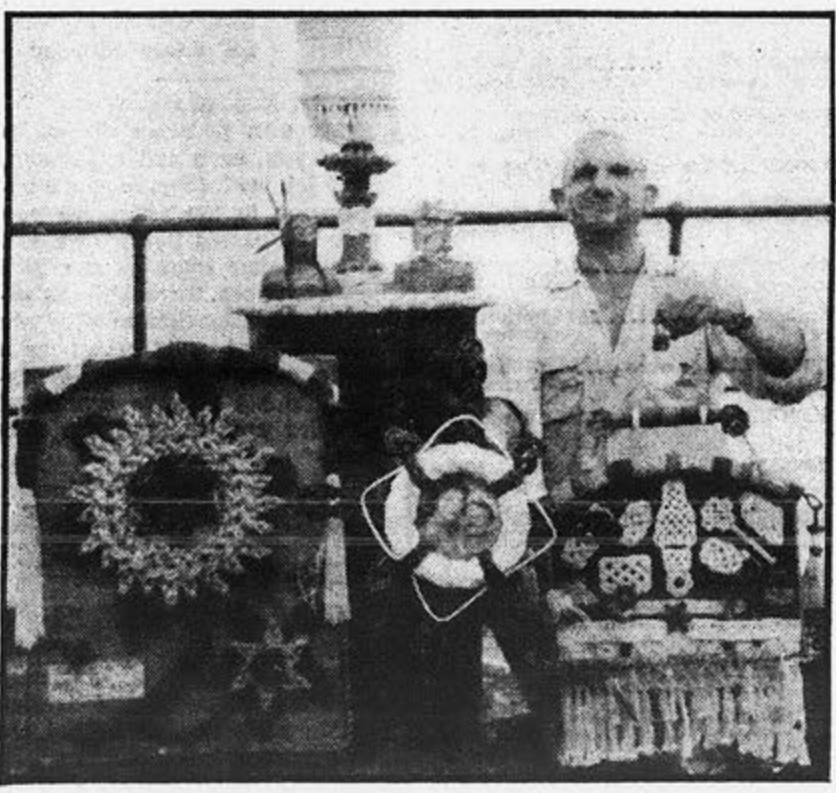
**COEUR D'ALENE VICTORY (Victory Carriers), July 6—Chairman, W. Simpson; Secretary, K. Foster.** Most repairs completed. Ship's fund \$7. Two members fined \$50 for not standing watch. New delegate elected. Vote of thanks to two crew members for purchasing large quantity of fancy ice cream and making cold drinks at coffee time during hot weather.

**DEL ORO (Miss.), May 25—Chairman, U. Sanders; Secretary, H. Gerdes.** Disputed overtime. Awaiting New York decision on penalty cargo wages from voyage No. 40. Committee to obtain safety report for captain on two accidents. Sanitary men to work two hours daily and keep ship clean. Ship's fund \$70.55. Purchased reading material. Few hours disputed OT. New delegate elected. Suggestion that ship be stored for 90 days instead of 80. Discussion on cleanliness of laundry.

**July 22—Chairman, U. Sanford; Secretary, W. Devenney.** Five men logged. One man hospitalized, returning on Del Norte. Ship's fund \$32.92. Some disputed OT. Question on OT for man carried to Bahia, and signed on as repatriated seaman. To call meeting with patrolman about overdue OT and penalty cargo pay. Keys to be made for messhall and pantry. Messhall and pantry to be locked while ship in port. Porthole screens and hooks for coffee cups to be ordered. Discussion on rancid butter.

**DEL SOL (Miss.), July 7—Chairman, W. Murrell; Secretary, R. Simmons.** Ship's fund \$15. No beefs; everything running smoothly. Report accepted. To set up laundry cleaning schedule. Numbers to be stenciled over bunks for fire boat drills. Bunks to be made and kept clean.

**FAIRPORT (Waterman), July 14—Chairman, J. Nelson; Secretary, W. Stark.** No Logs received. Two men missed ship—squared away. Ship's fund \$28. Few hours disputed OT. Repair list turned in. Three men fired. Motion that headquarters try for better retirement plan. Need new iron. Suggestion to use three percolators for coffee each meal. Vote of thanks to steward dept. To check



Frederik Ouweneel shows off some of the designs he's made during the current voyage of the Fort Hoskins. He says he used 17 fathoms of 21 thread in the sunflower alone (left). The statuettes flanking the lamp are made from yellow soap and the lamp itself out of rope yarn. It looks like he's earned that nickname.

## Ropeyarn Art Not Lost Yet

Seafarer Frederik Ouweneel has sailed under ten different flags in the last quarter century and, to the surprise of no one, "none of those ships can compete with the stars and stripes."

Starting with his native Holland, Ouweneel has also sailed under the English, Greek, Norwegian, Swedish, Liberian, Panamanian, Syrian and Israeli flags but "the best thing that ever happened to me was when I got my SIU book. I am very proud of it."

Known to his shipmates on the Fort Hoskins and other SIU ships as "The Flying Dutchman" or "Rope-Yarn Dutch," Ouweneel has put his varied sailing experiences to good use. Using odds and ends of ropeyarns, he's following in the tradition of the old sailing ship hands who made mats and designs with intricate knots and splices to while away their time.

This may be a kind of a lost art form today, but it won't disappear altogether while sailors like Ouweneel are at it.

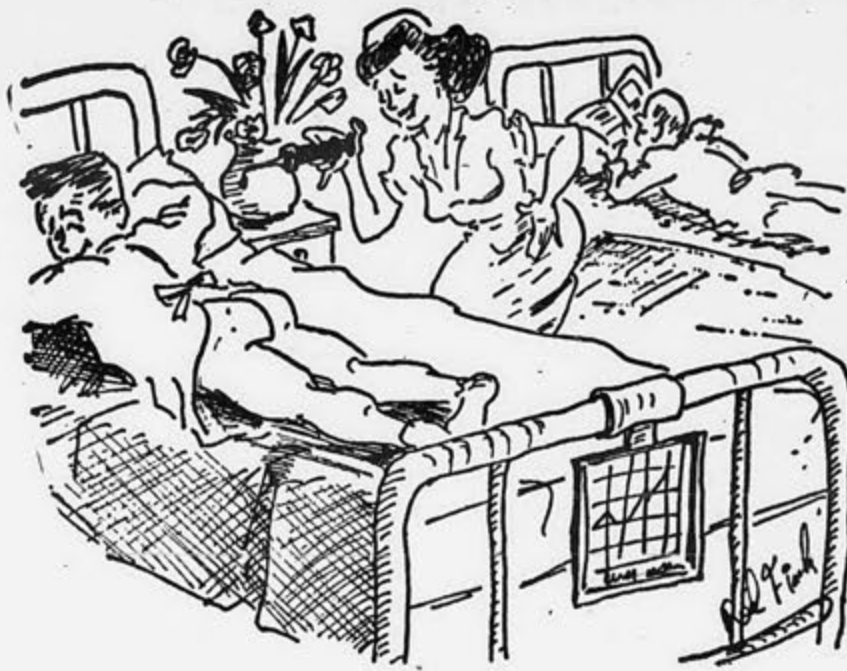
## Burly

By Bernard Seaman



'Sea-Spray'

-By Seafarer Robert 'Red' Fink



"Back again? You must have made same ports as last trip."

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

I would like to receive the SEAFARERS LOG — please put my name on your mailing list. (Print Information)

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TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

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Asks Reduction In Job Calls

To the Editor: There has been much discussion recently around the hall about reducing the number of daily shipping calls. I feel it would be a good idea.

A reduced number of calls would allow members on the beach to give more care to affairs at home, to other businesses if they have them, and to things like reporting to the unemployment insurance office. Everybody would then have time to do these things and still not miss out on the shipping calls at the hall.

I would suggest having two calls in the morning and two in the afternoon. The AM calls could be at 10 and 11, and at 2 and 4 PM on weekday afternoons. There could be one Saturday morning call at 10 AM, as well as calls at any time for emergencies.

On the same subject, there seems to be no reason for having our regular membership meetings start at 7 PM, when they could be started at 6 PM, or even earlier, once the daily calls are completed. This would allow the members time to fulfill other commitments they can't take care of after the meeting and would still enable men on the ships, who wished to, to get to the meeting after work.

John Jелette

Chief Praises Men For Saving Ship

To the Editor: The following note was received from the chief engineer on this vessel after a fire at sea.

Ship's delegate SS Grain Shipper

"To All Departments: "My own personal thanks to all of you, each and every one, for a job well done, for your cooperation in the assistance you gave in fighting the fire we had in the boiler room on the 19th of June at sea. Through your efforts and attention to duty we averted what could have been a catastrophe, only because everyone did his bit. We controlled the fire and brought the ship in."

G. F. Brady Chief engineer

Has Soft Spot For Old Arizpa

To the Editor: Would any of you oldtimers have any idea where I may obtain a photograph of the old SS Arizpa belonging to the Mobile Oceanic Line? I made my last trip prior to World War

II as ordinary seaman on this vessel on a voyage from the Gulf to Santos and on to the Far East. Crewmembers whose names I recall are Frenchy Michelet, Rebel Haskell and Singletary.

I guess I was what you would call a charter member of the SIU, joining in April, 1939, and being issued book G-133. During the war I was in the Navy (drafted), and after it back to sailing as AB, 3rd mate and 2nd mate.

My present occupation as a salesman gives me ample time to think about times gone by.

I have pictures of all the ships I have sailed in except the old Arizpa. Certainly I would be grateful for information leading to a copy of same. I can be reached at 8376 Arnold Street, Dearborn 6, Michigan.

Maurice E. Lizotte

Advocate Boasts Cuisine, Not Chow

To the Editor:

I'm writing to let the membership know about the good food and pastries the Steel Advocate has been enjoying two trips running to Japan and Korea.

Last trip we had Sherman Wright and Herb Knowles handling the key jobs in the galley. This trip we again have Herby putting out the food "mother used to cook" and if you don't like the first entree, he's got two more you can choose from.

Tom Ulisse is the pastry chef and his French bread and garlic bread is out of this world. Pizza pie, jelly doughnuts and cream puffs are a few of the delicacies that help make this a happy crew.

That's not all. We got them right down to the last man. Chief cook Knowles swears by his third cook, Berton Meade, and galleyman, Johnny Jackson, as two of the greatest to work with.

Keeping a clean pantry and dishing out fine salads we have Ralph Fitzpatrick. In our spotless messroom we have Al Rios, a mighty sharp first-class waiter. Sitting back in his arm chair, smiling because he's got such a bunch of good, dependable guys working for him is Chief Steward Aussie Shrimpton. He's the man who doesn't get any credit when the food is good.

In closing I want to thank the crew and delegates for full cooperation and thereby making my job an easy one.

Luke A. Ciamboll Ship's delegate

Chief Engineer High On SIU

To the Editor:

The following is a copy of a letter which the chief aboard the Samuel F. Miller sent to the company's marine superintendent.

William C. Brown Engine delegate

"Captain J. A. Johnson Vice President & Marine Superintendent Boston Shipping Corporation 153 Milk Street Boston 4, Massachusetts

"Dear Captain:

"We are due to make arrival in about six hours having completed voyage No. 1. As you know the first voyage after breakout is generally a pretty busy one from an engineering standpoint. This has been no exception.

"For all practical purposes I have had no first assistant for the entire voyage. One paid off in Honolulu with a back injury and I have had the other as a passenger from Pusan to the States.

"If it had not been for the full cooperation and over-contract obligation of the entire unlicensed engine department personnel I would really have had a rough time. As it is, the plant is in excellent condition. Voyage repairs will be very minor.

"I am handing a copy of this letter to William C. Brown, engine department delegate for the Seafarers International Union. I would be happy to have him or any other member of the unlicensed engine department with me at any time in the future as a shipmate."

Charles B. McCoy Chief engineer

Venore Rates Tops With Him

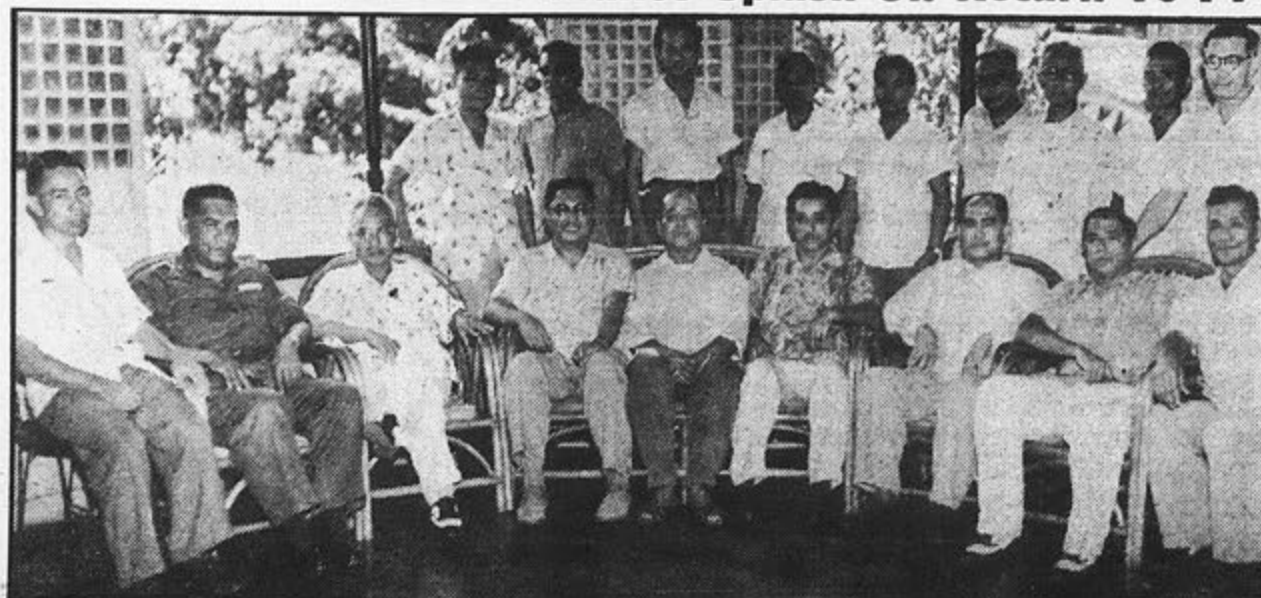
To the Editor:

I wish to express my thanks and appreciation, through the medium of the LOG, to the officers and crew brothers of the SS Venore. Their kind and generous donation, plus their sympathy, excelled anything I have ever run across. They donated enough money for my plane fare home and to help with the funeral expenses of my wife who died when I was a week at sea.

I also wish to thank the officers of the welfare services department in Baltimore for their aid and help. They took care of all matters until my return and helped me after I had gotten back.

Ronald P. Hannigan

Seafarer Makes Splash On Return To PI Home



Back for a visit to his native town of Botolan, in Zambales province, Philippine Islands, Seafarer Max Felix (seated, center) played host to provincial and local officials at gathering in his sister's home. Flanking Max were Jaime Ferrer, Under-Secretary of Agriculture for the national government (left), and Manuel D. Barreto, Governor of Zambales Province (right). Others present included Mayor Juan Gunem of Botolan (seated, 3rd from left). Senator Ferrer was private secretary to the late Philippine President Ramon Magsaysay, who also came from Zambales province.

# RECENT ARRIVALS

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

- Brian Anderson Alston, born July 15, 1957, to Seafarer and Mrs. Oscar Wm. Alston, Berkeley, Calif.      Donna Lynn Bryan, born July 14, 1957, to Seafarer and Mrs. Ernest K. Bryan, Houston, Tex.
- Patricia McKinney, born July 23, 1957, to Seafarer and Mrs. Melville McKinney Jr., Camden, NJ.      Sandra Kay Smith, born July 1, 1957, to Seafarer and Mrs. Robert G. Smith, Houston, Tex.
- Vivian and William Mora, born June 29, 1957, to Seafarer and Mrs. Joseph A. Mora, New York, NY.      Melba Jean Rynes, born January 1, 1957, to Seafarer and Mrs. Lawson P. J. Rynes, Summerville, Fla.
- Bryan Lewis Wallace, born July 21, 1957, to Seafarer and Mrs. Earl C. Wallace, La Marque, Tex.      Maria Trinidad Garcia, born June 26, 1957, to Seafarer and Mrs. Trinidad Garcia, Galveston, Tex.
- Kong Yuen Yueng, born July 19, 1957, to Seafarer and Mrs. Yuen Pow Yueng, New York City.      Gordon L. Peck Jr., born April 13, 1957, to Seafarer and Mrs. Gordon L. Peck, New Orleans, La.
- Dewey L. Milton Jr., born July 15, 1957, to Seafarer and Mrs. Dewey L. Milton, Roanoke, Va.      Donna Marie Booth, born June 22, 1957, to Seafarer and Mrs. Alton R. Booth, Tickfaw, La.

## 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.

- Miriam Torres, born July 7, 1957, to Seafarer and Mrs. Raymond Torres, Brooklyn, NY.
- Joseph E. Thomas, Jr. born June 29, 1957, to Seafarer and Mrs. Joseph E. Thomas, Berkeley, Cal.
- Ernest Charles Brinkerhoff, born July 23, 1957, to Seafarer and Mrs. Albert Brinkerhoff, Yulan, NY.

EVERY SUNDAY DIRECT VOICE BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN AND SOUTH AMERICAN WATERS

## "THE VOICE OF THE MTD"

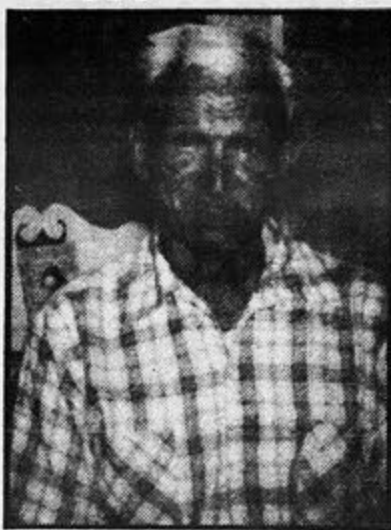
- WFK-39, 19850 KCs Ships in Caribbean, East Coast of South America, South Atlantic and East Coast of United States.
- WFL-65, 15850 KCs Ships in Gulf of Mexico, Caribbean, West Coast of South America, West Coast of Mexico and US East Coast.
- WFK-95, 15700 KCs Ships in Mediterranean area, North Atlantic, European and US East Coast.

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

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

MARITIME TRADES DEPARTMENT

## Happy Birthday!



Looking mighty spry, retired Seafarer Walter Stoll of Savannah sends greetings to former shipmates as he prepares to celebrate his 75th birthday next Wednesday, August 21st. Stoll is one of the SIU brothers receiving the \$150 monthly disability-pension.

## Israel Trade Now Normal

TEL AVIV—A spokesman for the Foreign Ministry here said that Israeli shipping through the Gulf of Aqaba is back to normal and that disruption is not expected.

Confidence, informed sources indicated, was placed in Secretary of State Dulles' recent assurance to the Israel ambassador that Saudi Arabia would not interfere with Aqaba shipping. It was also announced that the freighter Athlit is enroute from South Africa to Israel's port of Elath.

## Personals

Walter Yeoke, Losmar

Contact William Davies at 2727 De Anza Trailer Harbor, San Diego 9, California. Phone—Broadway 3-3211.

Chief Mate Thomas Heaney Nick Leone

Bob Walker would like to get in touch with you. His address is 219-48th street, Union City, NJ. Telephone—Union 4-8627.

Former Matthew Thornton Crewmembers

Will the men who worked on the Matthew Thornton on April 29th in the No. 5 hold please contact Stephen Emerson. He lives in Poughkeepsie, Arkansas.

M. Roy Fraiser

Sam Spade left money for you with Chris at the Green Frog in San Francisco on July 19th.

Ralph Ewing

Please contact J. W. Hamilton, 20 Grand Avenue, Hicksville, NY. It is urgent.

Mike M. Perez

Lilly Saldana (Mrs. Eddie Roe) would like you to get in touch with her at 9619 E. Avenue N., Houston 12, Texas.

Merwyn E. Watson

Would you please contact M. E. Lizotte at 8376 Arnold, Dearborn 6, Michigan.

Samuel Joseph Anderson

Contact your wife at 8023 Stedman Street, Houston, Texas. She will be there a short time.

# U.S. Passenger Liners Safest, CG Study Finds

WASHINGTON—When it comes to safety, American passenger liners are far ahead of foreign carriers.

That was the decisive conclusion of a Coast Guard report released last month comparing US and international standards for ship construction. The report, detailing the case for American construction standards, was made public by the House Merchant Marine Committee, which asked for a study after the sinking of the Andrea Doria.

The Coast Guard pointed out that American passenger liners outstrip foreign competition most sharply in compartmentation and damage stability, two of the most important areas involving safety. The US is in a class by itself in provisions for structural fire protection, which combines protection and control. It also tops foreign shipping in lifeboat launching procedures, safety communication and other fire-fighting devices.

American ships are built to higher standards of compartmentation than foreign carriers, the Coast Guard reported. According to the 1948 International Convention for the Safety of Life at Sea, ships must be built with a subdivision factor of .48. American ships, constructed under Coast Guard standards, must have a subdivision factor of .35. The difference means that foreign ships can barely withstand damage to two adjacent main compartments without sinking, while American ships might be able to stand up even if three adjacent main compartments were damaged.

US ships also lead foreign competition in damage stability, or the ability of the vessel to keep from capsizing or heeling over excessively after damage. The 1948 convention and the Coast Guard's standards require ships to be able to withstand safely damage to two adjacent main compartments extending inboard approximately 18 feet. But American ships must also be able to remain afloat and on a reasonably steady keel if the damage length is 46 feet, while the 1948 convention allows a damage length of only 29½ feet. The Coast Guard said the ability of the ships to survive under the greater assumed damage is particularly important where wing tanks are involved.

Differences in compartmentation and damage stability were highlighted by the sinking of the Andrea Doria, which had its wing tanks ripped open by the Stock-

holm. The Coast Guard implied that an American ship hit the same way would probably have been able to keep from heeling as badly, and might not have capsized.

The Coast Guard also pointed out that American ships are less likely than foreign ships to be destroyed by fire. The 1948 Convention provides for three types of structural fire protection, with one setting out a comprehensive standard of structural fire protection, and the other two methods merely requiring specific detecting and extinguishing equipment. The Coast Guard pointed out that American ships use the first method, which eliminates combustible materials from the structure work of the vessel, and requires a series of fire barriers to minimize fire spread. All European carriers use methods 2 and 3.

The report concludes: "Safety is a comparative quality that is measured in terms of probabilities. Accordingly, it cannot be positively stated that a particular vessel will or will not be involved in a catastrophe. However, the accumulation of "extras" of the type previously indicated in this letter, definitely increases the probabilities of an American Merchant Marine with a safety record second to none."

## Atlantic Ice Danger Ends

The iceberg season is finally over, one month later than usual. The international ice patrol has been closed down until next spring after an unusually heavy plague of 'bergs.

Normally, the ice menace ends about July 1 and the patrols are withdrawn on the 15th of July. But this year the big ice mountains have been so numerous that ocean shipping has been forced to travel on track B rather than the normal northernmost track C used generally in the summertime.

The huge 'bergs break off the Greenland ice pack because of melting due to warmer weather in the Arctic spring season. This year, apparently, milder weather in the far north resulted in a heavier than usual production of bergs with consequent peril to shipping.

**Fit for a Seafarer!**  
THE FOOD AND PRICES AT OUR OWN BALTIMORE AND NEW YORK SIU CAFETERIAS ARE GEARED FOR SEAFARERS - THE MEMBERS OF OUR UNION. DROP IN THE NEXT TIME YOU'RE AT THE HALL.

*The Seafarers Cafeteria*

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

## Union Men Rebuild For Storm Victims Seafarers Aid In La. Home-Building Drive

NEW ORLEANS—In the wake of hurricane Audrey and its devastating tidal wave that left thousands homeless and claimed a toll of more than 600 persons dead and missing in the Cameron, La., area, AFL-CIO unions organized quickly to join with other agencies in relief for the disaster victims.

Spurred by the knowledge that many SIU members and their families suffered great loss and hardship, Seafarers in Louisiana have taken a leading part in the trade union effort to provide prompt and needed relief. In New Orleans, the SIU membership gave generously to a disaster relief fund raised by the New Orleans Central Labor Council which, as the LOG went to press, had climbed to nearly \$25,000.

Seafarers also pitched in to do their part to help building trades craftsmen with one of the most dramatic phases of the relief program—mass construction of homes for the homeless.

As the waters receded from the

flood and wind-devastated area, the AFL-CIO and the American Red Cross joined forces to restore homes which had been completely demolished. The Red Cross provided building materials, food and shelter for the home builders. AFL-CIO trade unionists, responding to a program outlined by Victor Busie, president of the Louisiana State Labor Council, volunteered their labor to build houses on weekends.

Ten Seafarers were members of the first New Orleans team of 37 workers that moved into Cameron on the weekend of August 3 to launch the big volunteer mass construction project.

The New Orleans contingent was one group of nearly 150 AFL-CIO union members who worked in 100-degree heat that weekend in a construction marathon which completed five new homes for families left desolate by the hurricane.

Under the glaring sun construction crews from Alexandria, Baton Rouge, Lake Charles and Shreveport joined the New Orleans men in the massive task of clearing sites and reconstructing homes from foundations to rooftops. The work on the five homes was completed in less than 36 hours. Some of the gangs worked far into the night under floodlights powered by portable generators. Houses were built for two families in Creole, one in Cameron and two in Grand Chenier.

Putting into full play the traditional trademarks of the seafaring trade—special skills, brawn and ability to work as a team—the Seafarers, by all accounts, made a valuable contribution to the program. In 13½ hours of diligent and conscientious labor, extending over Saturday and Sunday and sandwiched in between two six-hour bus rides, the New Orleans construction team, which included skilled craftsmen from the various building trades union, completed a house and turned it over to the owner, ready for occupancy.

The following weekend, more than a dozen Seafarers moved into the area to assist in the important work of laying foundations on which other teams would erect houses during the weekend.

The work was carried on within sight of fields still littered with debris from homes hit by the hurricane. "I sure never thought it was as bad as this," said C. K. Carter, Shreveport contractor and member of the AFL-CIO Carpenters Union there. "I saw the London Blitz and a lot of other things in World War II, and this would sure match it. It may even be worse."

The AFL-CIO councils and the Red Cross plan to build at least 25 houses in the same manner on coming weekends, depending of the weather and the amount of materials on hand. The attitude of the volunteer workers was summed up by one man who paused to say, "I came down here for the sake of my city and my union, but now I just want to be here to help these people."



Group of Seafarers are up bright and early at 4 AM to join New Orleans contingent of volunteer home builders headed for Cameron, Louisiana. Men are front (l to r) Herman Troxclair, SIU patrolman; Louis O'Leary, John Calamia; middle row (l to r) James Lea, Larry Von Lofton, Douglas "Smiley" Claussen, Tom Gould, patrolman; rear (l to r) Bill Mitchell, Bernie Guarino, Bob Creel. Other Seafarers left from Lake Charles.



Foundation for new home in Cameron goes up as soon as gang arrived. Even bus driver W. A. Polk pitched in, shedding his uniform to lend a hand. Homes were put up in other flood-stricken towns with some of the volunteers working far into the night under floodlights to make the target of completing a number of houses each weekend.



Smiling members of New Orleans AFL-CIO volunteer team pose for photo in front of completed house. Picture was taken by John Herrmann, New Orleans photographer, and AFL-CIO member who volunteered his services to make film documentary. Other volunteer groups from Lake Charles, Shreveport, Baton Rouge and Alexandria also worked on home-building projects which are scheduled to continue for several more weeks.

## Ask Wider Trade-In Bill

WASHINGTON — Proposals to extend the trade-in authority of the Maritime Administration for another five years have been approved by the House Merchant Marine Committee. Specifically, the proposed legislation would extend until June 30, 1962, the MA's power to buy trade-in ships 12 years old or older from private operators.

The original legislation had provided for the trade-ins to take place when the ships were 17 years of age. This was amended subsequently with the amendment due to run out on June 30, 1958.

Maritime wants the extension of the amendment so that it can get earlier action on replacement of shipping fleets and spread out the replacement program.

Shipowner groups have also gone on record for the measure, inasmuch as it gives them more leeway on the ships they trade in.

## APL Liner Is Host To Hoover

SAN FRANCISCO —Former President Herbert Hoover was a guest of American President Lines aboard the liner President Hoover on the occasion of his 83rd birthday. Members of the Marine Cooks and Stewards Union in the ship's steward department turned out an elaborate birthday feed including a birthday cake modeled after the ship with a lighted candle in its single stack.

The party was served champagne, shrimp curry, lobster Newburg, prawns and other elaborate culinary preparations.

One hundred fifty guests were at the party which was hosted by Ralph K. Davies and George Killion, board chairman and president of APL.