

**Getting Know-How.** Seafarer Pete Drews (kneeling) instructs trainees on proper technique for lashing and raising lifeboat sail at SIU's New York lifeboat school. School will be expanded shortly to train ABs, after successfully passing 56 of 57 lifeboat candidates. It is located in the Brooklyn terminal of the Bull Line, close to the Union's headquarters hall. (Story on Page 2.)



**Seafarer-Graduate.** Seafarer George Butenkoff, SIU scholarship award winner, is congratulated on his graduation from the Newark College of Engineering by Dr. Robert E. Kiehl of college faculty. Butenkoff ranked tenth in class of 348 engineering graduates. He received a degree in electrical engineering. Another Seafarer, John Logan, received a degree from New Paltz, NY, State Teachers' College. (Story on Page 3.)

## '50-50' Is Target:

# UNIONS HIT US-EUROPE SHIP TALKS

Story On Page 3

## US Will Scrap 1,200 Libertys

Story On Page 2

## Degrees Awarded To 2 Seafarers

Story On Page 3

## Begin New Phila. Hall

Story On Page 3

# ICC ENEMY OF DOMESTIC SHIPPING

*How the Interstate Commerce Commission and the railroads are destroying a vital part of America's merchant marine.*

SEE  
CENTER  
FOLD

# MA Preparing To Scrap 1,200 Reserve Libertys

WASHINGTON—With Congress apparently set to go along with budget recommendations cutting funds to maintain the reserve fleet, Maritime Administrator Clarence Morse has announced that his agency will go ahead with the process of scrapping around 1,200 Liberty-ship workhorses of World War II. Already weeding out badly-damaged or unstrapped Libertys from the reserve fleet anchorages, the Maritime Administration now will cut down preservation work on the bulk of the Liberty fleet in anticipation of scrapping them.

The cutback in the reserve fleet had been indicated in January when the President's budget message wrote off the Liberty ships. Nevertheless, routine work had been continued on the ships pending Congressional action on the

budget, with Maritime anticipating a possible restoration of funds for that purpose.

However, the agency is now laying off maintenance gangs in its various reserve fleets. In the three East Coast anchorages — James River, Virginia; Jones Point, NY, and Wilmington, North Carolina, about 150 men engaged in ship preservation are being laid off. Similar layoffs are taking place at five other anchorages on the Gulf and West Coasts.

The present budget for ship maintenance calls for \$4,900,000 for this purpose. Last year's budget was \$6,200,000 and in previous years additional sums were spent.

Actually, the Liberty fleet is of dubious usefulness, defense-wise or commercially, because of the age and slow speed of the ships. Should all the Libertys be disposed of, it would mean some 922 vessels left in the fleet, consisting mostly of Victories, P-2, C-3 and C-4 troop transports; a limited number of C-1s and C-1 diesels, and a small number of C-2s and C-3s which are currently being traded in as shipping companies embark on new construction programs. The 200 Libertys left in the reserve would be retained for special civil defense emergency purposes in the event of an attack on the US.

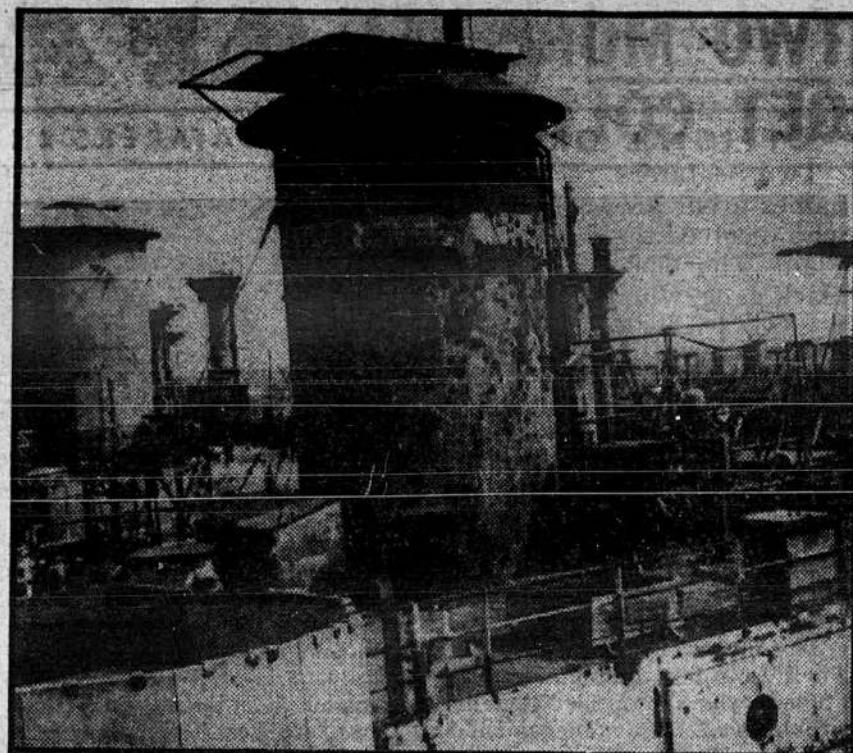
The decision to scrap 1,200 Libertys does not mean that they will disappear overnight. The Maritime Administration could not throw them all out on the scrap market at once since that would destroy any opportunity to get some kind of financial return on the ships.

Libertys that are now being scrapped are being sold for slightly above a \$70,000 minimum bid, which is the least the Government will accept. Only about 100 ships have been sold in this fashion in the past year. Recently, the bidding was broadened to permit sale of the ships to American citizens for scrapping in the foreign yards of a friendly nation, and this is expected to boost the return somewhat. Each of the Libertys originally cost around \$2 million to build in good pre-war and wartime dollars worth over twice as much as the present dollar bill.

Under the present maintenance program, ships get overhauled on deck every two years and in the

engine room every four years, so that even if maintenance work is halted because of fund shortages, the Libertys involved would retain a degree of usefulness for several more years. The hulls are preserved by a network of carbon anodes and electrical charges, and this preservation work will be maintained until the ships are actually taken out to the scrap yard.

In the opinion of US maritime unions, the shortest cut to an up-to-date reserve fleet would be a massive ship replacement program by present American-flag operators plus a requirement that present runaway flag ships must operate under the flag of the nation of ownership.



Stacks of two reserve fleet Libertys show amid forest of booms and ship gear at Hudson River reserve fleet anchorage. Some 1,200 of 1,400 Libertys in the reserve will be scrapped over next few years, according to present plans.

## Senate Bill Would Ease Alien Rules

WASHINGTON—Both steamship companies and alien seamen would be relieved of some of the burdensome requirements of the McCarran Immigration Act under a bill introduced by Senator John Butler (Rep.-Md.). The Butler bill involves a large number of amendments to technical specifications of the act.

The recent SIUNA convention passed a resolution calling for modification of the unnecessarily stringent provisions of the McCarran Act as they apply to alien seamen who are members of SIUNA unions. The convention denounced the harsh limitations on their right to switch ships and to stay ashore long enough to catch another vessel without being deported.

One provision of the Butler bill would permit steamship companies to detain an alien aboard any vessel in the same fleet. At present, if Immigration rules that an alien is to be detained, he has to leave port on the same ship. The result has been that alien crewmembers have been frozen in on some shipboard jobs. However, detained aliens would still not be allowed to switch to ships of another steamship company.

A second provision would permit an alien under voluntary or involuntary deportation orders to be sent to any country willing to receive him. This would be of particular benefit to aliens from Communist-dominated lands who are subject to deportation but unwilling to return to their native countries.

The steamship companies would benefit since they would be relieved of fines for minor crewlist errors, and of the expense of detaining, guarding and deporting aliens in certain instances.

## SEAFARERS LOG

June 19, 1959 Vol. XXI, No. 13



PAUL HALL, Secretary-Treasurer

HERBERT BRAND, Editor. BERNARD SEAMAN, Art Editor. HERMAN ARTHUR, IRWIN SPIVACK, AL MASKIN, JOHN BRAZEL, ANAKOLE LEVKOFF, 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. Second class postage paid at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.



## World Tanker Fleet Has 447 Ships In Idle Status

With oil cargoes getting scarcer in relation to the number of ships available, competition for the remaining business has been forcing tankers into lay-up at a staggering rate. As of June, 447 tankers were idle, representing a total of 7.3 million deadweight tons, which is the largest idle tonnage in maritime history. Moreover, the lay-ups show no signs of abating.

Last year, at this time, 390 tankers were laid up throughout the world, while last February the number stood at 297.

Most of the idled ships are aging vessels which cost more to operate and keep in shape than for storage. The leading type of laid-up ships are T-2 tankers, built during World War II, with a deadweight tonnage of 16,000 tons. These are being replaced by larger, faster vessels in the supertanker class,

with deadweights ranging around 40,000 tons for most ships, and no appreciable increase in manning or in operating costs.

Of the 447 tankers in lay-up, 399 are foreign-flag ships and 48 American.

In part, the increase in lay-ups is due to the seasonal slack in tanker activity during the summer months. Movement of oil generally picks up during the fall and winter months. However, operators here are pessimistic about the possibilities of a surge of activity after the summer. Many of the American-flag tankers are carrying grain cargoes under the farm surplus program and because they can't get oil charters.

## SIU Lifeboat School Lists Top Score; To Train ABs

Six weeks after its establishment, the SIU lifeboat training school at the Bull Line dock reports almost-perfect results in training, with 56 of the 57 participants so far having passed the Coast Guard examination. In light of its success, the SIU school is now preparing to add a new program for ABs.

Classes are held daily at the Bull Line pier in Brooklyn under the tutelage of Seafarer Pete Drews. The training combines classroom work with practical work in the school's own boat, the Harry Lundeberg. The wet drill covers all the tasks required to meet Coast Guard examination rules.

A pilot program to train men for AB tickets has been operating for several weeks on a limited basis but will not get into full swing until the proper training aids are obtained. These should be available in a few weeks. At that time, the program will be opened to all men who have sufficient seetime and wish to obtain an AB ticket.

Coast Guard tests for lifeboatmen are now being held at the CG's new base at the Battery. They are expected to be more difficult than the previous drills conducted at Pier 9, due to the faster currents, the backwash caused by ferries and the greater exposure to winds. A 40-foot patrol boat will be on hand in the event any test boat gets caught in the current and becomes unmanageable.

## Greek Shipowners Find Home Is Best After All

ATHENS—Greek owners who kept barely 20 percent of their tonnage under the Greek flag have apparently decided that their true sanctuary is in the mother country after all. The switch back to the Greek

flag began last December after a world maritime union protest put the spotlight on runaway-flag shipping.

Since then, a growing number of Greek shipowners have been transferring tonnage back to Greek registry, including new construction still on the ways. One such deal covered a 12-ship fleet ordered in Japan for Greek accounts and originally intended for runaway registry.

The fact that Greek registry involves a higher insurance premium than it would for the same vessel under runaway registry would indicate that the Athens government is offering attractive inducements to inspire the return to its flag. Prior to the build-up of the runaway fleets by these same shipowners, Greece had one of the largest merchant fleets in the world.

Approximately four-fifths of all Greek-controlled tonnage is still registered in the runaway havens of Liberia and Panama despite the latest shift. The Greek tonnage and American-controlled tonnage account for the major portion of all runaway-flag shipping.

At the time of the world sea union demonstration against the runaways, led jointly by the SIU and the NMU in the United States, the Greek consul in New York was sharply critical of the protest, which affected a considerable amount of Greek-owned tonnage flying runaway flags. The consul also indicated that the Greek Seamen's Union was quitting the International Transportworkers Federation under whose sponsorship the protest was set up.

Never publicly confirmed nor denied, this report was torpedoed

when the Greek Seamen's Union took part in subsequent ITF meetings abroad and refused to knuckle under to the shipowner-inspired government statement that it was planning to quit. These developments make it abundantly clear that the Greek government has found a new formula making it attractive for the Greek runaway operators to bring some of their ships home.

## Canada SIU Asks Seaway Pact Rights

The SIU Canadian District has joined with the Dominion Canal Employees Association to file a joint application for certification as bargaining agent for all Canadian employees of the St. Lawrence Seaway Authority.

The action was taken after the Canada Labour Board ruled that the entire Seaway was one bargaining unit. Previously, the SIU had filed for certification for workers employed at the Beauharnois and St. Catherine's Locks, while the DCEA had filed for workers at Sault Ste. Marie, Welland and Iroquois.

Of the 900 employees on the Seaway, the two unions claim the support of 690. Moreover, the unions report that this figure is steadily rising and that by the time the Labour Board acts on the application they will have all Seaway employees in the fold.

In use by shipping since April, the Seaway is due to be formally dedicated by Pres. Eisenhower.

## TWO MORE SEAFARERS GET COLLEGE DEGREES

Two Seafarers, recipients of SIU Scholarships, added their names to the growing list of Seafarers and Seafarers' children who received their college degrees under the SIU Scholarship Plan. The 1959 graduates are John Logan, a member of the black gang, who received his Bachelor of Science from Teachers College, State University of New York, and George Butenkoff, deck department, who received his Bachelor of Science in Electrical Engineering from the Newark College of Engineering.

Logan, a member of the SIU since 1946, spent nine years at sea and two in the Army before getting the urge to get a college education. He was enrolled in the New Paltz State Teachers College, a division of the New York State University System, when he received the Union scholarship award.

Logan said his future plans call for graduate work in the fall. Butenkoff, a member of the SIU since 1949, turned in a very impressive record at college, ranking fifth in his electrical engineering class of 125, and 10th in the total graduating class of 348.

In addition, he was the recipient of the Paul G. Kayser and George Snell Award in Personnel Relations, an award given annually to the student who shows special understanding of the mutual interests and problems of both management and labor. He was also a member of Tau Beta Pi, the National Engineering Honor Society.

According to school averages, out of a maximum of four points a student can achieve in his total studies, Butenkoff received a grade point average of 3.60, one of the highest granted.

He first started sailing with the SIU back in 1949 in the deck department, and spent some time as a union organizer in the successful Cities Service drive.

Utilizing his seafaring experiences with his college training, the 27-year old engineer has accepted a position with the Allis Chalmers Corp., in Milwaukee, Wisc., in marine sales.

## SS Hurricane First SIU Seaway Ship

To the Waterman freighter Hurricane has come the distinction of being the first ship under the A&G District banner to traverse the St. Lawrence Seaway and enter the Great Lakes.

The Hurricane, in ballast, left New York earlier this month and hit Montreal June 8. On June 10 she left for Chicago but at last reports was caught in a ship jam outside the Welland Canal, between Lake Ontario and Lake Erie. The Welland Canal, which bypasses Niagara Falls, has been a bottleneck for traffic ever since the Seaway opened.

Her present itinerary calls for a stop at Chicago, to load grain, then on to Kenosha, Wis., where the Rambler plant is located. On the return trip she'll hit Detroit, then

head for Europe, carrying MSTs cargo for the Army.

A company spokesman in New York said that the Hurricane run was a one-shot deal and that the company had no immediate plans for sending other ships into the Lakes.

Meanwhile, the Seaway itself continued to create problems for salt-water ships which are not designed to traverse fresh water canals. The relatively high superstructure of deep-sea ships, coupled with high wind conditions, has resulted in several accidents, with three American Export ships already having been banged up in the locks. Unlike the Panama Canal locks, where donkey engines tow ships and keep them steady, ships sailing the Seaway go through the locks under their own power.

Shoreside, the city of Duluth reports a headache in trying to keep the local girls off deep-water ships coming into the port. The apparent novelty of meeting seamen from ocean-going vessels is providing local authorities with a major policing problem.

## Save 98 In Ship Blaze

All 98 persons aboard a British cable ship were saved after the ship burst into flames in the Atlantic this week.

The ship was the Ocean Layer, which was bound for France laying behind it a trans-Atlantic cable that will provide the first direct telephone link between the United States and Europe. The disaster took place 500 miles off the coast of Ireland.

### German Freighter Responds

A German freighter, the Flavia, responded to the stricken vessel's distress signal an hour after the 98 had abandoned ship in lifeboats. The Ocean Layer was abandoned in calm sea during the night, fifteen minutes after the first fire broke out in the engine room.

Ten Americans were aboard ship, all employees of the American Telephone and Telegraph Co.

The rescue was carried out smoothly, with the only stumbling block appearing when it was discovered that two crewmen had been left aboard the ship. They were soon rescued.

The cable being laid by the Ocean Layer would be capable of carrying 36 calls simultaneously. Amplifiers are stationed every forty miles to make the voices audible at such long distances.

# Sea Unions Attack Secret Ship Talks With Foreign Flags

WASHINGTON — Denouncing secret "conversations" between the US State Department and European maritime nations on the fate of US shipping, from which both the industry and the sea unions were barred, US maritime unions have charged that European maritime nations are "interested . . . only in scuttling the American merchant marine."

A joint statement by SIU of NA President Paul Hall and NMU President Joseph Curran assailed both the US State Department and the Europeans for moving to establish machinery for continuous inter-governmental consultation on American shipping policy. "Organized labor, they said, is firmly convinced that the establishment of such mechanism can only result in an eroding of our present maritime policy and statutes. Such an organization, by excluding labor-management participation would lead to complete destruction of our maritime industry."

The unions pointed out that the conference had the opportunity to discuss basic economic issues facing the industry everywhere, including the problem of surplus ships under the European flag and the Europeans' low-wage exploitation of seamen and shipyard workers.

Instead, the conference consisted mainly of an attack by the Europeans on basic maritime policy as established by the US Congress with reference to the "50-50" law and the US ship subsidy program.

The unions served notice that in face of this clear attempt to circumvent the authority of the US Congress and to weaken basic maritime laws, they would continue organizing foreign seamen on runaway-flag ships and fight for stronger maritime laws, including a greatly-strengthened "50-50" law. They called on the State Department and European representatives to "face up to the basic economic problems or stop their talks."

The four days' discussions were scheduled by the State Department following a January session of IMCO, a United Nations maritime organization. At that meet-

ing, the United States and the Europeans were in opposite corners over the seating of Panama and Liberia as legitimate maritime nations, with the US supporting the runaway flags. The conference was called mainly to thrash out this issue.

However, the European maritime nations used it as a sounding board to attack "50-50" and subsidy aid given American shipowners. By so doing, they let the State Department off the hook on its position of support for the tax-dodge, wage-dodge operations of major US companies. They also got the State Department to agree on "arrangements to facilitate discussion and consideration" of US maritime policy with other nations.

The tipoff on European strategy for the conference came two months ago when the President of the Chamber of Shipping of the United Kingdom revealed that the British intended to bring up the "50-50" issue at the talks. At the time, the April 10 SEAFARERS LOG reported that "50-50" was the real target of the conversations and noted that "British shipowners may be angling for a horse-trade under which they would give up their opposition to runaway-flag

shipping if the '50-50' act was undetermined and aid to US shipping reduced . . . Such an approach," the LOG said, "would get a warm welcome from the State Department which has long been hostile to US-flag shipping . . ."

The LOG concluded that "The main topic of the State Department meeting with the European maritime nations was supposed to be the runaway issue, but it now appears that the British shipowners may use the meeting as a sounding board against '50-50' and other aid to US shipping."

Subsequently the British shipping magazine, "Fairplay," in its (Continued on page 5)

## Paul Sanford Dies At 50

Seafarer Paul Sanford, well known to hundreds of SIU men sailing out of the port of New York, died in his sleep after a long illness on Sunday, June 14. He was 50 years old.

Sanford, who joined the Union back in 1942, had been active for



Paul Sanford

the SIU in many capacities. After sailing during the war, he served the SIU as a Great Lakes organizer, dispatcher and patrolman, beginning in 1946, and took part in many major Union beefs of the post-war years.

Subsequently he went back to sea as deck engineer. He came ashore again in 1952, working for the SIU Vacation Plan and the Welfare Services Department before taking over as supervisor of the SIU records department in 1953.

He continued in this capacity until 1956 when he was forced to stop working because of poor health.

Headquarters officials paid tribute to Sanford as "a man who always did a top-notch job under any and all circumstances" despite his physical handicaps.

Sanford is survived by his wife, Loretta, a son, William, and two grandchildren. A large delegation of headquarters officers and Union members attended his funeral which took place Wednesday, June 17, at the Cypress Hill Cemetery.

## Phila. Union Hall Building Pact Signed

PHILADELPHIA—Work is getting underway here on the remodeling and interior construction of a new SIU hall for this port. Completion of a construction contract agreement gave the go-ahead for work on the property obtained last year at 2602 South Fourth Street, at the corner of Shunk Street.

By contrast with the present Philadelphia hall, the new building in this port will be a one-story affair with ample space for all Union and Welfare Plan facilities and sizable surrounding property. The entire parcel on which the hall is being built is 266 feet long by 80 feet deep, and the existing concrete-block building is 114 feet long by 58 feet deep, plus a 20 by 36 wing.

Construction of the new Philadelphia hall is another major step forward in the SIU's long-range program of providing modern shoreside facilities for Seafarers in all SIU ports. A similar program undertaken by the Sailors Union of the Pacific on the West Coast has provided Seafarers in those ports with up-to-date shipping and recreation facilities.

The new Philadelphia hall is convenient to the waterfront piers in the city and is also close to the Walt Whitman bridge, which connects Philadelphia and Camden, New Jersey. Many of the Delaware River's shipping operations dock on the Jersey side of the river.

## Putting Out A Shipboard Buffet



While SS Atlantic chef Tom Beatty looks on, E. Merchant, chief galleyman, adds to lavish buffet spread on occasion of recent shipboard party.



# INQUIRING SEAFARER

QUESTION: Are fire and boat drills efficiently conducted on ships?

**Jose Pinciro, FWT:** For the most part, yes. They are usually held daily and prepare the men for any real emergency. There's one fault that I've noticed on several occasions, however. That is sometimes they go through the entire drill, but don't lower the boat into the water. Perhaps they feel the men know the procedure well enough, but it's too important a part of the drill to overlook.

**Harry Berg, chief cook:** From the drills I've seen, I'd hate to be on some of those ships in an emergency. Not only do some ships not hold drills often enough, but when they do they're do-as-you-like affairs. They're held in a haphazard manner, with mistakes usually going uncorrected.

**Marcel Mitchell, chief cook:** I have no complaints. I've even been on ships that held drills as much as twice a week. The men took the drills seriously, learned their jobs, corrected their mistakes and prepared themselves just in case. I guess that's how drills should be.

**Marco Calgano, messman:** I think they're OK. Trouble is, we aren't always told if we are doing wrong. Otherwise, the drills are held regularly and with an effort to reproduce a live situation. I'd say they prepare the average guy for any disaster that might come up.

**Broadway Brown, messman:** Definitely not. One ship I was on never bothered lowering the lifeboats during a drill. In general, they leave a guy unprepared in case the real thing should ever happen. One way they could make these things more life-like would be to spring them on you suddenly, instead of letting you know just when they're scheduled.

**Warren McIntyre, oiler:** In my experience, fire and boat drills have been most efficient. Their purpose is to train men to react in an emergency, and that is just what they accomplish. Sometimes the new men are not familiar with their roles, but are shown their mistakes, and quickly correct them.



## A&G Fish Affiliate Gets Full Autonomy

Members of one of the newest affiliates of the SIU of North America are currently balloting on first-time officers under the union's recently-adopted constitution. The secret referendum of the New Bedford (Mass.) Fishermen's Union will continue through June.

The voting climaxes action taken by the fishermen a year ago to reorganize an existing association and affiliate directly with the SIU Atlantic and Gulf District for greater benefits and representation. The new officers elected this month will take over affairs of the union under the constitution adopted in February by a 14-1 margin.

Now permanently established as an autonomous union of fishermen, the New Bedford membership had a delegate at last month's SIUNA convention in Montreal who reported on the union's progress under the reorganization. SIU-

A&G headquarters officials working out of headquarters and Boston have been assisting the fishermen pending the election of their own full-time officers. Fifteen candidates are competing for the two open posts on the ballot.

The union represents well over 1,000 fishermen on scallopers and trawlers working out of New Bedford and since joining the A&G has nailed down contracts and a comprehensive welfare plan covering the men and their families. Benefits are financed by the boat owners and include hospital benefits and death benefits, paid clothing allowances in the event of a marine casualty plus broad coverage of surgical, hospital and extra hospital expenses for dependents.

Barely six months old, the New Bedford Fishermen's Welfare Plan extended its coverage last month to include not only wives and children but also dependent parents. Hospital room and board benefits were also increased by 50 percent.

The union is currently mapping a plan for a seniority hiring system to stabilize jobs and employment in the industry and is seeking a site for a permanent union building for servicing an expanding membership. It was also successful last month in winning the go-ahead for the first fishermen's school in the state to be located in New Bedford under city-Federal auspices.

## 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.

## Vote Closing In Savannah; Jax To Open

Conforming with the changing patterns of operation by SIU-contracted companies, the SIU membership in all ports has approved a headquarters report calling for the closing of the Savannah hall and the opening of an SIU branch in Jacksonville, Florida, instead.

In recent years Savannah has declined as a base for SIU ship operations while Jacksonville has become significantly more important because the Suwannee Steamship Corporation, operators of the missile ship fleet, use that port as a base of operations.

The change will enable the Union to service the missile fleet more efficiently. At the same time, the ships which were previously serviced out of Savannah can be handled from Jacksonville or other ports.

By and large, Savannah ship calls have been made by in-transit coastwise ships, or ships running a coastwise leg before going foreign. These ships normally touch at other Atlantic and Gulf ports where SIU halls are maintained.

It is expected that a hall in Jacksonville will be opened within a few days as arrangements are now being made to rent facilities in the Florida port.

## Slack-Off Hits Phila.

PHILADELPHIA—Shipping for the port slacked off considerably over the last two-week period, Port Agent Steve Cardullo reports. However this is only temporary and the coming period should show signs of improvement. In addition to the usual in-transit ships that call here, the SS Valiant Freedom is expected in for payoff early next week and this should mean a couple of replacement jobs.

As the membership knows there is a considerable amount of organizational activity going on in the port by the Marine Allied Workers and Harbor and Inland Waterways Divisions. More will be said about these drives as they progress.

There was a total of 16 ships calling into the area over the past two week period. Three ships paid off while the remaining 13 were in transit. The vessels paying off were the Evelyn (Bull); Petrochem (Valentine) and the Flomar (Calmar).

In transit were the Longview Victory; Ames Victory (Victory Carriers); Calmar, Pennmar (Calmar); Jean, Emilia (Bull); Steel Director, Steel Artisan (Isthmian) and the Alcoa Runner (Alcoa).

Page Five

## '50-50' Target Of British-US 'Conversations'

With "conversations" on international shipping problems scheduled to come up in June between the US State Department and other major maritime nations, British shipowners may be angling for a horse-trade under which they would give up their opposition to runaway-flag shipping if the "50-50" act was undermined and aid to US shipping reduced.

The State Department has been a staunch defender of runaway-flags but has been a critic of "50-50" from the time it first went into effect back in 1949. Consequently, British operators may figure that they can wring some concessions of the "50-50" act.

discriminatory practices by the United States, specifically mentioning "50-50" and declared, "I welcome the forthcoming inter-governmental talks in Washington in June, when a frank exchange of views will, in my opinion, do nothing but good."

Then taking a poke at US Government aid to maritime, he declared that "these subsidies have risen to very high figures indeed and I am sure that be concerning"

Clipping from April 10 LOG story shows intent of British shipowners to make "50-50" target of conversations with State Department.

## Sea Unions Hit Secret Talks On US Ship Law

(Continued from page 3) May issue ran an editorial entitled "The Greater Evil," stating, "The view was expressed that flag, or cargo, discrimination ["50-50"—Ed.] poses a far more dangerous and immediate problem than flags of convenience."

While the State Department-European sessions were secret, some formal statements of position were put in the record. C. Douglas Dillon, Undersecretary of State, pointed out that US shipping's

share of foreign commerce fell from 26 percent in 1954 to less than 18 percent in 1957 and down under 15 percent in 1958. Meanwhile, the share carried by the runaways rose to about 33 percent while European ships carry about 40 percent of all American commerce.

In the face of these figures, Dillon hewed to the Administration's position of defending the runaway-flags.

On the "50-50" issue, he took a stronger stand, making the point that should the United States repeal this law, "it would not alter the practices of other governments one iota." Further, he said, if the US would do away with the law, the nation receiving US Government cargo would probably monopolize 100 percent of the cargoes in question.

## Sea-Going Jet Vessel Is Tested

The tale of the "flying saucer" has come true according to accounts of the experimental flight of the English-designed "Hovercraft," a land and sea craft which travels at speeds of 25 knots on a cushion of air.

The saucer-shaped craft skims across the ocean about 15 feet above the water, on an air cushion which is generated by a fan in a large funnel amidships. Small air jets provided the forward motion. The four-ton craft carries two pilots and full instrumentation, and measures approximately 30 feet in diameter.

The air support of the Hovercraft is similar to the inner tube of a tire except that the walls of the "tube" are a jet of air pointing downward and inward.

This produces a cushion of air some 15 inches high and less than 24 inches across. The flatter the cushion, the bigger the craft and the more efficient and faster it becomes.

When suspended the vessel needs very little power to put it into motion. This was demonstrated during the trial run by mechanics who shoved the 7,500-pound craft over the ground from one to another as if it were a baseball.

While still in the experimental stage, future plans call for a hovercraft capable of carrying passengers and fast freight over the water and flat land areas. Some uses for the craft, the designer said, are as a fast ferry over medium distances, as for example, an inland lake ferry.

Some of its commercial features are that the craft may be loaded and serviced on land.

## Berg Shrugs Off Bombing

Not even bombs have been able to demolish an 18-story high iceberg in the North Atlantic. In fact, two direct hits by 985-pound incendiary bombs, did little more than chip the monstrous navigation hazard.

The berg is one of many that have been swept down from the Arctic by unusually-strong southerly currents and have obstructed North Atlantic shipping lanes. Track A, normally used at this time of year, has been abandoned in favor of emergency Track B, which had not been used for over ten years. A few icebergs even penetrated into Track B, forcing ships to veer further south. One iceberg ended up on a latitude equal to a point between New York and Philadelphia.

The 18-story berg, which is 300-feet long, was scheduled to face bombing attacks for a whole week following the initial failure. One of the bombs sent a cloud of steam rising from the berg, giving the impression that it was on fire. Two minutes later, after the smoke had cleared, the iceberg was standing as undamaged as ever. It was obvious that the intended effect—to split the berg in half through the stresses of heat—had not been achieved.

Early this week, Coast Guard reported that a North Atlantic cable had been seriously damaged by another iceberg off Newfoundland.



## Submit OT Early, NY Warns

NEW YORK—Two major beefs were settled in this port during the past period, both of them resulting in extra money for the men involved, Bill Hall, assistant secretary-treasurer, reported.

The first beef concerned overtime work done in the engine room on the Steel Designer. It seems that some of the crew did work and at the time, did not submit the overtime to the engineer. About two months later they were told that they were entitled to the overtime for the work they did, and submitted it to the engineer who refused to approve it, claiming they did not turn it in within 72 hours.

When the ship paid off here in New York, the patrolmen brought the beef to the company's attention and after a couple of hours arguing the company finally agreed to pay for the work done.

In order to avoid this type of beef and to help speed up payoffs, the membership is asked to submit their overtime sheets for approval within 72 hours after doing the work involved, otherwise they may lose good overtime that they

would normally be entitled to.

The other beef was over the clothing allowance for the crew of the Valchem which was involved in a collision with the Santa Rosa last March. The money amounted to \$300 for each of the crewmembers.

After some two months' battling with the company, the beef was finally settled to the satisfaction of all involved.

Shipping has been fairly good, but the coming two weeks look none too good. However, it is expected that there will be a number of replacements on the missile ships. As the membership knows, the dispatcher here has had difficulty in getting class A and B men to take these jobs.

Headquarters would like to point out that these missile ships are on a par with many of our other SIU-contracted vessels and represent good jobs.

There were 41 vessels calling into the area over the past two-week period. Of this total, 18 paid off, four signed on and 19 were in transit.

The following were the ships paying off: Atlantic (American Banner); Steel Artisan, Steel Director (Isthmian); Pacific Tide (Pacific Carriers); CS Norfolk (Cities Service); Ames Victory, Longview Victory (Victory Carriers); Seatrain Savannah, Seatrain Louisiana (Seatrain); Ines, Suzanne, Elizabeth, Beatrice (Bull); Gateway City (Pan-Atlantic); Alcoa Pennant, Alcoa Patriot (Alcoa), and the Atlantis (Petrol Shipping).

Signing on were the Atlantic (American Banner); Longview Victory (Victory Carriers); Pacific Tide (World Carriers), and the Robin Sherwood (Robin).

In transit were the Bienville, Iberville, Beauregard, Fairland, Raphael Semmes, Azalea City (Pan-Atlantic); Alcoa Planter, Alcoa Patriot (Alcoa); Sandcaptain (Const. Aggregates); Steel Recorder (Isthmian); Natalie (Intercontinental); Pacific Navigator (Compass); Seatrain New York, Texas, Georgia, New Jersey (Seatrain); Wacosta, Arizpa (Waterman), and the Kenmar (Calmar).

## 'Old College Try' Pays Off In Award

After many years of discouragement and difficulty, Seafarer Donald Peterson's persistent desire to obtain a college education has paid off in the form of an SIU Andrew Furuseth Scholarship. Fittingly enough, the fact that he was compelled to go to sea to support himself as soon as he left high school now makes it possible for him to devote his full time to completing his schooling.

At present, Peterson is attending Swarthmore College in Philadelphia. He hopes to go on to graduate work and then teach English and History on the college level.

### From High School To Sea

Peterson, now 26, went to sea in 1951 immediately upon his graduation from Edward Bok Vocational High School. He started out with the Atlantic Ranger of the Atlantic Refining fleet in the deck department and, after over a year on the ship, tried to enter Swarthmore. However, he found that his academic preparation was unsatisfactory and he needed some more schooling.

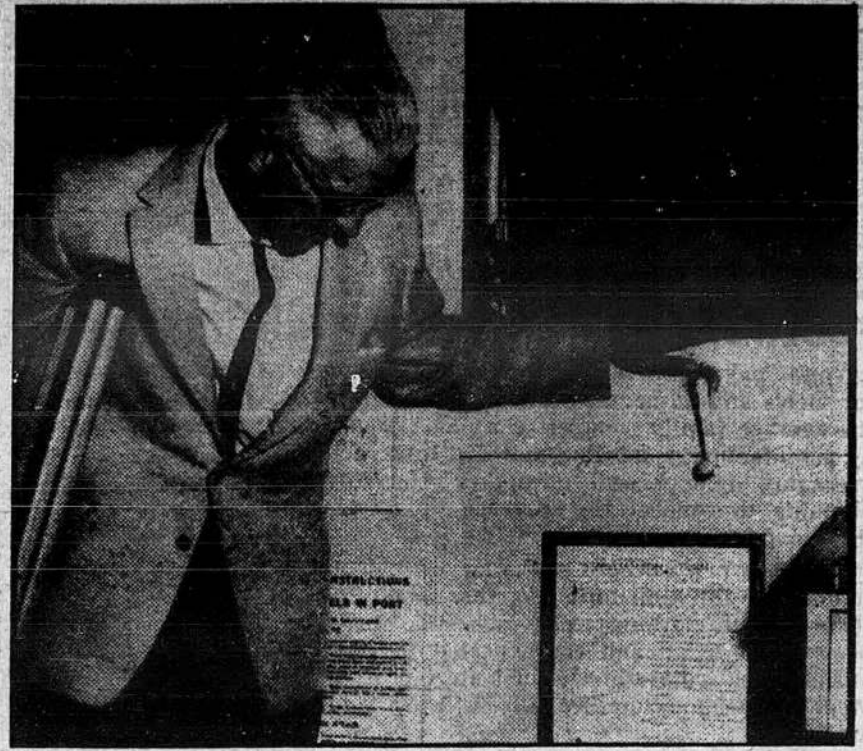
After shipping out again, he did some summer session works at the Peddie School. Then in 1953 he was drafted into the US Army, only to be discharged shortly thereafter when his right leg, which had been lame, collapsed on him.

He went back to sea with Atlantic Refining and became a volun-

teer shipboard organizer for the SIU in the fleet. Subsequently he entered the Public Health Hospital at Staten Island for a leg operation and then went back to sea on SIU ships, starting with the Robin Tuxford in June, 1954. He shipped with Robin, Isthmian, Waterman and Cities Service among other companies, while trying to complete his qualifications for college entrance.

Finally, he was admitted to Swarthmore College, which he is now attending full time. "My educational plans in applying this scholarship are as follows," he wrote. "(1) To complete my undergraduate work here at Swarthmore, majoring in English literature. (2) Then to go to the University of Edinburgh in Scotland to study history. Then I would like to teach English and history on a college level.

"But rather than focus my educational objectives on one type of vocation, I would like the right to retain my choice of work, until after I have completed my entire education. This freedom of choice is something that being awarded an SIU scholarship guarantees me."



SUP member Hans Randrup looks at instructions posted in Mariposa wheelhouse on how to make a "Williamson Turn." Successful maneuvering of ship and prompt action by lifeboat crew rescued Hans in just 17 minutes.

## Mariposa Crew Hailed For Shipmates' Rescue

The shipboard training and know-how shown by the crewmen and officers of the Mariposa, have been commended by the US Coast Guard in an article appearing in the June issue of the "Proceedings of the Merchant Marine Council."

The Mariposa, owned by the Matson Navigation Company, is manned by members of SIU Pacific District unions.

The article, entitled "17 Minutes I'll Never Forget," relates how quick action by the Mariposa's crew and officers resulted in saving the life of carpenter's mate Hans Randrup, who was accidentally tossed overboard last December 3 when the Mariposa was one day out of Honolulu.

Randrup's fall was seen by his shipmates, who promptly executed the "man overboard" alarm. The Mariposa completed a Williamson Turn, lowered an emergency lifeboat, and Randrup was picked up after 17 harrowing minutes in the water.

The Williamson Turn—origi-

nated by Commander John A. Williamson, USNR—is an oval turn which enables a ship traveling at full speed to return to the precise area where the victim fell into the sea.

### Don't Send Your Baggage COD

Seafarers are again warned not to send their baggage COD to any Union hall. The Union cannot accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co.

## Seaman's Best Friend:



## A Flashlight

Whether it's for the Seafarer who is standing watch in the wee hours of the morning, or for any crewmember in case of an electrical system failure, a flashlight is a handy tool to have available. It prevents a good deal of stumbling around blindly in the darkness and saves precious time in an emergency.

Keep a flashlight handy in your foc'sle, and make sure the batteries are fresh. It can save you a good deal of grief.

**An SIU Ship Is A Safe Ship**

# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### Footwear Prices Flying High

You'll pay more for your family's shoes next fall—about \$1 more for men's and 50 cents to \$1 more for women's. This stiff increase in the average family's biggest clothing expense has just been announced by manufacturers showing new fall lines. They blame the price hikes, averaging eight percent, on higher prices of hides. Some retailers are planning to conceal the increase by offering lower-quality shoes at the old price levels.

The shoe price hike is one of several signs that we're in for another summer of inflation following the recent few months of stable living costs. Other clothing prices are still close to 1949 levels, but have been creeping up and are expected to go up more sharply this fall. Most rayon, acetate and wool materials have been hiked by the mills. Moderate-income families also will be squeezed by rising prices of meat.

We advise protecting yourself against the new living-cost boost by timing your buying, and choosing lower-cost alternatives in food. The annual mid-year shoe sales start late in June and offer reductions of 10-20 percent on basic styles and well-known brands.

Other important sales this month include piece-goods clearances of summer fabrics; clearances of current-model television sets, refrigerators and washing machines; and cut-price specials on storm windows and screens. If you're planning home repairs or expansions, note that lumber prices, which went up this year, now are down seasonally. Rug-cleaning specials also are available this month. Time your buying of garden equipment, as lawn mowers, and outdoor furniture for late June.

Here are shopping tips for some of the important summer sales:

**SHOES:** This necessity already has gone up over 30 percent since 1949. Some of the true price increase has been concealed by the use of inferior materials and construction. Especially this coming year, you'll see more synthetic materials and fabrics replacing some of the leather in shoes. Synthetic soles wear longer than leather but tend to increase perspiration in summer, and are colder in winter.

Thus, it's especially urgent to check quality carefully in buying shoes this year.

Fit is as important as quality of materials and construction in getting satisfactory wear. A shoe with the wrong last for you, or improperly fitted, will wear out sooner than one carefully fitted, let alone the damaging effect on your health. The problem is that expensive stores generally are careful in fitting shoes, and carry a wide range of lasts and sizes. But the inexpensive, mass-volume stores don't always take the time to fit as carefully. You yourself need to make sure your or your child's shoes are fitted properly. Take your time, and if one store doesn't have the proper size or last, don't hesitate to try others.

Before you buy your child's next shoes, examine those he's now wearing. They'll give clues as to whether they fit properly. In a correctly-fitted worn shoe, first sign of wear is at the ball of the foot, chiropodists say. Wear at the toe indicates that the shoe is too short; wear around the edges indicates it's too narrow; wear on one edge indicates the foot is off balance.

Never rely on the marked sizes in shoes. Different manufacturers have different ideas of size. When bought, children's shoes should be a half-inch longer than the foot and at least one-quarter inch wider at the toe. They also should conform to the shape of the foot; the ball of the foot should come at the widest part of the sole, and the heel seat should grip the heel snugly but without binding.

Some families tend to buy expensive shoes, and bring the children in twice a year for fitting. This is too infrequent. Fit of children's shoes should be checked at least three, and preferably four times a year. Nor is it necessary to buy the most expensive shoes. They may wear so well that parents may neglect to check on fit until well after the child has outgrown the shoes.

You can pay anywhere from \$3 to \$9 for children's shoes. The most expensive ones are generally a Goodyear-welt type. The upper and sole are both stitched to a narrow strip of leather so that there is no seam on the inside of the shoe. A welt shoe can be repaired easily because the new sole can be sewn on to the welt. Expensive shoes often also have fitting features such as special arches.

In contrast, the cheapest shoes generally have the outsole, insole and upper stitched together so that you can feel the stitches on the inside of the shoe. Shoes constructed this way cannot be repaired as well.

But you also generally can buy welt shoes for children in the medium-price brackets, around \$5-\$6. Thus, unless your child has problem feet, the most expensive shoes are not necessary, and the medium-price line generally gives most basic value for your money.

In shopping the summer sales for women's shoes, avoid the sharply-pointed toes and spike heels which have been this year's fashion. This extreme style soon will look out-of-date, and also is undesirable from a fitting standpoint.

The most comfortable shoe style is broad and round at the toe, and as straight along the inner edge as possible. The broadest part of the shoe should come at the end of your little toe. On the inside edge, the shoe should round in at the big joint of the big toe. Adults' shoes, too, should provide a half-inch of space beyond the toes. Spiked heels not only affect foot health, but tend to run down on one side and throw the shoe out of shape.



# CG Hits Speeding By Ships

The US Coast Guard has, in effect, backed up the contentions that over-reliance on radar and the maintenance of full cruising speed, despite weather conditions, are major contributing factors in ship accidents.

At the same time, the Coast Guard warned skippers that operating their vessels at immoderate speeds, in restricted visibility, places their licenses in jeopardy.

Thus the Coast Guard put ship masters in a bind between their own judgment and company demands to maintain schedules.

As reported in the SEAFARERS LOG of May 8, these "pressures on a master, to keep his vessel at top speed," have been denounced by an official of the Masters, Mates and Pilots, and other sea unions have voiced similar views.

The Coast Guard's position was stated in its findings on the March 1 collision of the American Export liner Constitution and the Norwegian tanker Jalanta, about five miles off the Ambrose Lightship.

The Constitution's skipper, Captain James W. La Belle, was found guilty of negligence and his master's license and other Coast Guard documents were suspended for one year.

However, in his formal opinion, the Coast Guard hearing examiner, Walter E. Lawlor, called the accident "almost unbelievable" in view of Captain La Belle's training, experience and reputation for "meticulousness."

Lawlor ruled that Captain La Belle had operated his 30,500-ton liner at "an immoderate speed" of

more than 18 knots in poor visibility and had failed to stop his ship's engines when he heard the fog signal of an unseen vessel ahead of him.

"The quest for speed cannot condone clear-cut violations of the International Rules of the Road," Lawlor said.

Captain La Belle's lawyers had argued that "passenger vessels are forced to travel at express speeds in order to meet competition from other forms of transportation."

"Perhaps much of the competition referred to by counsel," Lawlor said, "would disappear if the ships of all nations, all of whom are bound by the International Rules of the Road, were navigated in accordance with Rule 16."

Reliance on radar and the maintenance of speed were also important considerations in the recent Coast Guard inquiry into the crash of the Santa Rosa and SIU-manned Valchem.

# \$416,000 Donated For Logger Strike

OTTAWA—The Canadian Labour Congress, Canadian counterpart of the AFL-CIO, reports it has raised approximately \$416,000 in its fund drive on behalf of the International Woodworkers of America.

The SIU of North America has contributed \$10,000 to the drive and the SIU Canadian District another \$1,500.

The proceeds are being used to sustain 800 needy families whose husbands are participating in the strike against the Anglo-Newfoundland Development Company. The Newfoundland government has "outlawed" the strike, and set up a government-sponsored strike-breaking apparatus to work the logging camps.

A new turn in the strike situation is a drive for organizing an opposition political group in Newfoundland to the government of

Premier Joseph Smallwood. The Smallwood government has dominated Newfoundland politics ever since the area gave up its status as a British crown colony and joined Canada as a province.

In addition, the Woodworkers are petitioning the Canadian parliament to nullify Smallwood's strike-breaking legislation.

The strikers went out when Anglo-Newfoundland refused to accept a Canadian conciliation board award on a new contract. Major issues, in addition to a wage increase, involve decent food and living conditions in the primitive logging camps.

# New Orleans Still Hopping

NEW ORLEANS—It has been a busy time for this port on the shipping side, with over 200 men being shipped to permanent berths, Port Agent Lindsey Williams, reported. In addition, there were 12 relief and stand-by jobs and 28 calls for men on HIWD-contracted operations.

However while the present shipping picture is good and it is expected to last another two weeks, beyond that the outlook is uncertain. Because of this, Williams said, all class A and B men are urged to take the jobs as they are put on the board, so that if it does get slack, they will not be caught on the beach with "C" cards holding down the berths.

There was a total of 39 vessels calling into the port over the past two-week period. Seven ships paid off and signed on, and 25 were in transit.

The following were the ships paying off here: Del Sud, Del Rio (Mississippi); Lucile Bloomfield, Neva West (Bloomfield); Wacosta, Topa Topa (Waterman) and the John C. (Atlantic Carriers).

Signing on were the Del Alba, Del Viento, Del Sud (Mississippi); Coalinga Hills (Marine Tankers); Ocean Dinny (Ocean Clippers); Neva West (Bloomfield) and the Pacific Ocean (World Tramping).

In transit were the Alcoa Ranger, Alcoa Clipper, Alcoa Roamer, Alcoa Corsair (Alcoa); Seatrains Georgia, Louisiana; Del Sol, Del Alba, Del Viento, Del Sud (Mississippi); Steel King, Steel Director (Isthmian); Kathryn, Evelyn, Frances (Bull); Margaret Brown (Bloomfield); Arizpa, Monarch of the Seas, Claiborne (Waterman); Raphael Semmes, Gateway City (Pan-Atlantic); Pacific Ocean (World Tramping); Ocean Dinny (Ocean Carriers); Mankato Victory (Victory Carriers) and the John C. (Atlantic Carriers).

# PENSIONERS' CORNER



(The brothers described below are receiving \$150 monthly SIU disability-pension benefits.)

Gregory Morejon . . . 71 . . . started sailing in New York in 1913 and retired last November after 45 years at sea . . . joined the SIU



Gregory Morejon and his son, William, seven years old.

Frenchy Michelet, Richard Birmingham, Chuck Kimberly and Johnny Roberts, but finds them all suffering from a common seaman's disease—they don't answer . . . used to be a pretty good chess player in his days, often representing his ship in competitions, and making out quite well . . . has a 7-year old son who's always asking his father about the different places he's been to . . . lives in Miami.

James Snell . . . 67 . . . having 7 children and 13 grandchildren, Brother Snell is really one to appreciate that \$150 disability-pension



Seafarer James Snell poses with three of his grandchildren.

check that arrives out at his Texas home every month . . . joined the Union early in World War II, sailing in the steward department . . . shipped on freighters, tankers and passenger ships "wherever I was needed and whenever I needed a job" . . . like many other Seafarers who sailed on transport or cargo ships during the Second World War, Brother Snell was involved in several wrecks but was lucky on all instances . . . drops into the Union halls in Lake Charles and Houston and chews the fat with some of the boys . . . spends a good time cooking, partially because he enjoys it, and partly out of necessity what with so many hungry mouths usually around his home . . . 15 years in the steward department prepared him for this job . . . finds himself almost always baking pies and cakes for his grandchildren.

# ICC: ENEMY OF DOMESTIC SHIPPERS

## ICC-Rail Combine Has Drafted Formula To Drive Coastal Shipping Off The Seas

### Domestic Ship Depression —Made In Washington

Twenty years ago, when the United States was just beginning to emerge from its worst economic depression, the domestic salt water shipping industry—coastwise and intercoastal—was one of the major carriers of US commerce. It utilized 675 ships (more than two-thirds the size of our entire privately-owned merchant fleet today) and was manned by approximately 26,500 seamen in all ratings and licenses, plus additional thousands of shoreside maritime workers—longshoremen, ship supply workers, ship construction workers and repair and maintenance gangs. Thanks to the Interstate Commerce Commission, the situation has changed drastically for the worse.

In 1959 the rest of the nation looks back on 1939 as a bad dream. There are 66 million people working as compared to some 45 million then. Total US output is up from about \$140 billion in 1939 to approximately \$330 billion this year, in 1947 dollars, allowing for changes in the value of the dollar.

But what has happened to shipping in the meantime? While the nation's jobs were increasing by a third and output has gone up 2½ times in the last 20 years, the bottom has dropped out of the coastwise and intercoastal shipping industry. The 675 ships of 1939 are down to 316 today, and the 26,500 seafaring berths have been cut to 14,500, at a time when every other industry has been doubling and tripling in size.

Offhand, you would expect that increased production would mean increased cargo and increased jobs in the transportation industry. But ships have not been getting it. On the contrary, if you subtract the bulk cargoes carried by tankers and ore carriers for the oil and metals concerns which own them, the domestic shipping industry dwindles to near-nothing. In the coastwise trade, there are just 12 common carriers operating on the Atlantic and Gulf Coasts and just three on the West Coast. In 1939 there were 143 such ships in this trade.

### ICC Hands Railroads A Cargo Bonanza

This drastic decline in shipping has not been matched by shipping's principal competitor, the railroads. While ICC action has put shipping on the skids, the railroads have received a corresponding boost from the agency. With all the railroads' breast-beating and moaning as to their financial difficulties, they have been doing very well on the profit side. A fact sheet distributed by the Railway Labor Executives Association points out that before World War II, "net operating income frequently slumped well below \$500 million and even below \$200 million during the depression years of the 1930's. It has not dropped below \$750 million since 1949 . . ." On the contrary, the labor group states, the rails' operating profit has continued to be \$1 billion or near it during most of the postwar years," and 1959 promises to be another billion-dollar year or better. By contrast, the revenue of East Coast coastwise ship operators was down to 9.3 million in 1958 from \$12.9 million in 1955.

The rail labor group declared that

much of the complaining by railroads of hard times is simply to forestall union demands for contract improvements. In fact, they said the railroads are campaigning for a cut in wage scales when the present rail contracts expire in November.

In other words, the picture of railroads since 1939 has been one of vastly improved profits; of domestic seaborne shipping, a constant and drastic decline. Why?

In 1939, domestic seaborne shipping was under the jurisdiction of the old Federal Maritime Board of the Department of Commerce. In 1940 it was handed over to the ICC. The domestic shipping industry and the maritime unions are convinced that collusive action by the railroads and the ICC is responsible for the shipping decline. They hold that the ICC, far from being an independent, impartial agency arbitrating between competing forms of transportation—trucks, trains and ships—is actively cooperating with the railroads in their efforts to destroy domestic shipping.

### ICC-Railroad Hook-Ups

ICC bias on behalf of the railroads is simply explained. The members of the commission come out of the railroad industry and, when they resign, they go back to work for the railroads. One former chairman of the ICC became a vice-president of the Chesapeake and Ohio. Another board member became a vice-president of the New York Central. This is commonplace.

Under the circumstances, when a member or employee of the commission has an idea that he might have a plush railroad job waiting for him the day he resigns, and that same railroad is up before him on a steamship company complaint, it is not hard to figure out which way the decision is going to go.

It would be just like an umpire in the World Series calling a close one in favor of the New York Yankees and then being hired after the series as assistant general manager of the ball club.

### Rails Move In For Kill

The railroads have made it quite clear that they want to swallow up all competing forms of transportation—including the airlines and truckers. A statement of policy recently issued by the Association of American Railroads, under the heading "One Package Transportation," calls for removal of restrictions on railroad ownership of competing forms of transportation. That would give the railroads further weapons with which to drive competing shipping to the wall. With the ICC loaded, as it is, on the railroads' side, the roads hope to make short work of competing shipping companies. Then with shipping competition destroyed, the railroads would be free to boost freight rates at the expense of the shippers and, ultimately, the general public.

### How Rate Manipulation Throttles Shipping

Even without the "one package" arrangement, the railroads have been quite successful in destroying shipping. There are several devices used by the railroads for this purpose, with the approval of the ICC. They come

under the heading of selective rate-cutting, or selective rate increases, as the situation warrants.

These devices can be summed up as follows:

(A) Where the railroad can deliver cargo from one seaport to another seaport, in direct competition with shipping, it cuts rates sharply on the kind of cargo carried by ships. If necessary, the railroad will carry that cargo below cost to drive the shipping company out of business. The railroad makes up the difference by boosting rates on other cargo operations.

(B) Where railroads haul cargo to the dock from an inland port, the cargo to move the rest of the way on ships, the railroads BOOST rates sharply on that cargo, even though the distance involved may be as little as 40 or 50 miles. At the same time, the railroad CUTS the rate for that same cargo if the shipper agrees to

At the recent SIU of NA Convention, delegates went on record calling for a Congressional investigation of "conflict of interest" within the ICC, referring to the railroad background of ICC appointees before and after serving with the agency. The SIU and NA and other maritime unions feel that if the ICC is permitted to continue functioning in its present form, what remains of the domestic shipping industry will disappear, with detrimental effects on seamen's employment, the national security and the nation's cost of living.

send it the full route exclusively by rail.

Since the shipping company can't bring its ship 50 miles inland to pick up cargo, it is at the mercy of the railroads' local short-haul charges. The combined rail-ship freight charge, then, cannot match the all-rail long-haul charge and the shipping company loses the business.

(C) If the shipping company tries

to cut its part of the rate so as to compete with the all-rail long-haul charge, the railroads simply cut their long haul charge and/or boost the shorthaul fee it gets to carry the cargo to and from the dock. Either way, the shipping company hasn't got a chance. Again, the railroad makes up the difference on its general cargo rates, if it has to.

### Some Examples Of Rate Manipulation

Some specific examples of how these devices work were displayed before a recent Senate Interstate and Foreign Commerce Committee hearing by union and company representatives.

On the West Coast, the railroads are competing directly with a shipping company in the newsprint trade between two West Coast ports. The railroads put rates in effect in this trade which were less than the actual hauling cost, figuring that in little more than a year they would put the competing ship operator out of business. Apparently they are succeeding. The money lost by the railroads carrying newsprint is made up by extra charge on other cargo at the public's expense.

The long-haul, short-haul sample is as follows: Chocolate bars manufactured in Hershey, Pa. They can be sent to Dallas, Texas, in one of two ways: overland exclusively by train, or, by train to New York, loaded on a ship, sent to a Texas port and transhipped by rail to Dallas.

In 1956, the railroads were charging \$2.26 to transport 100 pounds of candy from Hershey to Dallas, a distance of 1,521 miles, on the all-rail, long-haul rate.

What happened if a ship carried the cargo? A railroad delivered it to the New York dock, 175 miles away, and then, when the ship got to Texas City, Texas, the railroad there delivered it 290 miles to Dallas, two short hauls at both ends. For these two short hauls, the railroads charged a total of \$1. The shipping company charged 74½ cents for the 2,181-mile water haul from New York to Texas City.

Consequently, when the candy firm wanted to send chocolate bars to Dallas by ship, the total charge was \$1.74½; by train, \$2.26. The difference in favor of the ship traditionally existed because ships are slower and subject to delays from bad weather. The only way any ship operator could get the candy firm's business was to charge him less for the slower service. That was okay as far as it went.

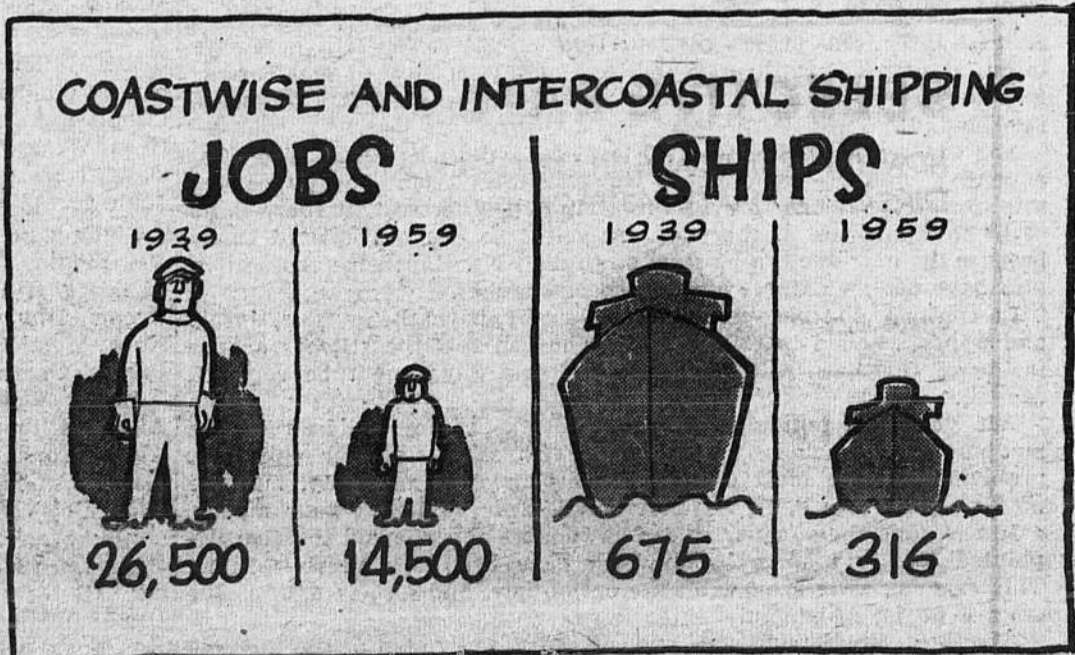


Chart shows drastic decline in employment and ship operation in coastwise and intercoastal trade in last 20 years, a decline attributed to ICC taking jurisdiction over domestic shipping early in 1940. Domestic shipping originally was major part of US merchant fleet activity.



# SHIPPING

But the railroads wanted to get all of that candy freight, and with the aid of the ICC they went to work on the problem. First, they cut the long-haul, all-rail rate for the 1,521 miles to \$1.72. Then they raised the short-haul rates on both ends. The Hershey-New York rate went up five cents to 40 cents; the Texas City-Dallas rate went up 16 cents to 81 cents. That left the totals this way:

Hershey to Dallas by rail (1,521 miles) \$1.72, down 54 cents.

Short haul at both ends (465 mile total) \$1.21, up 21 cents. The short-haul rate was now more than 2½ times the long-haul charge on a per mile basis.

In order for the shipping company to maintain the differential, based on the all-rail rate of \$1.72, the combined sea-rail rate would have to be \$1.20½. Thus, the shipping company would have to carry the candy for nothing and pay a half-penny to the manufacturer for the "privilege" of doing so since the rail charge is already \$1.21. The result is the railroads are now monopolizing the chocolate bar business thanks to ICC approval of juggling of long-haul and short-haul rates.

One more example: In one year, between February, 1958, and February, 1959, the railroads cut rates on citrus juice from Tampa to New York from \$1.05 to 80 cents, a cut of 25 cents. The 80-cent rate is the same that existed in January, 1931. In the period since 1931, the ICC has approved general rate increases on other commodities of 158 percent.

Why haven't the citrus rates gone up along with the others? Because canned citrus juices are a mainstay of one of the last remaining coastwise shipping operators, and the cuts were designed to drive the company out of business.

In all these cases, once the railroads have eliminated the competition, they will be able to charge what they please on such cargoes.

## ICC Strips Shipping Lines Of Protection Under Law

It is understandable that a railroad, a steamship company, or any other form of business would try to get an edge on its competitors. The job of the ICC is to be the fair and impartial umpire, but the maritime unions and ship operators hold that on the contrary the ICC is a partner of the railroads in the rail campaign to wreck shipping.

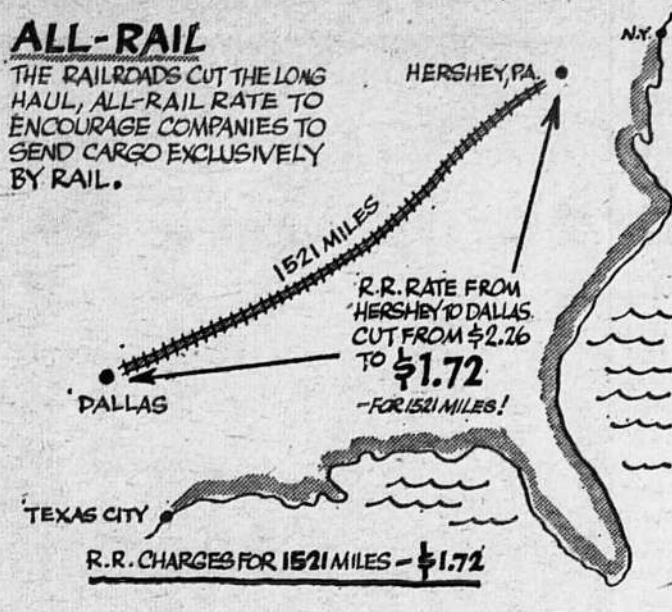
In support of this claim, the unions

## LONG AND SHORT HAUL RATE MANIPULATION BY THE RAILROADS

RATES FOR ONE HUNDREDWEIGHT FROM HERSHEY, PA., TO DALLAS, TEXAS

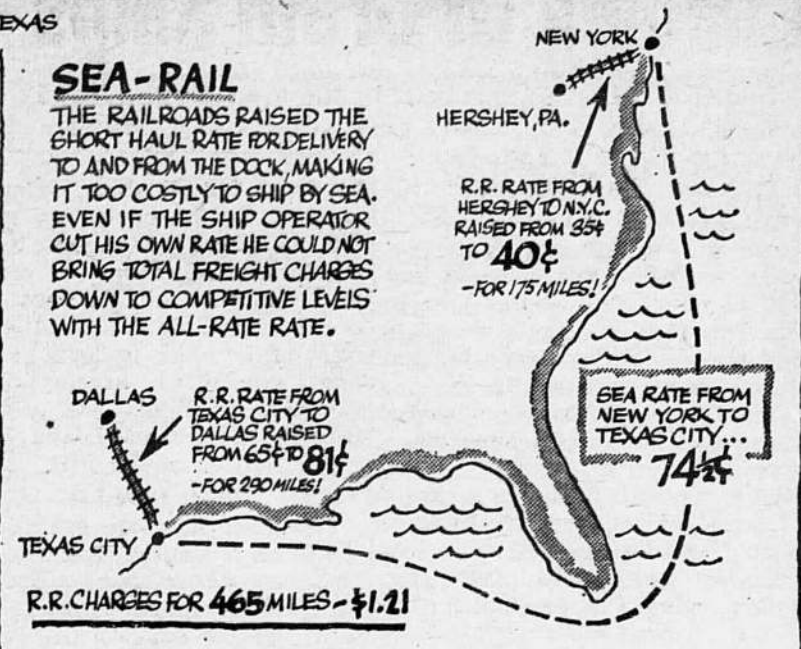
### ALL-RAIL

THE RAILROADS CUT THE LONG HAUL, ALL-RAIL RATE TO ENCOURAGE COMPANIES TO SEND CARGO EXCLUSIVELY BY RAIL.



### SEA-RAIL

THE RAILROADS RAISED THE SHORT HAUL RATE FOR DELIVERY TO AND FROM THE DOCK, MAKING IT TOO COSTLY TO SHIP BY SEA. EVEN IF THE SHIP OPERATOR CUT HIS OWN RATE HE COULD NOT BRING TOTAL FREIGHT CHARGES DOWN TO COMPETITIVE LEVELS WITH THE ALL-RAIL RATE.



Through manipulation of long haul and short haul rates, railroads have coastwise ship operators at their mercy. Illustration at left shows how railroads cut the long haul, all rail freight rate to make it cheaper for a company to ship exclusively by rail. At the same time, the railroad raises the short haul rate (right)

for delivering cargo to and from the dock. Should the ship operator attempt to cut his rate to match the all-rail, long haul charge, the railroads would simply boost the short haul rate some more. The ICC permits such manipulation to go unchallenged.

and the shipping industry cite the following instances, among others:

- In the West Coast newsprint case, the shipping company protested the railroad rate cuts. The ICC refused to give the shipping company a hearing and ordered the rates into effect without an investigation. A year later, the shipping company made another protest and again was denied a hearing and a ruling was handed down favoring the railroads.

- One East Coast company has filed 15 petitions with the ICC since June, 1958. Only three of these have been granted. Twelve rulings were in favor of the railroads.

- Another company went to Federal Court complaining that the ICC had refused to consider evidence it had submitted against a shipping company in a rate case. The court ruled in favor of the shipping company and agreed that the ICC had "failed to expose the considerations for its determination" by refusal to consider all the evidence submitted. The case involved the carriage of sulphur below actual cost, a violation of the Interstate Commerce Act.

It should be remembered that under the act it is illegal to establish below-cost rates for the purpose of driving a competitor out of business or to juggle long and short-haul rates for the same purpose. By refusing to consider evidence in such cases, the ICC was

evading its basic responsibility under the law.

## Alaska Pays Dearly For ICC Rate Deals

The degree to which ICC will favor the railroads at the expense of the community is best illustrated by its approval of railroad juggling on Alaska freight rates.

Assuming cargo is moving from Columbus, Ohio, to Alaska, it would normally go by rail to Seattle and by ship from there. The rail charge per hundred pounds from Columbus to Seattle in that instance is \$4.42.

Take the same cargo, headed by rail for Seattle, and tell the railroads it is going on to Tokyo, Japan. The charge for the Columbus-Seattle run then becomes \$3.13.

The result is that combined with the shipping charges, it is actually cheaper to send the cargo to Tokyo than to Alaska.

In all cases, the railroad is performing exactly the same service, hauling the same cargo to Seattle. Yet the foreign cargo gets preferred treatment over Alaska cargo on the ground that there was no competition involved. The ICC accepted this argument, despite protests from Alaska and other Government agencies.

If this is the way the railroads treat Alaska, where cargo is moved to a US seaport by rail, it is fair to assume

the same would hold anywhere in the US, once the competing form of transportation was eliminated. The rails would charge whatever they pleased and the consumer would pay.

## What Must Be Done

All of these ICC actions are performed within the framework of the Interstate Commerce Act which calls for the agency, before it makes a decision, "to consider the facts and circumstances." The shipping industry and the maritime unions want specific legislative action to compel the ICC to "consider the facts and circumstances" and to live up to the law. They are also asking for specific legal authority for shipping companies to charge a lower minimum rate than railroads so as to allow for slower delivery and irregularity of service, the railroads to be obligated to stay above that rate. This right had existed in law for many years, but had been eliminated last year when the railroads were in Washington pleading poverty.

The maritime group is also asking for legislation to strengthen the long-haul, short-haul clause of the act so that the railroads cannot evade its requirements by juggling these rates to destroy competition. Finally, the unions and the industry believe the agency must be overhauled to eliminate partiality toward railroads and to make it a "law-abiding" citizen.

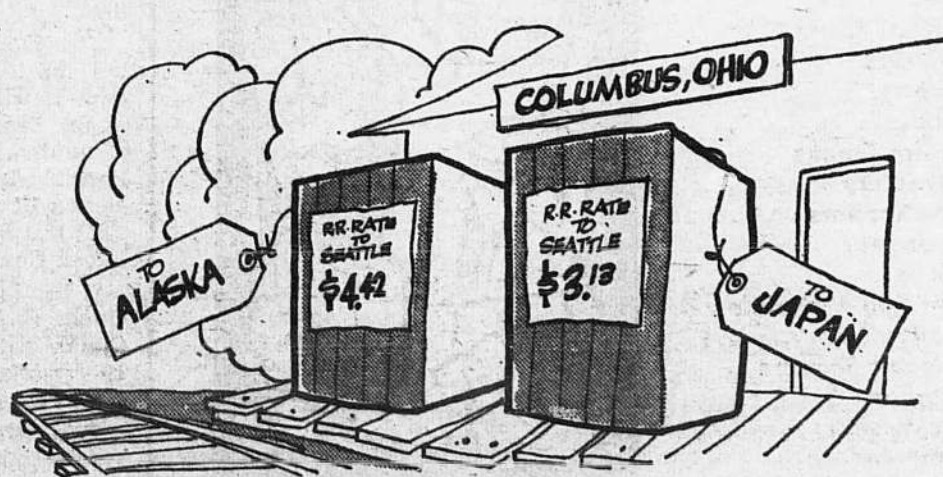
## SELECTIVE RATE CUTTING

HOW THE RAILROADS, IN COLLUSION WITH THE I.C.C., DIRECT A RATE ATTACK ON A SHIP COMPANY



Where a railroad is in direct competition with ships for cargo traveling between two oceanfront cities, the railroad, with ICC approval, simply cuts the rates on such cargoes below actual cost to drive the ship operator out of business. They make up their losses by boosting rates on cargo not carried by ships.

## ADJUSTABLE RATES



Alaska rates point up railroads' exploitation of monopoly situation. Rate for cargo going to Alaska is higher than that going to Japan, even though identical rail service is provided in both instances. Rails' excuse is that there is foreign competition for US exporters in Japanese market. Domestic business gets no such break.

## Deluge Hits Mobile, Delays Loading Of Grain Ships

MOBILE—Continuous rain in the area for the last 12 days has resulted in some costly delays in loading flour and grain on ships in the harbor here.

It took longshoremen almost 14 days to load the SIU-manned Waldo, a Liberty, which normally would be in and out in about four days. Add to this the cost of wages, wharfage and other berthing expenses, and it results in quite a bill.

The Mobile Harbor Commission has issued a report showing a record number of ships hitting the port last month, with the majority of them being under foreign flags. A substantial portion of these foreign-flag ships were under the runaway-flags, thus emphasizing the fact that these runaways are definitely a serious threat to American seamen.

In connection with this it was reported that the Mobile Bar Pilots are attempting to get a bill through the legislature that would authorize a rate increase in the fees currently paid by ships using pilots in Mobile Bay.

The new bill would base the fees on the deadweight tonnage of the ship rather than the present flat

fixed fee for all ships, regardless of size. Strong opposition to the bill was voiced by the lobbyists for the foreign-flag super ore carriers who would be hit the most. Because of this opposition, the outcome of the bill is in doubt pending final committee hearings. The Mobile Bar Pilots are affiliated with the Harbor and Island Waterways Division of the SIU.

### Dock Face-Lift

Now that they are operating in the black again, the Alabama State Docks are undergoing a face-lifting designed to speed up cargo handling, and to improve the general appearance of the area. The new administrator of the docks has ordered new rail beds to replace the old ones and also the sprucing up of the piers and administration buildings.

Shipping for the past period in this port has been holding up very well, Tanner said, with practically everyone who wanted to ship out being able to land a berth. The outlook for the coming period is equally good with about 16 vessels scheduled to call in for either pay-off or in transit.

The following were the ships in port during the past period for pay-off or in transit: the Alcoa Corsair, Alcoa Roamer, Alcoa Cavalier (Alcoa); Young America, Claiborne, Monarch of the Seas (Waterman); Steel Maker, Steel King (Isthmian); Waldo (Compass); the Mankato Victory (Victory Carriers) and the Kathryn (Bull).

### Shorthanded?

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

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

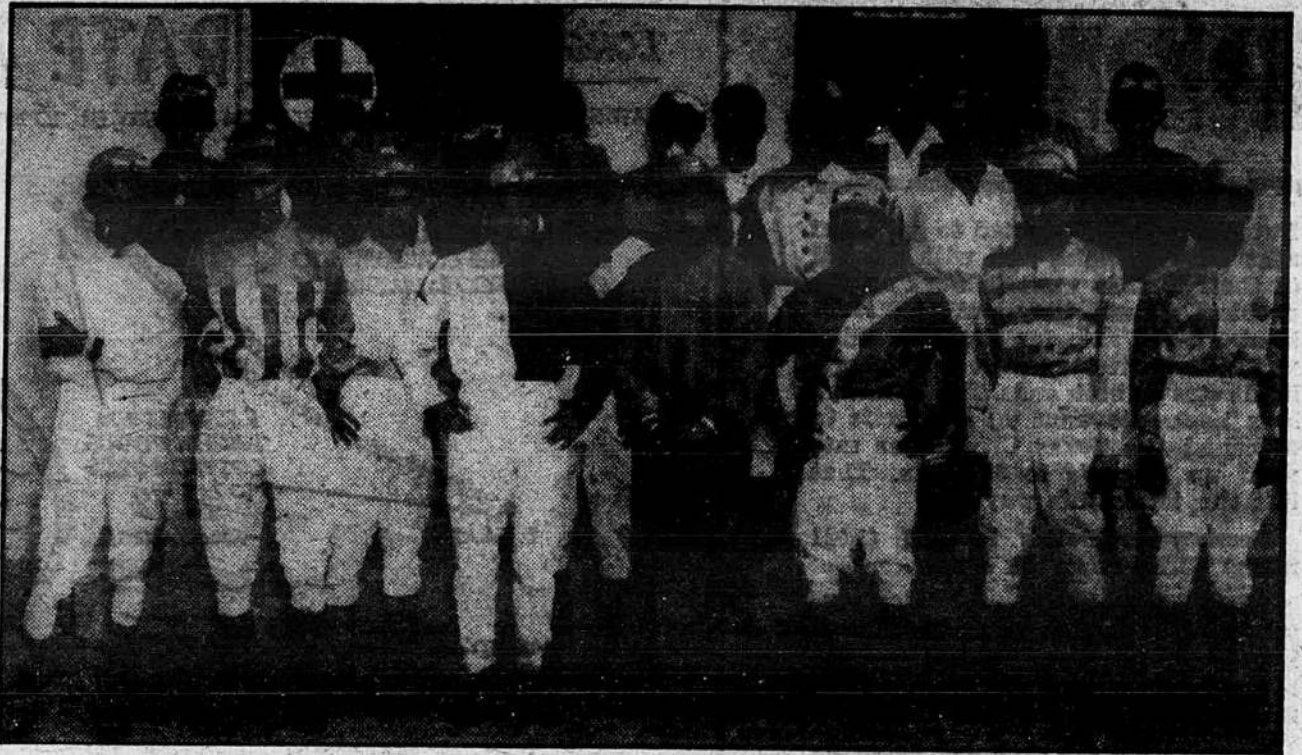
Whatever you need, in work or dress gear, your SIU Sea Chest has it. Get top quality gear at substantial savings by buying at your Union-owned and Union-operated Sea Chest store.

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



the **SEA CHEST**

## Back At The Track In San Juan



Seafarer Leopoldo Colon (3rd from right, last row) is shown in days when he was in charge of jockeys at San Juan racetrack. Colon gave up supervision of horse pilots to go to sea with SIU in the black gang.

## Cut Back Waterman Aid Bid

The Waterman Steamship Corporation's bid for 18-30 subsidized sailings a year from the Atlantic Coast to Europe has been turned down by a Federal Maritime Board counsel.

The counsel said that "unused capacity" already exists, even though US-flag ships are now carrying only 20 percent

of the trade. United States Lines, which vigorously opposes approval of further subsidized service, claims to have such "unused capacity."

The rejected bid is part of Waterman's overall request for 96-144 subsidized sailings on four

trade routes, including the Gulf-to-Europe, Gulf-to-Far East, and Pacific Coast-to-Far East.

The counsel agreed that additional sailings could be subsidized on these three routes—but not as many as Waterman is seeking.

He also urged the board not to permit Waterman to "top off" sailings originating in the Gulf by stops for cargo, chiefly military, in Atlantic Coast ports.

Voyages originating in the Gulf, and "topped off" in California, should be deducted from the Pa-

cific Coast-to-Far East sailings, he said.

Waterman is one of seven unsubsidized lines now seeking aid for 330-599 sailings a year.

The Government has set a limit of 2,040 subsidized sailings this year, and 1,965 have already been allocated. Before any pending subsidies applications by Isthmian, Waterman, T. J. McCarthy and other companies can be approved and go into effect, Congress will have to raise the subsidy ceiling set by the Administration.

## Unions Build Memorial To Storm Dead

LAKE CHARLES—On Saturday, June 27, organized labor in this area will dedicate a monument to the unidentified dead who lost their lives when Hurricane Audrey struck the Louisiana coast two years ago, claiming more than 600 lives.

The hurricane hit the coast with 105-miles-an-hour winds, followed by a huge tidal wave which completely engulfed the Cajun County south of the port, taking most of its victims in Cameron Parish.

Spurred on by the disaster, organized labor throughout the state and adjoining states, including many SIU members, contributed time and manpower to help rebuild Cameron Parish and furnish homes for many of the hurricane's victims.

The monument stands five feet tall and is made of marble, Clarke said. It will be placed on the plot in the cemetery where the bodies of unidentified victims are buried. Formal dedication of the monument will be made by Victor Busie, President of the Louisiana Labor Council, AFL-CIO.

It has been a fairly quiet period on the shipping front for this port, Clarke noted, although there were 10 vessels here during the last two weeks.

The following were the vessels serviced here over the last two week period: The CS Miami, CS Baltimore, Winter Hill, Chiwawa, CS Norfolk, Bradford Island (Cities Service) and the Ocean Dinny (Maritime Overseas). The Dinny called in for a couple of hours in order to take on a load of rice, Clarke said.

## LABOR ROUND-UP

A ten-cents-an-hour package increase will go into effect August 31 for some 100,000 shirt and cotton garment workers throughout the country, as a result of agreements between the Amalgamated Clothing Workers and the manufacturers. In addition to a 7½-cent-an-hour wage increase and additional fringe benefits, the union also negotiated for a seventh paid holiday and increased payments for welfare and insurance funds.

The AFL-CIO membership in Puerto Rico has passed the 75,000 mark, Peter McGavin assistant to AFL-CIO President George Meany, reports. The members are in 13 international unions and several federal labor unions set up on the island to organize the workers. The unions represent workers in the island's garment, sugar, communications and several other industries and services.

Six officials of the strike-bound Macy chain of newspapers in Westchester County (NY), have refused to appear voluntarily before an investigating committee probing into the extent of organized strike-breaking in the newspaper industry. Public hearings had revealed a vast movement of strikebreakers from different parts of the country to cities where printing unions have gone on strike. One strike-breaker from Alabama admitted he worked at one of the struck plants and earned up to \$185 or \$190 a week, plus free lodging and a \$42 weekly food allowance. He said that newspaper executives arranged for him and two other

strikebreakers to live at company expense at a "private club for high level businessmen."

The US Supreme Court has upheld a National Labor Relations Board ruling that local unions affiliated with the American Bakery & Confectionary Workers Union, AFL-CIO, may take over the bargaining rights previously held by the expelled Bakery & Confectionary Workers. The board had ruled that an existing contract was not a bar to union representation elections when there has been a "schism" in the ranks of the international union resulting in the loss of AFL-CIO affiliation.

In another court case, the AFL-CIO Ethical Practices Committee has urged the Appellate Division of the NY Supreme Court to affirm an earlier decision which allows local unions of the bakery workers to take their treasuries and assets with them when they break with their international in order to continue AFL-CIO affiliation. The lower court described AFL-CIO affiliation as "highly-prized" and held that the loss of affiliation broke the contractual relationship between the expelled international and its local unions.

A four-year battle by the Hotel & Restaurant Workers in their drive to unionize Miami Beach beach-front hotels ended last week when the last-ditch holdout, the Hotel Saxony, finally agreed to sign a contract. Ten days earlier the union had signed six contracts with a group headed by Morris Lansburg which owns six seaside hotels.

'Class Of '59'



No Buyers For Leilani

Although a number of US shipping companies had previously been reported interested in her, the passenger ship Leilani is now headed for the reserve fleet, following her purchase by the Maritime Administration for \$4.3 million.

The MA was the only bidder at a public auction held in San Francisco after the ship's owner, Hawaiian-Textron, defaulted on two mortgages. The MA held the first mortgage and had insured the second.

The Leilani, a reconverted C-4 troop transport, had been operating in the California-Hawaii passenger trade. During this period it was manned by members of SIU Pacific District unions.

Among the companies reported interested in the ship were American Banner Line and American President Lines.

The news that two more SIU men received college degrees this month again emphasizes the successful functioning of the Seafarers Scholarship Plan. These two, along with those who have graduated before them, are now qualified to serve the community in their chosen professions, one in teaching and the other in electrical engineering. Other graduates in the offing will also go out into the community, supplying the skills needed in a growing economy.

The SIU is proud it has been able to contribute to their careers via its sponsorship of the Scholarship Plan. It congratulates this year's graduates, Seafarers John Logan and George Butenkoff, for persevering to their objective and for the fine records they compiled while in school.

Libertys Through?

Some 1,200 Libertys now at anchorage in the reserve fleets of the United States—what seamen usually characterize as the "boneyard"—will probably be scrapped in the next few years, provided a market can be found for them.

In some respects, the scrapping of the Libertys is a constructive step because their disposal will bring to light a more realistic picture of the weaknesses of the American merchant marine. For too long now, the world has been told that the American merchant marine consists of "3,000 ships," when approximately half of these—1,400 in the reserve and a hundred odd in commercial service—were in the obsolete Liberty ship category.

The write-off of the Liberty ships leaves us with 900-plus vessels in the reserve and about an equal amount in commercial service. Now it remains to be seen whether a constructive US maritime program will be forthcoming which will upgrade the active fleet and, at the same time, strengthen the reserve fleet so it can meet any emergency.

Speed At Sea

The Coast Guard, in its ruling on the Constitution-Jalanta decision, has confirmed what has been a widespread belief among seamen—that speeding at sea in disregard of the rules of the road is a major safety hazard, with or without radar and other assorted electronic navigation aids.

The findings of the Coast Guard are, in effect, a warning to all ships' captains not to succumb to the ship operators' pressure to make port on schedule no matter what the weather conditions, for by so doing they jeopardize the lives of all aboard and their licenses as well.

On too many ships it appears that the captain is not the master of his ship but the slave of the schedule. As long as this situation persists, more lives will be lost despite the most elaborate safety devices.

Offer Bill To Protect Ship Rates Against Rails

WASHINGTON—A bill that would amend the Interstate Commerce Act to protect domestic ship operators against railroad rate-cutting has been introduced by Rep. Garmatz (Dem.-Md.), a member of the House Merchant Marine Committee.

In effect, the bill would restore the traditional differential between rail and shipping which existed under the Act until last year. It was knocked out in 1958 at the behest of the railroads on the plea that they were going broke and needed more latitude in setting rates.

Traditionally, ship operators have been able to charge lower rates than railroads because of the slowness and irregularity of ship service as compared to rail. The operators insist that without this differential in rates a shipper will not give them any business, preferring faster rail service.

Meanwhile, Under Secretary of Commerce John Allen identified the members of a consultants panel which will undertake a study of Government transportation policy, including ship subsidy. The panel consists of Dr. Ernest W. Williams, Jr., Professor of Transportation, Columbia University, as its director; Dr. Merrill J. Roberts, Professor of Transportation at the University of Pittsburgh; Dr. William Gomberg, labor relations specialist, University of Pennsylvania; Dr. Virgil D. Cover, Professor of Transportation, Syracuse University, and Dr. John E. Clayton, public expenditures specialist, George Washington University.

The professional nature of the panel from top to bottom is a switch from original plans to name Armand G. Erpf, a Wall Streeter and railroad man, as head of the panel. His suggested appointment ran into a storm of opposition and he quickly withdrew.

The panel will study ship subsidies, the requirements for a national merchant marine, regulation of trucks, rails, airlines and shipping and rate relationships between competing forms of transportation.

However, the panel's work may be curtailed unless funds are voted for it by Congress. Proposed appropriation for the panel was cut by the House by \$440,000.

'The Cabins' Gets Jumbo Treatment

BALTIMORE—Good news to the "tanker" seamen on the beach in this port is the report that the SIU-contracted The Cabins (Texas City) will be out of the yards sometime around the middle of next month. The ship went into the Maryland Drydock some time ago, Earl Sheppard, port agent, said, to be "jumboized," and will be back in business "bigger and better" next month.

There are rumors going around the harbor that the Ocean Rose, a former SIU vessel, will be coming back to the American flag and will sign on a crew next week, Sheppard said. Along with her, the Pacific Navigator (Compass) and the Irenestar (Traders), presently tied up here without crews, will be calling for men next week too. With these vessels and the usual ore ships that call in here regularly, shipping for the coming period should be very good.

It is expected that the new shipping system now in effect in headquarters will be operating here by the next meeting. The use of the new cards makes it easier to keep the records straight and aids a man in finding out at a glance how he stands on the registration list.

The membership here is urged to check their clinic cards to see that they have not run out. These cards, in most cases, are good only for a year, and the member should report back for another exam every year.

There were 12 ships paying off here during the past period. They were the Chilore, Santore, Marore, Venore (Marven); Emilia, Jean, Mae (Bull); Pennmar, Bethcoaster (Calmar); Irenestar (Traders); Wm. Carruth (Penn Trans); Pacific Navigator (Compass).

Signing on were the Chilore, Santore, Marore, Venore (Marven); Seastar (Traders); Calmar, Bethcoaster (Calmar); and the Ames Victory (Victory Carriers).

In transit were the Feltore, Venore, Cubore (Marven); LaSalle (Waterman); Bethcoaster, Flomar, Pennmar (Calmar); Evelyn (Bull); Robin Hood (Robin); Longview Victory, Ames Victory (Victory Carriers); CS Miami, Council Grove (Cities Service); Steel Director, Steel Maker, Steel Artisan (Isthmian); Alcoa Patriot (Alcoa).

SIU Vessel Is Missile Range Star

The missile ship Timber Hitch, operated by the SIU-contracted Suwannee Steamship Company, is in first place in virtually every department on the Atlantic missile range. In the past 73 days on the range it had established six records and was still shooting for more.

While there are 11 Suwannee vessels and numerous Navy ships in operation on the Atlantic missile range, the Timber Hitch is the only vessel which has recovered more than one nose cone. The Hitch has already recovered four.

On May 6, the vessel distinguished itself by recovering the largest nose cone fired from Cape Canaveral.

One record, which according to the Air Force officer attached to the ship "may well go forever unbeaten," was in recovering a data capsule from a missile in 37 minutes. This chopped off close to two hours from the previous record of 2 hours 17 minutes, also set by the Timber Hitch.

Its other achievements were in being the first ship to recover any package carried by a missile, and the first ship to recover two and then, three, successive capsules.

Sign Name On LOG Letters

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



# SIU 'Ship' Seaway Host



On hand at Chicago to welcome the first ocean-going vessel to reach the Windy City through the St. Lawrence Seaway was this six-foot model of the SS Brazil Victory, renamed the SS SIU Victory, built by I. E. Bishop, a member of the SIU Great Lakes District. Bishop had started on the model back in 1946 when he was carpenter on the Brazil Victory.

The model has put in a number of appearances at various hobby shows and parades, Bishop said, the latest being the welcoming parade on April 30, greeting the first deep-sea ocean-going vessel to Chicago.

The model and car are part of Bishop's contribution to the advertising of the SIU in the Lakes area. He reports that he is also on the Board of Directors of the Merchant Marine and Maritime Service Veterans Association which is aimed at achieving recognition and some sort of bill of rights for merchant seamen for war service, similar to the GI Bill.

## SIU HALL DIRECTORY

### SIU, A&G District

BALTIMORE ..... 1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900  
 BOSTON ..... 276 State St. G. Dakin, Acting Agent Richmond 2-0140  
 HOUSTON ..... 4202 Canal St. R. Matthews, Agent Capital 3-4089; 3-4080  
 LAKE CHARLES, La. .... 1419 Ryan St. Leroy Clarke, Agent HEmlock 6-5744  
 MIAMI ..... 744 W. Flagler St. Louis Neira, Agent FRanklin 7-3564  
 MOBILE ..... 1 South Lawrence St. Cal Tanner, Agent HEmlock 2-1754  
 NEW ORLEANS ..... 523 Bienville St. Lindsey Williams, Agent Tulane 8626  
 NEW YORK ..... 675 4th Ave., Brooklyn HYacinth 9-6600  
 NORFOLK ..... 127-129 Bank St. J. Bullock, Agent MADison 7-1083  
 PHILADELPHIA ..... 337 Market St. S. Cardullo, Agent Market 7-1635  
 SAN FRANCISCO ..... 450 Harrison St. Marty Breithoff, Agent Douglas 2-5475  
 SANTURCE, PR. .... 1313 Fernand Juncos, Stop 20 Keith Terpe, Hq. Rep. Phone 2-5996  
 SAVANNAH ..... 3 Abercorn St. William Morris, Agent Adams 3-1728  
 SEATTLE ..... 2505 1st Ave. Ted Babkowski, Agent Main 3-4334  
 TAMPA ..... 1809-1811 N. Franklin St. B. Gonzalez, Acting Agent Phone 2-1323  
 WILMINGTON, Calif. .... 505 Marine Ave. Reed Humphries, Agent Terminal 4-2874  
 HEADQUARTERS ..... 675 4th Ave., Bklyn. Paul Hall  
 SECRETARY-TREASURERS  
 ASST SECRETARY-TREASURERS  
 J. Alcina, Deck W. Hall, Joint  
 C. Simmons, Eng. J. Volpian, Joint  
 E. Mooney, Std.

### SUP

HONOLULU ..... 51 South Nimitz Highway Phone 502-777  
 NEW ORLEANS ..... 523 Bienville St. Jackson 5-7428  
 NEW YORK ..... 675 4th Ave., Brooklyn HYacinth 9-6605  
 PORTLAND ..... 211 SW Clay St. Capital 3-4336  
 SAN FRANCISCO ..... 450 Harrison St. Douglas 2-8363  
 SEATTLE ..... 2505 1st Ave. Main 2-0290  
 WILMINGTON ..... 505 Marine Ave. Terminal 5-6617

### MC&S

HONOLULU ..... 51 South Nimitz Highway Phone 5-1714  
 NEW ORLEANS ..... 523 Bienville St. RAMond 7428

NEW YORK ..... 675 4th Ave., Brooklyn HYacinth 9-6600  
 PORTLAND ..... 211 SW Clay St. Capital 3-4322  
 SAN FRANCISCO ..... 350 Fremont St. EXbrook 7-5600  
 SEATTLE ..... 2505 1st Ave. Main 3-0085  
 WILMINGTON ..... 505 Marine Ave. TErminAl 4-8538

### MFOV

BALTIMORE ..... 1216 East Baltimore St. Eastern 7-3383  
 HONOLULU ..... 56 North Nimitz Highway Phone 5-6077  
 NEW ORLEANS ..... 523 Bienville St. MAGnolia 0404  
 NEW YORK ..... 130 Greenwich St. CORlland 7-7094  
 PORTLAND ..... 522 NW Everett St. CAPitol 3-7297-9  
 SAN FRANCISCO ..... 240 Second St. DOuglas 2-4592  
 SAN PEDRO ..... 296 West 7th St. TErminAl 3-4495  
 SEATTLE ..... 2333 Western Ave. Main 2-6326

### Great Lakes District

ALPENA ..... 1215 N. Second Ave. ELmwood 4-3616  
 BUFFALO, NY ..... 914 Main St. GRant 2728  
 CLEVELAND ..... 1410 W. 29 St. MAIN 1-0147  
 DULUTH ..... 621 W. Superior St. Phone: RAndolph 2-4110  
 FRANKFORT, Mich. .... PO Box 287 ELgin 7-2441  
 MILWAUKEE ..... 633 S. Second Ave. BRoadway 2-3039  
 RIVER ROUGE ..... 10225 W. Jefferson Ave. Vincewood 3-4741

### Canadian District

FORT WILLIAM ..... 408 Simpson St. Ontario Phone: 3-3221  
 HALIFAX, N.S. .... 128 1/2 Hollis St. Phone 3-8911  
 MONTREAL ..... 634 St. James St. West Victor 2-8161  
 QUEBEC ..... 44 Sault-au-Matelot Quebec LAFontaine 3-1569  
 THOROLD, Ontario ..... 52 St. David St. CANel 7-5212  
 TORONTO, Ontario ..... 272 King St. E. EMpire 4-5719  
 ST. JOHN, NB ..... 177 Prince William St. OX 2-5431  
 VANCOUVER, BC ..... 298 Main St. MU 1-3468

## Wants Look Into Homestead Issue

To the Editor:  
 I strongly urge my fellow Union brothers to take note of a motion which I presented before the crew of the SS LaSalle. This motion would call for a study to be made on each SIU-contracted vessel to determine the percent of Class A men we have who stay on a ship in excess of one year.  
 If this fact can be established

dollars and leave it in such a state that it is un-repairable and no one can lock it.  
 I think the Union should take some action on this with the same force as they did years ago with men who burned their mattresses, making them liable for them. If a member takes a hacksaw or fire axe to a locker, they should be made to pay for them. Then I think we all will be more careful in the future.  
 William Cameron  
 (Ed note: If a crewmember maliciously destroys ship's property he can be brought up on charges under the constitution.)

## Offers Remedies To Homesteaders

To the Editors:  
 After reading with much interest the pro and con letters to the LOG concerning the one-year rule aboard ship, I have decided to add a little more fuel to the fire.  
 It seems to me that we have two choices in the matter. One is to apply the one year rule aboard SIU vessels, which would improve shipping, especially on the coastwise ships. The other, however, is to allow a man to take a vacation one year and let him return to his same ship and job.  
 The first remedy speaks for itself, but the vacation suggestion is something to think about.



Dunphy

Giving a man his yearly vacation would satisfy the homesteaders and would also provide work for the members who only make one or two trips on any ship.  
 As the rules now stand, a member can keep his job for as long as he wishes, or until his vessel is laid up for a period longer than 10 days, or a strike in the maritime industry results in a ship not being crewed up in 10 days from the termination of the strike.

It doesn't make much sense to me to say on the one hand that a job is ours to have as long as we do our work and obey the Union rules, and then contradict ourselves by taking that same job away. It should be one way or the other. One year on the ship or the annual vacation, allowing a man to return to his vessel.

While I myself have homesteaded a few ships in my time, I would be in favor of either of these changes as I am against things as they stand today.

How about some comment on this rule change from the rest of the membership so we can make our feelings known to all.  
 Patrick Dunphy

## Issue Is Ships, Not Rotation

To the Editor:  
 I have been reading in the SEAFARERS LOG many letters and other comments on the issue of homesteading a ship.

While it is true that shipping would pick up if we put a time-limit on SIU-contracted vessels, I think the better solution would be to bolster our declining merchant marine with more ships.

It is a shame that men who were willing to risk their lives at sea during the war, have to be out of work because these same ships were transferred to a runaway flag. Jim Flood

## 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.

and some figures shown, and the information put to the membership, perhaps we may bring this homesteading issue to a head. Up to now all I've read about concerning this problem is a lot of emotional feelings, and very little fact.  
 My proposal, I believe, would end all of this. Again I urge my brothers to give this motion some consideration.

Francis E. McCall

## Sends Thanks To Dinny Crew

To the Editor:  
 I would like to take this opportunity through the SEAFARERS LOG to say thanks to the crew of the SS Ocean Dinny (Maritime Overseas Corp.) for the beautiful flowers sent to me at the time of my bereavement.  
 Thank you all again.  
 Mrs. R. J. McKeaven

## Damaged Ship's Gear?—Pay Up

To the Editor:  
 I have read with interest the story in the May 22nd SEAFARERS LOG about the improvements in crew quarters, especially in the lockers, and I feel that this is something our Union should seek and protect by all means.  
 In the time I have sailed with the Union I have noticed one thing. More than once, someone would lock their keys in their locker. So what do they do but take a fire axe or saw and go to work on the locker to save their 35-cent lock, yet damage a locker that costs a number of



Cameron

## Seafarer's Kin Dies In Crash

To the Editor:  
 I would like you to publish this announcement in the coming edition of the SEAFARERS LOG so my husband, who is presently at sea, will be able to read it.

Henry Wilson McDonald, 17 years old, of Gulfport, Miss., was killed in an automobile accident on May 16, 1959. Mr. McDonald was the nephew of my husband, Seafarer Andrew C. Reed, and Eugene H. Bryant, and his death will be deeply felt.

Thank you for your assistance.  
 Mrs. Andrew C. Reed

## Thanks Chilore Crew For Solace

To the Editor:  
 My family and myself would like to extend our thanks to the officers and crew of the SS Chilore for their kind expression of sympathy and for their beautiful floral offerings during our recent bereavement.  
 Edwin W. Batrol, Jr.

## Proud Of Son's SIU Scholarship

To the Editor:  
 It has always been a matter of pride to me to be a member of this Union. An event has just transpired which adds to my pride a deep debt of gratitude. While in Bandar Shapur, I received a wire from my son Robert announcing he won an SIU scholarship.

Words are not at my command to fully express my thanks and profound gratitude.

Since his program has always included graduate work at Harvard, this award will ease the pressure on his own time and also compensate for the expiration of his GI benefit after the coming year.

It will be the means of insuring the completion of an education which, at times, has not always been assured, with tuition fees in Harvard graduate school running more than a \$1,000 a year.

Edgar R. (Jerry) Hauser



DEL AIRES (Mississippi), April 25—Chairman, S. Moya; Secretary, T. Sousa. Foc'sles need painting. Ship's fund \$15. No beefs. New delegate elected.

CHILORE (Marven), May 22—Chairman, G. Hill; Secretary, C. Kent. Sailed short baker. One man hospitalized. No beefs. Return cups to pantry—keep pantry & recreation room clean. Request new washing machine.

PETRO CHEM (Valentine Chem.), May 24—Chairman, L. Greaux; Secretary, M. Olivera. New replacements. One man fired. Suggest patrolman speak to captain re cooperation. No beefs. See patrolman re lockout & watches in deck dept. being undermined. Also check food shortage. Request officers stay out of crew's mess.

Digest Of SIU Ship Meetings

mess. Return glasses to messhall. Repair lists to be turned in.

ALCOA CORSAIR (Alcoa), May 31—Chairman, T. Metting; Secretary, H. Ridgeway. No beefs. Cross-passage-way door to be closed because of air conditioning. Ship's fund \$366.60. One man left ship in Kingston; one man getting off in Mobile. New delegate elected. Movie raffle to be used as source for obtaining money for purchasing movies.

PACIFIC TIDE (World Tramping), April 19—Chairman, J. Nelms; Secretary, A. Dunn. To see about repairs for shower & head. Turn in repair list. Request more fruit juice for breakfast.

May 30—Chairman, J. Duffy; Secretary, I. Peacock. Disputed OT for delayed sailing. Vote of thanks to steward dept. and to cooks for job well done.

CHIWAWA (Cities Service), May 30—Chairman, E. Wright; Secretary, J. Parker. Three hours OT disputed. New delegate elected. Request new innerspring mattress, full size. See about inferior menus.

SEAMAR (Calmar), May 24—Chairman, J. Kowalski; Secretary, J. Hodges. New delegate elected. Some disputed OT. No beefs.

PACIFIC VENTURE (World Tramping), May 22—Chairman, E. Moyd; Secretary, J. Picou. Some OT disputed. Discussion on draws. One minute silence for departed brothers. Messhall and screen doors to be locked while in port. Suggest Arabs to be kept out of crew quarters.

ALCOA PENNANT (Alcoa), May 24—Chairman, J. Bullitt; Secretary, W. Cameron. Ship's fund \$5.50. One man short. Discussion on ship sailing short from Puerto Rico. Suggest any one willing to pay on transportation be allowed to take jobs, providing time allows.

JULIA (Julia Nav.), May 17—Chairman, M. Spiros; Secretary, M. Pappadakis. Few hours OT disputed. No beefs; everything running smoothly. Two messmen short. New delegate elected. One minute silence observed for departed brothers.

PACIFIC OCEAN (World Tramp.), May 28—Chairman, G. Erlinger; Secretary, W. Burton. Icebox replaced. Washing machine fixed. Coastwise payoff to be discussed. Three men missed ship in NY. More cots may be needed. Discussion on warm drinking water.

DE SOTO (Waterman), May 22—Chairman, P. Erazo; Secretary, C. Garner. No beefs. Some OT disputed. Discussion on painting deck in recreation room aft. Quiet requested in messhall at night.

MASSMAR (Calmar), May 17—Chairman, J. Eichenberg; Secretary, E. Perry. No beefs. One man hospitalized in Panama Canal Zone. New delegate elected. Complaint re washing machine not working.

YAKA (Waterman), May 23—Chairman, B. Powell; Secretary, L. Faulkner. No beefs; everything running smoothly. New delegate elected. Keep pantry and messhall clean. Return cups to pantry. Turn off washing machine.

ALMENA (Penn Shipping), May 26—Chairman, F. Mitchell; Secretary, G. Brady. No beefs. Vote of thanks to steward dept. for fine preparation of food and service.

OCEANSTAR (Triton), May 25—Chairman, J. Arnold; Secretary, R. Morrisette. No beefs. One hour disputed OT. Sailed short one man. New delegate elected. Request sougeeing & painting of crews quarters, messhall and pantry. Messhall and pantry to be sprayed every day.

EMILIA (Bull), May 30—Chairman, W. Welsh; Secretary, At. Herring. No

beefs; everything running smoothly. Ship's fund \$13.55. Some OT disputed. Discussion on roaches aboard ship.

ALICE BROWN (Bloomfield), May 24—Chairman, W. Wilkins; Secretary, R. McNeil. Few hours OT disputed. No beefs. New delegate elected. Request identification cards be issued to dependents in case of illness.

E-42-1836 (Suwannee), May 31—Chairman, J. Dickerson; Secretary, R. Sandbeck. No beefs. Repair list to be made. Request better quality of fresh produce. Discussion on Union conditions re Suwannee agreement.

NORTHWESTERN VICTORY (Victory Carriers), May 31—Chairman, F. Arena; Secretary, J. Thomas. Ship's fund \$12.37. No beefs. Suggest mess-hall door be fixed and have locks on both messhall and pantry repaired or renewed and supply sufficient keys.

ALAMAR (Calmar), June 3—Chairman, J. Ferreira; Secretary, J. McPhaul. No beefs. Ship's fund \$1.29. Suggest mattresses be placed on board while in port.

ROBIN LOCKSLEY (Robin), June 2—Chairman, W. Horner; Secretary, M. Sterne. Some OT disputed. Beef re taking care of medicine chest. Request quite in galleyways. Discussion on breakfast menus. Request cooperation re turning in linen, also request bunk curtains.

ORION COMET (Colonial), May 10—Chairman, S. Momke; Secretary, C. Boyle. One man hospitalized in Singapore. One man missed ship in Yokohama. No beefs. Old delegate resigned; new delegate elected. Hdqrs. to be contacted re shore leave in Bahrain, Persian Gulf.

BEAUREGARD (Pan-Atlantic), May 16—Chairman, None; Secretary, S. Doyle. Ship's fund \$11.57. New awning requested. New delegate elected. Suggest mail box in messhall.

ALCOA POLARIS (Alcoa), May 17—Chairman, J. Nordstrom; Secretary, L. White. No beefs. Requested and agreed that ship's fund be given for library in Norfolk. Few hours OT disputed. Request pantry be kept clean at night and laundry tubs to be washed after using.

USAF E-42-1836 (Suwannee), May 13—Chairman, A. Rios; Secretary, W. Dean. Delegate to carry out instructions to Co. officials re delays in allotment checks. No beefs. One man short. One man hospitalized in Trinidad—to be replaced. New delegate elected. Question re OT work being done in Eng. Rm. due to loss of oiler.

MT. WHITNEY (Cargo & Tankship Corp.), April 19—Chairman, J. Kowalski; Secretary, W. Barth. Repair list turned in; some work done on same. Some OT disputed. Check sill of black gang shower for leaks. Keys to foc'sle to be turned in when leaving ship. To see about water pressure in scuttlebutt.

CAPT. NICHOLAS SITINAS (Tramp. Shpg. & Oil), May 10—Chairman, W. Whanton; Secretary, J. Gard. Repair lists to be turned in. Two men missed ship. Washing machine, refrigerator and recreation room to be cleaned.

SEATRIN TEXAS (Seatrain), May 15—Chairman, P. Patrick; Secretary, S. Karliak. Letter sent to Marine Supt. re air conditioner. Poor mail service in Texas City. One hour OT disputed. Suggest getting clarification on Permits. Request Seatrain agreements. Refrain from leaving cots on deck overnight.

PENN MARINER (Penn Trans.), April 26—Chairman, W. Young; Secretary, P. Meth. Ship's fund \$4.58. No beefs. Turn off washing machine after use. Messhall and Recreation Room to be kept clean. Captain to check on bad meat. Vote of thanks to Steward Dept. for job well done.

TIMBER HITCH (Suwannee), May 13—Chairman, W. Newsom; Secretary, A. Surrency. New secretary elected. Ship's fund \$18.55. Some OT disputed. Suggest improvement on quality of food. Request peanut butter and jellies put out and sardines in night lunch. Steward to check quality of butter.

ALCOA PURITAN (Alcoa), May 1—Chairman, F. Fleischmann; Secretary, G. Larson. Ship's fund \$1.75. Some OT disputed to be taken up with patrolman. No beefs. Request coffee urn in pantry. Launch service to be given better consideration for watches & Stew. Dept. Proper care to be taken with night lunch. Keep pantry clean.

KATHRYN (Bull), May 17—Chairman, B. Bacon; Secretary, L. Hall, Jr. No beefs; everything running smoothly. Discussion on paying off at NO or Mobile. Sufficient screens & DDT Booms to be aboard for Gulf Run. Disputed OT in Eng. Dept. re referrers to be taken up with patrolman.

MT. WHITNEY (Amer. Tramp Ship. Dev.), March 8—Chairman, L. Gillis; Secretary, W. Barth. Some OT disputed. New delegate elected. Rusty water discussed. Coffee urn to be cleaned with baking soda.

PACIFIC OCEAN (Transp. Utilities), April 26—Chairman, A. Pietrowski; Secretary, R. Prjean. New delegate elected. No beefs. Some OT disputed. Replace washing machine.

He Gets His Photo —The Hard Way

"Always ready with my camera," is the motto of Seafarer Charles Rawlings, and he follows it down the line. However, while having the "camera bug" can be an interesting hobby, it can also lead to dangerous situations like the one Rawlings ran into in New Orleans recently while his ship, the Suzanne, was docked there for cargo.

Armed with his camera and flash equipment, he started strolling down Canal Street, "window shopping" so to speak. While he was looking in the windows at the D. H. Holmes Co., Ltd., store, a window dresser noticed his camera and told him to go in and take a photograph of Hollywood actor Cesar Romero. "I thought it would be a good picture for my collection," he said, "so I ambled up to the second floor.

"Lo and behold, I, Charles E. Rawlings, ran right smack into a crowd of screeching, pushing, kicking, shoving LADIES (???) all trying to get closer to Mr. Romero."

From what he could gather, Rawlings commented, the store was running a show called the "Forever Young Fashions Show" and Cesar Romero was the guest star. Not easily swayed from his pur-

pose by greater numbers, he set out to get Romero's picture for his collection.



Actor Cesar Romero hands out autograph while Seafarer Charles Rawlings takes his picture. This "collectors item" was the result of Rawlings' safari into the world of fashion in New Orleans.

"To think of all the struggle I went through to get that one photo," he complained, "all I can say is never again."

However, perseverance paid off and Rawlings wound up with his photograph. "It was a lucky shot at that," he remarked, "as one lady beside me let out a yell that nearly shook ten years off my short life."

All was not wasted, however, and in addition to getting the photograph and shaking hands with the actor, Rawlings also picked up a few tips on fashions. "The ladies were really swell with all of the fancy trimmings," he noted, and took a photo as proof for the rest of the Suzanne crew.

All of this activity is having its effect. Before he goes around taking more photographs of celebrities, he is going to stock up on nerve pills. One word of advice he has to pass on is, "steer clear of those fashion shows," they're dangerous. It is much safer to be aboard ship riding out a hurricane than maneuvering around a bunch of women.

Who's Teacher?



Although Joseph Sawrez, OS, claims he is giving a few pointers to shipmate Ernest Mladonich on "cleaning up," Mladonich looks skeptical. The rest of the gang on the Del Norte rate Joseph Sawrez one of the best sanitation men in the business.

Spain Cheap?—Ha! Take Another Look

"For the crew of the Penn Mariner, the myth of 'cheap Spain' lies shattered and is as dead as their empty wallets," according to the last ship's minutes. Why? Well the main reason is that while "in most parts of the world the dollar speaks, here in Bilbao it whistles."

Despite all of these obstacles and warnings, however, the launch is still crowded with "undaunted" Seafarers bound for the welcoming arms of the Bilbao senioritas and the cantina owners of the hot spots which line the Cortez Street.

Because of their disillusionment, the Mariner crew reports a number of unusual situations. For example, some of them have taken to visiting the historic churches which this town boasts. In fact, the report said, "BR Bob Wurzler was locked in the church originally built by Moorish slaves."

Meanwhile F. C. Chase, deck maintenance, has declared his own little war on General Franco's postal system.

It all started when Chase went ashore to mail some letters. "The price of the stamps shocked him to such a degree that he now

spends all of his evenings aboard ship cursing the postal authorities."

However, everything is not as bad as it seems. Richie, the wiper, seems to be enjoying himself, since he took his first look at one of the town's dark-eyed senioritas. "Let me go," he said, "they can't be any better than that." And on the "Who's Who" side, the 4-8 has broken into the Bilbao social register. "He shows off by riding around town in his girl friend's Mercedes Benz."

As for the rest of the crew, the report concluded, they are most unusual in that they are continuously complaining—about too much shorertime. The vessel has another month in Bilbao before returning to the States.

LOG-A-RHYTHM:

Star Of The Sea

By M. Dwyer

Madonna Della Rocce, bright star of the sea, Guard a lonely ship tonight, bring him back to me.

Guide his hand upon the helm, keep his course so true, Calm the mighty waters, I place my trust in you.

Heed the prayers of those who sail in their desperate hour, Give them courage through storm and gale, should they ever cower.

Should they slip beneath the waves, Give them strength to pray, Help them meet their maker, on this their judgment day.

Madonna Della Rocce, Lady dressed in blue, Forsake not these sailor men, who place their trust in you.

Be their bright clear beacon light, guide them to the shore, That they in turn may sing of your praises forever more.

An advertisement featuring a cartoon illustration of a man with a bandaged head and a broken pocket watch, looking distressed. Text includes: "In the hospital? Call SIU Hall immediately!"

# SEAFARERS IN DRYDOCK



A number of Seafarers are back on the shipping list again, or on the road to recovery, thanks to the efficient medical treatment they received in the USPHS hospitals throughout the country. Two of these brothers, Lewis Akins and George Shumaker, were laid up for a long spell in Manhattan Beach in New York, but are now back home again and are coming along fine.



Murphy



Moore

Still in Staten Island hospital undergoing tests and treatment for a sore under his arm is Bernard Murphy, AB. Murphy last sailed on the Alcoa Pegasus. Also out in Staten Island is Frank Blandino, of the steward department, recuperating from a heart condition.

A number of broken bones he suffered in a shoreside accident last April are finally healing reports Seafarer Louis Peed. Peed got the injuries as a result of a fall from his roof at home in New Orleans.

Not one to take a chance, smokeroom steward Vincent Cali checked into the New Orleans hospital for a "general overhaul" and check-up. Cali was last on the Alcoa Clipper.



Cali



Moore

A lung condition apparently caused by inhaling dust from the grain cargo on the Julia put Seafarer Edward Warsaw in the Orleans hospital. Warsaw was messman on the Julia when it happened and was flown in from Florida.

Two bosuns, Charles Moore, Del Norte and Raymond Ferrera formerly on the Lucile Bloomfield, signed in at the New Orleans hospital recently. Ferrera is reported

doing well after an elbow operation while Moore is undergoing further tests to determine the nature of his illness.

From the West Coast is the word that Sam Setliff will be transferred back to New York soon for further treatment in the hospital here. Setliff got off his ship, the Coe Victory, in Saigon and entered the hospital.

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

- USPHS HOSPITAL BALTIMORE, MD.**  
 William Adams Emanuel Jones  
 Diego Calarin Diosado Lavador  
 Jesse Clark Harry Minkler  
 Harry Cole Abner Ralford  
 Leonard Davis George Richardson  
 Clarence Gardner Conrad Shirley  
 James Girolami Jose Soares  
 Gorman Glaze Samuel Tate  
 Thomas Gorman
- USPHS HOSPITAL GALVESTON, TEXAS**  
 John C. Rounds
- USPHS HOSPITAL NORFOLK, VA.**  
 Francis Boner Miguel Tirado  
 James P. Fitzgerald
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**  
 John Asavicius Johan T. Kismul  
 Joseph Berger Benjamin Pritiken  
 Luke Ciamboli Arthur Scheving  
 Michael J. Coffey Joseph Neubauer  
 Michael Grochowski
- USPHS HOSPITAL SEATTLE, WASHINGTON**  
 E. A. Ainsworth Robert Hauptman  
 Joseph Barton Alfonso Loguidis  
 Kenneth Elvin Joseph Prabech  
 George Graham
- USPHS HOSPITAL BROOKLYN, NY**  
 Joseph Bass Leo Carreon  
 Matthew Bruno Joseph Cox  
 Gregorio Caraballo John Driscoll

- OTIS GIBBS**  
 Bart Guranick  
 Taib Hassan  
 Frank Hernandez  
 Donald Hewson  
 William Kenny  
 Ludwig Kristiansen  
 Thomas Leahy  
 Leo Mannaugh
- PRIMITIVO MUSE**  
 Jeremiah O'Byrne  
 George Phifer  
 Winston Renny  
 Almer Vickers  
 Luther Wing  
 Pon Wing  
 Royce Yarborough
- USPHS HOSPITAL BOSTON, MASS.**  
 Glenn Ellis  
 James Patrice  
 George Rourke
- USPHS HOSPITAL STATEN ISLAND, NY**  
 Frank Blandino  
 Frank Bosments  
 Ronald Cohn  
 Enoch B. Collins  
 Richard Comstock  
 Thomas Dalley  
 Clarence Daire  
 Paul Jakubcsak  
 Gustaf Johnson  
 Juan Medina  
 Dioscoro Militar  
 C. Moonan
- USPHS HOSPITAL SAVANNAH, GA.**  
 R. Centchovich  
 Clarence Dees  
 B. M. Gold  
 James King  
 Luther Milton  
 Clarence Storey  
 Vincent Walrath
- SEASIDE MEMORIAL HOSPITAL LONG BEACH, CALIF.**  
 Eugene Plahn
- USPHS HOSPITAL NEW ORLEANS, LA.**  
 Robert G. Barrett  
 Claude Blanks  
 Victor Bruno  
 Vincent Cali  
 James Campfield  
 G. W. Champin  
 Melvin Chilton  
 Fess T. Crawford  
 Eugene Crowell  
 Albert Daniels  
 Raymond Ferrera  
 Owen L. Foster  
 James C. Glisson  
 Wayne Harris  
 Frank James  
 Jasper Jones  
 Edward Knapp  
 Leo H. Lang  
 Charles Lynch  
 David McCollum  
 William Marjenhoff  
 Elzar A. Martell  
 Charles P. Moore  
 William E. Nelson  
 Eddie Patterson  
 Louis W. Peed  
 Charles E. Perdue  
 Winford Powell  
 William Scarlett  
 Ralph H. Smith  
 Roy T. Smith  
 R. Somerholder Jr.  
 Richard Stewart  
 Alberto Trevino  
 Cecil E. Wallick  
 Edward J. Warsaw  
 Howard Waters
- TRIBORO HOSPITAL JAMAICA, LI, NY**  
 James Russell
- LETTERMAN ARMY HOSPITAL SAN FRANCISCO, CALIF.**  
 W. H. Thompson
- VA HOSPITAL DENVER, COLO.**  
 Clifford C. Womack
- USPHS HOSPITAL FT. WORTH, TEXAS**  
 Lawrence Anderson  
 B. F. Deibler  
 James Lauer  
 Woodrow Meyers  
 Albert L. Ogletree  
 Max Olson  
 John C. Palmer
- VA HOSPITAL RUTLAND HEIGHTS, MASS.**  
 Charles Bartlett
- SAILOR SNUG HARBOR STATEN ISLAND, NY**  
 Victor B. Cooper  
 Thomas Isaksen
- VA HOSPITAL KECOUGHTAN, VA.**  
 Joseph Gill
- VA HOSPITAL BOSTON, MASS.**  
 Thomas W. Killion
- VA HOSPITAL HOUSTON, TEXAS**  
 Harry McClernon
- VA HOSPITAL TUCSON, ARIZ.**  
 Frank J. Mackey

**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 .....

## A Red Hot Cook



Showing them how to play it "real" hot on the sax in Karachi is Earl Gates, chief cook on the Steel Seafarer. Gates then sat down and dished out a few licks on the drums too.

## Good Ship? Hear Story Of Antinous

What makes a good ship—the crew, officers or chow? That's a big order for many vessels, but the SS Antinous has all that and more, it has a run to melt the hardest of short-trippers, according to ship's delegate Bob Porter.

The Antinous, Porter said, started off its voyage in Norfolk, as good a port as any in his book. Then it headed for Casablanca, on to Barcelona and made stops at Genoa, Venice, Trieste, Salonika and Pyreus, ending up in La Pallice.

No, Porter said, the Antinous is not a passenger cruise ship, it's just another C-2 rustbucket toting cargo for a living.

But after a run like this, he said, most likely most of the crew will be signing on for another trip.

In addition to the run, the ship has a crew equal to any, with a "real" skipper, he noted. And down in the galley, making music with the meats and vegetables, not to mention cakes and the like, is a first-class steward department headed by Andy Anderson as maestro in the steward's job and Billie (Charlie Chan) Sing at the ovens.

What more does anyone need? Porter asked.

With a galley gang like this, and the ports we have, it is doubtful if anyone will recognize the Antinous' crew when they return to the States again.

## Rover's Passengers



Introducing the Steel Rover's roving passengers is OS Paul "Playboy" Matsos. The young lady is Nancyann, daughter of the English consul in Surabaya, Indonesia, while her furry friend is known as BaBa. Photograph was submitted by Seafarer Edward Cannon.

## USPHS Tops To This Seafarer

To the Editor:

I have been a member of the SIU since 1942 and became obligated in 1943, and sailed all during World War II, seeing my share of the action.

I believe in praising something worthy of praise, and in my estimation, that applies to two organizations, namely the SIU and the USPHS hospitals.

At this time I am a patient over at the USPHS hospital in

as "Shorty," he had been the crew mess man on the SS Topa Topa at the time.

His body was brought back to Baltimore for funeral services and was interested in the Cedar Hill Cemetery. Many of his seafaring and shoreside friends attended the services.

His family gratefully appreciates the assistance received through Mr. John Arabasz, SIU welfare representative in Baltimore, during this time.

Mrs. Josie Johnson

## Laid-Up, Needs LOGs Pronto

To the Editor:

This is just a note to let you know I will not be back in the States for a while. Because of a broken hip and shoulder, I will be forced to stay in the hospital here in Asmara, Eritrea, for another month at least.

I received a letter from the SIU Welfare Department and also

a couple of copies of the SEAFARERS LOG for the month of May, for which I am very thankful, and would appreciate any others I get while here.

I wish to take this time to thank the crew of the Steel Voyager for sending me magazines, book and cigarettes—all of which are very much needed and appreciated—while they were in Massawa. Reading material is very hard to get here unless, of course, you read Italian.

This hospital is pretty good, and the people are nice and try to be helpful. However, there is one difficulty, they don't speak English, and I don't understand Italian. I would appreciate receiving more LOGs during my stay here. Thanks in advance.

Charles Burns.

My praise goes to the doctors, nurses, nurses' aids and attendants, porters, and in fact, the whole staff. They are just wonderful, which means a lot to guys like myself.

There's many a time when a man feels depressed, or just sick of it, but the understanding of the patient's condition by the staff here, and their aid and comfort helps him through.

I would also like to thank SIU steward Jim Parker for his personal help and kindness during my stay on the SS Edith, when he did a great job helping me.

In all humility, I can only say thanks to these people from the bottom of my heart.

James Thomas Moore

## 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.

Staten Island, NY, and I would like to express my sentiments through the SEAFARERS LOG

for the wonderful care and treatment I am receiving during my confinement here.

My praise goes to the doctors, nurses, nurses' aids and attendants, porters, and in fact, the whole staff. They are just wonderful, which means a lot to guys like myself.

There's many a time when a man feels depressed, or just sick of it, but the understanding of the patient's condition by the staff here, and their aid and comfort helps him through.

I would also like to thank SIU steward Jim Parker for his personal help and kindness during my stay on the SS Edith, when he did a great job helping me.

In all humility, I can only say thanks to these people from the bottom of my heart.

James Thomas Moore

## Grateful For Union's Aid

To the Editor:

On March 16, 1959, just five days from the port of Malta, my brother, Seafarer Thomas Byus, suddenly passed away of natural causes. Known to his shipmates

## 'Sea Spray'

—by Seafarer "Red" Fink



'Come on now, shipping can't be that bad, Bud.'

# PERSONALS AND NOTICES

**John Macchia**  
Urgent you get in touch with home immediately.

**Robert O'Rourke**  
You are urged that you call your wife at UL-4-9083 in Brooklyn at once. Anyone knowing the whereabouts of the above please deliver this message.

**Antoine Johnson**  
The father of the above would appreciate any information on the whereabouts of Brother Johnson. Please write to 50 3rd St., Bridge City, Westwego, La.

**Joseph Baron**  
Please contact J. R. Thompson,

c/o SS Lucile Bloomfield, Bloomfield SS Co., PO Box 1450, Houston, Texas.

**Joe Thibodeaux**  
Fred Ryder requests that you get in touch with him at 60-8th St., Ridgely Park, NJ.

**Herman L. Smith**  
Your mother would like to hear from you. You can contact her c/o Bennett, 139 East 94th St., New York 28.

**Arthur Smith**  
It is important that you write to Larry Tefft immediately. You can reach him c/o SS Ocean Eva, Maritime Overseas Corp., 61 Broadway, New York.

**E. J. Fuller**  
It is most important that you get in touch with your wife at 3707 Ave. S, Galveston, Texas.

**Michael Hovland**  
Please call Mr. Deitch at TR-5-8185.

**Oskar Kirs**  
R. Pelaso is anxious to hear from you concerning the Houston transaction. You can reach him aboard the SS Steel King, c/o Isthmian Lines, Inc., 71 Broadway, New York 6.

↓ ↓ ↓  
**Floyd Mitchell, Jr.** is trying to obtain a cooking manual called "Cooking and Baking on Ship Board," issued by the War Shipping Administration. If anyone knows how he can obtain it, please contact him at 519 1/2 Zukers St., Mobile 17, Ala.

**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.

## Offshore Tanker Terminal Planned Off Jersey Coast

After several years of talking, it now appears that the US may be getting its first deep-sea mooring facility which would allow supertankers to discharge their oil cargoes several miles offshore. The oil would then be sent by underwater pipeline to shoreside refineries.  
Submarine pipelines have successfully been used in the Gulf of Aqaba, under Lake Maracaibo

in Venezuela, and off the French coast.  
No concrete plans for a US project were revealed until recently, however, when it was reported that oil refiners in the Delaware Valley are planning a supertanker mooring in deep water some five miles off the New Jersey coast.

The report was made by W. C. Kinsolving, president of the Sun Pipe Line Co. He said that the project—sponsored by Sun Oil, Atlantic Refining and Cities Service—may be in operation in five to eight years.

The present difficulty, Kinsolving pointed out, lies in the inability of US ports to handle tankers in the 50,000-100,000 deadweight ton class. Even New York, the nation's leading port, cannot accommodate them, and neither can Philadelphia, without going to great expense.

Kinsolving estimated that it would cost about \$400 million to dredge the Delaware and provide suitable supertanker dock facilities, plus another \$6-\$8 million a year for maintenance. The offshore mooring facility, including the entire system of submarine pipe lines, would cost about \$50 million.

The facility would, of course, benefit the foreign-flag supertankers, rather than US-flag tankers which run under 36,000 deadweight tons.

Kinsolving noted that a 50,000-ton tanker could carry oil for about one-eighth the cost per barrel of the older, smaller T-2s. In the case of 100,000-tonners, the margin of saving is not so great, since a 100,000-tonner gives only about a 20 percent cost advantage over a 50,000-tonner.

## Final Dispatch

The death of the following Seafarers has been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries:

**Wilbert Roberts, 62:** Brother Roberts died of heart failure on January 23 in the Monroe General Hospital, Key West, Fla. A Union member since 1940, he sailed in the deck department. He is survived by his wife, Mrs. Elena Roberts, of Key West. Burial was in City Cemetery in Key West.

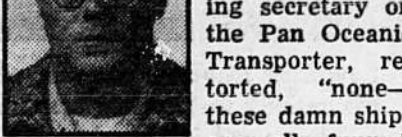
↓ ↓ ↓  
**William Ryan, 37:** Injuries resulting from an auto accident were the cause of Brother Ryan's death on April 19 at Baltimore's Mercy Hospital. Ryan joined the Union in 1951 and sailed in the deck department. Burial was in the Baltimore National Cemetery. He leaves no known survivors.

↓ ↓ ↓  
**Talmadge Barbour, 47:** A liver ailment was responsible for Brother Barbour's death on April 25. He was a patient at the Public Health Service Hospital in Richmond, Va., at the time. Sailing in the deck department, Barbour became an SIU member in 1953. Burial was in Chatham Park Cemetery, Chatham, Va.



## SIU SHIPS AT SEA

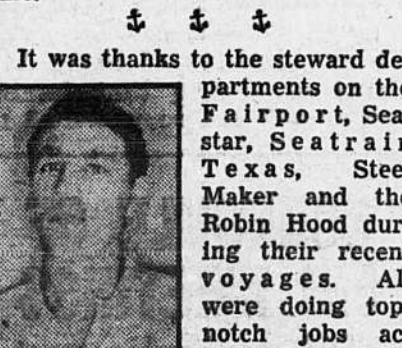
When asked if he had any newsworthy occurrences or humorous experiences to pass on to the SEAFARERS LOG, Denis Manning, meeting secretary on the Pan Oceanic Transporter, reported, "none—these damn ships are all funny."



Aside from this thought, Manning reported, the crew of the Transporter wishes to extend a vote of thanks to the SUP and MFOW crewmembers for their aid in getting the vessel in order and good shape.

↓ ↓ ↓

The crew of the Alcoa Puritan sends its best wishes for a speedy recovery to SIU veteran James Brasfield, steward on the Puritan, who was hospitalized in the Azores, ship's delegate James Killigren reports. The vessel had to turn off her course for Charleston, SC, when Brasfield was taken ill, and put in at Ponta Delgada, San Miguel Island. However from latest reports, he is coming along fine.



It was thanks to the steward departments on the Fairport, Seastar, Seatrain Texas, Steel Maker and the Robin Hood during their recent voyages. All were doing top-notch jobs according to the reports. Special thanks was given to A. Gylland for his hand in servicing and repairing the TV set for the crew of the Seatrain Texas. Gylland is a cardeckman on the Texas.

↓ ↓ ↓

It's hard for a dyed-in-the-wool deep-sea sailor to get used to shutting, says John Burke, meeting secretary on the Alcoa Roamer. The vessel is on the Puerto Rico-Stateside run. However, it is not too hard to acclimate yourself, Burke said, with a good ship and fine crew as is the case, on the Roamer.

↓ ↓ ↓

Another Alcoa ship turned in a 500-day accident-free record and

became eligible for an award. This time it was the Alcoa Cavalier, and according to ship's delegate Eugene E. McAll, the gang on the Cavalier voted to accept a television set instead of the usual safety award, a movie projector.

## Boston Settles Transit Strike

BOSTON—A long strike which made traveling around the port difficult has been settled, Gene Dakin, acting agent said, and Seafarers on leave here will not have to worry about transportation in the future. The strike tied up the buses of the Eastern Mass. Bus Co. for some 200 days but subsequent negotiations finally settled the issues.

It is with deep regret, Dakin said, that the port reports the death of Seafarer Charles F. Dwyer, a member of the steward department, who regularly shipped out of this hall.

Brother Dwyer started sailing in Boston back in 1945, as a cook and baker. He sailed continuously until August 1955 when he sailed on the Alice Brown. He entered the hospital in San Francisco that month and had a lung removed.

On being transferred to the USPHS hospital here in Boston, Brother Dwyer remained on inpatient and out-patient status until his death. He spent the last years of his life living near the waterfront with his sister. Although he never shipped out again, he spent as much time as he could down by the ships and with his shipmates here in the hall.

Shipping for the port during the last period was on the slow side as there were no vessels signing on here and the only job calls came for replacements on the in-transit ships.

There were four vessels in port over the last two weeks, one paying off and the other three in transit. The Royal Oak (Cities Service) paid off while the Bradford Island, CS Baltimore (Cities Service) and the Steel Rover (Isthmian) were the in-transit ships.

## Seattle Ships Doing Fine

SEATTLE—Although there was a large number of vessels calling into the area over the past two-week period, there was very little of note to report, Ted Babkowski, port agent, writes. However shipping held its own during the period as a total of 48 men landed berths. The Ocean Evelyn (Ocean Trans.) and the Pacific Explorer (Compass) both paid off and signed on here during the last period. In transit were the Texmar, Massmar (Calmar); Fairport (Waterman); Steel Fabricator (Isthmian) and the CS Baltimore (Cities Service).

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-16905.8 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 •

## Senate Unit Backs Widening Subsidy For US Shipping

WASHINGTON—Agreeing with the protests of a host of ship operators, the Senate Appropriations Committee has boosted the number of subsidized ship voyages the Federal Maritime Board may authorize each year from 2,040 to 2,600.

The former figure of 2,040 was hit by Waterman, States Marine, Prudential and Isbrandsten on the ground that it did not leave any room for new subsidy applicants. Other subsidy applicants affected by the original ceiling were T. J. McCarthy and Isthmian who, along with Waterman, are SIU-contracted companies.

Existing contracts with ship operators call for 2,010 voyages. The remaining 590 would cover six new applicants plus additional requests pending from presently-subsidized companies. A total of 564 voyages are already under request. The former 2,040 ceiling would have allowed only 30 new voyages while the new ceiling will cover all.

Witnesses at Senate Committee hearings pointed out that there are only 313 subsidized general cargo liners available under present subsidy as opposed to the minimum Defense Department requirement of 700 to 900 ships of this type. The Defense Department has recommended subsidy for qualified non-subsidized operators.

Further, a witness for States Marine said that failure to expand the subsidy program "would give the 13 presently-subsidized companies a complete monopoly of US-flag shipping within a few years as war-built ships become obsolete; and monopolies notoriously tend to become inefficient."

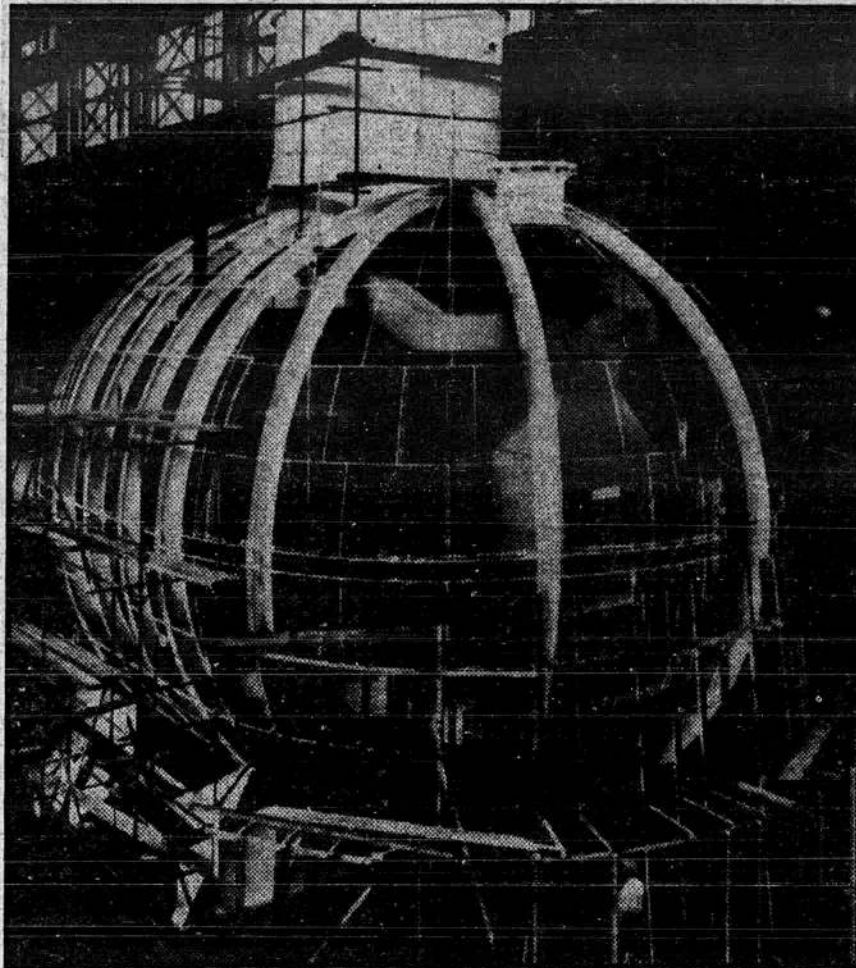
The Waterman witness testified on much the same lines, pointing out that the 2,040 ceiling "if adopted by your committee, will effectively foreclose Waterman from

The recent SIU of NA convention restated the International's long-standing position on subsidies. It called for a more equitable distribution of Government aid to shipping so as to strengthen the entire maritime industry under the American flag.

entering into a subsidy contract when its application is approved.

"We believe your committee will recognize the inequity which would result from adoption of the suggested voyage limitation to an operator such as Waterman which through its own ingenuity, industry and efficiency has operated American-flag vessels for a long period of years without subsidy, whereas its American-flag competitors have for many years had the advantage of such subsidy . . ."

## Nuclear Power Plant Looks Like This



Savannah's nuclear reactor, which will provide atomic power for the nation's first nuclear merchant ship, is shown at New York Shipbuilding yard in Camden, NJ. Ship will be launched July 21.

## A-Tanker Is Seen Useful In 1960's

Nuclear-powered tankers will be operating on world trade routes within the next ten years, predicts Dr. Lauchlin Currie, vice-president of the atomic energy division of the Babcock & Wilcox Co.

Babcock and Wilcox is the firm constructing the nuclear unit for the Savannah, the world's first atomic merchant ship. The ship will be launched on July 21 by Mrs. Eisenhower from the New Jersey shipyard where it was built. It had originally been scheduled to be launched on Maritime Day last month but unforeseen delays prevented the ceremonies.

Although installation costs for nuclear equipment run considerably higher than for a conventional plant, Currie believes that a nuclear tanker could carry five to ten percent more oil per trip to offset the price differences for installation.

The Savannah, built jointly by the Maritime Administration and the Atomic Energy Commission, will be operated by States Marine Lines. Its energy unit, a pressurized-water nuclear reactor, is similar to the unit on the US Navy submarine Nautilus, but is of a more advanced design.

Babcock and Wilcox claims it has developed designs for an even more advanced power unit than the one aboard the Savannah. Although not perfected in time to be included on the Savannah, the designs will probably be incorporated into future designs for marine nuclear power units.

A number of US-flag shipping operators are reported studying the possibilities of nuclear-powered tankers. Among these is the SIU-contracted Cities Service company.

## Italian Strike Halts 50 Ships

A strike of Italian merchant seamen protesting low wages and conditions had reportedly tied up 50 ships in world ports by the end of this week. The walkout began June 9, halting the scheduled sailing of the Italian Line's Giulio-Cesare and Vulcania here in New York.

Reliable details on the strike are scanty, but apparently seven maritime unions, including the ITF-affiliated Federazione Gente del Mare, called the walkout when negotiations for a new contract broke down. The sea strike came as workers in several other major Italian industries concluded similar walkouts and new strikes were threatened over stalemated pact talks.

News reports said the Italian shipowners have offered "up to a 20% increase" but seamen on the struck ships here declared the offer actually amounted to \$1 more per month. Wages for ABs are currently \$60 per month, they claimed, with the chief radio officer high man at \$100 per month. Both licensed and unlicensed seamen are involved in the strike. Other reports list wage scales in the vicinity of \$80 to \$100 monthly.

In any case, the Italian beef emphasizes the tremendous gap between foreign ship wages and American scales, although ship operators on both sides of the Atlantic charge the same passenger fares. Spokesmen for the Italian line said the cancelled sailings will cost an estimated \$900,000 in fares. Even assuming all other costs are equal, the big wage differential shows the huge profits possible with a foreign-flag passenger operation.

Strikers have remained on the vessels and are eating aboard ship but not feeding passengers. Maintaining the class differential even during the strike, the line provided food allowances ranging from only \$5 per day for tourist-class to \$12 per day for first-class passengers, all of which proved to be inadequate and further aggravated passenger beefs over disrupted travel plans.

With the voyages cancelled and American Export's Independence

due to dock at the same pier, the Italian liners were moved by tugs to the Export pier in Hoboken. The strikers had earlier agreed to handle mooring lines provided they did not have to supply power for the winches.

Most of the tied-up ships so far are dry cargo and tanker vessels, except for the two liners in New

York, the Neptunia in Melbourne, Australia, and the Cristoforo Colombo and Augusta in Genoa. The striking unions have warned of a general strike if the companies prolong the stalemate. They protested the action of Greek and Turkish authorities who "forced three Italian ships whose crews were on strike to leave for Italian ports."

## Egypt Tightens Ban On Israel Cargo

Extending its economic war against Israel, the United Arab Republic has openly declared its intention to bar use of the Suez Canal to any vessel carrying cargo from Israel. No American ships have reportedly been affected as yet.

News reports quoted UAR Public Minister of State Aly Sabri as saying that Israeli cargoes will not be permitted to

use the international waterway regardless of any actions by the United Nations, the world court or the major Western powers. Israeli vessels have had to bypass Suez for several years.

A Danish freighter, the Inge Tofft, has been detained in the Canal since mid-May because it carried cargo from Israel, and vessels of several other countries have had cargo confiscated in the past few months. After the Israeli cargo was removed the ships were allowed to continue on their voyages.

### Fears Sabotage

The UAR official said his government "cannot allow Israeli shipping free passage, as this would expose this vital waterway to sabotage and delay as a result of any sudden action Israel might undertake to get revenge on the United Arab Republic." Just how this affects ships of other nations carrying Israeli cargoes is not clear. UN Secretary-General Dag Hammarskjöld is reportedly due to visit Cairo later this month to help resolve the dispute.

Despite prior commitments to

assure free passage for all shipping through the Canal, the UAR has indicated it plans to intensify its campaign against Israel with the Canal as the lever. The waterway has been open barely two years following repairs made under UN auspices early in 1957. The Canal was shut down by sabotage in retaliation for a British-French expedition against Egypt in November, 1956, after the Cairo government had taken over management of the waterway the previous July.

The issue of freedom of the seas erupted in the area earlier when Egypt — prior to its union with Syria — tried to restrict shipping into the Gulf of Aqaba to the Israeli port of Eilat. An SIU-manned tanker, the Kern Hills, was the first American ship into Eilat and helped establish the right of free passage in those waters for all shipping.

## SCHEDULE OF SIU MEETINGS

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

June 24

July 8

July 22



## Co. Plans War On US Unions

CHICAGO—The American Can Company has announced plans to enter politics down to the ward and precinct level to fight the unions.

Charging that business was wasting too much time and effort in trying to find areas of agreement with labor, American Can President William Stolk declared that the time has come to oppose "powerful forces which are seriously undermining our political and economic system."

Following the lead of General Electric and Gulf Oil, American Can's decision would seem to confirm the belief that management is readying itself for a prolonged, full-fledged battle with labor.

A nine-week course in practical politics, prepared by the US Chamber of Commerce, is being tested out in several American Can plants. Those taking the course, it is hoped, will then be prepared "to exert a healthy influence on politics in their precincts and wards," Stolk said.

A 153-man team of executives has been named by the firm to act as "official spokesmen" all over the country.