



Big Payoff. Tom Harry, SIU-HIWD member in New Orleans, (center) receives \$710 in cash benefits from SIU-HIWD welfare plan as Mrs. Harry looks on. SIU-HIWD patrolman Martin Gould (left) presents checks. Harry underwent surgery and specialized treatment for a stomach ailment. A variety of welfare benefits are provided under HIWD contract.

SIU Fishermen Win:

COAST SIU ROUTS RAID BY BRIDGES

—Story On Page 3

Senators Assail Union-Busters

—Story On Page 3

Ship Engineers Plan To Merge

Committees representing the SIU-affiliated Brotherhood of Marine Engineers and the Marine Engineers Beneficial Association have reached an agreement which would lead to merger of the two AFL-CIO marine engineer unions by 1960. The agreement is subject to membership vote.

—Story On Page 2



Lundeberg Statue On Way

Completed clay model for monument of Harry Lundeberg, founder of the SIU of North America, is displayed by sculptor Edwin Hurt. The statue will be cast in bronze and installed outside Sailors Union headquarters in San Francisco. Dedication ceremonies will be held next January 28, the first anniversary of Lundeberg's death. Hurt also did the Furuseth statue in 1940. (Story on Page 2).

SECOND OF A SERIES

'UNIONS of AMERICA'

THE OIL, CHEMICAL & ATOMIC WORKERS
INTERNATIONAL UNION—AFL-CIO

..... SEE CENTER FOLD

Engineer Unions To Vote On Plans For Merger

The first concrete merger plan in maritime was disclosed in a joint announcement last week by the SIU-affiliated Brotherhood of Marine Engineers and the Marine Engineers Beneficial Association, the two engineer unions in the industry.

A target date of January 1, 1960, has been set for completion of the merger, pending ratification of final terms by members of both AFL-CIO unions at that time. A membership referendum on the interim agreement just reached will be conducted by the BME for a 60-day period starting December 1, 1957. Voting by the MEBA membership will begin about the same time.

Preliminary arrangements for the trial period were wound up after a series of meetings in Tampa last month between committees representing both unions. These followed in the wake of an MEBA-BME no-raiding pact signed a year ago. A similar pact covering rival unions of radio officers was reached in September.

Seek Standard Pact

Terms of the BME-MEBA interim agreement call for close cooperation in future negotiations leading to a standard working agreement for licensed marine engineers; efforts to achieve reciprocal shipping rights and pension and welfare eligibility, and joint steps to stabilize manpower and jobs in the industry. The two unions also agreed to work jointly in organizational drives to bring "all marine engineers within our jurisdiction into a single union."

During the trial period, "the two organizations will retain their identity and autonomy, with the

BME affiliating with the MEBA as an autonomous division, and retaining its ties with the SIU of NA," according to the joint announcement. However, BME will have a representative on the national MEBA executive committee and the national sub-committee of the MEBA. It will also have representation at the national MEBA convention.

On the organizational level, BME will pay no per capita dues to the MEBA during this period, but will assign a fulltime paid organizer to the MEBA, whose expenses will be paid by the MEBA.

Uniform Procedures

With a view to establishing reciprocal shipping rights and port payoff procedures in both organizations, the trial agreement provides that "MEBA and BME may each call on the other to service their respective vessels, which request, wherever practicable, shall be honored. In addition, either organization may call on the other for engineers to fill jobs on their respective vessels . . . (and) . . . shall . . . indicate whether the job is on a temporary or permanent basis."

Announcing the agreement, MEBA President Herbert Daggett and BME President Raymond T. McKay called it "a sound trade union approach to the problems facing licensed engineering offic-

ers and the maritime industry, and we think it will be beneficial to the members of both organizations."

Steps leading to the merger pact got underway last November with the signing of the no-raiding agreement ending a seven-year split between the two unions. Terms of the no-raiding pact were reached shortly after the MEBA severed its connections with the National Maritime Union and the so-called "AFL-CIO Maritime Committee."

This break came after the NMU backed the Independent United Mine Workers' District 50 against the MEBA and the Masters, Mates and Pilots in the American Coal beef. The MEBA previously had a close alliance of 20 years' standing with the NMU. The SIUNA charter for the BME was issued in May, 1949, granting jurisdiction over marine engineers.



'Trade Unionist' Curran Okays Bull's Anti-Strike Injunctions

The strange spectacle of a maritime union official applauding anti-strike injunctions against three other unions involved in a beef with a contracted company came to light last week. The "NMU Pilot", official NMU organ and mouthpiece of NMU President Joseph Curran, gleefully chortled that

the "SIU was forced to fold a 'strike' against the Bull Lines. Seamen, mates, engineers and longshoremen lost 64 days' work in the desperate maneuver."

In effect then, Curran derived vast satisfaction from the fact that the Federal courts, at the request of the employer, issued injunctions forbidding employees of a shipping company to strike or picket in the course of a contract dispute.

Curran's pro-shipowner and anti-union stand reveals how far he is willing to go in efforts to undermine the SIU and the officers unions and destroy growing maritime unity which he preaches but does not practice.

This isn't the first time Curran has gone for anti-strike injunctions. He also applauded similar moves against the mates and engineers when they were picketing American Coal ships in their organizing beef. At that time Curran was ordering NMU members through the picket lines, in support of the company and District 50, United Mine Workers, which "represents" the company's officer personnel.

On the coal ships, Curran's excuse was that there was a union contract existing for mates and engineers with District 50 and for unlicensed men with NMU. In the Bull Line fleet, all the unions involved have had contractual relations with the company for years and the dispute arose in the course of a contract reopener. The NMU, contractual-wise, has no interest in what goes on in Bull Line and, as a trade union, would be expected

to support other unions in their beefs with contracted shipping companies. But that's not the way Curran reacted. He made no secret of the fact that his sympathies lie with the shipowner.

In the same issue in which this pro-shipowner, anti-union blast appeared, Curran had no compunctions about appealing for "Unity of Seamen" in bold headlines on the front cover.

Curran's pitch on anti-strike injunctions makes it understandable why the NMU lacks the friendship and support of a single AFL-CIO maritime union with the exception of the American Radio Association which is taking a neutral tack in Curran's disputes with mates, en-

gineers and the SIU. The only outfit actively in Curran's corner is District 50 of the United Mine Workers, a company union of the purest kind.

What it all boils down to is that there is only one obstacle to maritime unity and that obstacle is Joe Curran.

It again emphasizes the simple fact that Curran is a most noisy proclaimer for "unity" among seamen, but at the same time is the outstanding disrupter of maritime union relationships. Likewise, his positions at odds with AFL-CIO in longshore matters and in respect to the officers unions clash violently with his service on the AFL-CIO Ethical Practices Committee.

Dedicate Lundeberg Memorial Jan. 28

SAN FRANCISCO—A bronze memorial bust of the late Harry Lundeberg, founder of the Seafarers International Union of North America, will be dedicated at Sailors' Union of the Pacific headquarters on January 28, the first anniversary of his death.

The statue will be placed in front of the headquarters building opposite the monument to Andy Furuseth. The bust had been authorized by members of the Sailors Union in memory of the late secretary. Both statues are the work of sculptor Edwin Hurt.

The monument will bear the inscription, "He was indeed a man who crowded into a short life no

glittering promise but unselfish service and general achievement for the cause he called his own."

Work on the statue is progressing rapidly, reports Morris Weisberger, SUP secretary-treasurer. The clay model has been completed and the plastic mold is expected to be finished in the next few weeks. The statue, which will be the same size and shape as the Furuseth memorial, was made from enlarged photographs of Lundeberg.

Veteran Union Man Visits SIU



Watching a job call in headquarters is Charles Salisbury (left) and his son-in-law, bosun Fred Hartshorn. Salisbury, who recently celebrated his 80th birthday, is a former president of ITU Local 212, Pawtucket, RI. He had worked in New England from 1896 to 1955 when he retired.

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.

Gov't Will Scrap 100 Reserve Fleet Libertys

WASHINGTON—The Maritime Administration has started a scrapping program which will send 100 Liberty-type vessels now in the reserve fleets to the scrap pile within the next 12 months.

The program, initiated by Clarence Morse, Maritime Administrator, is supposed to result in bigger and better US reserve fleets. First to go will be the oldest and most badly deteriorated vessels held in the fleets on the three coasts.

Under the MA's present ship replacement program, new and faster ships will be placed into active service with the current operating vessels being used as trade-ins. These ships, Morse said, are far better than the Libertys in reserve and will materially upgrade our fleets.

The MA coast directors have been directed to select two Liberty ships from each of the reserve fleets in their area for the pile, as a beginning of the program. Any suitable equipment on these vessels will be removed and stored before bids will be accepted, Morse or-

dered. The MA will publicly invite bids for the sale of these vessels when they are selected.

SEAFARERS LOG

Nov. 8, 1957 Vol. XIX No. 23



PAUL HALL, Secretary-Treasurer
HERBERT BRAND, Editor, BERNARD SEAMAN, Art Editor, HERMAN ARTHUR, LAWRENCE SPIVACK, AL MANKIN, JOHN BRADLEY, Staff Writers, BILL MOODY, Gulf Area Representative.

Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, NY. Tel. HYacinth 9-6600. Entered as second class matter at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.



Clean Bill Of Health



Seafarer Antonio Suarez Martin is all smiles as Dr. Joseph Logue, SIU Health Center Director, shows him the medical report on his son Ramon. Ramon, dressed in navy blues, had plenty of moral support from his mother and brother Antonio, Jr., as he went through the examinations at the center.

Senators Told How Unions Are Broken

WASHINGTON—A company employee who admitted he allowed his car to "be wrecked" in order to discredit organizing efforts by the Retail Clerks International Union among Sears, Roebuck Boston workers, turned up as one of the interesting sidelights of an investigation of union-busting practices. These practices have been denounced by Senate investigators.

James Donaghue, a Sears salesman, testified before the Senate Labor-Management committee that he knew beforehand that his car would be damaged so that the blame would fall on the Retail Clerks. The tires on his car were punctured and a brick was thrown through his windshield. Sears obligingly took care of the repairs free of charge. The incident took place in 1956 during an all-out drive by the Clerks union to organize the company's Boston employees.

Further investigation revealed that James E. Nielsen, an employee of Nathan Shefferman's Labor Relations Associates of Chicago, Inc., acknowledged using some five or six different aliases when "counseling" Sears employees in forming anti-union committees.

Shefferman's firm has been retained as a labor consultant by Sears since 1939. It specializes in supplying "counselors" who advise clients on forming plant committees and company unions to fight union organization.

During organizing efforts in 1939, Sears sponsored an "Employees Council," an independent, to offset the AFL drive. In 1953 the Council at the Boston store voted to affiliate with the AFL Retail Clerks Union. The Council chairman who recommended affiliation, Roy Webber, had his salary cut \$20 a week after advising union members to join the federation.

Webber turned down company offers of a "transfer to South America" and promotions if he would turn against the Clerks. He was later dismissed by Sears in 1953 after 24 years with the company.

Another official of the "Employees Council" said that a company officer asked his aid in an anti-AFL program which had been set up in the Council after a majority of its members voted in favor

of affiliation. He was later sent to meet Nielson who was then using the name of "Mr. Guffey." "Guffey" told him: "If it takes two and one-half years to break this thing, we'll do it."

Nielsen contended that he was merely "advising and counseling" Sears employes when he used the aliases because the employes did not want a union to represent them.

"I feel I'm rendering them real advice and service," he told the committee. "You should see the faces on those people when they meet me."

Shefferman's firm has been the subject of other committee inquiries. It was paid over \$12,000 to send two "counselors" to start an anti-union campaign among workers at Morton Packinghouse Company of Iowa when the United Packinghouse Workers Union tried to organize. After the UPW was defeated in the election, the firm was paid \$8,000 more to supply

(Continued on page 15)

SCHEDULE OF SIU MEETINGS

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

- November 13
- November 27
- December 11
- December 26

West Coast Routs Bridges' Raid On SIU Fishermen

WILMINGTON—Another effort by Harry Bridges to raid SIU-affiliated fishermen here has ended in defeat as the SIU Pacific District, SIU-affiliated fishermen's unions and the local Maritime Trades Port Council struck back hard at the raiders. Just as in similar beefs in the past Bridges was forced to withdraw after counter-pressure was applied on his longshore union.

As a result, members of the Seine and Line Fishermen's Union are now taking out their boats again after Bridges' roving squads withdrew from the piers. However, the fishermen suffered loss of half their season as a result of Bridges' action.

The dispute began after the SIU-affiliated fishermen had signed a contract for the fishing season after winning a \$55 per ton rate on the price paid by canneries. The International Longshoremen's and Warehousemen's Union then put in a bid for an \$80 tonnage rate which was described by SIU fishermen here as "ridiculous." As it turned out, the demand was a cover for an open raid on the SIU Fishermen, with one of Bridges' representatives boasting that they would take over both the fish and cannery membership.

When roving squads of Bridges' longshoremen started putting the squeeze on SIU fishermen who wanted to take their boats out, the affiliated unions of the SIU Pacific District promptly voted a "no overtime" policy on ships in port. This effectively cut off overtime earnings for longshoremen in the Los Angeles area.

Boats Sail Again
Bridges' spokesmen then blustered that longshoremen would "tie up the coast," but that was the last gesture. The fishing boats went out again and the ILWU "pickets" folded their tents.

Hailing the effectiveness of the countermove, SIU of NA President Paul Hall declared: "Any time Bridges thinks he wants to pick a

quarrel with any section of the Seafarers International Union he is going to find himself faced with the full strength of the International and the Maritime Trades Department."

Mrs. Andrea Gomez, SIU of NA

vice-president and representative of the fish cannery workers unions, John Hawk, SIU of NA secretary-treasurer and representatives of all SIU of NA affiliates in the Los Angeles area all pitched in on the beef.

4 ACS Ships In Lay-Up In Coal Shipping Slump

NORFOLK—The continuing slump in coal shipments is further beclouding the situation in the American Coal beef. Two more vessels of the seven ship fleet are in inactive status, one as a "temporary" lay-up and the other classified as "indefinite." That leaves three of the company's ships still in operation.

The Casimir Pulaski is the vessel classified as in temporary lay-up. The Walter Hines Page joined the Cleveland Abbe and Martha Berry in indefinite lay-up. The Berry and the Abbe have been out of action for two months now.

Apparently the coal fleet is being affected by the general slump in bulk cargo business that is also idling tankers and tramp operators. Normally this is the busy season for the tanker and coal trades as consumers here and abroad lay in stocks of heating fuel for the winter months. This year though, both ends of the business have been in the doldrums, with coal rates hanging around their midsummer lows of \$4 per ton.

Of the three ships still operating, one, the company-owned Coal Miner, is carrying tramp cargoes. The company has asked the Federal Maritime Board for permission to put some of the other ships in its fleet in a scrap haulage run, but is running into opposition on this bid from tramps and other privately-owned US flag ships. The

original terms of the coal ship charters specifically limited them to the coal-carrying trade.

Meanwhile, the National Labor Relations Board is continuing its investigation of unfair labor practice charges filed by the SIU against the company. These charges specify numerous instances of job discrimination against Seafarers, including unjustified firings of SIU members on the ships.

Oldtimers from the Sailors Union, Marine Firemen, Marine Firemen, Marine Cooks and Stewards and the SIU A&G District are continuing to man the three remaining ships in the fleet that are still active. It is not known whether or not the company plans to recall the original crews should the laid up ships go-back into service.

It did call the old crew back when the Coal Miner was reactivated in September after a long lay-up, but the precedent may not be followed again.

American Coal originally obtained charters on six Government ships a year ago during a cargo boom. The FMB held back the breakout of 24 other ships because of the company's labor policies.

New Recreation Room In SUP Headquarters



Members of the Sailors Union of the Pacific take time out between calls to enjoy the pool tables in the new SUP San Francisco headquarters building. The building also features a barber shop, smoking room, classroom and a complete up-to-date gymnasium.

SIU-MAWD Plant Uses Sailmakers' Skills

The days of the commercial sailing ship are gone forever, but there is still plenty of demand for the sailmakers' art. The Paulsen-Webber Cordage Corporation, organized by the SIUs Marine Allied Workers Division, has built a thriving trade in canvas and cloth specialties as part of its sail and wire rope business.

Several A&G Plants

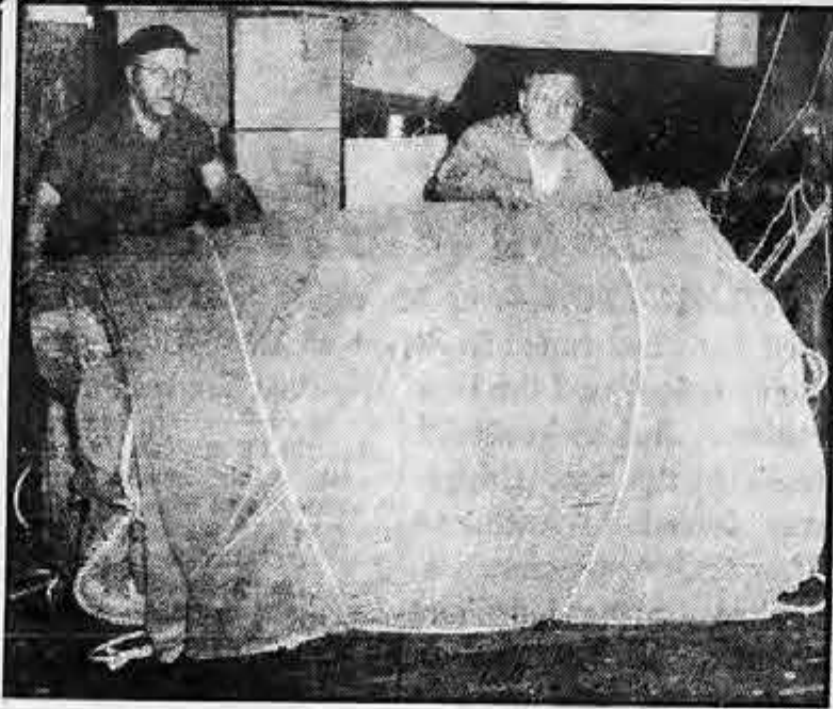
Pictured here are some of the activities of the company's New York plant, one of a series of MAWD-contracted Paulsen-Webber plants in various Atlantic and Gulf ports.

Produced at the New York plant are such items as canvas windsails to ventilate tanks, ship's awnings and the huge tents used to cover cargo hatches and shelter longshoremen during bad weather. Other products include tarps of various kinds, windbreakers, vent and instrument covers.

Nylon, Dacron Too

Today's sailmaker works with a variety of materials. In addition to conventional canvas, Nylon and dacron combined with various other synthetic products are in big demand. The Navy is making use of a Paulsen-Webber nylon cargo net which weighs only 30 pounds compared to the 120 pounds for a manila net, yet has far greater strength than manila.

Shipping is just one of the industries supplied by the company which sells many of its products to the aircraft industry and others. It makes cables for arresting gear



Paulsen-Webber employees Sverre Paulsen and Steve Kowalski wrestles with huge hatch tent. Company makes tents like these on special order. They're big enough to cover two hatches on Mariner-type cargo vessels.



Another company product now being used by the Navy is a nylon cargo net. Nylon nets are far lighter than the conventional manila nets and can handle heavier cargo loads. They have more durability and are easier to use.

on Navy aircraft carriers so high-speed planes can be stopped when they touch down on the flight deck.

Paulsen-Webber was organized by the Marine Allied Workers Division last spring and contracts signed with its various divisions then. The Union agreements called for wage increases, job seniority, welfare benefits through the MAWD welfare plan, grievance procedure, up to three weeks' annual vacations, five and ten percent late shift differentials, eight paid holidays, overtime provisions and many other gains.

The nature of the shipping business is such that much of the canvas and similar production is cus-

tom-made for specific needs. Recently, for example, the company designed a huge hatch tent big enough to cover two hatches on a Mariner ship.

Another special order was for nylon balloons which were used to salvage oil rigs blown over in the Gulf of Mexico during Hurricane Audrey. The balloons were filled with air and used to help refloat the rigs.

Balt. Cheers ACS Crew

BALTIMORE—The membership here extended a vote of thanks to all the old timers fighting for jobs on the American Coal ships. Two of the Seafarers from the Cleveland Abbe were at the last meeting, reports port agent Earl Sheppard. The Abbe is laid up right now and these men are stand-

ing by to bid for jobs on the other vessels.

Shipping Picked Up

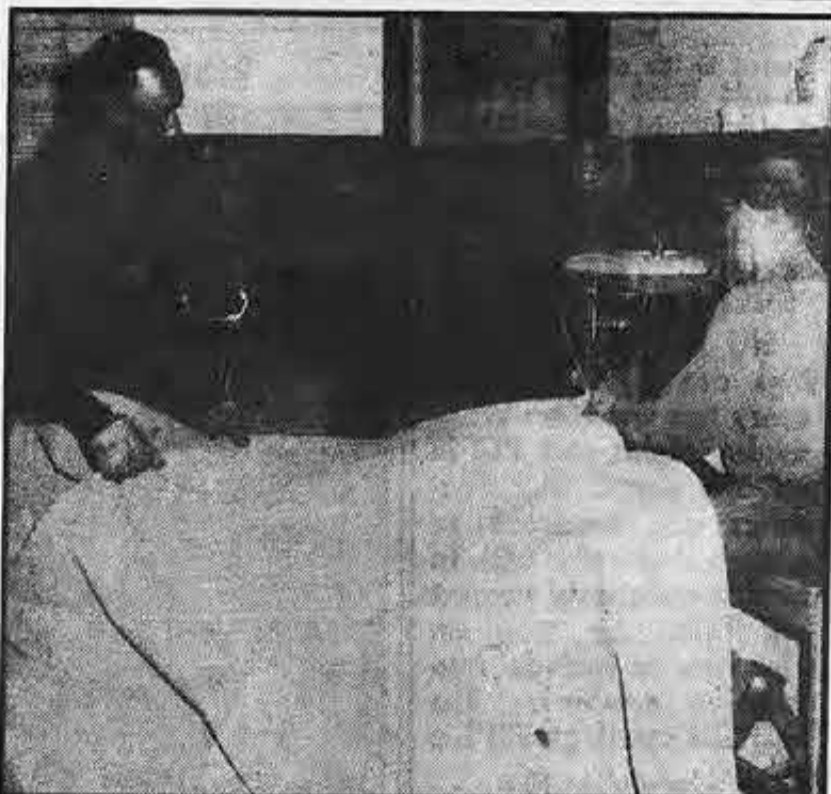
Shipping has picked up a good deal during the past period. It ran ahead of registration despite the fact that two Calmar ships were laid up.

There were 13 ships paying off, 10 signed on and nine were in transit during the past two weeks. The SS Chilore, Cubore, Venore, Marore (Ore); Chickasaw (Pan-Atlantic); Marymar (Calmar); Alcoa Planter (Alcoa); Council Grove (Cities Service); Plymouth Victory (Isthmian); J. B. Waterman (Waterman) and the Seagarden (Penn. Nav.) paid off while the Baltore, Chilore, Cubore, Venore, Marore (Ore); Chickasaw (Pan-Atlantic); Alcoa Planter (Alcoa); Winter Hill (Cities Service); Plymouth Victory (Isthmian); and the Emilia (Bull) signed on.

In transit were the Steel Scientist, Steel Flyer (Isthmian); Alamar, Bethcoaster, Seamar (Calmar); Alcoa Partner, Pilgrim (Alcoa); Feltore, Baltore (Ore) and the Citrus Packer (Waterman).



P. Crosbie (left) is shown finishing off zinc sockets at end of heavy rubberized cable. Below, sailmaker puts finishing touches on windsail used to ventilate tankship cargo tanks. Variety of canvas, nylon and dacron products are still used aboard modern ships even though steam has long since replaced sail. Company also is a big producer of wire rope products in another one of its plants. It has installations in various Atlantic and Gulf ports covered by MAWD pacts.



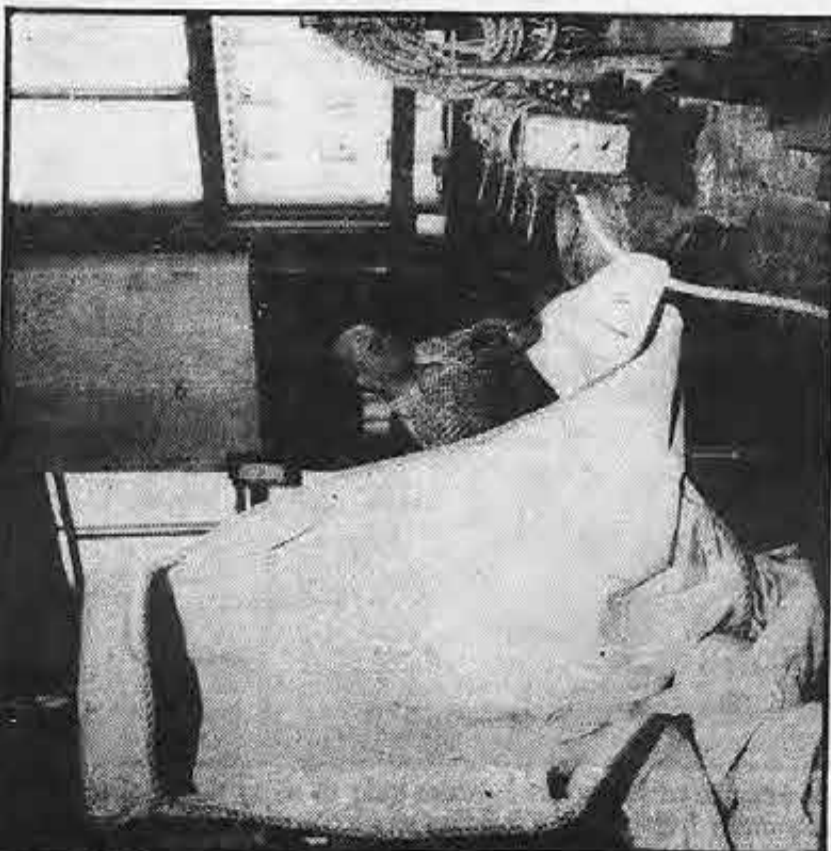
Crosbie and shop-steward Steve Kowalski (top) discuss detail of SIU-MAWD agreement. Below, Jim Barton (left) helps feed canvas to sewing machine operator. When finished, the canvas will be used as a lifeboat cover.

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.



The LAWYER'S CORNER

By HERMAN E. COOPER
NMU General Counsel



Cooper

...er, was working on his un-
...ing down a ladder extending from a cal-
...top of the exhaust trunk in order to get to the
...next lower deck in the engine room of the
...vessel, an area between No. 4 and No. 5
...upper pistons of the diesel motor. While
...descending the ladder from the catwalk,
...Keplinger sustained a fall to the grating
...below, and was severely injured.
...Keplinger contended that, while walk-
...ing on the ladder in the upper engine
...room, he had slipped and fallen because
...the shipowner had negligently permitted
...the board to become greasy and oily from
...a splashing of oil out of the upper pistons
...to prevent this splashing caused his injury.
...Keplinger also claimed that the shipowner was further

Clipping from "NMU Pilot" shows typical excerpt from "The Lawyer's Corner," column by Cooper which deals exclusively with Jones Act cases.

Canada SIU Offering Reward For Copy Of Dist. 50 'Pact'

MONTREAL—A \$200 award has been offered by the SIU Canadian District for an authentic copy of the alleged "contract" between Clarke Brothers, Ltd. of Canada and District 50 of the United Mine Workers. The "agreement," which recognizes District 50 as representative for the men manning Clarke's ships, was signed at a time when the company's fleet was in winter lay-up.

The award was posted after inquiries among the seamen on Clarke ships, including some of the officers, failed to produce a copy of the contract, or even a complete outline of its terms. The only actual copies known to be in existence are two special ones made for the Canadian Labour Board in May, 1957. The SIU has offered free legal assistance to any Clarke sailor who will exercise his right to obtain a copy of the agreement.

No Fixed Hours

The terms of the agreement, as pieced together by SIU organizers, are very vague. So far as can be ascertained there is no fixed work week and the men are subject to call at any time. Only nominal

overtime is granted and then only after the sailor can prove he has worked more than 10 hours in one day. But little is collected because of the company's broken time work system.

In addition, Clarke crewmembers have to double up as stevedores. For doing this type of work they are allowed \$30 a month, providing they work more than 10 tons of cargo at every port of call. Not many men are eligible to collect this "bonus" \$30. For example, the SS North Pioneer on its regular 12-day run hits 28 ports of call. Sixty percent of these take only six or eight ton assignments. In short, there is very little overtime and almost no cargo handling penalty paid to Clarke Brothers seamen.

One of the reasons for the scarcity of Clarke-UMW contracts,

is because of the manner in which they were accepted. District 50 had stepped into the picture after an attempt to oust the SIU via a company union had failed. The company and the UMW jointly released a statement, some three to four weeks before certification, announcing the recognition of District 50 as representative of Clarke's seamen and the acceptance of an agreement made in an "atmosphere of good will and friendly cooperation." But this recognition, supposedly the free choice of the Clarke crewmembers, came about when the fleet was in winter layup.

Not long after the "agreement," two UMW-manned Clarke vessels started carrying copper mined by strikebreakers in the Gaspé Copper Mines in Murdochville, Quebec, even though the United Steelworkers strike against Gaspé has had the solid support of every legitimate labor union in Canada.

The NMU And Herman Cooper

Herman E. Cooper is the attorney for the National Maritime Union, one of several unions his law firm represents. In the NMU, Mr. Cooper obviously has been accorded a number of striking privileges which are very rare or non-existent in other unions. Some of these privileges are obvious ones. Others are more subtle. The privileges apparently derive from Cooper's position of influence in the NMU.

Among the more obvious privileges are those which are exemplified by his freedom to participate actively in internal union matters generally restricted to a union's rank and file membership. An example of his participation was reported in the NMU "Pilot" of July 5, 1956, in the official ship chairman's report of a ship's meeting on the SS United States. There are 1,000 NMU men on the ship; 22,000 men voted in the NMU elections.

The September 27, 1957 issue of the SEAFARERS LOG announced that the LOG would discuss Herman Cooper's role in the trade union movement. Mr. Cooper is an attorney for the National Maritime Union and several other organizations as well. Shortly after the announcement was published, the SIU received a communication from Mr. Cooper, warning of the existence of libel laws and of his intent to hold the SIU accountable.

The SEAFARERS LOG wishes to state it is well aware of its responsibilities and feels it has demonstrated its reliability over the years as an organ of information and reporting. In the past, efforts have been made to dissuade the LOG from discussing matters and subjects of interest to seamen and other trade unionists. These efforts were unsuccessful.

In dealing with the subject at hand, the LOG is drawing from the record for its material. The adjoining article is the first of a series on Mr. Cooper's role.)

that Curran's handling of this problem was the key political issue in the elections which were under way in the NMU at that time.

In those elections, Curran was attempting to defeat several NMU officials, among them M. Hedley Stone, long-time secretary-treasurer of the organization, who had opposed the Curran-Cooper position on the hiring hall issue.

This was one expression of Cooper's activity that made him a storm center of NMU internal political affairs. In fact, the slate opposing Curran in the 1956 elections campaigned on the slogan "A Vote for Cooper's Rule is a vote against membership rule. Vote down the Curran slate."

At the recently-concluded NMU convention, a resolution was adopted lauding Cooper and his firm. The resolution pointed to the attorney's "resolve to stay clear of union policy and program, for which your officers are solely responsible."

Among the more subtle influences Mr. Cooper exercises is his position as a columnist for the NMU "Pilot," the union's official publication. Only two other signed columns appear in the paper, the others being those of Curran and Hoyt Haddock, the NMU's Washington representative.

Mr. Cooper's column, which includes his photograph, is entitled "The Lawyer's Corner" and has appeared regularly for the past five years. In his column, Mr. Cooper discusses in great detail various types of seamen's lawsuits under the Jones Act. These Jones Act cases have been the regular subject matter dealt with in issue after issue since it became a feature in 1952. As Seafarers know, the Jones Act is the statute under which seamen who fall ill or are injured aboard ship can sue their employers.

Customarily, columns by specialists in any particular field are designed to acquaint the readership with information to benefit their everyday living. For example, seamen and their families are concerned and interested in other matters of a legal nature such as rent control laws, tenant's legal rights, loan and installment buying regulations, tax laws, voting rights, immigration and citizenship laws

and regulations, Coast Guard regulations and the effect of the Taft-Hartley law on union collective bargaining and contracts. Such subjects have not been dealt with in Mr. Cooper's "The Lawyer's Corner," only Jones Act cases.

Readers of the "Pilot" have often expressed curiosity about another preferred position which Mr. Cooper enjoys in the pages of the NMU publication. Because of the nature of the industry, seamen's publications devote sub-

stantial space to communications between people ashore and men aboard ship or in other ports, because the crewmembers' whereabouts are not always known. These take the form of notices to crewmembers to get in touch with individuals who wish to communicate with them.

Mr. Cooper's preferential treatment in this respect is pointed up by the special space which has been set aside for his exclusive use in communicating with NMU members as contrasted to the treatment of notices to members who utilize the services of other attorneys.

Here is how the "Pilot" handles this material: Notices from the Cooper firm to the membership appear under the heading "See Your Lawyer" (see reproduction). Underneath, in boldface, the individuals concerned are instructed to communicate with the firm of Cooper, Ostrin & DeVarco, "NMU Chief Counsel," giving the address, zone number and telephone of the firm.

What about members who have attorneys other than Cooper, Ostrin & DeVarco? They do not appear under the heading "See Your Lawyer." They are dropped in another section containing general personal notices and are immersed among a wide variety of communications in light face type (see reproduction).

Examination of all "Pilot" issues for the year 1957 to date shows that when a notice specifies an NMU member is to get in touch with another attorney, the name and address of the attorney is not given. The notice usually reads "get in touch with your attorney" in a certain city with no street address or phone number. This is the way this type of notice most generally appears. In some instances the name and address is given, but if so, the individual is not identified as an attorney.

As a result of this pattern of handling such notices, readers of the "Pilot" have become aware of the distinction in treatment of notices for the NMU general counsel's firm and those of other attorneys.

Apparently this is among the reasons the NMU administration felt a lengthy, profuse resolution was necessary to attempt to reassure its membership, with respect to the scope of the Cooper firm's influence and activity in the internal affairs of the National Maritime Union.

LABOR ROUND-UP

Miami teamster local 290 has climaxed a 10 year struggle for recognition with operators of Maule Industries, Inc. one of the world's largest producers of concrete products. A contract was signed two months after an NLRB election victory by the teamster local. The election followed a vicious anti-union campaign in which alleged racketeering charges against the IBT were stressed by company officials. Maule wages previously ranged from \$1.27 to \$1.50 cents an hour for workers and helpers. Some 300 workers effected by the two-year contract will get wage increases of 12 to 20 cents an hour.

The Postal Workers Union has accused the Eisenhower administration of having a double standard of value—"one for its employees and one for its big business friends." E. C. Hallbeck, the union's legislative representative, said that the President's "alleged reasons" and "excuses" for vetoing the pay bill passed by Congress were written "to support a previously conceived position, entirely without regard either to facts or justice." The President's argument that a pay raise for Federal workers would contribute to inflationary pressures, "overlooks the fact that immediately after the (President's) plea to hold prices and wages steady, the cost of steel rose \$6 per ton." The postal workers have earned a raise, Hallbeck said, because they have greatly increased their productivity, and wage increases in private industry for equal skills have been far greater.

Free Asiatic flu vaccine shots will be given to some 3,000 members and families of the Hudson Valley District Council of Carpenters under a program approved by trustees of the council's welfare fund. An allowance will be paid covering each insured member's entire family to pay for inoculations from local family doctors. The fund, covering members in nine New York State counties, was set up in 1952.

See Your LAWYER

Will the following persons please communicate immediately with the firm of Cooper, Ostrin & DeVarco, NMU Chief Counsel, 655 Madison Avenue, New York 21, N.Y. Tel.: TREmpston 2-9900:

MACREED, SS MOR-

SS LIPARI

SS SEA

"See your lawyer" head (above) only refers to NMU members who deal with Cooper. Notices to members using other attorneys are buried in 'Notices' column.

NOTICES

Please write your grandmother, 4016 Avenue 216, Galveston, Texas, soon as possible.

Please contact your lawyer on TRADER, Bk. 6255 - your claim regarding SS KEY.

Please contact your wife immediately, Mrs. Madeline Cruz at Cotfield, North Carolina.

Please contact your attorney in New Orleans, Louisiana.

Aggressive Pro-Red Machine Still Active In West Coast Ports

The recently-concluded efforts of Harry Bridges to raid SIU fishermen in the Los Angeles area point up a fact that has been lost sight of recently—that there is still an active, energetic pro-Communist organization operating in the labor field.

The general assumption on the part of the public is that Communist activity in the trade union movement has been completely crushed. This is true to some degree in that the Communists and their allies can no longer count on a sizable assortment of unions in various industries as they could a dozen years ago. At that time, for example, they had considerable power and influence in such diverse industries as electrical products, mining, communications and transport, retailing, fur manufacturing and particularly in maritime where Bridges and Joe Curran led a strong combine that included the Marine Cooks, the Radio Operators and others.

Today unions like the United Electrical Workers and the Mine, Mill and Smelter Workers, once CP powerhouses, are on the defensive with their membership dwindling away. Other party-infiltrated unions like the farm equipment union and the National Union of Marine Cooks and Stewards have been broken up. But Bridges continues to press pro-Soviet policies inside and outside the union movement as aggressively as ever.

Not that he hasn't taken a few beatings in the last few years. One of the most severe defeats he suffered was at the hands of the SIU Pacific District when he attempted to sustain the Communist-dominated National Union of Marine Cooks and Stewards. He took a trouncing on that one with the result that the SIU Marine Cooks and Stewards Union now has clear sailing in its field. In other actions, such as the Pacificus and the Aleutian beefs, he has also been set back by the West Coast SIU affiliates. However, that hasn't stopped him from trying.

As Aggressive As Ever

In fact, at a time when other pro-Communist outfits are pulling in their horns, soft-peddling the "line" and keeping on the defen-

sive, Bridges is as aggressive as he ever was. He still spouts the pro-Soviet line on foreign policy and is a particular booster of Red China. On the union front, he loses no opportunity to try for spheres of influence in other outfits.

From time to time he has made polite approaches to the International Longshoremen's Association, the Teamsters, and other groups, and he is still working away tirelessly in these areas. Despite all the hue and cry, he still looms as an influential political figure in Hawaii where he occasionally gets a local politico to lend respectability to one of his gatherings.

The fishermen's situation is typical of many Bridges' operations in the past. The bare-facedness of the Bridges' raid was demonstrated when one ILWU official declared openly that the ILWU would "take over the Seine and Line Fishermen's Union" and that "These tactics would continue until . . . Fishermen and Fish Cannery Workers locals were brought into ILWU."

Roving Squads

The tactics in question include picketlines in front of all SIU fishing boats plus the usual roving squads and strongarming which have been employed in the past on various occasions.

Of course, SIU Pacific District unions reacted strongly to the latest Bridges' move and forced him to withdraw.

In light of the present political climate and the tremendous decline of Communist and fellow-traveler strength in the US and in other western countries, it is a point of curiosity as to just why Bridges feels confident and secure about being able to expand his operations.

One reason, in the eyes of many observers, astonishingly enough, is that he has the support of employer groups as well as undercover political backing. These groups find it convenient to call Bridges a "responsible trade unionist." Among them are some of the same individuals who would support further legislative restraints on unions.

As was reported in previous issues of the SEAFARERS LOG, Bridges is quite ready to repay in kind for this support, as witness has backing of a bill which would have weakened the Jones Act.

This readiness to "go along" is one reason for Bridges' "respectability" in employer eyes. Another one comes to mind readily—namely that the existence of Bridges' union is a handy tool with which to disrupt and divide the labor movement. Knowing that AFL-CIO unions could never swallow unity with Bridges, these groups find it to their interest to support his attacks on other unions and overlook his consistent pro-Soviet policy.

Bridges has also been successful in playing on the shippers' and operators' desire for greater earnings by his constant din in behalf of greater trade with Red China. This is one party-line pitch which has great appeal to West Coast businessmen.

Under the circumstances, the brunt of fighting Bridges—as it always has been—rests on the SIU Pacific District and its affiliates, including the local Maritime Trades port councils. They are still the only groups aggressively combating the last pro-Communist center in the labor movement.



It pays to be COOL-HEADED

"Mad dogs and Englishmen go out in the noon-day sun" as the song goes. So do seamen in such super-heated spots as the Persian Gulf when they have to go to work out on deck.

If your duties call for you to sizzle under a tropic sun, it's only sensible to keep your head covered at all times. Sun stroke is dangerous enough of itself. Injuries that might be suffered in passing out from the heat can compound the difficulty. Wearing a little headgear can make all the difference.



An SIU Ship is a Safe Ship

PHOTOS
LETTERS
DRAWINGS
ARTICLES
POETRY
are welcomed by your LOG

S.I.U. LOG

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Should You Pay Debts In Advance?

Installment buyers often are mystified by the surprisingly small amount of refund they get when they pay their debts ahead of time.

A woman in Washington state reports she didn't get much refund when she paid ahead of time the balance on her car, and complained to the finance company. An official replied the company "used a standard refunding system used by all major finance companies," but ignored her request for a detailed statement of the credit charges.

She wrote, "This whole expensive affair has taught us one thing—in the future we'll certainly look over the credit dealers and their charges before we sign."

In Illinois, another family bought a car last year for \$2,691. It got a \$739 allowance for its old car and paid \$1,150 cash. Even though she paid the \$802 balance in only ten months and cancelled the insurance, the finance company charged \$168.80 for insurance and \$18.20 for finance fee.

The facts are, only 23 states regulate the amount of rebate the finance company must give you if you pay your debt ahead of time. In the other unregulated states, the charge can be whatever the dealer or finance company's conscience decides.

Rebate Always Small

But even in regulated states, the rebate is never as large as buyers without financial experience sometimes expect. A buyer who is charged \$500, say, on a debt to be repaid within two years, assumes he would get back \$250 if he paid up within a year. But what he doesn't realize is that even a properly proportionate rebate won't return him this much. That's because he owes the larger part of the money during the first year.

The states that regulate rebates generally require that finance companies use the "78th method of refund." This is used by the more reputable finance companies and banks even in unregulated states.

Assume that you owe \$1,500 to be repaid in one year. At a typical charge for a new car of 6½ percent on the original balance, which is a true per-annum rate of about 12 percent, your finance charge on \$1,500 for a year would be \$97.50. But if you paid up the debt in six months, you wouldn't get \$48.75. Even in the regulated states and among the most reputable lenders, you'll get back only \$26.25.

This bit of mathematical magic performed at your expense actually is correct. It's based on the fact that the sum of all the digits from 1 to 12 is 78. Thus the first month the finance company earns 12/78ths of your fee. The second month it earns 11/78ths; third month, 10/78ths, and so on. When you prepay your debt, the lender adds up the number of 78ths it has earned, and credits you with the rest. In our example of the 12-month debt paid in six months, the lender gets 57/78ths of the original finance charge.

On a 24-month contract, the formula for figuring a properly proportionate rebate changes. The sum of the digits from 1 to 24 is 300. The finance company earns 24/300ths of the original finance charge the first month, 23/300ths the second month, and so on.

Unconscious Act Pitchmen Coming

You yourself soon may be subjected to the hidden advertising method called "subliminal perception" when you watch movies or TV. Vickary and Forrest, the promoters of this selling scheme, have revealed they have contracted with a chain of movie houses and also are planning a network TV test. Their spokesman, however, refused to tell this department what movie houses are involved.



As you know, your mind often can receive messages you don't realize you see. In a test in one theatre, the promoters kept flashing the words "eat popcorn" on the screen at five-second intervals. The message appeared so briefly people weren't aware they were seeing it. But, the promoters claim, popcorn sales increased.

Can advertisers really persuade you to buy goods or take other actions without your awareness of being persuaded? The most authoritative answer this department has been able to get, is that if all the factors can be controlled, it might work on some people, especially those already disposed to buy or to do what the message-senders want, and who also have a high "threshold of awareness."

The Institute on Motivational Research told the labor press that there have been many successful laboratory experiments in perception "below the threshold of awareness." There are two "thresholds," the conscious and the psychological. The laboratory experiments found people do react to ads even if they can't remember seeing them.

Still, the Institute considers it "highly unethical to use a technique of which people aren't aware." Jane Bedell, of the Institute, said, "Interviews with thousands of consumers indicate people generally would resent any effort to manipulate them through subliminal perception or any other technique which deprives them of their free choice. Advertising must be based on a right to listen or not to listen."

Congressman William A Dawson of Utah already has warned of the dangers. He told this department that because little information has been disclosed by the promoters, a full study of the effectiveness and implications is needed.

Meanwhile your best self defense may be to have a couple of beers before you watch a movie, or TV, to lower your threshold of awareness, and restrain any buying impulses for a few days after.

Ex-SIU Man, City Engineer

BALTIMORE—A former Seafarer who was a Navy boxing champ, an infantry officer in two wars and today holds three university degrees is now a sanitation engineer for the City of Baltimore.

The wide-ranging career of onetime SIU man Honorato S. Echavez came to light recently when Seafarer Charles E. Rawlings ran into his old shipmate and "swapped old war stories" while the SS Michael was in port here. Rawlings also makes his home in Baltimore.

One of the first ships sailed by Echavez was the old SS Elizabeth. He shipped as a member of the ISU and joined the present-day SIU in December, 1938, less than two months after the Union was established.

A native of the Philippines, Eschavez, now 49, went into the Navy shortly after he graduated high school in Manila and came on to win the Pacific Fleet flyweight boxing championship and the US fleet championship in 1932. The next year he captured the Atlantic Fleet title as well.

In 1935, he enrolled at the University of Kansas to study electrical engineering but financial difficulties cut his stay short. He then went into the merchant marine, sailing in the deck department, eventually saved enough money to return to Kansas to try for a degree in mining engineering but had to return to sea again for additional funds.

By this time World War II had begun. Echavez shipped to the Middle East, survived the first bombing of Vizagapatam, India, in April, 1942, and was appointed 3rd mate in Durban, South Africa, when the regular mate became a casualty. After getting a license and sailing some more, he returned to the University of Kansas for the third time, graduated from the ROTC course there and found himself at the Infantry School at Fort Benning, Ga. Two years after Pearl Harbor he had a 2nd lieutenant's commission and was in New Guinea.

As leader of the Alamo Scouts

Hub Stresses Welfare Info

BOSTON—The membership was advised at the last meeting to make sure they keep a copy of the revised SIU Welfare Plan and Surgical Schedule as it appeared in the last edition of the SEAFARERS LOG. It could come in handy and save time if there is any sickness in the family while the seafarer is at sea.

There was a big turnout of Seafarers at the wake and funeral of Brother James M. Enwright who passed away on the night of our last meeting. Brother Enwright had been a member of the SIU for approximately three years and has put in most of the time on Cities Service vessels.

Shipping has been fair for the past period. The Government Camp, Bradford Island (Cities Service) paid off and signed on while the Natalie (Intercontinental), Mankato Victory (Victory Carriers), Little Rock (Fairfield), Cantigny (Cities Service) and Steel Admiral (Isthmian) were in port to be serviced.



Ex-Seafarer Honorato E. Echavez is shown (top) on the deck of the old Elizabeth which was sunk in World War II. Below, he poses with his three children on the steps of his Baltimore home.

under General Kruger, he took part in the landings on Leyte and Lingayen in the Philippines, as well as other actions, totalling up 49 months overseas before he was discharged in May, 1948.

Echavez now returned to Kansas for the fourth time and, by 1950, was married and had two degrees in mining engineering. Meanwhile, he had been promoted to captain in the Army Reserve and returned to Fort Benning for another 13-week course. He completed that four days before the Korean War broke out in June, 1950, while gaining admission to the Graduate School of Sanitation Engineering at Johns Hopkins University, Baltimore.

A few months later he was recalled to active duty in Korea where he commanded an infantry company in the famed attack on "Heartbreak Ridge." He later attended the Far East Command Chemical School at Camp Gifu, Japan, and served as a liaison officer for an ROK division and as intelligence officer during 21 more



Echavez strikes fighting pose for picture taken when he was Navy flyweight champ.

months overseas. In mid-1953, Echavez resigned his commission and returned here to complete his education. He obtained a master's degree from Johns Hopkins and eventually obtained the city post. Settled down now, he has three youngsters and would like to hear from any former shipmates who want to talk over "the old days," Rawlings reports. His home is at 1505 Mount Royal Ave., Baltimore.

Collision In Canal Scars Matson Ship

There was extensive damage reported on the SIU Pacific District ship Hawaiian Tourist after her collision with the New Zealand passenger ship Rangitane in the Panama Canal last month.

The collision occurred in the canal during a heavy rain squall while the Tourist was enroute to Cristobal. According to reports, her port bow was ripped open and the plating torn away, exposing the No. 1 tweendecks and the bulwarks sheared off back to the No. 3 hatch.

The Rangitane then smashed into the bridge wings, lifeboats, davits, and hit again at No. 5 pushing the bulwarks the length of the hatch. The Tourist barely made it into Cristobal where she almost sank when the engine rooms started taking water.

It is estimated that she will be in Cristobal some two or three weeks for temporary repairs.

This was one of the biggest ship-to-ship collisions ever reported in the Canal.

UNIONS

of AMERICA

No. 2
In a
Series

Oil, Chemical & Atomic Workers International Union

This is the second of a series of articles on American trade unions to appear in the SEAFARERS LOG. The series will present a cross-section of America's union membership and their unions' accomplishments.



Union's membership includes men like this highly skilled research technician measuring efficiency of diesel fuels in company lab.

The Oil, Chemical and Atomic Workers International Union was formed on March 4, 1955, through the merger of two CIO unions, the Oil Workers International Union and the United Gas, Coke and Chemical Workers Union. The union's present membership of 210,000 consists of workers in oil production, transport and refining; chemical and petrochemical plants; pharmaceutical manufacture; coke and gas production and related industries. With a heavy concentration of membership in Texas, California, Oklahoma and the Middle West it has its headquarters in Denver and 16 district offices.

The union has 600 locals which hold 1375 contracts with 625 companies. Its official publication, "Union News," is published twice a month.

The chief officer of the international is O. A. Knight who worked for Shell Oil in Indiana before becoming a union organizer. He was elected president of the Oil Workers in 1940 and of the combined union when it was formed in 1955.

ONE of the youngest international unions in the AFL-CIO by virtue of its formation in 1955, the Oil, Chemical and Atomic Workers International Union has a bright future ahead of it as its jurisdiction covers areas of potentially-huge economic growth.

While just two years old in its present form, the international's history actually dates back to World War I. It was at that time that the AFL chartered the original International Association in the oil industry. But after some initial success, the union's strength gradually declined in the anti-union atmosphere of the 1920's. By 1933, there were only 350 members left.

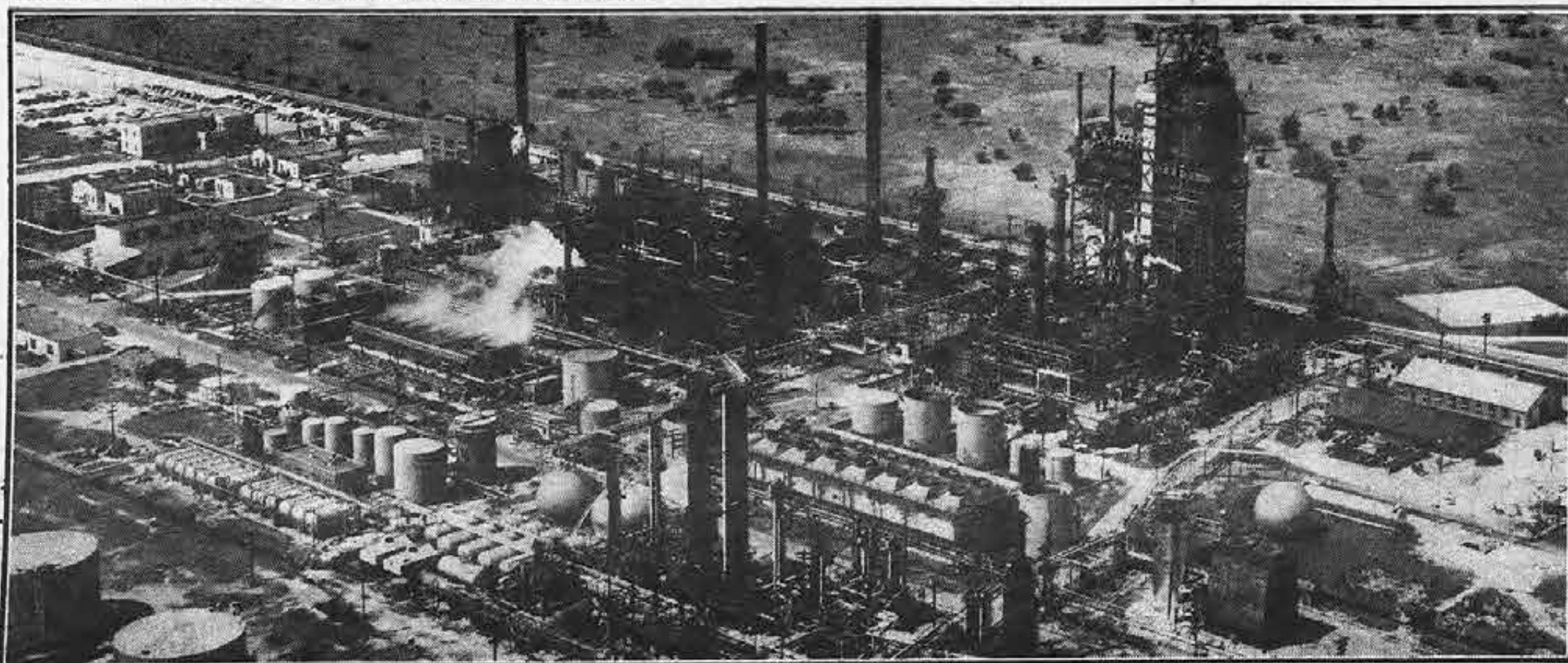
With the passage of the Wagner Act, organizing activity revived strongly. In 1937, the union received a CIO charter as the Oil Workers International Union and made rapid headway.

Coke and chemical workers came into the international via the Gas, Coke and Chemical Workers Union. This was the original core of District 50, United Mine Workers, but when that organization was con-

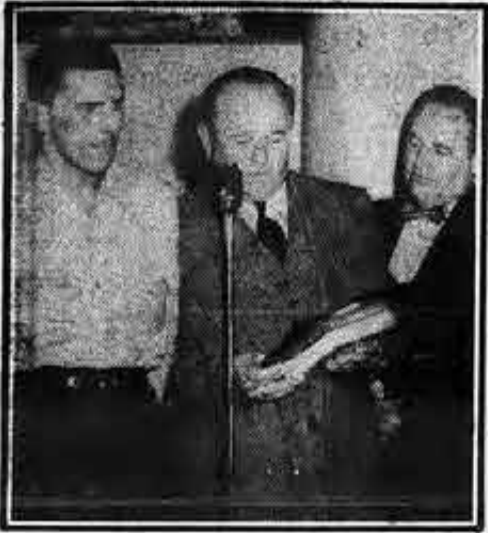
verted into a "catch-all" outfit, the gas, coke and chemical workers broke away and received a CIO charter in 1942.

Dealing as it does with many giant companies such as Shell Oil, Union Carbide, Cities Service and others, the union has placed strong emphasis in its contracts on seniority provisions along with other union benefits. It is also proud of its superior pension plans which range from \$125 to \$200 a month in addition to Social Security.

The internal structure of the union is noteworthy for strict membership controls on union activity. All strikes have to be authorized by a three-fourths' secret ballot majority. Union conventions are held annually and strict financial controls are imposed on disposition of local and international union funds.



Nearly half of the international's membership is employed in elaborate refinery installations such as this one on the Texas Gulf coast. Here union workers manufacture gasoline, diesel fuel, heating oils and other essential products.



SIU got plaque from NJ local for aiding oil workers beef.



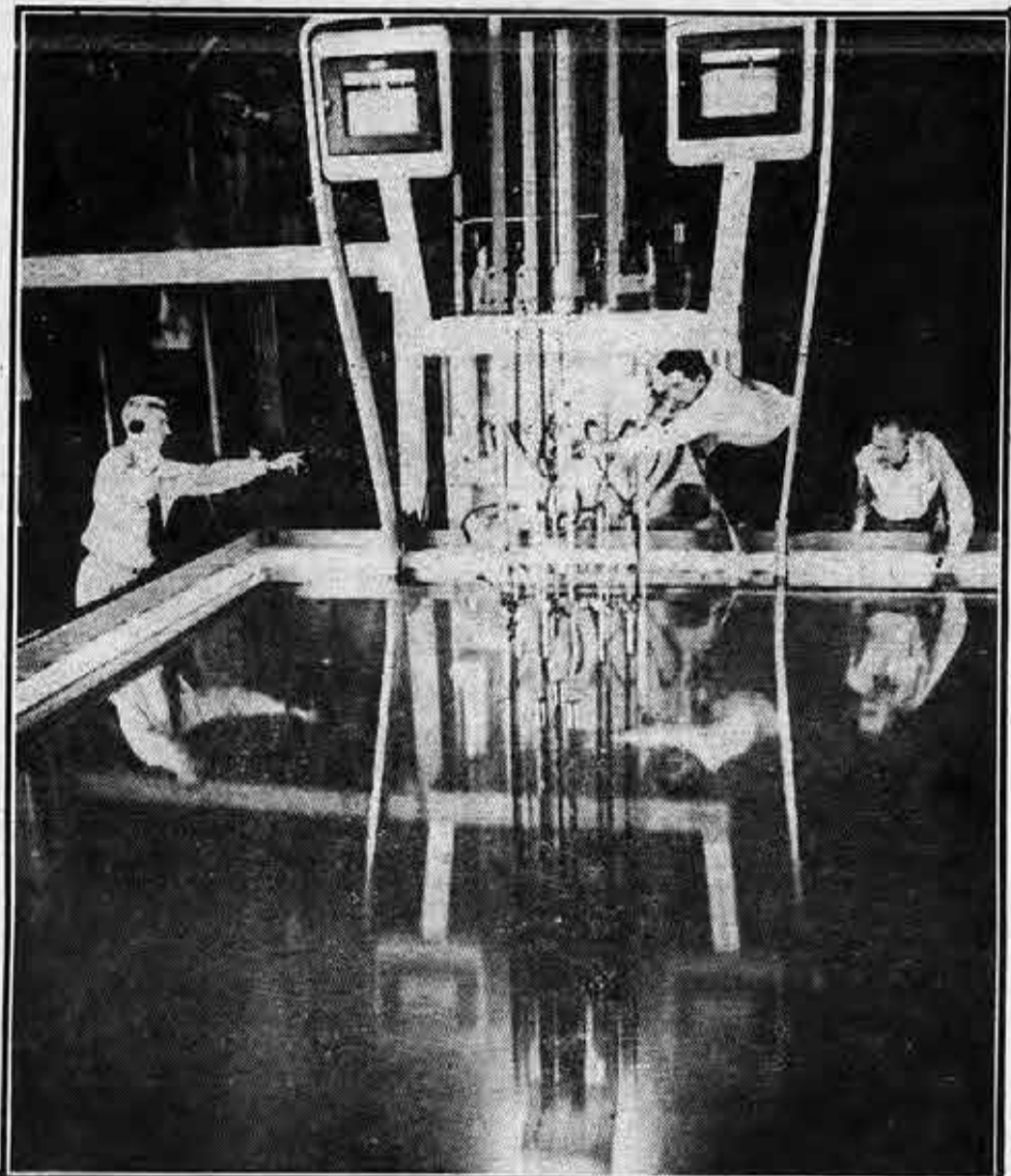
O. A. Knight, International's head, was refinery worker.



Close relationships are maintained with foreign oil workers unions. This shows Pres. Knight at an international conference in Rome.



Union emphasizes political and community action. Here Houston membership takes part in political caucus.



Latest and most "glamorous" activity is atomic energy organizing. Photo shows test of "swimming pool" reactor.



Drug manufacture is a major area of representation. Culture for a vaccine is prepared by injection into eggs.



Union has had share of bitter strikes. Here police used tear gas on pickets at a Richmond, California, plant.

Seafarers Star In TV Cig Ad

SEATTLE—A one-night stand as reading clerk at an SIU membership meeting here last August has helped catapult Seafarer F. "Whitey" Johnson into a featured spot on television screens all over the country.

Johnson is one of Chesterfield's "secret weapons" against the tattooed "Marlboro man" ballyhooed by a competing cigarette brand. The LOG carried a story on the tattoo gimmick (July 6, 1956) when the "relaxed, rugged he-man" approach in cigarette advertising came into play.

Now a new series of commercials filmed here in the Pacific Northwest area showing loggers, seamen and other "he-man" types working and relaxing with a Chesterfield is hitting the TV networks. Johnson and another SIU man, John F. "Knobby" Eustace, AB, are pictured in some of the "seagoing" sequences.

Switched To Bosun

Although he ships regularly as steward or cook, "Whitey" took on the role of a brawny bosun for his acting career. From the ad-man's point of view, the galley or the messhall is not quite as aesthetic as the open deck with clouds all around and breezes lapping in everybody's hair.

An Italian ship was the setting for most of the action with Johnson working the Italian crew on a trip up Puget Sound. Another "deep-sea" sequence covered a ferry trip across the sound from



Seafarers F. "Whitey" Johnson, steward (top), and John F. "Knobby" Eustace, AB, make like he-men for Chesterfield TV cigarette ads.

Seattle to Bremerton. After the "work" is over in each case, our heroes are seen lighting up a

smoke to "relax" and live a little.

Johnson, Eustace and a third SIU man were originally selected for roles in the commercials when the TV men visited the hall here on meeting night. The third man later backed out, so the "maitre d'" at the Hotel Washington was rung in and became a "sailor" instead. Aside from the notoriety, the boys earned some of those husky TV acting and rehearsal fees for the original filming and will pull down more each time one of the films shows up on the screen.

Johnson is well known to Seafarers for his pithy observations on foreign ports which have appeared in the LOG.

Tug Salvage Jobs Boost Port Mobile

MOBILE—There were a couple of tugboat accidents around the harbor during the past week which resulted in salvage jobs for the men on the beach. Seafarers working on one of those jobs have been putting in 16 hours a day for the past ten days trying to refloat and repair a sunken barge loaded with asphalt.

MH Flu Epidemic

There was also a mild epidemic of flu in the area during the past two weeks. A considerable number of men on the beach were hit by it but are all now on the way to recovery. Vaccine shots are being distributed throughout the port and it is expected that the epidemic will soon be over.

Although shipping has been on the slow side, class "C" men were able to land berths in every department. The port had to send some of the jobs to outports to be filled. Perhaps the increasing number of relief jobs in and around the harbor accounts for the "A" and "B" men wanting to take it easy on the beach for awhile.

Shipping will probably continue to be slow for at least another period. But it is expected to pick up then as two coastwise tanker-box ships are coming in for repairs and the third trailership is expected to take on a full crew.

Mobile men figure that the trailership run will be a steady source of good jobs in this port.

Pick-Up Cheers San Francisco

SAN FRANCISCO—Shipping improved greatly during the past period with class A and "B" men taking all of the available jobs. Shipping ran far ahead of registration, especially in the deck department where the dispatcher was hard put to fill some class "A" berths.

There were nine vessels in port within the last two weeks. One, the Ocean Eva (Ocean Clippers), paid off and signed on. The John C. (Atlantic Carriers) also signed on. The Calmar, Pennmar (Calmar); Choctaw, Jean LaFitte, Afoundria, Wild Ranger (Waterman) and Steel Director were in transit.

There were no major beefs to be disposed of on these vessels.

WC Trailership Program Killed Off By Red Tape

WASHINGTON—After being enmeshed in red tape for almost 26 months, American-Hawaiian Steamship Company has announced cancellation of plans to build a fleet of trailerships for intercoastal trade.

In August, 1955, A-H asked the Maritime Administration for approval of plans to build an ultra-modern trailership fleet. It was not until June, 1956, that the MA got around to approving the plans and specifications.

Three months later the Defense Department informed the company that it had reviewed the plans and requested an increase in the speed of the vessels to 25 knots.

The MA also stated that in consideration of these changes the Government would pay the cost of the increased speed and other national defense features.

The company then redrew its plans and submitted two sets for the construction of both 18 and 25 knot vessels. But it was not until February, 1957, almost 18 months after the company's first request, that the plans cleared all the regulatory bodies and agencies and bids were requested.

The company noted that five shipyards were anxious to bid on the proposed 18-knot ships in 1955, but when the bids were opened in April, 1957, only two firms tendered offers.

Construction costs had so skyrocketed from August, 1955, to April, 1957, that the estimates were far in excess of those contemplated at the start of the program.

The bids were from \$22,200,000 for the 18-knot ship to \$28,575,000 for the 25-knot vessel. The cost of each ship was lower according to the number ordered.

On submitting the bids to the MA, American-Hawaiian officials were informed that the Administration no longer could see any basis for granting a national defense allowance for the 25-knot vessel. Plans for that type ship, originally requested by the Government, were dropped.

After reconsidering plans for the

18-knot fleet, the company decided that the number of cost changes in construction during the 26-month period were far too excessive and decided to scrap the entire intercoastal program.

Seattle Shows Improvement

SEATTLE—Shipping for this area, as for most of the West Coast ports, has picked up over the past period. Registration ran only slightly ahead of shipping in the steward and engine departments, while it trailed in the deck department.

The Wild Ranger (Waterman) and Producer (Marine Carr.) paid off and signed on while the John C. (Atl. Carr.), Calmar, Flomar, Kenmar (Calmar), Armonk (NJ Ind.), Jean LaFitte, Choctaw (Waterman), Grain Trader (Grain Fleet) and Alcoa Pointer (Alcoa) were in transit. All were in good shape with no beefs reported.

Throw In For A Meeting Job

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

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

STEEL FLYER (Isthmian), Sept. 28—Chairman, J. Morris; Secretary, M. Burns. Not enough brands of cigarettes. Wiper missed ship—turned into headquarters. Ship's fund \$49. Shortage of glasses and spoons. 400 gals. were aboard at sailing. Steward dept. meeting held to instruct men in their respective jobs. Ship to be fumigated for roaches—suggest spraying every week. Beefs to be brought to delegates; messman not serving properly. Beef about the baker, complaints about baking. Dispute about night lunch. Coats to be taken care of. Underwear not to be worn in messhall.

PENNMAR (Calmar), July 30—Chairman, V. Monte; Secretary, J. Gold. Some disputed OT. Report accepted. New delegate elected.

Sept. 29—Chairman, J. Bowden; Secretary, V. Monte. Focales to be

relayed, F. Gomez. Report on man lost in Mississippi River. Ship's fund \$23.24. Report accepted.

ALCOA PIONEER (Alcoa), Oct. 3—Chairman, D. Parker; Secretary, G. Gregory. Some disputed OT for Trinidad workers. Report accepted. New delegate elected. Need new refrigerator for mess room. Officer pantryman to see patrolman about being fired.

EVELYN (Bull), Sept. 30—Chairman, A. Richards; Secretary, H. Treddin. Ship's fund \$76.28. Need new washing machine. Need wind chutes. Wringer on washing machine to be repaired. New treasurer elected. To purchase more chairs from fund.

FELTORE (Ore Nav.), Sept. 23—Chairman, E. King; Secretary, W. Strickland. Man removed from ship at San Salvador to hospital in Miami. New delegate elected. One man missed ship, replaced in Balt. Crew requested not to use galley as passageway. Too much noise in passageway at night. Washing machine to be repaired.

MICHAEL (Carras), Sept. 24—Chairman, C. Yeager; Secretary, O. McLean. Few hours disputed OT. Request variety of menus. Lettuce, tomatoes and juices to be served more often. Pantryman to help messman during rush hour; steward to check messhall during meal hour.

ALCOA RANGER (Alcoa), Sept. 24—Chairman, P. Perez; Secretary, J. Maldonado. Report on sanitary men's failure to perform duties. Reports accepted.

IRENESTAR (Trilon), Sept. 29—Chairman, B. Hay; Secretary, L. Roberts. One man missed ship in Brazil. All beefs to be taken up and discussed at meeting and not to complain to patrolman individually. Delegate to refer beefs to patrolmen in proper manner. Ship's fund \$11.52. One man paid off by mutual consent in Brazil. One man shipped aboard. All rooms were painted. Discussion on cooking of potatoes—there is to be no waste—all potatoes to be utilized before 48 hrs. Vote of thanks to steward dept. for fine job. Vote of thanks to delegate for excellent job.

COEUR D'ALENE VICTORY (Vic. Carriers), Sept. 26—Chairman, A. Anderson; Secretary, F. Hicks. Repair list requested. Man injured. Few hours disputed OT. Safety meeting held. Gangways in poor condition.

LA SALLE (Waterman), Sept. 13—Chairman, G. Bales; Secretary, G. Bales. Two men short leaving NO. \$8 missing in ship's fund. Skylight to be opened; medical supplies to be checked.

PACIFIC OCEAN (World Tramping), Sept. 1—Chairman, J. Stevens; Secretary, B. Amberry. New delegate elected. One man missed ship in Boston. Report accepted. Keep all screen doors closed while in India. Washing machine to be kept clean and turned off after use. Magazines and books to be returned to library.

ALCOA RANGER (Alcoa), Sept. 22—Chairman, J. Rueda; Secretary, A. Carpenter. One man injured and taken to hospital. Report made. Messhall needs painting—see patrolman about same. Delayed sailing disputed. LOGS, ship's minutes and OT sheets received. Request automatic washing machine. Discussion on sanitary work. Need some mattresses.

DEL VIENTO (Miss.), Sept. 8—Chairman, C. Johnson; Secretary, W. Creel. New delegate elected, 18 hrs. disputed OT. Discussion on drunkenness.

Sept. 26—Chairman, B. Spears; Secretary, J. Beasley. One man missed ship in Santos 18 hrs. disputed OT. Reports accepted.

ALMENA (Pan-Atlantic), Sept. 28—Chairman, C. Doggett; Secretary, M. Eschenko. Letter received from unknown character, to be turned over to patrolman. Some disputed OT. Two men leaving ship. Two men missed ship since payoffs; one man short. Reports accepted.

DEL AIRES (Delta), Sept. 14—Chairman, J. Davis; Secretary, A. May. New delegate elected. Ship's fund, \$78. One man missed ship. Some disputed OT. New secretary-reporter elected. Discussion on slushing decks; new food plan by steward to be put into effect. Better grade of meat received. Vote of thanks to Union for assistance.

MICHAEL (Carras), Sept. 8—Chairman, C. Rawlings; Secretary, M. Beechings. Beef concerning menu. Delegate to take care of ship's business for individuals. Discussion on steward dept. member drinking and performing and causing dissension among crew members. Man was warned.

OCEAN ULLA (Maritime Overseas), Sept. 14—Chairman, J. Smith; Secretary, G. Demers. One man failed to join ship in Brazil. Captain cut steward's requisitions, ship is now short fresh fruits, vegetables and fruit juices. Minor beefs. Return coffee cups to sink. Recreation room to be kept clean.

Sept. 22—Chairman, C. Demers; Secretary, J. Cummins. Minor beefs. Few hours disputed OT. Vote of thanks to delegate and steward dept.

Digest Of SIU Ship Meetings

painted. Repairs being made. Soiled linen to be turned in. Steward thanked members for making this a fine trip. Good crew. Report accepted. Lockers and bunks to be stripped when leaving ship. Proper attire to be worn in mess hall.

ALCOA RUNNER (Alcoa), Sept. 29—Chairman, C. Hemmie; Secretary, R. Hall. Delegate reported on Bull Line strike. Bu vaccine—urged men to get shots. Ship's fund \$5.50. Some disputed OT to be taken up with patrolman. Reports accepted. Request cleaning frash water tank, and better sloop chest.

FLORIDA STATE (Ponce), Sept. 29—Chairman, H. Willy; Secretary, M. Gaddy. No beefs—everything running smoothly. Ship's fund \$14.90. New delegate and secretary - treasurer elected. Suggestion to alternate cold suppers in different ports. Vote of thanks to steward dept. for fine job. Pantry and recreation all to be kept cleaner. Repair lists to be made up and submitted in quadruplicate with copy to headquarters minutes.

OREMAR (Ore Nav.), Sept. 29—Chairman, C. Webb; Secretary, R. Mason. Check for additional repairs. Ship's fund \$35.16. Report accepted. One member to be brought up for disciplinary action for failing to attend general business meeting on Sept. 28. Keep noise down in passageway. Lounge to be cleaned after using. Vote of thanks to steward dept. for fine job.

SAMUEL P. MILLER (Boston Shipping), Sept. 28—Chairman, H. Higginbotham; Secretary, W. O'Connor. New delegate elected. Ship's fund \$47. Will purchase books and magazines in Calcutta. One man ill, to be flown back to States. Some members having dental work done—do not feel too good in hot weather. Discussion on shore leave and cups left on deck; \$25 to be used for purchase of books.

NATIONAL LIBERTY (National Shipping), Sept. 22—Chairman, S. Wells; Secretary, J. Knight. Few turnovers in all depts.; no beefs. New delegate elected. Repairing of fans to be reported to delegate. Cups to be returned to pantry. To discuss cleaning of laundry and recreation room.

VALLEY FORGE (Penn. Nav.), Aug. 31—Chairman, (none); Secretary, (none). Vote of thanks to patrolman for excellent service while ship was docked in Boston. Unsafe condition of ship pointed out—dunnage on decks—no provision made to remedy condition.

STEEL ARTISAN (Isthmian), Sept. 28—Chairman, D. Grant; Secretary, R. Brown. Ship won \$250 Safety Award Contest. No decision as to disposal. Motion to have banquet for crew with safety award money, after clearing through hall. Painting quarters to be cleared up before sailing. New delegate elected. Each dept. to alternate in cleaning of laundry. Worn mattresses to be replaced.

WARRIOR (Waterman), Sept. 22—Chairman, E. Anderson; Secretary, M. Elliott. Everything running smoothly. New delegate elected. Discussion on American Coal beef and other Union affairs; care of washing machine; linen changes; use of coffee percolators instead of urns. Return cups to pantry after using.

ARLYN (Bull), Sept. 30—Chairman, J. Bodnar; Secretary, F. Collins. Cash payment for breakfast and lunch. Captain to put out small draw. Repair list submitted to captain. Ship's fund \$1.30. Many hours disputed OT. Something to be done about unsafe working conditions in engine room—wire brushing; secure dark glasses for fire room. New treasurer elected. Steward passed away at Madiera Island—plans made to take up donation for widow—a committee of two to handle same.

AMBESS VICTORY (Victory Carriers), Aug. 24—Chairman, C. Starling; Sec.

'Automation 1957'



The Rube Goldberg contraption pictured above is an oversimplification of the kind of union-busting rigs at work in today's push-button world. For a price, you can walk up to a shiny machine and get a pack of smokes, coffee with one or two lumps, a shoeshine and a host of other conveniences.

Union-busting has been developed into a machine type of operation in the same way. For a fat fee, the employer who wants to push an existing union out of his plant or to keep an aggressive one out can get the services of "experts." The apparatus is tailor-made to each company's needs, and besides it's a "legitimate" business expense like the rent each month.

The gimmicks range from the sudden appearance of the "XYZ Employees Association" and, coincidentally, job promotions for a couple of ringleaders, to the start of low-cost cafeterias for employees right on the premises. Lush company-paid parties and five and dime pay increases on the eve of union bargaining elections are standard equipment as well.

Since the boss has called in "labor experts" to handle his "union situation" it's a cinch his accountants have doped out, for example, that it's cheaper to set up a cafeteria and charge 15 or 25 cents a day for roast beef dinners than to pay the workers the 15 to 25 cents an hour more in hourly wages the union would fight to get for them.

There are unions that have been guilty of phony practices and the AFL-CIO and President Meany have spoken and acted in clear and specific fashion in these instances. At the same time, Meany has pointed out management's culpability.

It is unfortunate that management has shown none of the zeal in rooting out union-busting rackets that the AFL-CIO has shown in handling phony unions in some segments of labor.

Delayed To Death

A classic example of how not to promote a modern merchant marine is the snafu over the American-Hawaiian trailership program. The program has now been abandoned because of a series of conflicting Government decisions which so delayed matters that the ships became uneconomical to build.

Of course, any shipowner who goes to the Government for aid has to expect some delay because no agency can make snap decisions on matters involving large sums of money. Putting it the other way, it would be nice if the shipowners would, or could go ahead on their own when they have a project of this kind in mind.

At the same time, hanging up a shipbuilding program for 26 months, as in this instance, is the surest way to kill progress in maritime.

22 Seek 14 Posts In WC Cooks' Vote

SAN FRANCISCO—Voting is now underway to fill 14 offices of the Marine Cooks and Stewards Union in the union's first election. Of the 22 candidates running, six are unopposed.

Five of the six unopposed nominees are incumbent officers. They are H. A. Robinson, Portland agent; Charles Green, Seattle patrolman; Wilmington agent Joseph Goren; New York agent Louis Foyt, and Wilder Smith, New York patrolman. Fred Hansen is the only candidate for the position of assistant secretary-treasurer.

As for the other officers, Ed Turner and Walter Chamberlain are competing for the position of secretary-treasurer. Competition is heaviest for the position of San Francisco dispatcher. Pete Bianchi, Louis Kurtz and William Rennie will vie for that post. Five members are trying for the three positions of San Francisco patrolmen while the positions of Wilmington patrolman, Seattle agent and Portland patrolman each have two candidates.

Balloting which started on November 1st will continue through December 31st.

Also on the ballot for the membership is a proposal for a \$20 yearly assessment to help repay the union's indebtedness to the Sailors Union of the Pacific.

The MC&S had received loans from the SIU Atlantic and Gulf District, the California State Federation of Labor and the SUP to finance its extensive organizing campaign to oust the Communist-dominated National Union of Ma-

rine Cooks and Stewards from control of the West Coast ships.

The union had repaid its debt to the A&G early this year, and is currently paying off its loan from the State Federation. The yearly assessment is to be put into a fund to repay the more than \$300,000 borrowed from the SUP.

Seafarers In Action

A varied menu helps keep the men happy, and the crew of the

Pennmar wish to nominate their steward, Vincent Monte, as tops in keeping a contented crew. "We extended a vote of thanks to the steward," writes John Bowden, ship's delegate, "for feeding the crew plenty of fresh fish. Although a picture could not be supplied, the crew can verify that a lot of salmon and stripped bass has been coming to the tables and enjoyed with great relish."



Monte

Realizing that men hospitalized in a foreign port will need enough money to tide them over, Seafarers on the Del Mar have passed a resolution increasing the donation paid out of the ship's fund for a man getting off the ship sick to \$50. This should help him buy any items that he might need, writes ship's delegate G. W. Duncan.

Other food departments came into the limelight for their share

of praise. The stewards on the SS Florida State are doing a fine job and with a little cooperation from the rest of the crew in keeping the mess-rooms in shape, it will be a very enjoyable trip, writes ship's reporter Monroe Gaddy.



Gaddy

Ax 'Settles' Squabble On Liberia LST

Life on a Liberian-flag ship very often has its hazards in the form of low pay, undermanning and unsafe working conditions. But the LST Alberta had more than her share of excitement on a recent voyage between Nova Scotia and New York.

As reported in the Boston press, a salvo of frantic radio messages brought the Coast Guard on the run while the ship was passing the Massachusetts coast en-route to the Cape Cod canal.

It seems that the skipper and the second mate had been at loggerheads over various issues all through the trip. When the vessel's steering gear broke down it was the last straw. A heated argument broke out between the two which ended with the skipper assaulting the mate and biting the radio operator. Crewmembers parted the combatants but the skipper wasn't ready to fold up that easily. He got a carving knife and a fire ax and went after the mate again.

Crewmembers again intervened and hustled the captain off to his cabin, where, it was reported, he calmed down. When the Coast Guard came aboard, the gang was anxious to clear up matters so that they wouldn't be accused of mutiny.

The Coast Guardsmen, a police chief, state police detective and an FBI agent straightened out the beef after a four-hour argument. The captain agreed to hold his peace and the first mate took charge of the ship for the rest of the run in New York.

Wanted: Seafarer Sputnik Spotters

CAMBRIDGE, Mass. — Seafarers on vessels in the North Atlantic have been requested to aid in tracking down Sputnik, the Russian earth satellite.

Dr. Armand Spitz, co-ordinator of "Operation Moonwatch," reported that Sputnik, which lost its "beep" last week, has not been spotted in this area for several days. The "moon," he said, passes over this part of the country during the daylight or pitch darkness and is obliterated from telescopes.

But vessels in latitudes between 50 and 70 degrees east of Newfoundland, he said, are in a good position to see the object during the twilight hours. He has requested that men on ships in that area make observations of the moon and its rocket during its travel for "Operation Moonwatch."

Good Lesson Can't Bring Books Back

They're brewing the proverbial "tempest in a teapot" on the Wang Pioneer these days over the disposition of the ship's library of paper-bound books supplied by the Union.

The fracas erupted after the steward brought back a stack of overtime sheets, SIU agreements and a ship's library package from the New Orleans hall. The ship is now in Karachi, Pakistan.

At the following ship's meeting, the steward suggested that the library books be passed around so each man could exchange his book for whatever he wanted. That way, he contended, they could bypass the problem of having the whole package lie around in the recreation room where the local people in foreign ports could make off with them.

This idea seemed to meet general agreement until a few men raised objections. The steward explained why he thought the books should be kept in a place where they could be watched, and that it was funny how everybody was concerned about a few dozen little books but undismayed by other beefs. However, when the vote came he was overruled and all the books were put in the "rec" room.

Needless to say, he adds, "there is not one of the new books in the recreation hall now, since the sea lawyers won out." Despite the "I-told-you-so" nature of his comment, this at least may prove to be a good lesson for the future. If something can't be tacked down where restless hands can't get to it, don't leave it lying around. The dough you save may be your own.

Happy Days



Glad its all over, Patrick Henry Hulcey, 5, is fit again after undergoing a tonsillectomy. SIU port officials in Seattle and welfare benefits helped ease things while dad, David S. Hulcey, FWT, was away at sea. The family lives in Tacoma.

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)

NAME

STREET ADDRESS

CITY

ZONE

STATE

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

ADDRESS

CITY

ZONE

STATE

'Sea-Spray'

By Seafarer "Red" Fink



Hil I'm the new fireman!"

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL BOSTON, MASS.**
Lawrence Campbell Aaron Sasser
George D. Rourke Zachariah Williams
- USPHS HOSPITAL MEMPHIS, TENN.**
Charles Burton
- SAILOR SNUG HARBOR STATEN ISLAND, NY**
Victor B. Cooper
- USPHS HOSPITAL FORT WORTH, TEXAS**
Benjamin F. Deibler W. E. Orzechowski
Siegfried Gnitke John C. Palmer
James R. Hodges August J. Panepinto
- EASTERN SHORE STATE HOSPITAL CAMBRIDGE, MD.**
Thomas R. Leahy
- VA HOSPITAL HOUSTON, TEXAS**
John P. Williamson
- USPHS HOSPITAL NEW ORLEANS, LA.**
George Armstrong Hubert Pousson
William Bargeon Winford Powell
Marlow C. Barton Randolph Ratcliff
John W. Bigwood Toxie Samford
Claude Blanks H. Leonard Shaw
Wesley Cunningham Toefl Smigielaki
Adelin Fruge Wert A. Spencer
Leon Gordon Chas. H. Summerell
Theodore Guidry Nicholas Tala
James Hudson Gerald L. Thaxton
Eugene B. Hunt Lucien Theriot
Edward G. Knapp Houston Thomas Jr.
L. Lachapell Ruben Vance
Antoine Landry James E. Ward
Leo Lang George Wendell
E. Leon Lawson Ronald Wilcox Jr.
Illuminado Llenos Harry Wolowitz
Simon Morris Clifford Wuertz
Michael Muzio Jacob Zimmer
Charles Nicholson
- VA HOSPITAL NEW ORLEANS, LA.**
Allen Ritchie
- USPHS HOSPITAL SAVANNAH, GA.**
Edward E. Carter Angelo Martins
Chas. E. Joyner R. C. Shedd
Jimmie Littleton
- MONTEBELLO CHRONIC DISEASE HOSPITAL BALTIMORE, MD.**
Francisco Bueno
- USPHS HOSPITAL BALTIMORE, MD.**
Rosario Copani James E. Lavelle
G. C. Culpepper James McFarlin
Finnie Davis Joseph Novak
Clarence Fritz Roy R. Rayfield
Thomas F. Galvia Stanley Rodgers
Jose Garcia Joseph Roll
Gorman T. Glaze Thomas Rowe
Burl Haire Mack B. Singleton
Walter Jackson Wm. J. Stephens
Norman W. Kirk Clem Thompson
William Kovamese Archie Wright
Jan S. Kozerski
- USPHS HOSPITAL GALVESTON, TEXAS**
Marvin P. Bennett Nighbert Strator
Maurice N. Gendron William Walker
B. F. Grice V. E. Wilkerson
- USPHS HOSPITAL NORFOLK, VA.**
Francis J. Boner George R. Trimyer
Frank T. Campbell Joseph C. Wallace
James T. Moore
- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY**
Manuel Antonana Archibald McGulgan
Eladio Aris H. C. Meissac
Fortunato Bacomo Albert Martinelli
Joseph Bass Vic Milazzo
Melvin Bass Joaquin Miniz
Juan Denopra Joseph B. Murphy
John J. Driscoll W. P. O'Dea
Fabn Furmanek C. Osinsky
Joseph M. Gillard George G. Phifer
Bart E. Curanick G. A. Puissegur
Everett Haislett Winston E. Renny
Percy Harrelson G. E. Shumaker
Taib Haaven Kevin B. Skelly
Billy R. Hill Henry E. Smith
Antonio Infante Michael Toth
Ira H. Kilgore Harry S. Tuttle
Ludwig Kristiansen Virgil E. Wilmoth
Frederick Landry Pon P. Wing
Leonard Leidig Dexter Worrell
Patrick McCann
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
Wm. N. Thomas S. J. Guilpre
Thos. Hankins P. N. Hierro
S. H. Sun N. J. West
J. H. Berger M. Michalik
Jos. C. Marso Roy J. Barker
S. C. Wang
- USPHS HOSPITAL SEATTLE, WASH.**
M. A. Jaeger G. R. Stanley
A. M. Milefski A. A. Frankila
M. Dellano
- USPHS HOSPITAL STATEN ISLAND, NY**
M. Makatangay W. Henry
W. Collazo I. DeNobrega
S. Swienckooski W. Vaughan
D. Hetherington F. Villacorta
H. Kay F. Stephen
W. Sarrano J. Williams
D. Trevisans J. Mozden
G. Williams D. Furman
O. Adams C. W. White
W. Harell R. Quinn
P. Seidenberg J. Logan
B. Smoljan H. Sleley
B. Estrella R. Parker
J. Declinque A. Andron
J. Stanton W. Smith
R. Gresham

LOG-A-RHYTHM:

Travel!!

By David Grossman

I sit at home thinking
All about the sea,
And lands across the ocean,
That I would like to see.
Now Holland has the windmills,
German beer is swell,
Norway has the sardines,
France has the Chanel;
Russia has the vodka,
Italy has its wine,
Africa has the diamonds,
Swiss watches tell the time.
But of all the lands I've mentioned
Which are so far away,
The best place to come home to
Is still the U.S.A.

Welfare Helps Get Allotment

To the Editor:
On Sept. 26 I was injured on the Orion Planet while standing watch and was hospitalized at Bahrein Island in the Persian Gulf.
While there, my wife wrote that she hadn't received an allotment from the company and was destitute. I couldn't notify the agent to do it so it cost me money to exchange the local

I think we should go this one better if our plan can afford it. I think a man should have the voluntary right to retire at 60 years of age with a three-quarter pension and at 65 should be able to draw his full pension if he desires. All of this is contingent on the ability of the plan to swing it, if not now, then sometime in the near future.
Paul Arthofer
SS Del Mar

Del Norte Aid Lauded By Wife

To the Editor:
I wish to express my thanks and gratitude to the members of the SIU and the crew of the Del Norte who were so nice to me during the illness and death of my husband, Clarence Thibodeaux.
I also want to thank the staff at the USPHS hospital in New Orleans for everything it did to help during his illness. Many thanks and God bless all of you.
Mrs. Clarence Thibodeaux

Letters To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

currency into dollars and send it on to her.

Finally I was able to contact the SIU welfare department, which contacted the company and got it to allow some of my pay to go to my wife. She finally received some money from them on Oct. 21 after missing two allotment payments.

I would like to thank the SIU welfare office for looking into this matter and getting some action on it. My wife would have been in bad shape without the Union's help. I myself will probably be out of action for some time. Thanks to all for their assistance.

Jim C. Whitley

Nixes Change On Job Calls

To the Editor:
A few weeks ago some mention was made in the LOG concerning the changing of the job call hours in our shipping halls. I wish to add my views, if I may. I am definitely not in favor of the hours of the calls being changed.

One brother offered the explanation that the hourly calls interfere with his ability to conduct personal or private business such as visits to the unemployment office. I say that when a man is ready to ship he will have taken care of all his personal business before he starts attending the job calls to try for a ship.

Anyway, it takes only a half hour to check with the unemployment offices in most states as far as a seaman is concerned.

Besides, if we cut the calls down to three or four a day it is going to cause unnecessary jams of men in our halls when all of them pack in to make the call. We also must look at it from the companies' viewpoint.

They place an order for a man in the morning expecting him to arrive aboard at least by noon. As it is now some guys take most of the day they shipped to get aboard even when they've already got their working gear on.

No, I think things should be left as they are. A change will lead to abuses and only put added pressure on the dispatchers.

Backs Revised Pension
Another subject calls for some study and remedy, and that is our retirement plan. We truly have a fine one when a man is able to retire at any age if he is disabled and has the required years of seetime. But



Samuels

one if he possibly can. If anyone fouls up he gets a good talking-to on the first go-round. But when a guy continues getting in trouble, well then he's got nobody to blame but himself.
Once the ship leaves port the skipper passes out a draw list and, after it is returned, he puts out the draw. Everyone on board just couldn't believe getting a draw in the middle of the Pacific Ocean. Every couple of days in port you naturally have it coming to you.
Captain Samuels is a wonderful man to sail with and sure likes the food. So anyone who wants to sail on a good ship with a fine skipper would do well sailing the Wacosta. But anyone who continues to foul up should beware of her.

Eugene Ray

Ship Sanitation Poses Problem

To the Editor:
Is it possible to take any organized action to prevent stevedores and unauthorized natives in foreign ports from coming aboard ship and invading the crews' quarters, messhall, recreation room and toilets, thus leaving them in a most unsanitary condition?

I have observed the reluctance of most crewmembers to participate in correcting this situation. They seem to ignore it or run away from it. Why? Sanitation is of prime importance both at sea and in port, not to mention peace and quiet so a man can sleep when off watch. After all, the ship is our home.

John Geese, OS
SS John B. Kulukundis

STEEL ARCHITECT (Isthmian), Sept. 8—Chairman, V. Rizzuto; Secretary, G. Sauer. Discussed milk situation. One man missed ship Long Beach. Was turned in at San Fran. hall. Crews' lockers and messhall to be painted. Keep bathrooms clean. Glasses and silverware to be kept separately so no one will be cut.

STEEL VOYAGER (Isthmian), Sept. 25—Chairman, E. Atkins; Secretary, K. Juechter. All keys to be given to delegate before leaving ship at payoff. Ship's fund, \$9.82. Delegate said a check will be made, about subsistence while in drydock, June 24. Steward to check on poor grade of coffee and meat.

CHIWAHA (Clines Service), Sept. 24—Chairman, F. Reid; Secretary, L. Haemann. Crew to strip bunks and leave rooms in clean condition. Meet-

ing chairman gave vote of thanks to ship's engineers on installing additional ducts to make quarters cooler. A vote of thanks also by membership to ship's delegate on job well done.

WESTPORT (World Tramping Agency), Sept. 22—Chairman, E. Gretsky; Secretary, C. Stack. Ship's fund, \$9. Repairs in deck dept. Glasses and dishes are ordered. Delegate to see captain for Union news. Radio operator said he will not cooperate.

DEL CAMPO (Miss.), Sept. 14—Chairman, M. Karlson; Secretary, C. Breaux. All repairs made. Ship's fund, \$8.10. New delegate elected. Take better care of washing machine. Do not empty coffee grounds in pantry sink. No beefs.

KYSKA (Waterman), Sept. 15—Chairman, J. Youart; Secretary, J. Thomas. Men on voyage 61 to inquire about lodging while ship in Osaka, Japan; also men to collect lodging this voyage from shipyard in Alameda, Calif. Films purchased. Ship's fund, \$21.29. Valve in pantry coffee urn to be repaired. Vote of thanks to steward dept. for fine job; also vote of thanks to men taking care of movies.

DOROTHY (Bull), Aug. 18—Chairman, G. Bremman; Secretary, T. Greenay. Everything running smoothly all departments. Need fans in mess hall. Communications posted. Repair list to be submitted so necessary repairs can be made in port.

STEEL ARTISAN (Isthmian), June 23—Chairman, A. Magdilla; Secretary, D. Grant. Members warned not to distribute beer to Arabian natives due to strict liquor law. Mail to be given to agent. All doors to be locked along passageways. One man missed ship. Vote of thanks to steward dept.

FLOMAR (Calmar), Sept. 23—Chairman, G. Stanley; Secretary, J. Rockko. All companies to post on board any special agreements in contracts with Union.

July 14—Chairman, J. Dawlee; Secretary, J. Gallagher. Repairs made. Report accepted. Need some cots. New delegate elected. Need fans and washing machine.

August 8—Chairman, J. Gallagher; Secretary, T. Lamphart. One man missed ship. New delegate elected. Better preparation of food; spot sougee recreation room; obtain more cots on east coast.

PAN OCEANIC TRANSPORTER (Penn Nav.), Oct. 11—Chairman, A. Hoag; Secretary, F. Neely. Three men fired—too much drinking and performing. Ship's fund \$6.80. New delegate elected. General discussion re: drinking on board.

TOPA TOPA (Waterman), Oct. 17—Chairman, L. Wing; Secretary, F. Kustura. Two men missed ship in San Pedro. Ship's fund \$33. Few hours disputed of. To be settled at payoff. Repair lists to be submitted to delegate. Vote of thanks to chief cook for delicious pizza pie.

HASTINGS (Waterman), Sept. 29—Chairman, B. Winborne; Secretary, J. Wells. New delegate elected. Chairman for each department to be elected for safety committee. All beefs to be referred to dept. delegate. Pump on washing machine to be repaired. First meeting this trip—ship in idle status 15 days—new crew aboard and some old Union men—delegates' job all taken care of—should have a good trip.

CHOCTAW (Waterman), July 13—Chairman, A. Louavet; Secretary, P. Mapes. Gear of man who missed ship in Inchon taken to hall in Frisco. Meeting held in Frisco concerning food. Ship's fund 7.00 and 200 yen. Some disputed of. One man missed ship in Campbell River, \$10 from arrival pool placed in ship's fund.

August 11—Chairman, W. Lewis; Secretary, P. Mapes. Two men missed ship in Moji. One man sent to hospital in Pusan. Captain states there is a question concerning bonus in Formosa. \$17 and 200 yen to man in Inchon trip before he came out of hospital on short funds. Two men missed ship in Moji. 16 hours disputed of.

Sept. 21—Chairman, C. Kozioi; Secretary, J. Katsos. Good food. Must write to company for bonus in Formosa for last trip. Excellent food prepared by cooks. New delegate elected. Vote of thanks for retiring ship's delegate.

Oct. 3—Chairman, F. Gosse; Secretary, J. Katsos. Request change of soap in pantry; larger bath towels. One man missed ship in Yokohama and rejoined at Inchon. Ship's fund \$7.84. Some disputed of. Complaints about chief mate working. Scupper in pantry to be repaired. Engineer to comply with request.

SEATRAN LOUISIANA (Seatrains), Oct. 20—Chairman, V. Whitney; Secretary, C. Kreiss. Some disputed of. To be taken up with patrolman. Ship's fund \$79.19. Reports accepted. Discussion on coffee situation. Need larger blankets, more fresh fruit. Vote of thanks to steward dept. for job well done.

COALINGA HILLS (Pan-Atlantic), Oct. 12—Chairman, F. Leonard; Secretary, H. Orlando. Some disputed of. Reports accepted. Two men missed ship in Corpus Christi, to be turned over to patrolman. Repair list to be submitted. Discussion on new washing machine—present one in very bad condition.

MAXTON (Pan-Atlantic), Oct. 22—Chairman, J. Leskuni; Secretary, P. Cathcart. Everything running smoothly. No beefs. Ship's fund \$24.30. One man missed ship. Some disputed of.

SIU Tankermen: SS Mermaid



Close-up views of SIU crewmembers on the tanker Mermaid catch this trio in various moods while they take in the sun on deck. Those pictured (l to r) are identified only as "Aussie," "Dayman" and Finnian "Preacher" Davis. The photos are the work of Seafarer John F. Wunderlich, who takes his camera hobby seriously.

'Vizag' Layover Makes Steel Age Lots Older

Vizagapatam has taken its toll again. The Steel Age has aged considerably since it got to this antiquated Indian port, also known as "Vizag" to its intimates, but better known for long, dreary delays.

"After laying at anchor outside of Indian and Pakistani ports for interminable periods, we really got it at Vizagapatam," reports Carl von Herrmann, chief electrician. "Arriving Sept. 18, we anchored three miles out and broke sea watches. For the next several weeks we studied the general topography of our surroundings or speculated about the comings and goings of the ships.

"After three weeks native canoes appeared, and the more daring—or to be exact, the most thirsty—rode through the surf to land on the beach below the town. T. W. 'Little Red' Sinson, DM, and Jesse T. Green, OS, built a canvas-covered boat for their own transportation, but then the mate wouldn't let them lower it.

"On Oct. 13 we entered the port to refuel and then left. Oct. 22 we reentered to anchor in the river. It is hoped we may leave Nov. 7 for Baltimore with a full load of ore.

"Vizag" is a small industrial port with the social and amusement possibilities of a dry North Dakota hamlet," von Herrmann pointed out. "There is a seaman's club where you can buy beer for \$1.50 a bottle—and little else.

"Considering that this will be a trip of 27 weeks with very, very little overtime and lots of time on our hands, the morale of the men

is outstanding," he said. Wayne Webb, ship's delegate, was credited with "a fine job" of soothing over personal differences, etc.

An appreciative note was also directed to the crew of the SUP-manned Pacificus, which lent a hand when the Steel Age ran out of smokes and provided 500 packs of cigarettes.

Show Seetime To Enter PHS

The US Public Health Service hospitals wish to remind Seafarers that it is necessary to show proof of eligibility in order to obtain treatment at any PHS facility.

Such proof should show 60 days of seetime, time which is to have been completed not more than 90 days before applying for treatment. Extensions on the 90 days are permitted under special circumstances such as in times of shipping slump or maritime strikes. It is waived where a seaman is taken off a vessel because of illness or injury suffered while on duty.

The PHS announcement reminds Seafarers that discharges alone are not sufficient evidence of seetime but are helpful in establishing time along with other evidence.

Leg In Cast Cuts No Ice With Mate

The value of immediately contacting the Union following any injury or accident was dramatically pinpointed recently by the case of an SUP brother on the Steel Surveyor.

After a bad fall on some cobblestones near the guard gate at Massawa, Eritrea, Jack Dykes, AB, was neglected almost two weeks before he was finally taken to the Seventh Day Adventist Hospital in Karachi, Pakistan, for X-ray and treatment. The ship had left Massawa the evening of the accident, by which time his left leg had already become swollen.

Five Days at Anchor

The Surveyor subsequently spent five days at anchor in Karachi and then two more tied up at a dock until Dykes was taken ashore for treatment. This was 13 days after the accident. He was hospitalized there overnight, treated for a fracture and then fitted with a cast.

Only six days later, at Bombay, India, he was asked by the mate if he "thought" he could turn to "on light duty." He was told to "think" it over and "talk" it over before giving an answer. Dykes then spoke to the captain, who apparently felt he was "able" despite the cast. The skipper said the "request" to turn to amounted to an order.

Union Contacted

SIU welfare services came into the picture, once the ship's delegate contacted Union headquarters in New York. The union contacted the company and thereafter Dykes was not bothered about turning to. He later returned from Colombo, Ceylon, to the States on the Steel Traveler.

Had Union efforts not been brought into play, Dykes might have been forced to do even worse damage to his leg than the original injury and the 13-day delay in getting it treated. "I felt it would be a detriment to my own safety and certainly the safety of the crew if I were required to stand even gangway watches in that condition," he added.

Last Rites For A Brother



Heads bowed, crewmen on the Ocean Eva listen silently as Capt. W. E. Badaeu intones burial service for Seafarer Leonard Marsh, who passed away in Japan. The Eva conducted the burial at sea on Sept. 21 after Marsh's body was delivered to the ship in Yokohama from Moji. Photo submitted by Al Porcari.

Digest Of SIU Ship Meetings

ing chairman gave vote of thanks to ship's engineers on installing additional ducts to make quarters cooler. A vote of thanks also by membership to ship's delegate on job well done.

WELLESLEY VICTORY (Isthmian), Sept. 12—Chairman, C. Parker; Secretary, L. Banks. Keep doors locked in order to keep natives and flies out of passageway. Messman became ill on Sept. 8 in Colombo, Ceylon. It was Sept. 9 before doctor came to ship.

MASSMAR (Calmar), Sept. 15—Chairman, W. Zaleski; Secretary, F. McCall. New locks on repair list. Food has improved since being at sea. Effort made to maintain quality while in port.

MARORE (Ora. Nav.), Sept. 17—Chairman, F. Stone; Secretary, A. Murry. Ship's fund, \$3.02. One man hospitalized in San Juan, PR. Patrolman to see steward about cooperating with ship's delegate. Ice water to be put on tables. All hands to donate \$1 to ship's fund.

SEATRAN NEW JERSEY (Seatrains), Sept. 28—Chairman, R. Bruden; Secretary, J. Lahwyk. Steward to put more crackers and dinner plates out. Coffee cups not to be left on fan table. Delegate elected for Safety Committee program. Steward to see patrolman at payoff.

SEATRAN SAVANNAH (Seatrains), Sept. 23—Chairman, J. Giovan; Secretary, W. Logan. Ship's fund, \$44.22. Ship's delegate elected. Motion made to have poop deck washed every day, and steward to see about getting more stores. Steward to get more glasses for messroom.

SHINNECOCK BAY (Tank Ship), Aug. 25—Chairman, G. Skendelas; Secretary, none. Delegate G. Skendelas resigning. New ship's delegate elected. Repair list to be made, new washing machine to be bought.

JEFFERSON CITY VICTORY (Victory Carriers), July 4—Chairman, E. Wright; Secretary, C. Makuch. New delegate elected. Speak to captain about opening slop chest so new men may purchase cigarettes. Membership to refrain from throwing things out of portholes. Also, to put garbage and trash cans over stern. Recreation hall to be locked in port. Library to be kept in good condition by membership and cleaned by deck, eng. and stew. dept. on alternate weeks. Gangway watch to have keys.

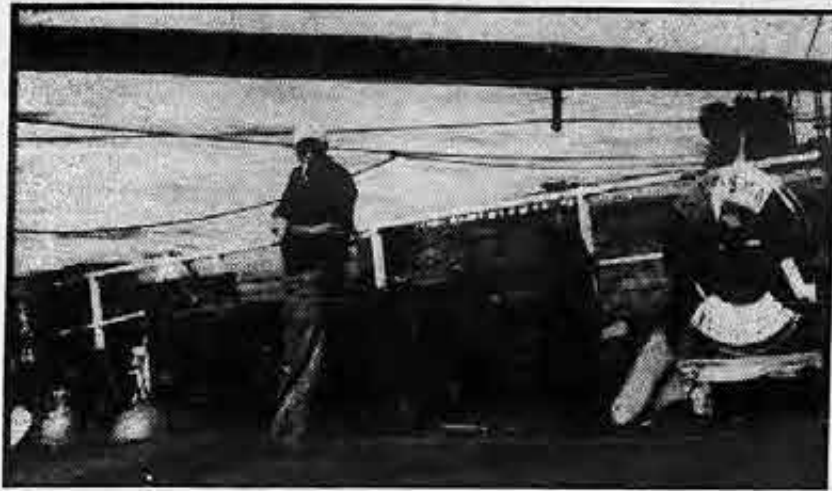
Sept. 21—Chairman, R. Danville; Secretary, E. Wright. Three new hospital slips at Long Beach. Motion made that crew of Jefferson City Victory go on record as retaining the hourly job calls as at present. New debarkation ladders needed for all life boats. Wooden covers needed on No. 4 hatch.

STEEL DIRECTOR (Isthmian), Sept. 14—Chairman, J. Rose; Secretary, J. O'Neil. Repair lists turned in. Vote of thanks to cooks for good work and cooperation. Ship's fund, \$15. Acquaint ship's delegate with beefs. Electrician thanks crew for flowers sent to sick mother. To keep foe'sles tidy. B-card aliens requested to abide by shipping rules.

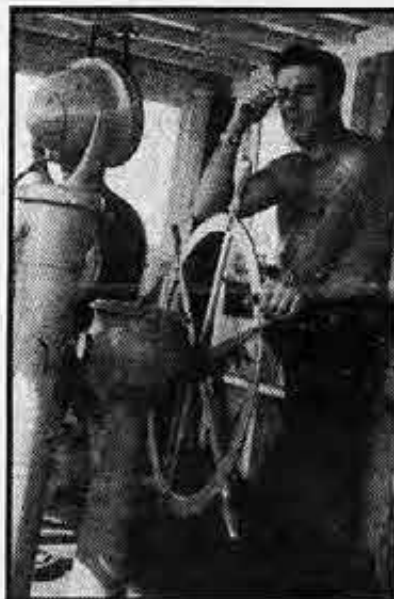
WACOSTA (Waterman), Sept. 5—Chairman, H. Graham; Secretary, E. Ray. One man was logged, excessive drinking aboard. One man hospitalized at Honolulu. Secretary-reporter and treasurer elected. Ship's fund, \$17.00. Expenses \$3.40. Man promoted to 4th mate due to mate getting off sick at Panama. Some overtime disputed. Beef about thickness of steaks. Outside passageway to be kept clear and no dumping of garbage overboard.

JOHN B. WATERMAN (Waterman), Aug. 4—Chairman, N. West; Secretary, G. Thornhill. Chief mate spoken to about putting hospital in shape, and about more equipped slop chest which was promised to be taken care of very soon. Black gang and deck dept. needs escape panels repaired. Keys for wigwag foc'sle. First aid kit

All's Well On Losmar



Pictures from the eastbound voyage of the Losmar on the Intercoastal run show bosun Larry Tryon (top) trying to light a smoke while the ship takes on a starboard list. Above, steward A. W. Perkins (left) and Francis Alcain, chief cook, take it easy in fore'sle during work lull. Bobbie Glenn, AB, (right), is the man at the wheel trying to make the helmsman's job look easy. Around the life-ring (below, l to r), are Tony Evanosich, wiper; an unnamed fireman, and Lester Dick, wiper. All photos by William Thompson.



SIU HALL DIRECTORY

SIU, A&G District

- BALTIMORE..... 1216 E. Baltimore St. Eastern 7-4900
Earl Sheppard, Agent
- BOSTON..... 276 State St. Richmond 2-0140
James Sheehan, Agent
- HOUSTON..... 4202 Canal St. Capital 3-4089; 3-4090
Robert Matthews, Agent
- LAKE CHARLES, La. 1419 Ryan St. HEMlock 6-5744
Leroy Clarke, Agent
- MOBILE..... 1 South Lawrence St. HEMlock 2-1754
Cal Tanner, Agent
- MORGAN CITY..... 912 Front St. Phone 2156
Tom Gould, Agent
- NEW ORLEANS..... 523 Bienville St. 8526
Lindsey Williams, Agent
- NEW YORK..... 675 4th Ave., Brooklyn HYacinth 9-6600
- NORFOLK..... 127-129 Bank St. MADison 2-9834
Ben Rees, Agent
- PHILADELPHIA..... 337 Market St. Market 7-1635
S. Cardullo, Agent
- PUERTA DE TIERRA PR..... 101 Pelayo Sal Colls. Agent Phone 2-5998
Marty Breithoff, Agent
- SAN FRANCISCO..... 450 Harrison St. Douglas 2-3475
Marty Breithoff, Agent
- SAVANNAH..... 2 Abercorn St. 3-1728
E. B. McAuley, Agent
- SEATTLE..... 2505 1st Ave. Elliott 4334
Jeff Gillette, Agent
- TAMPA..... 1809-1811 N. Franklin St. Phone 2-1323
Tom Banning, Agent
- WILMINGTON, Calif. 505 Marine Ave. Reed Humphries, Agent Terminal 4-2874
- HEADQUARTERS..... 675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall
ASST. SECRETARY-TREASURERS
J. Algina, Deck C. Simmons, Joint
J. Volpian, Eng. W. Hall, Joint
E. Mooney, Std. R. Matthews, Joint

SUP

- HONOLULU..... 16 Merchant St. Phone 5-5777
- PORTLAND..... 211 SW Clay St. Capital 3-4336
- RICHMOND, Calif. 510 Macdonald Ave. BEacon 2-0925
- SAN FRANCISCO..... 450 Harrison St. Douglas 2-3363
- SEATTLE..... 2505 1st Ave. Main 9290
- WILMINGTON..... 505 Marine Ave. Terminal 4-3131
- NEW YORK..... 675 4th Ave., Brooklyn HYacinth 9-6165

Canadian District

- HALIFAX, N.S..... 128 1/2 Hollis St. Phone 3-5911
- MONTREAL..... 634 St. James St. West Plateau 8161
- FORT WILLIAM..... 408 Simpson St. Ontario Phone: 3-3221
- PORT COLBORNE..... 103 Durham St. Ontario Phone: 5591
- TORONTO, Ontario..... 272 King St. E. Empire 4-5719
- VICTORIA, BC..... 817 1/2 Cormorant St. Empire 4531
- VANCOUVER, BC..... 288 Main St. Pacific 3468
- SYDNEY, NS..... 304 Charlotte St. Phone: 6346
- BAGOTVILLE, Quebec..... 20 Egin St. Phone: 545
- THOROLD, Ontario..... 52 St. Davids St. Canal 7-3202
- QUEBEC..... 44 Sault-au-Matelot Quebec Phone: 3-1569
- SAINT JOHN..... 177 Prince William St. NB OX 2-5431

Great Lakes District

- ALPENA..... 1215 N. Second Ave. Phone: 713-J
- BUFFALO, NY..... 180 Main St. Phone: Cleveland 7391
- CLEVELAND..... 734 Lakeside Ave., NE Phone: Main 1-0147
- DETROIT..... 1038 3rd St. Phone: Woodward 1-6857
- DULUTH..... 621 W. Superior St. Phone: Randolph 2-4110
- SOUTH CHICAGO..... 3261 E. 92nd St. Phone: Essex 5-2415

Urges Interest In Sea Tradition

To the Editor:

In recent years, I feel, too little attention has been paid to the tradition of the sea by the average seaman. I also feel that a great deal of the basic pride in going to sea is bound in this tradition.

The LOG did run a fine series of articles describing the development of the modern sea union and the part played in this by

Letters To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

Andrew Furuseth and many others. These articles were exceptionally good.

There are other broad areas in the sea tradition which I feel should be brought more to the attention of the seaman. The technical and fictional writings of such men as Thomas Wolfe, Robert Louis Stevenson, Nathaniel Bowditch, Jack London and many others have developed into a large and readable field of literature which the average seaman should have more access to.

Also to be considered are the poets, artists and dexterous craftsmen who have added a vast wealth of material from which the average seaman would benefit if he examined some of their work. There is a great amount of literature based on the true and fictional adventures and exploits of seamen.

Of course, as important as the forementioned sources, are the men who developed and handed down from generation to generation the basic elements of good seamanship in sketches, notes and articles. I think you would find a great deal of interest aroused if you would carry a series of articles in the LOG explaining to the average seaman the interest, benefit and pleasure to be gained by examining some of this material. You might also tell of the various libraries, museums, public buildings and shore points where they might get books and examine some of these things.

Bob Parker

LOG Makes Hit At VA Hospital

To the Editor:

I see from the LOG that things are still going along in SIU style. My wife gets the

LOG but it is sometimes slow in getting to me at the hospital so I'd appreciate getting one separately. All the fellows here enjoy reading it.

The way I feel today I would ride any SIU ship afloat, even the Ore Line. I also would be very glad to hear from any shipmates, especially Bill Schaffer. I'm at the VA Hospital, Brecksville, Ohio.

Lindell B. Morgan

Thanks Director For Floral Gift

To the Editor:

I'd like to thank the crew of the Steel Director for their thoughtfulness in sending flowers to my mother while she was hospitalized.

She is out of the hospital now and recuperating very satisfactorily. The kindness of my shipmates was deeply appreciated.

Leon White

Purser Lauded As Ship Medic

To the Editor:

We'd like to extend a word of thanks to the purser, John Coleman, of the apparent hospital ship, M/V Del Oro.

The Del Oro took on the appearance of a hospital ship on her last trip to South America. The casualty and sick list included a back injury, a broken foot, a broken arm, two eye injuries, four cases of Asian flu, a case of severe neck arthritis and a brother repatriated from Rio with a broken leg.

The steward, "Hungry" Henry, was put ashore in Mayaguez, PR, on the way south with a nasal hemorrhage. He later joined the ship in Belem, Brazil, and still later became one of the victims of the flu. We lost our 2nd electrician in Porto Alegre, Brazil, with a possible case of tuberculosis. However, we hope this proves untrue.

But back to our purser and medical officer, who has displayed competence more than equal to the situation. He has been up all hours administering treatment and medication to his many wards. The ex-patients express nothing but praise for him.

Plenty more—all good—could be said about him by the crew of the Del Oro, for he does his best without complaint. So any brother shipping aboard this ship in the future may rest well assured that he will receive excellent medical attention thanks to "Doc" Coleman.

The Crew SS Del Oro



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:

Archibald William Bell, born October 3, 1957, to Seafarer and Mrs. Archibald Bell Jr., Jenkintown, Pa.

Steven Maitin, born September 1, 1957, to Seafarer and Mrs. Raul M. Maitin, Brooklyn, NY.

Mark Joseph Campbell, born September 11, 1957, to Seafarer and Mrs. Joseph L. Campbell, Oklahoma City, Okla.

Rhonda Wynatt Morris, born September 23, 1957, to Seafarer and Mrs. Richard M. Morris Jr., Vinemont, Ala.

Jimmy Narvaez, born September 8, 1957, to Seafarer and Mrs. Felipe Narvaez, Houston, Texas.

Gary Lamar Pryor, born October 14, 1957, to Seafarer and Mrs. Clarence Pryor, Crighton, Ala.

Ginger Ellen Sullivan, born September 10, 1957, to Seafarer and Mrs. Robert L. Sullivan, Wickiffe, Ky.

Michael Patrick Takacs, born October 7, 1957, to Seafarer and Mrs. Joseph M. Takacs, Philadelphia, Pa.

Wanda Jean Allen, born July 23, 1957, to Seafarer and Mrs. James C. Allen, New Orleans, La.

Cheryl Lynn Faini, born October 11, 1957, to Seafarer and Mrs. Vincent Faini, Norristown, Pa.

Cynthia Anne Kolenovsky, born

October 3, 1957, to Seafarer and Mrs. Edward H. Kolenovsky, Galveston, Texas.

Painted Ships Move Faster, English Report

A recent English survey has revealed that a good paint job on a ship's hull will not only add to its appearance, but may increase its speed by as much as one-half a knot.

British National Physical Laboratories have been conducting investigations on the effect of the surface resistance of a ship and found that a well painted vessel, which can normally do 15 knots, may save seven and one-half hours on a trip from Southampton, England to New York. This is the equivalent of a steady speed of 15 and one-half knots.

They also discovered that there is less surface resistance on a ship that has been welded than on one that is riveted, and the bigger the ship, the greater the difference.

Greeting Dad Right On The Ship



Seafarer Alex McElhenny's daughter Barbara Diane, 6 1/2, waits for him to pack his gear after signing off the *Joselina*. Ship had been out on 11-month voyage.

Personals And Notices

Alexander Potorski
Headquarters has your gear and membership book.

Martinez
ex-Ocean Deborah
Contact Ed E. Cooper, SUP, 2701 Flannery Road, San Pablo, California, concerning money.

Eric W. Johnson
Richie is very anxious to hear from you. Please write or phone collect.

Benjamin Mignano
Contact Robert Benedict, 115 Pelicastle Street, New Orleans 15, La.

Stanley Newman
Please get in touch with your wife, or her brother-in-law, H. M. Fox, at 31 Lyttleton Ave., Charleston 34, SC.

Headly F. White
Contact Princess Hotel, PO Box 998, Dar Es Salaam, Tanganyika.

Phillip Giordano
Anybody knowing whereabouts of this man please contact Mrs.

FINAL DISPATCH

James F. Kane, 45: Brother Kane was lost at sea on February 6, 1956, while aboard the SS Ocean Deborah. He became a full member of the Union on November 17, 1947, and sailed in the steward department.



place in St. Joseph's Cemetery in Jamaica Plain, Mass.

John W. Smith, 38: Brother Smith disappeared at sea while a crewmember of the SS Iberville on April 7, 1957. He became a full member of the Union on August 20, 1956, and sailed in the engine department. He is survived by his mother, Mamie Beck of Absecon, NJ.

Clarence Crevier, 54: Brother Crevier died on September 19, 1957, in Oakland Beach, RI. Death was due to a heart ailment. Surviving is his sister, Agnes B. Parenteau, of Providence RI. He became a full member of the Union on September 18, 1947, and sailed in the engine department. Place of burial is unknown.

Robert P. McDonough, 22: Brother Robert P. McDonough died on August 10, 1957, in Puerto Rico. He became a full member of the Union on March 8, 1957, and sailed in the deck department. Brother McDonough is survived by his father, Daniel F. McDonough, of Jamaica Plain, Mass. Burial took

Senators Hear Union-Busters

(Continued from page 3)
another "counselor" to counteract the anti-union feeling and help install a company-picked organization without an election.

Testimony was brought out that the firm prevents union organizing by threatening to dismiss and actually dismissing union employees, and by offering union organizers high paying jobs if they would quit the union. Then it sets up an "independent" union or committee and "persuades" reliable employees to run for offices in it.

A St. Louis industrial relations consultant testified that he had turned down a salary "in the high five figures" to take assignments with Shefferman in advising clients on "how to set up an independent union." The consultant, who had worked for many years for federal agencies, refused the job because his reputation "just couldn't take it."

August Schroter, 63: A cerebral hemorrhage was the cause of death of Brother Schroter on September 24, 1957, in Funchal, Madeira. He became a full member of the Union on May 10, 1944, and was sailing in the steward department. Brother Schroter is survived by his wife, Johanna Schroter, of Hoboken, New Jersey. He was buried in English Cemetery, Funchal, Madeira.



Jerome D. Moynihan, 48: Brother Moynihan died due to a disorder of the circulatory system on September 10, 1957. Death took place in San Francisco, Calif. He became a full member of the Union on December 21, 1943, and was sailing in the deck department. Brother Moynihan is survived by his wife, Dorothy Moynihan, of Hopkinton, Mass. He was buried in St. John's Cemetery, Hopkinton, Mass.



Make Checks To 'SIU-A&G'

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

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



Odessa Giordano, Route 2, Pelzer, South Carolina.

Ex-City Of Alma
Whoever picked up Erling Johnsen's suitcase by mistake on October 8 is asked to please leave it at the headquarters baggage room.

3,000 Paid SIU Baby \$ Since 1952

SIU maternity benefits paid to Seafarers on the birth of their children passed the 3,000 mark last month. As of October 25 the Seafarers Welfare Plan had paid out over \$604,000 for this benefit alone in 5 1/2 years since it was instituted.

The maternity benefit provides \$200 for each child born to a Seafarer with additional benefits for multiple births. The SIU also chips in a \$25 US defense bond for each child from the Union's own funds. Bonds issued thus far under the program have a maturity value of more than \$75,000.

Other benefit figures released by the Plan show death benefits nearing the \$2 million mark and hospital benefits paid directly to Seafarers standing at \$1,189,000. All told, the Welfare Plan has paid out over \$4,300,000 in direct cash benefits to Seafarers, not counting expenditures for meal books, lodging facilities, recreation and training.

EVERY SUNDAY DIRECT VOICE BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

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

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

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

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

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

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

WCO-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

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

Scientist Doubts Commercial Use Of Atom Ships

Strong doubt as to the possible commercial usefulness of an atom-powered ship was implied in a magazine article by Dr. Edward Teller, widely-known as the "father of the hydrogen bomb." Writing in the fall, 1957, issue of "The Lamp," official publication of the Standard Oil Company of New Jersey, Dr. Teller expressed skepticism over use of atomic energy in any but large stationary shoreside power plants. Meanwhile, the Maritime Administration announced that the first atom-powered merchant ship will be named the Savannah and revealed it is planning a second such ship with a gas turbine plant.

Previously, the US atom ship project had come under sharp attack in the "Pacific Shipper," a West Coast maritime magazine. The magazine called expenditures on the subject "a wild goose chase but dimly related to the American merchant marine" and said that such ships are in the "kindergarten stage."

Dr. Teller's article dealt generally with the prospects for atomic energy as compared to oil, coal and other conventional fuels. He pointed out that all atomic reactors require "intricate machinery" for long distance handling of the highly-radioactive contents. This machinery is "not much more expensive for a big unit than for a small one."

100,000 Kilowatt Minimum
He continues, "Therefore, the best use of atomic energy will be in operation where great amounts of energy are required. At the present time 100,000 kilowatts would seem to be a fair figure."

Translating kilowatts into horsepower means a plant of that size would put out 134,000 electrical horsepower, according to engineering manuals. Allowing for the inevitable loss of efficiency between the reactor and the prop, even a relatively inefficient plant could be expected to salvage about 65 percent of the initial horsepower output.

That would mean that an eco-

nomical unit for a ship would put out at least 87,000 shaft horsepower, or roughly ten times the amount of power needed for a conventional freightship in the C-3 size and speed class.

What about bigger ships? The giant supertanker Universe Leader rates at only 19,259 shaft horsepower, and it is an 85,000-ton vessel, although admittedly a slow one with a cruising speed of 14 knots. The 32,000-ton Cities Service Baltimore, which can do around 16½ knots, has 15,000 shaft horsepower. The 45,000-ton World Glory also gets by on 15,000 horses.

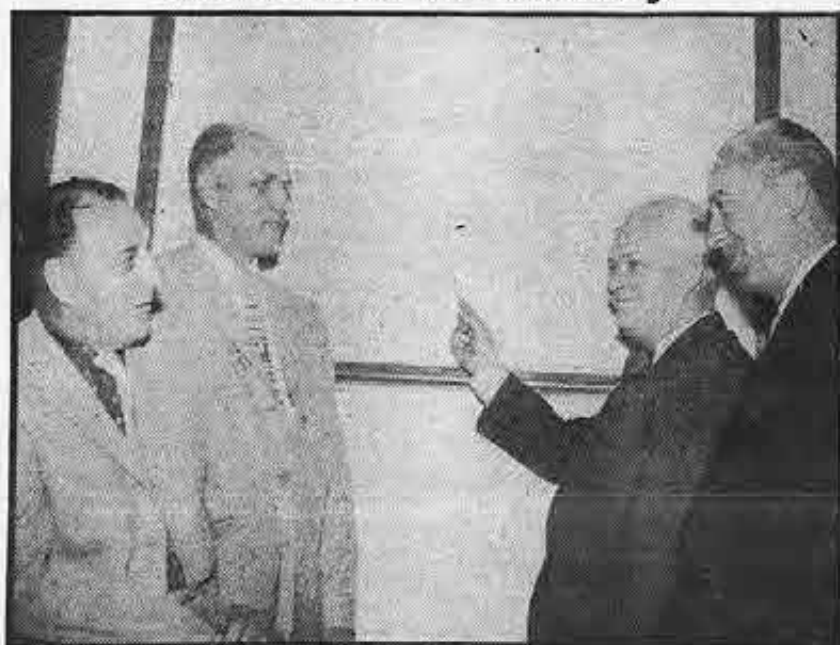
Extremely High-Powered Ships

It doesn't take much figuring to see that such a plant would be useful only in an extremely-large high speed passenger ship or on naval vessels. The carrier Forrestal, for example, puts out an enormous 250,000 horsepower from its plant, but nobody pretends the Forrestal is run on a profit or loss basis. The Cunard Queens run on 160,000 shaft horsepower each, but nobody except Cunard contemplates passenger ships as large as these.

As Dr. Teller puts it, "it is less likely that atomic energy will become very important in the heating of dwelling . . . Atomic energy is even less likely to be widely used in transportation . . . It has been demonstrated that ships can be propelled by atomic energy. Eventually this kind of propulsion may be rather generally accepted, (our emphasis) although extreme precautions will be necessary . . . The first applications are, of course, those where expense does not count, and that means military applications."

As for atomic locomotives, Dr. Teller called such a device "a most ingenious solution of the question how to combine minimum utility with maximum danger."

All Set For The Seaway



Officers of Duluth Maritime Trades Council gather before map of Great Lakes with Harry O'Reilly (2nd, left) Maritime Trades Department secy-treas. Others are (l-r) Harold Schneider, secy-treas, American Federation of Grain Millers; Matt Anttila, Duluth port agent, SIU Great Lakes District; E. L. Slaughter, secy-treas, International Brotherhood of Longshoremen.

Shipping Round-Up & Forecast

October 16 Through October 29

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	6	3	6	3	5	1	17	7	24
New York	66	17	46	14	49	9	161	40	201
Philadelphia	21	1	14	5	9	6	44	12	56
Baltimore	46	15	23	18	19	11	88	44	132
Norfolk	11	6	4	5	2	7	17	18	35
Savannah	3	0	6	2	3	1	12	3	15
Tampa	4	0	1	1	8	1	13	2	15
Mobile	28	5	28	3	13	11	69	19	88
New Orleans	45	15	40	15	33	11	118	41	159
Lake Charles	10	7	9	8	10	5	29	20	49
Houston	23	10	23	11	13	5	59	28	85
Wilmington	20	11	13	19	7	8	40	38	78
San Francisco	15	7	16	4	15	7	46	18	64
Seattle	30	7	19	15	17	8	66	30	96
Total	328	104	248	123	203	91	779	318	1097

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	3	1	0	2	0	0	5	4	0	9
New York	97	12	7	73	21	9	72	5	3	299
Philadelphia	16	1	0	12	3	0	8	3	0	41
Baltimore	69	15	3	42	26	4	35	14	1	209
Norfolk	9	3	2	3	4	1	2	5	1	30
Savannah	3	0	0	3	2	0	2	0	1	11
Tampa	8	2	2	7	0	3	5	1	1	29
Mobile	12	3	3	14	5	2	7	1	2	49
New Orleans	53	12	2	39	10	4	39	7	2	168
Lake Charles	10	5	0	12	6	0	5	6	0	44
Houston	16	9	0	12	6	0	11	4	0	58
Wilmington	6	0	0	2	3	0	4	0	0	15
San Francisco	25	1	0	15	7	0	21	9	0	76
Seattle	22	15	0	22	15	0	15	4	1	94
Total	349	79	19	258	110	23	224	60	12	1134

The end of the Bull Line strike boosted shipping last period to the highest point since July. Total job activity also topped registration for the first time in four months and, in the case of class A only, for the first time since April.

A total of 1,134 men were dispatched; registration fell off to 1,097.

The resumption of Bull Line operations and re-crewing of idle ships was felt principally in New York and Baltimore, which listed sharp gains in shipping. On the West Coast, San Francisco bounced back, and slight gains were also reported for Philadelphia, Norfolk, Savannah, Tampa, New Orleans and Lake Charles.

Mobile and Houston were way off during the period, which also showed declines in Boston and Seattle. Wilmington held to the status quo.

The ratio of men registered to jobs was fairly constant in all three departments. The number of men shipped in the steward department was only two more than the steward registration. In the deck and engine departments, the gap between jobs and registration was 20 or less.

Class A's proportion of the total jobs shipped rose to 73 percent, while the class B total fell off to 22 percent. Class C also gained, and accounted for five percent of the total jobs. Six ports, Boston, Philadelphia, Lake Charles, Houston, Wilmington and San Francisco, shipped no class C men at all.

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

BME Sets Up Temporary Disability Benefits Plan

Benefits under the Brotherhood of the Marine Engineer's Welfare Plan have been extended to provide payments to engineers disabled because of an off-the-job accident or illness. Engineers who are unable to return to work will be eligible for payments of \$30 a week for a maximum period of 26 weeks.

The benefit is designed primarily to provide income for engineers who are temporarily disabled and unable to receive benefits under the union's welfare plan. Those confined to a hospital are eligible for payments under the plan's in-hospital benefit. But when they leave the hospital and are home recuperating, they will be eligible for this new sickness and accident benefit.

The new benefit will supplement the plan's total disability payments by providing payments when a man is laid up for a relatively short period of time.

To be eligible for the benefit the engineer must show proof of the standard seafaring requirements on BME contracted vessels. In addition to this, he must also produce a doctor's report as to his disability.

Payments will be made after a

one-day waiting period in the case of an injury, and eight days for those who take sick while away from their ship. Benefits will be paid for as long as the disability lasts, up to 26 weeks.

Lake Charles On Upgrade

LAKE CHARLES — Although shipping picked up during the past two weeks, reports Leroy Clarke, there are still enough of men on the beach to take any jobs that might come up.

The Chiwawa, Cantigny, Royal Oak, Government Camp, Bents Fort, Bradford Island, CS Baltimore and Winter Hill (Cities Service); Val Chem (Heron), Coalinga Hills, Maxton (Pan-Atlantic) and the Steel Traveler (Isthmian) called into port during the period. All were in good shape with no major beefs reported.

Stay Put For Idle Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address. An average delay of a month is reported in most cases, causing considerable hardship to the men involved.

LET 'EM KNOW!
Write TO THE LOG