



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

SIU SHIPS RUSHING MID-EAST CARGOES

Story On Page 3



Trade & Aid, Farm Surplus Bills Advance

Story On Page 2

Hot Spot. Crisis in Middle East, an outgrowth of Suez blowup two years ago, poses new problems for shipping. Dotted lines indicate two major supply routes into Beirut, Lebanon, and Aqaba, Jordan. US is supplying both American marines in Lebanon and British force in Jordan. (Story on Page 3.)



Mourn MCS Veteran. Rank-and-file members of Marine Cooks and Stewards bear MCS oldtimer William J. McCourt into St. Christopher's Chapel, San Francisco, for final rites. Veteran maritime unionist McCourt, who was 80, had helped found the West Coast SIU affiliate. (Story on Page 5.)



Tilt! SIU-manned Ocean Ulla idles alongside pier at Poughkeepsie, NY, after "see-saw" voyage from Port Gamble, Wash. Shifting deck cargo of lumber added to problems, when vessel at times listed 20° to starboard. She's tilted to port here, before SIU crew righted her. (Story on Page 3.)

See Congress OK On Trade, Aid \$

WASHINGTON—Action on all three parts of the Administration's "must" program—trade, aid and Pentagon reorganization—is nearing completion in Congress. The first two will have direct and crucial effects in maritime since they will help determine how much cargo will be available to US merchant ships in the coming year.

In addition, authorization of a

two-year extension of the farm surplus disposal program has cleared most of the Congressional hurdles. The surplus program, along with foreign aid, operates under the provisions of the "50-50" shipping law.

The fate of various labor bills involving regulation of unions and all welfare plans remains in doubt. (See story on page 5.)

Developments in the Middle East appear to have shaken both public and Congressional apathy over the foreign aid program with the likelihood that the Administration will get most of what it originally asked for.

The foreign aid authorization bill has already passed, but prior to the crisis the money appropriated in separate bills was almost a billion short of what was originally sought by the President. A cornerstone of US merchant shipping for many years, the aid program is of critical concern to the shipping industry.

Separate Senate-House action on the reciprocal trade program is likely to produce a four-year extension of the act which gives the President authority to reduce tariff barriers under certain conditions. It is considered by its supporters a cornerstone of an active US foreign commerce. For ship operators, reduction of tariffs both here and abroad means additional commercial cargoes and jobs for US seamen.

The farm surplus program extension is in the farm bill passed by the Senate last week and up for action in the House. Originally authorized by separate House and Senate bills, the program officially ended June 30 and needs new legislation to continue for another two years.

The surplus program is of special importance because it involves disposal of large amounts of bulk cargoes such as wheat. Since the disintegration of the coal export market, US tramp ships have counted heavily on farm surplus cargoes to keep them in operation. Coal dumpings at Hampton Roads in the first half of 1958 were down ten million tons from the year before, which means 1,000 less Liberty shiploads.

New Foreign Tourist Ship In US Trade

The flourishing transatlantic tourist service has a new foreign entry, the West German-flag Hanseatic. The ship is similar in many ways to American Banner Line's SS Atlantic, due back in New York today from her third voyage to Europe.

Like the Atlantic, which is the first American ship in tourist service, the 30,029-ton Hanseatic has mostly tourist accommodations. Only 85 of her 1,254 berths go at first-class rates.

The new West German vessel arrived here Tuesday on her maiden run for Hamburg-American Line, sporting two stacks and a brand-new aluminum superstructure. She is the former Canadian three-stacker Empress of Scotland.

A Sailor Paints A Portrait



Robert Brugman, member of the Sailors Union of the Pacific, shows portrait he painted of the late SUP Secretary-Treasurer Harry Lundeborg. Brugman, who had never met Lundeborg, did the painting over one weekend from a photograph borrowed out of the LOG file.

Issue Full Report On Job Rules

A full report has just been issued on the decisions of the Seafarers Appeals Board relating to the shipping rules under the SIU contract. The report covers all board actions and clarifications of the shipping rules since March, 1955.

The appeals board was set up at that time, when the Union and the operators jointly agreed to establish a seniority shipping system governing hiring operations under the contract. The board is composed of SIU and shipowner representatives, who meet regularly each month to interpret the shipping rules and deal with whatever problems may arise.

Full text of the SIU shipping rules first promulgated in March, 1955, and all actions of the Seafarers Appeals Board since that time, are in the centerfold of this issue.

All told, the board has published 32 actions covering clarifications and definitions of the shipping rules, the addition of new steamship companies which have signed the agreement, and other routine matters. Almost half of them appeared previously in the SEAFARERS LOG (February 3, 1956), following an earlier progress report by the board.

Transportation Rule

The latest action, number 32, is a clarification covering transportation for SIU men who ship under the 60-day contract rule, and was reported in the last issue of the LOG.

Seafarers are advised to keep a copy of the report for handy reference at home or aboard ship. The texts printed in the LOG centerfold this issue cover the shipping rules adopted by the appeals board under the SIU contract and board actions since then in connection with the shipping rules. The shipping rules went into effect March 14, 1955, following ratification by the Union membership.

Copies of the board's actions are also posted and available in SIU halls. In addition, the LOG will continue to report them from time to time.

MCS Opens Resort, Sets Family Rate

SAN FRANCISCO—Members of the SIU Pacific District unions and their families have been invited to enjoy moderate-priced vacations at the newly-opened Marine Cooks and Stewards training center at Santa Rosa.

The rates for the vacationers, announced by the MCS, range from \$7 a day for adults, down to \$3.50 a day for children. This includes living accommodations, meals and the use of the recreation facilities. Meals purchased individually will run \$1.25 per person.

Facilities at the center include cabins with one, two or three bedrooms, kitchenette and bath; a swimming pool, wading pool, bath house and showers; a recreation hall with a TV lounge; library, snack bar and soda fountain; pool tables and a dance floor.

The vacation facilities, dedicated last month, are now fully-equipped and staffed and should soon be operating at capacity.

SIU Starts Pact Talks

The SIU formally notified its contracted operators last week that it wishes to negotiate new agreements covering wages, overtime, working rules and other conditions for all pacts expiring September 30, 1958. The union acted under its standard contract clause calling for notification by either party at least 60 days prior to the contract expiration date.

In accord with membership authorization at the last SIU headquarters meeting, the Union called for talks to begin this Monday, August 4. Most SIU pacts covering freight, tankship, passenger and specialized operations will run out at the end of September. Full details will be reported to the membership as the talks progress.

NLRB Finding Again Raps NMU Raiding

WASHINGTON—The National Labor Relations Board has confirmed earlier findings that the purpose of National Maritime Union picketing against Robin Line and Mooremack ships last December was to get Mooremack to ignore SIU certification on four Robin ships.

In the course of the NMU "strike" and picketing demonstration at the height of its unsuccessful Robin Line raid, the NMU had sent its own men in to work behind NMU picketlines.

The SIU completed the rout of the NMU when the Labor Board, in the face of the overwhelming vote majorities won by the SIU on the ships, subsequently certified SIU bargaining rights on three other ships. As a result, seven Robin Line ships came back under the SIU banner.

The Labor Board's ruling on the NMU's picketing last December 17-23 said, in part:

The NMU shall "cease and desist from engaging in, or inducing or encouraging the employees of Moore-McCormack Lines, Inc., or any other employer, to engage in a strike or concerted refusal in the course of their employment to perform services, where an object thereof is to force or require Moore-McCormack Lines, Inc. to recognize or bargain with National Maritime Union of America, AFL-CIO, as the representative of employees for whom Seafarers International Union of North America, Atlantic and Gulf District, AFL-

CIO, is the certified collective bargaining representative . . ."

NMU was also called upon to post the appropriate notices in accord with the Board's findings and Federal labor law.

The picketing last winter was eventually halted by an injunction, and had been ineffective anyway. Despite the NMU's protestations to the contrary, even the daily newspapers noted that both teamsters and longshoremen had worked the ships, and had not recognized the NMU's announced objective of forcing Mooremack's defiance of the NLRB's first certification order.

Failure of this maneuver and of the NMU's effort to grab off the Robin ships sold to Mooremack was evident when NMU put its men back to work on the ships while NMU picketlines were still up. The ships, sold to Mooremack earlier in the year, had been under SIU contract and manned by Seafarers since 1941.

The NMU's effort to raid the ships prompted SIU election petitions covering eight ships last August. The SIU won back seven of them. It lost one when a large number of SIU men were fired, removed from the ship and replaced by NMU men.

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Routine fire and boat drill on Steel Maker in Beirut, Lebanon, features Walt Newcombs, L. L. Browne, Al Brinkerhoff, Carl Wayne and W. Yahl. It assumed added significance when bomb exploded near ship a few days later. Above, Seafarers throw in for 50 jobs hanging on board after last Wednesday's NY meeting.

SIU-Manned Ships Rush US Cargoes In Mid-East Crisis

SIU-manned ships found themselves in the middle of a new international crisis as the US Government rushed supplies and equipment to its armed forces in Lebanon as well as oil and grain to the Kingdom of Jordan. The latter country has been cut off from its normal oil supplies by the revolution in Iraq, and will be dependent on US tankers for oil.

Indications of a long-term cargo movement to the area were seen in the action of the Military Sea Transportation Service in chartering 27 US-flag ships. In addition to supplying troops in Lebanon, the US is undertaking to supply British troops in Jordan and is promising increased military and economic aid to Turkey and Iran.

The first SIU ship to head for the trouble area was the Longview Victory which sailed on July 22 with a load of military equipment for an "undisclosed destination." Another Victory Carriers ship, the Coe Victory, had its itinerary switched and is headed for Aqaba, which is Jordan's only seaport. One other Victory Carriers ship, the Coeur D'Alene Victory, may also be involved.

In addition to these vessels, the Maria H (Herald) is also en-route to Aqaba with a load of grain from Corpus Christi, Texas, and other SIU-contracted companies, including Bloomfield, and independent tanker operators are chartering

vessels to MSTS for this run.

Aside from the charters of privately-owned ships, MSTS has pulled two Victories out of the reserve fleet. Should the current crisis drag on, it is expected that there would be some additional breakouts.

The military, which is anxious for "roll-on" ships, is pulling the Carib Queen out of the US reserve. She was formerly SIU-manned under contract with TMT.

Even before US marines landed in Lebanon, the SIU-manned Steel Maker got caught in the middle of the fight while in Beirut harbor in June. The Maker's crew reported that a bomb landed some 500 yards

away from the ship on June 11. There was no damage, but the gang was more happy to leave that port. SIU officials at headquarters are keeping watch on the situation in the event any SIU ships are involved in hostilities.

Up until now, the latest developments have had little effect on shipping although the port of New York enjoyed the best shipping it had experienced for many months in the two-week period ending July 23, with 316 jobs going off the board.

Ironically enough, the last ship boom followed the closing of the Suez Canal. Since the clearing of the canal, US-flag shipping has ebbed steadily downward, illustrating once again the indispensability of the merchant marine in time of crisis and the nation's inability to establish it on a firm footing during relatively normal periods.

Pointing up this situation, the American Tramp Shipowners Association reported that in January, 1958, US ships carried only two million tons, or 16.8 percent of the country's total foreign trade. The figure was the lowest of any year since the Merchant Marine Act was passed in 1936.

Isthmian Atom Ship Role Likely

WASHINGTON—A proposal by States Marine Lines that would permit the first nuclear cargo ship, the Savannah, to sail in a wide variety of runs under a large number of house flags has been adopted by the Maritime Administration and the Atomic Energy Commission. The ship will go into service in 1960.

Under the plan the general agent for the combination passenger-cargo ship will be States Marine Isthmian. For the first year or more the ship will sail on States Marine-Isthmian runs serving the Atlantic, Gulf and Pacific Coasts, as well as 37 countries in Europe, the Near East, the Mediterranean and the Far East. Matson Navigation will help handle future passenger travel.

Later, other American lines will have an opportunity to operate the Savannah commercially in their own services. Presumably bids will be made by American President Lines and Pacific Far East Lines, whose ships are manned by the SIU Pacific District; Isbrandtsen, Moore-McCormack, Farrell and United States Lines, which have expressed interest in operating the ship, and possibly by other American lines. Alcoa, Bull, Banner Line and Waterman are also participating in the discussions.

While plans for the Savannah are proceeding smoothly, prospects for the early development of a competitive nuclear ship have been set back again. The Budget Bureau has turned down a Maritime Administration plan to convert a T-5 tanker this year to atomic propulsion, and has not indicated when it will give the MA the green light.

The development of atomic ships for the Armed Services is faring better. Last month, the Senate Commerce Committee passed a bill authorizing the construction of an atomic icebreaker for the Coast Guard and for training a crew to operate it in US, Arctic and Antarctic waters.

Pre-Ballot Report Due On Aug. 6

The presentation of the Secretary-Treasurer's pre-balloting report at the August 6 membership meeting in all ports will clear the way for nominations to SIU office in the coming biennial elections. Nominations will remain open from August 12 to September 12.

The secretary's report will recommend for membership approval, the number and type of elective posts that are to be filled in the various ports and at headquarters based on the need for servicing the membership. Any Seafarer who meets the constitutional requirements may nominate himself for any of these posts by submitting his credentials and records of seafaring to the credentials committee.

Requirements for office under the SIU constitution are: US citizenship, continuous good standing in the Union for at least two years immediately prior to nomination, and three years actual unlicensed seafaring on American-flag vessels, four months of which must be on US-flag vessels under SIU contract during the period between January 1, 1958 and the time of nomination. Those throwing in for departmental posts, such as engine patrolman, must show three years' seafaring in that department.

A six-man rank-and-file credentials committee, consisting of two men from each of the deck, engine and steward departments, will be elected at the September 3 membership meeting in New York to check all of the applications.

Voting will begin in all ports on November 1 and continue through December 31.

P & O Rigs A New Phony Front

MIAMI—Fronting for the boss, 38 shoreside employees of the Peninsular & Occidental Steamship Company have sent a flag-waving appeal to President Eisenhower urging him to nullify the SIU's 4-1 vote victory covering P&O's Liberian-flag passenger operations.

The SIU won its precedent-setting election victory in June, gaining bargaining rights for crewmen of the liners Florida and Southern Cross. Both vessels had been under SIU contract until the company switched from US registry in 1955, to escape union wage scales and US taxes.

Prior to the election, the National Labor Relations Board ruled that the elaborate corporate structure set up by P&O to bypass US standards was merely window-

dressing that "... had the obvious aim of returning the ships to the operational control of P&O..." Since the company was clearly American-owned and in domestic trades, the board found no reason to give it immunity from union organization.

The letter to the White House from the shoreside personnel raised the typical shipowner issue of the union "bogyman" that would drive the poor boss out of

business by seeking decent wages for his seamen. Obviously drafted by an attorney, it was replete with detailed citations and documentation backing P&O's position that it couldn't pay US wages.

Ironically, the employees—citing themselves as American citizens and taxpayers—said the Labor Board was wrong in paying the way for non-citizens to decide whether they wanted union conditions because "these crewmen pay no US taxes, feel no responsibility toward the US and owe no allegiance to the US." This, of course, is precisely the position of P&O and the reason why it created three Liberian subsidiaries to bypass US conditions.

SIU headquarters pointed out that the employees, who are themselves receiving an American wage scale, did not suggest that they be paid at foreign-flag wage levels to "save" the company.

'Topsy' Voyage Over, Ulla Goes Straight

POUGHKEEPSIE, N.Y.—Seafarers aboard the Ocean Ulla worked around-the-clock last week shifting cargo and oil before they were able to restore the vessel to an even keel so longshoremen could unload her deck and hold cargo of 8,750 tons of lumber.

Crewmembers reported that the vessel had developed a slight list shortly after leaving Port Gamble, Washington, with her 15-foot high deck cargo. Although she was on a fairly even keel going through the Panama Canal, she traveled up the Hudson River with a five-degree tilt.

Crewmembers and shoreside workers at Poughkeepsie pumped ballast into her several times in an effort to straighten her out. But no sooner had they succeeded than

the vessel rolled into a 20-degree starboard list.

She was righted again and held that way for a short time, but soon slipped five degrees to port. Sometime during the night the vessel tipped eight degrees starboard.

Life aboard the vessel, Whitey Johnson, chief steward, reported, was unusual to say the least. Cans slid back and forth across the decks, and the gang found it somewhat difficult to sleep, eat or work.

Crewmembers and officers were unable to explain what caused the vessel to tilt from side to side.

Be Sure To Get Dues Receipts

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

House Asks More Data On Onassis

WASHINGTON—Public hearings into the complex dealings of the Onassis shipping interests continued here last week. A House Merchant Marine subcommittee heard additional testimony about the Justice Department's suit to restore to the US flag 14 former SIU-manned ships transferred Liberian. The suit also seeks recovery of \$20 million in profits.

Former Attorney General Herbert Brownell Jr. was questioned about the part he played in 1956 in settling the Government's original suit against Onassis. Brownell's law firm had a previous connection with Onassis when he first purchased American tonnage.

The Justice Department's suit, filed June 12, charged Onassis with reneging on an agreement to build two 46,000-ton tankers and one 105,000-ton tanker for American operation under the Victory Carriers' house flag. The action followed a Victory Carriers' announcement that it could not build the ships because of the collapse of the market.

Congressman Herbert Zelenko (Dem.-NY), a member of the investigating group, has accused the Government of dragging its feet on the suit. The Justice Department denied the charge and said that the Federal Bureau of Investigation is currently examining Onassis' influence over a trust fund set up in the name of his American-citizen children. The trust operates Victory Carriers and is charged with the new tanker construction agreement.

Earlier, a spokesman for Victory Carriers confirmed that the Onassis group has been earning \$1 million a month on long-term charters for the 14 former SIU ships. The profits, he conceded, have gone largely towards settling old debts owed by Onassis to the US Government instead of toward a fund for construction of the new tankers.

Seafarers In Action

Keeping up with the fashions, the crew of the SS Florida State has agreed to allow the wearing of bermuda shorts in the messhalls at any time. However, the motion, made by Jerome Kilgore, and seconded by Hans Hansen, drew the line with bermuda shorts, style or not. It said nothing less would be tolerated in the messhalls.



Kilgore

It was a real "vote of thanks" meeting aboard the La Salle before it paid off recently according to the report of Hugh Randall, ship's delegate. The crew went on record giving a vote of thanks for a job well done to the steward department, which promptly gave one back to the crew for its cooperation. Then the crew gave one to the ship's delegate, after which the galley gang came back with another vote of thanks to the electrician for keeping all of the department's electrical appliances in good running order. It was "thanks" all around at that meeting.



SEAFARERS ROTARY SHIPPING BOARD

From July 9 To July 22, 1958

(Editor's note: Under the new reporting system for SIU shipping, the summaries below give the complete picture in each department by seniority class, job group and port, including the number of men remaining on the beach. Seafarers coming into port to register can pick their spots by checking the "registered on the beach" totals alongside the shipping totals for their department.)

Maintaining a steady pace, SIU shipping last period fell off barely two dozen jobs from the previous report, for a total of 1,124 jobs dispatched. The good shipping was reflected in the seniority breakdown, which showed class B and C shipping to be higher than last period despite the decline in total shipping by all seniority groups. Registration was also up slightly, to 1,157, but the total number of men on the beach declined. There were 2,204 class A men and 571 B men registered by the end of the period.

Overall, the comparison of the shipping totals to the number of top seniority men registered on the beach continued to show a ratio of one man shipped for every two left on the beach. This healthy job ratio has been maintained for several months. The identical ratio also holds for class B men alone, all of which adds up to a good shipping picture.

Six ports showed a rise during the last period, seven declined and one (Savannah) stayed the same: slow. Shipping was up in Boston, New York, Norfolk, Tampa, New Orleans and Houston. New York, New Orleans and Houston were busy, and Norfolk showed a sizable

gain. Philadelphia, Baltimore, Mobile, Lake Charles and the West Coast ports were off somewhat.

Seniority-wise, class A men accounted for 62 percent of the total jobs shipped, class B for 26 percent and class C for the remaining 12 percent. This represents a small gain for class B and a considerable one for class C. It also indicates that the A men have been holding back, preferring to wait out certain jobs instead of taking them as they show up on the board. Vacations probably also account for some of this.

The on-the-beach totals show six ports with less than 100 men on hand in all departments. These ports are Boston, Norfolk, Savannah, Tampa, Lake Charles and Seattle. In addition, San Francisco has only 101. These ports as well as Wilmington are also stretched pretty thin on class A men, as none of them have more than 78 top seniority (class A) men registered. As noted before, the "beach" figures are worth watching by Seafarers coming in to register because they clearly indicate the chances for quick job turnover. Houston again is a prime example. This port shipped 162 men in the last two weeks, registered 137 and had but 134 A and B men registered in all departments by the end of the period.

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

DECK DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED				Registered On The Beach CLASS A			CLASS B		
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS				GROUP			GROUP		
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	A	B	C	All	1	2	3	1	2	3
Boston	2	4	2	—	—	1	—	4	2	2	1	1	—	—	1	6	4	1	11	5	19	4	1	2	3
New York	17	35	13	2	11	9	20	51	11	1	7	12	—	5	11	82	20	16	118	94	167	59	3	28	30
Philadelphia	5	3	4	—	—	—	2	3	2	—	—	1	2	—	—	7	1	2	10	15	16	13	—	1	—
Baltimore	9	38	7	4	6	10	2	16	1	3	1	8	—	2	4	19	12	6	37	43	105	17	9	14	29
Norfolk	8	5	3	1	4	4	3	9	4	1	4	1	2	—	1	16	6	3	25	10	6	1	3	6	12
Savannah	—	4	—	—	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	7	9	5	—	—	3
Tampa	—	5	—	—	—	1	1	1	1	—	—	—	—	—	—	3	—	—	3	—	10	3	—	1	2
Mobile	8	12	1	—	1	2	5	10	4	—	1	1	—	—	—	19	2	—	21	25	43	8	—	3	7
New Orleans	17	25	6	3	6	7	18	30	5	2	3	12	—	—	3	53	17	3	73	34	52	7	1	1	7
Lake Charles	2	3	3	—	1	1	2	1	—	2	1	2	—	—	—	3	5	—	8	1	8	4	—	—	5
Houston	14	21	4	1	6	8	21	19	8	2	10	11	—	—	1	48	23	1	72	21	30	4	—	1	10
Wilmington	4	4	3	—	1	—	3	6	1	—	—	—	—	—	—	10	—	—	10	8	18	7	—	5	2
San Francisco	5	13	—	2	—	—	6	4	4	5	1	3	—	—	—	14	9	—	23	13	1	1	17	—	—
Seattle	5	13	2	1	2	1	2	6	2	—	1	1	—	1	2	10	2	3	15	9	7	1	—	3	3

ENGINE DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED				Registered On The Beach CLASS A			CLASS B		
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS				GROUP			GROUP		
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	A	B	C	All	1	2	3	1	2	3
Boston	—	3	—	—	2	—	—	2	2	1	1	—	—	1	2	4	2	3	9	—	10	—	1	3	1
New York	13	50	4	3	15	8	9	41	7	1	25	13	2	4	8	57	39	14	110	42	161	23	6	24	28
Philadelphia	1	7	3	—	3	2	1	3	1	—	—	—	—	—	—	5	—	—	5	3	28	4	—	2	3
Baltimore	1	46	3	—	10	8	—	16	2	1	5	5	1	1	2	18	11	4	33	13	89	7	—	28	14
Norfolk	1	5	1	1	6	3	2	8	1	—	4	4	1	3	—	11	8	4	23	—	14	—	—	8	6
Savannah	1	6	1	—	—	—	—	3	—	—	—	—	—	—	—	3	—	—	3	—	14	2	—	2	—
Tampa	—	7	—	—	4	1	—	3	—	—	3	—	—	—	—	3	3	—	6	—	8	1	—	3	2
Mobile	9	17	—	—	1	4	9	9	1	—	2	1	—	2	—	14	3	2	19	18	54	2	1	2	7
New Orleans	11	17	3	1	11	5	16	36	12	2	8	6	1	2	2	64	16	8	85	19	32	7	—	3	4
Lake Charles	1	6	2	—	5	3	—	3	2	—	—	1	—	—	—	5	1	—	6	5	7	1	1	4	6
Houston	4	25	5	—	18	8	6	21	6	1	10	6	1	—	2	33	17	3	53	5	23	4	1	8	5
Wilmington	1	4	2	—	1	4	—	1	—	—	5	2	—	—	—	1	7	—	8	3	12	3	—	9	7
San Francisco	2	8	3	—	4	1	1	7	1	1	1	3	—	—	—	9	5	—	14	5	13	1	1	4	2
Seattle	1	3	1	1	4	2	—	4	—	—	5	—	—	1	2	4	5	3	12	—	4	—	—	2	—

STEWARD DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED				Registered On The Beach CLASS A			CLASS B		
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS				GROUP			GROUP		
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	A	B	C	All	1	2	3	1	2	3
Boston	1	—	1	—	—	—	3	—	2	—	—	1	—	1	4	5	1	5	11	4	—	3	—	—	3
New York	26	7	40	3	—	16	18	10	30	—	2	7	—	3	18	58	9	21	88	97	23	119	4	—	35
Philadelphia	6	1	5	—	—	4	2	1	4	—	—	3	—	—	1	7	3	1	11	9	5	11	—	—	8
Baltimore	17	3	19	1	2	12	2	—	9	—	—	14	—	—	5	11	14	5	30	54	12	35	2	6	21
Norfolk	1	—	3	—	2	10	2	1	—	1	2	6	—	—	10	3	9	10	22	11	6	4	2	3	8
Savannah	2	—	—	—	1	—	—	—	—	—	—	1	—	—	—	—	1	—	1	2	2	—	1	—	1
Tampa	5	1	—	—	2	1	—	—	1	—	—	—	—	—	—	2	—	—	2	7	10	10	—	1	4
Mobile	9	2	14	—	—	6	5	2	11	—	—	5	—	—	—	18	5	—	23	28	13	23	—	—	15
New Orleans	8	2	14	—	1	9	12	4	25	1	—	13	—	—	7	41	14	7	62	15	12	35	—	—	16
Lake Charles	1	—	1	—	1	—	1	—	—	—	—	2	—	—	1	1	2	1	4	4	—	2	—	—	6
Houston	6	2	4	2	—	9	9	1	5	—	—	7	—	—	1	15	7	15	37	10	4	1	—	—	7
Wilmington	6	1	2	—	—	2	2	—	2	—	—	1	—	—	—	4	1	—	5	13	7	7	1	—	10
San Francisco	6	1	7	—	—	—	2	1	7	—	1	—	—	—	—	10	1	—	11	18	5	16	—	—	4
Seattle	5	1	4	1	—	3	1	—	1	—	—	2	—	—	1	2	2	1	5	8	4	6	1	1	3

TOTALS	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED				Registered On The Beach CLASS A			CLASS B		
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS				GROUP			GROUP		
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	A	B	C	All	1	2	3	1	2	3
DECK	91	185	48	14	38	46	85	160	45	18	30	53	4	8	23	290	101	35	426	285	491	134	34	65	112
ENGINE	46	204	28	8	84	46	39	157	35	7	69	41	6	14	18	231	117	38	386	113	469	55	11	102	85
STEWARD	99	21	114	7	6	74	60	20	97	2	5	62	—	5	61	177	69	66	312	281	104	272	11	10	141
GRAND TOTAL	236	410	190	27	128	166	184	337	177	27	104	156	10	27	102	698	287	139	1124	679	1084	461	56	177	238
	836			321																					

Mobile Sees Big Upsurge

MOBILE—Two Italian labor students spent a couple of days last week going over the SIU's operations here in Mobile. The students, in the US under an exchange program sponsored by the Department of Labor, were especially interested in the SIU rotary shipping system, Port Agent Cal Tanner reported.

Shipping for the port during the past two weeks was on the slow side. However, the outlook for the coming period is good as there are a large number of vessels expected in for payoff or in transit.

Scheduled to hit this port within the next period are the Claiborne, Monarch of the Seas, John B. Waterman, Wacosta, DeSoto (Waterman); the Del Monte (Mississippi); Alcoa Ranger, Cavalier, Patriot, Roamer, Clipper (Alcoa); Steel Surveyor (Isthmian) and the Bents Fort (Cities Service).

Paying off here during the last period were the Alcoa Clipper, Alcoa Corsair, Alcoa Ranger (Alcoa); Claiborne, Madaket, Monarch of the Seas (Waterman) and the Coalinga Hills (Pan-Atlantic). Signing on were the Arispa (Waterman) and the Margaret Brown (Bloomfield).

INQUIRING SEAFARER

QUESTION: What is the toughest job you have to perform in your rating?

Thomas Toledo, FWT: I don't know about the toughest job, but the dirtiest one is cleaning up oil. Oil can be dangerous, especially in bad weather, when it slicks up the decks and passageways. Otherwise, I don't find any part of my work tougher than any other. I guess it's because I'm used to it all by now.



Frank Travis, FOW: I'm an oiler, and there's nothing more dangerous than lubricating in bad weather. For one, there's the possibility of falling into the crankpit. Also, if the screws come out of the water the engines race and you can break an arm if you're not careful. Having to go below deck plates to do repairs is pretty risky also.



Odd Olsen, AB: Going aloft is always dangerous, but it's all in a day's work. After 28 years at sea nothing seems too tough anymore. I guess experience and familiarity with the jobs on deck make them routine after a while. That wasn't the way it was when I first started shipping, of course.



C. Negron, bosun: After 17 years at sea nothing is too tough. I am especially safety-conscious and I try to make my men conscious of it also when they are working. Once though, on the Steel Rover, I had to go aloft to fix a light. It was in a storm and the bosun's chair kept swinging but the job had to be done.



A. Bell, steward: I believe that without experience and knowledge of your job everything is tough. In the steward department, when you've got the experience there is no reason why a guy should have a hard time at his job. Granted it can be dangerous in bad weather, but you still don't have any control over that.



WC Sea Veteran Bill McCourt Dies At 80; Helped Build MCS

SAN FRANCISCO—William J. McCourt, veteran of many seamen's union struggles and a founder of the SIU-affiliated Marine Cooks and Stewards Union, passed away here at the age of 80. A familiar figure to the members of the SIU Pacific District, McCourt had a long record of accomplishment in the trade union movement.



The late William McCourt as he appeared at an MCS convention.

maxed by his participation in the successful fight against Communist control of West Coast cooks and stewards. McCourt first entered the labor movement in California back in 1901, upon his return from the Alaska gold rush. He was a founder of the old Marine Cooks and Stewards Association of the Pacific, which subsequently became the National Union of Marine Cooks and Stewards. Although only 23 at the time, he soon emerged as a leader of the union and served in various positions of responsibility down through the years. When the Communists started their campaign to take over NUMC&S during World War II,

McCourt was prominent in the opposition group which fought to prevent seizure of the union. As a result, the pro-Communist faction expelled him in 1945 after it was successful in seizing control. From 1945 to 1951 McCourt served as chief steward on a number of vessels contracted to the Sailors Union of the Pacific. Then in 1951, the SIU of North America chartered the present Marine Cooks and Stewards Union. McCourt was appointed secretary-treasurer under the union's provisional constitution and spent the next five years working with international organizer Ed Turner in the fight against NUMC&S and Harry Bridges. The fight was climaxed by a 4 to 1 election victory of the SIU's Pacific District over the Communist-dominated entry. McCourt continued as provisional secretary-treasurer of the MCS until 1957, and after adoption of a new constitution, he retired from active service. In the last year and a half his health steadily declined until he died peacefully last month. The union's flag was kept at half mast for three days and the hall in San Francisco closed for three hours while services were held at the Apostleship of the Sea. Turner paid tribute to McCourt for his long service to West Coast seamen. "Brother McCourt spent his life fighting for trade unionism," Turner told the MCS membership. "No greater ambition for any man could be had than to fight for the good of the working man. This Bill McCourt did and we are reaping the benefits today of his great fight. He was a fine and good man and we will miss him." McCourt's body was returned to his home town of Akron, Ohio, for burial.

NLRB Orders Vote In 2nd Lakes Fleet

BUFFALO—Crewmembers of the 13-ship Boland and Cornelius fleet will start voting August 12 to determine whether they will be represented by the SIU or any of the three unions on the ballot. The election ordered by the National Labor Relations Board marks another major step in the Maritime Trades Department's Great Lakes-St. Lawrence Seaway organizing campaign. The SIU entry will be opposed in the election by the Seamen's National Brotherhood, Local 5,000 of the United Steel Workers of America and the Great Lakes Freighters and Self-Unloaders Association. Both the Seamen's Brotherhood and the Freighters' Association entered the contest after the Great Lakes District had already filed its election petition. The Brotherhood has gone down the line with the company on its objections to the composition of the voting unit, helping to confirm charges that it is a company-inspired organization. Pending the election, the District has demanded that the company immediately put into effect wage increases comparable to those recently received by the company's officers and by unlicensed seamen aboard a majority of ships operating on the Lakes. In its drive for an election, the District was successful in defeating a company move to include clerks in the voting unit. The NLRB, in deciding the composition of the unit, ruled against the company on this issue. Inclusion of the clerks had been supported by

Bosses Kill Labor Bills

Old-Age Benefit Raise May Pass

WASHINGTON—The House is expected to approve a seven per cent rise in Social Security benefits following committee vote. Senate leaders have indicated the bill may come up for a vote there before adjournment. Under the House bill, increased Social Security benefits would go into effect this January, along with a rise in tax rates for employees and employers. The measure would add \$3-\$14 to current benefit rates that range from \$30 monthly for individuals to \$200 per month for a husband and wife.

The tax rate to pay for the higher benefits would go up to two and a half percent of the first \$4,800 in annual earnings—or \$120 a year. The present tax level is two and a quarter percent on the first \$4,200 of earnings to a maximum of \$94.50. Meanwhile, the labor reform bill and the welfare and pension fund disclosure bill—both passed by the Senate—still await formal House action. An amended welfare-pension fund measure has cleared the House Labor Committee and would cover all types of plans, whether administered by unions, employers or jointly by both. It faces tough sledding because of employer opposition to reporting requirements for management-controlled funds. The reform bill, which would impose controls on various union and management activities, was put up for committee consideration this week. One of its objectives, to broaden the jurisdiction of the National Labor Relations Board over "no man's land"—the area where

neither the national nor state labor boards exert jurisdiction—has been accomplished via another route.

As a result of Congressional action boosting the appropriation for NLRB activities, the Board will extend its jurisdiction starting September 1. Unions generally support this step.

Canada Co's Bidding For Struck Ships

MONTREAL—Prospects of the SIU Canadian District regaining the eight struck ships of Canadian National Steamship have brightened with reports that two Canadian companies are dickering to purchase the vessels. Both companies, the Branch Lines and the Canada Steamship Lines are under contract to the Canadian District, so that if either of them purchases the vessels it would mean manning them with SIU members. The latter company is the largest in Canada and at present operates exclusively on the Lakes. Canadian National has been attempting to sell the struck ships for some time following failure of the company's bid to man the vessels with strikebreakers and operate under the Trinidad flag. The strikebreaking move was defeated when West Indian seamen and British engineers refused to crew the ship. The International Transport-workers Federation put the crusher on when it promised a world-wide boycott of the "hot" vessels. The original intention of the company was to peddle the ships foreign, but thus far foreign buyers have shied away fearing that the boycott would follow them wherever the ships went. However, it has been reported that this avenue is not completely closed yet. The vessels have been on strike since July 4, 1957, when the Canadian District men walked off in a wage beef. Meanwhile, on the West Coast, Canadian District members are back at work on nine ships of the Canadian Pacific Railway following government imposition of a compulsory arbitration procedure. The West Coast men had been out since May 16.

Ease Seaside Rule For SIU Benefits

Seafarers inquiring about the basic eligibility rule for SIU welfare benefits are advised again that the seaside requirements has been cut, effective June 1, 1958, to one day's seafaring in the last six months. This is broader than the old rule of one day in the last 90 days, and is in addition to the other basic requirement of 90 days' seafaring in the previous calendar year, which remains unchanged. The revision was voted by the joint SIU-shipowner board of trustees for the Welfare Plan, as reported previously, to allow for cases where a Seafarer might be on the beach due to personal business, vacation or other reasons and does not ship within 90 days from the date of his discharge. The one day in six months, it was felt, should be more than ample to allow for such circumstances and to assure uninterrupted welfare coverage for Seafarers and their families.



Frank Paznokas, Marine Fireman's Union, deals out hand to his buddy, Eugene McParland, also MFOU, while recuperating in Baltimore PHS hospital. Seafarer Stan Rodgers is the one catching up on his reading. Rodgers was bosun on the Jean before being hospitalized.

Baltimore Talks Up State Political Action

BALTIMORE—With the threatened spread of "right-to-work" drives, it is most important that labor in this state maintains a strong voice in the legislature, Earl Sheppard, port agent, reported. As a result, a number of unions throughout the state have started an all-out drive to register every eligible union member, his or her family and friends.

Seafarers at the last meeting in this port were urged to support all municipal, state and Federal candidates friendly to labor in the coming elections. "This is the only way we will be assured of being heard on any matters that may affect our membership," Sheppard warned.

As the figures show, the bottom fell out of shipping for this port during the last period. The outlook for the future is not too good either as the only vessels expected are the regularly-scheduled Ore Line ships. Other than that, the crewing of the Yorkmar is about all that is in sight.

There were ten vessels paying off during the past period, three signing on and nine were in transit. Paying off were the Jean, Mae, Emilia (Bull); Royal Oak (Cities Service); Yorkmar, Oremar, Flo-mar (Marven); Bethcoaster (Calmar) and the Alcoa Pointer (Alcoa). Signing on were the Bethcoaster, Oremar and the Oceanstar (Dolphin).

The in-transit vessels were the Cubore, Santore, (Ore); Oremar

(Marven); Bethcoaster (twice) (Calmar); Robin Goodfellow (Robin); Alcoa Runner (Alcoa); Steel Admiral (Isthmian) and the CS Baltimore (Cities Service).

4c Stamps Make Debut On US Mail

Increases in postal rates on first class mail went into effect today. Failure to comply with them may cost the sender not only the difference due, but also a five-cent penalty for each letter.

Under the new rates, regular letters will cost four cents each, three cents for post cards, seven cents for airmail letters and five cents for airmail post cards. Mail with insufficient postage will not be returned to the sender but will be delivered to the addressee who will have to pay the difference. If the addressee refuses to pay, the letter will be returned to the sender.

Under the new rate law, a five-cent penalty can be attached to letters without sufficient postage but the Post Office said that it would suspend the penalty until October 31. After that the sender must pay a nickel if the letter is returned for insufficient postage.

Although new postage stamps, envelopes and post cards will be available soon, Seafarers may use up their present supply by adding one-cent stamps or whatever is needed to make up the difference.

One major change will be in the use of greeting cards. Since the department does not return greeting cards that are undeliverable because of insufficient postage, they will be treated as dead mail.

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

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

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

Tell it to the Log!



Use a Dry One



When wiping around electrical gear, a few precautions are in order. One of the most important among them is to make sure that wiping rags are thoroughly dry. Moisture on the rag is a sure invitation for some current to do a little traveling in the wrong direction and a severe burn or worse can result.

Should a Seafarer be soogeeing in the engine room he should make a point of finding out what gear is "hot". In any event, a good general rule to follow is never to soogee any electrical gear or container for same. When it comes to cleaning around electrical equipment, "use a dry one."

An SIU Ship is a Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

Watch Tire Sale Gimmicks

Usually tire manufacturers and dealers offer tire sales for Labor Day. But this year they have been cutting prices all summer in a belated attempt to get recession-hit consumers to buy. All during the boom 1950's, tire manufacturers freely raised prices until they had jumped them 31 percent in six years. Now they are slowly retracing the road back down the price escalator.

The most helpful trend in tire prices is the smaller difference in cost between nylon and rayon-cord tires. In current sales, tube-type first-line nylon tires are available for about \$19-\$20, including Federal tax, and plus your recappable tire, compared to \$17-\$17.50 for first-line rayons. Nylon tires used to cost as much as \$5-\$6 more, for no reason other than that our merchandising geniuses always charge disproportionately more for an extra feature.

Experts generally consider nylon tires preferable to rayon of the same grade. The stronger nylon body gives more protection against sidewall injuries from curbs, and hazards such as potholes in the road. The nylon body also is considered to be cooler-running because it's less bulky than rayon. Excessive heat is one of the destructive forces reducing tire life and causing blowouts. Tires are most likely to blow out in fast driving on hot days.



But be warned that while nylon tires now are less expensive, they also come in different qualities. No longer is a nylon tire necessarily a premium or even first-line tire. Some distributors now sell second-line nylon tires too.

With today's faster, heavier cars, it's more important than ever to know what quality tire you are buying. But the tire business is notorious for exaggerated claims, misleading terminology, guarantees and bait advertising. Not only the fringe of high-pressure retailers, but some of the best-known manufacturers use confusing terminology in labeling and advertising tires.

A "first-line" tire is not actually the manufacturer's best quality, as you might assume. It's his second-best quality. The best is called the "premium" grade. The so-called "second-line" tire is really the third grade. An "original equipment" tire is not the best either, but is usually the same quality as the "first-line." Nor does "deluxe" tire mean this is the best grade. More often, a manufacturer's "deluxe" tire is his first-line, which in reality is his second-best quality. And the second-line, really the third grade, often is called the "super" line. Or a manufacturer may even call a second or third-grade tire the "new advanced super deluxe."

Nor can you assume that the "premium" tires of different makes are approximately the same quality. According to tire experts at National Cooperatives, Inc., some manufacturers may market a tire of 180 to 190 level as a premium tire, while others may call tires of only 110 to 118 level "premium." A first-line tire is generally a 100-level tire, while second-line tires are usually around 80-level.

Actually there are no standards for tire grades, although the Federal Trade Commission has just issued a voluntary guide which hopes to curb some of the high-sounding nomenclature. It warns manufacturers that if their "first-line" tires are designated as "standard," their "second-line" tires must not be designated "super standard." Also, the "original equipment" designation must be given only to tires generally used as original equipment on current new-model cars.

Generally you can get at least a fair idea of comparative quality by examining several tires before you buy. A better-quality tire generally feels (and is) heavier. It also has a wider, flatter tread face, which provides more road contact, and more cross-cuts in the tread to aid braking action. The better-grade tires have relatively straight treads or only slight zig zags. This helps provide longer tread life. But between the treads, these top-quality tires have small cross bars or buttons to provide suction.

You'll also notice that a first-line tire has a deeper tread than the second-line, and thicker outside ribs. The tread on a premium tire has extra rubber backing so it can be regrooved after possibly 20,000 miles.

The guarantee is a somewhat-useful but not wholly reliable guide to comparing quality. Some sellers puff up guarantees more than others. Of two big mail-order houses selling approximately the same-quality tire at close to the same price, one guarantees for 15 months, the other for 18. All that the warranty or guarantee on tires generally means is that if the company agrees the failure was due to an actual defect and not to your own abuse of the tire, you will get a proportionate allowance towards a new tire. But make sure you do save the guarantee certificate you get with a new tire.

Of the three most-common tire grades (premium, first-line and second-line), best value for the average owner is the first-line or original-equipment grade, preferably with nylon cord. It's safer, longer-wearing and quieter than the second-line. It provides better traction and stopping power both at a difference of only \$4-\$5. A second-line tire is recommended only for temporary duty. Especially beware buying light-duty tires for medium heavy cars.

Premium tires cost 50 percent more than first-line tires, and provide perhaps ten percent additional body strength. Nor are cut-price offers available as often on premium tires. Theoretically a premium tire will return its price, since it can be regrooved, if not otherwise damaged. But the initial cost is enough more so that it seems worth the extra tariff only for a hard, fast driver with a heavy car.

This 'Check' Has A Kick To It

Treasurer's
HEADQUARTERS BUILDING



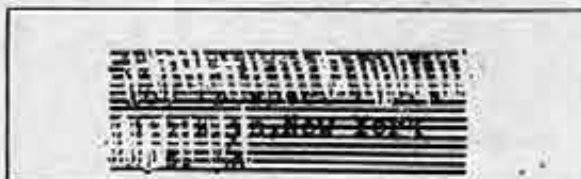
Office
WASHINGTON, D.C.

IMPORTANT
ADDRESSEE ONLY
MAY COMPLETE

DISBURSEMENT
CERTIFICATE

If you will fill in the reverse side of this blank giving the requested information we will forward you a Treasurer's Certificate with a small sum of money which we have on deposit for you for that purpose. Disbursement will be sent to the address given Registered in your name.

DO NOT PIN, FCID
STAPLE OR MUTILATE



Collection agency sent this so-called "disbursement certificate" to Seafarer's home. Notice effort to give impression that official US Government agency is involved. Actual "disbursement" is ten cents after individual in receipt of the document has unwittingly supplied information about his possessions which can lead to attachment of his property.

A new version of the "Government check" trick used by a Washington collection agency has been reported to the SEAFARERS LOG. The agency sends out what appears to be a "Government" check and requests the unsuspecting party to fill out and return the "Confidential Office Questionnaire" on the back.

The check and the questionnaire, printed on a simulated "IBM" card, carries a picture of the American eagle on it and is sent from the "Treasurer's Office" in Headquarters Building, Washington DC. It even has a picture of the "Headquarters Building," a replica of one of the many US Government Treasury buildings throughout the country.

The form states that if the person named "will fill in the reverse side" of the blank, the "treasurer" will forward a "Treasurer's certificate with a small sum of money"—in fact, ten cents.

The questions on the back of the form include the person's business address, his wife's, business address, his bank's name and address, and even the make and year of his car. In short, it contains all the necessary information required for attaching a man's salary or personal property.

Any individual returning the form may find the agency is on his tail trying to collect money from him.

This form, pictured above, will be turned over to the SIU Welfare Services Department and to the Better Business Bureau for investigation.

Oldtimers Take Vacation As Coal Miner Lays Up

The last vessel of American Coal Shipping's projected "80-ship" coal-carrying fleet was laid up last week for lack of cargo. The SS Coal Miner, which despite its name has been in the grain trade most of the time, is now in idle status in a Staten Island shipyard.

SIU and NMU oldtimers aboard the ship were paid off on July 21. SIU crewmembers took advantage of the lay-up to go home for well-earned vacations, but are on call to

go back aboard should the vessel obtain a cargo commitment. Their last vacation was at Christmas-time when the Union put a relief crew aboard after some oldtimers had ridden the ship for over a year.

ACS was formed originally by a group of coal-carrying railroads, coal companies and the United Mine Workers back in 1956 when coal rates to Europe were at their peak. The company purchased the Coal Miner and won approval on charters of 30 vessels from the US reserve fleet, six of which were actually broken out. However, when the coal market collapsed, the company turned its charters back to the Government.

The lay-up of the Coal Miner came following the purchase by the company of the T-3 tanker Conoco Lake Charles from an NMU-contracted operator. The ship is now operating in the oil trade with her NMU crew aboard.

The company has announced it intends to convert the 18,000-ton vessel into a bulk dry cargo carrier, but for the time being, it is still running as an oil tanker, putting the coal operators in the unusual position of aiding the transportation of their bitterest competitors.

Keeping in Touch

WITH SIU OLDTIMERS



It has often been said that one person's loss can be another one's gain. There's no doubt this is true in the case of SIU oldtimer William Guilford, 66.

The losers, in this instance, are the hundreds of Seafarers who sampled Guilford's culinary talents when he was a member of SIU from 1938, when the Union was first founded, until his retirement in 1955. The winners are the members of his church in Prichard, Alabama, who are able to enjoy his cooking at the barbecues he holds for them each week.

Settled down now to a quiet life in retirement, with time-a-plenty to tend his garden, Guilford recalls that life as a Seafarer was anything but tranquil. For example, he has the dubious distinction of having been an SIU crewmember on the SS Wacosta, the first American ship to be stopped by a German submarine at the onset of World War II.

A short while later, on the Middle East run, he was on the Alcoa Prospector when she was torpedoed in the Red Sea. Later still, he was shipwrecked by a typhoon in Okinawa Bay.

With all of that behind him, Guilford and his wife now live a lot less nerve-shattering life at home in Prichard. The couple has two children, a son and daughter, plus three grandchildren whom



Retired since 1955, Seafarer William Guilford and his wife find life pretty comfortable today, thanks to SIU disability-pension.

they try to see as often as possible. Guilford also manages to keep in steady contact with two old shipmates, Lish Taylor and Walter Dunn. All of this, and the comfort assured by the SIU disability-pension, make life today pretty pleasant for the SIU veteran.

NY Primary On August 12

Seafarers who are residents of New York should note that primary elections in the state will be held August 12, not August 16 as reported in the last edition of the SEAFARERS LOG. There is no absentee voting in this primary but residents otherwise qualified and ashore on primary day can cast ballots.

On March 5, 1955, the Seafarers Appeals Board created shipping rules under the SIU contract, which were ratified by the SIU membership and went into effect March 14, 1955, as follows (See below for actions of the Seafarers Appeals Board in connection with these rules):

Every seaman shipped through the hiring halls of the Seafarers International Union of North America, Atlantic and Gulf District, hereinafter called the "Union," shall be shipped pursuant to the following rules:

I. SENIORITY

A. Without prejudice to such other legal conditions and restrictions on employment as are contained in the agreements between the Union and the Employers, seamen shall be shipped out on jobs offered through the hiring halls of the Union in accordance with the class of seniority rating they possess, subject, nevertheless, to the other rules contained herein.

B. Seniority shall be determined in the following manner:
A Class A seniority rating shall be possessed by all seamen who have shipped regularly up to December 31, 1954, with one or more of the companies listed in Appendix A, attached hereto and made a part hereof, since before January 1, 1951, subject, however, to Rule 9.

A Class B seniority rating shall be possessed by all seamen who have shipped regularly up to December 31, 1954, with one or more of the companies listed in Appendix A, since before January 1, 1955, and who do not have a Class A seniority rating, subject, however, to Rule 9.

A Class C seniority rating shall be possessed by all seamen who do not have a Class A or Class B seniority rating, subject, however, to Rule 9.

Notwithstanding anything to the contrary herein, no seaman shall be deprived of the seniority to which he would be otherwise entitled by virtue of service with the armed forces of the US.

C. A seaman will be deemed to have shipped regularly with one or more of the companies listed in Appendix A if he has been employed as an unlicensed seaman no less than ninety days (90) per calendar year on one or more American flag vessels owned or operated by the said companies, subject, however, to Rule 3 A. This latter provision shall not operate so as to reduce any seaman's seniority if the requirements therein were not met during the first calendar year in which the seaman commenced to ship but, if not met, the said calendar year shall not be counted insofar as seniority upgrading is concerned.

D. Employment with, or election to any office or job in the

Union, or any employment taken at the behest of, the Union, shall be deemed to be the same as employment with any of the companies listed in Appendix A, and seniority shall accrue accordingly during the period such employment, office, or job is retained.

E. A Class A seniority rating shall be the highest, Class B, the next highest, and so on, and priority as to jobs shall be granted accordingly, subject, nevertheless, to the rules contained herein.

F. Within each class of seniority, a seaman shall be shipped in accordance with the length of time he has been unemployed, the one unemployed the longest to be shipped the first, subject, nevertheless, to the rules contained herein.

G. It shall be the responsibility of each seaman to furnish proof of seniority and length of the period of his unemployment. Notwithstanding any other provisions herein, the failure to produce adequate proof of seniority or length of unemployment shall be grounds for denial of the job sought. An appropriate seniority rating card duly issued by the Union shall be deemed sufficient proof of seniority, for the purposes of shipping, without prejudice to the right of any seaman to furnish different proof of his seniority in reasonably legible and easily ascertainable form, such as official Coast Guard discharges. Unemployment periods shall be ascertained solely from shipping cards issued by the Union.

H. Seniority rating cards will be issued by the Union only upon written and personal application made and accepted. These will be valid only for the calendar year in which issued. No seniority rating card will be issued after October in each calendar year, unless the remaining time is not needed to preserve the seniority rating of the applicant, or is mathematically sufficient to enable him to retain his seniority. Each seniority rating card shall be based upon entitlement as of the date applied for.

Shipping cards issued by the Union shall be valid for a period of three months from the date of issue, subject to the other rules contained herein. Shipping cards shall be issued to all those requesting the same, provided the seaman has all the necessary documents and papers required by law and is otherwise eligible.

I. Seniority shall be calculated on the basis of employment in any one of these three departments: deck, engine or steward.

J. Seamen with a Class B and Class C seniority rating may be shipped on a vessel for one round trip, or sixty (60) days, whichever is longer; in the latter case, the sixty (60) day period may be extended, where necessary to insure practicability insofar as leaving the ship is concerned. This rule shall not be applied so as to cause a vessel to sail short-handed. No transportation shall be due by virtue of the application of this rule. The words, "round trip," shall have the usual and customary meaning attributed to it by seamen, whether it be coastwise, intercoastal or foreign.

2. SHIPPING PROCEDURE

A. No seaman shall be shipped unless registered for shipping. No seaman shall register for shipping in more than one port of the

Seafarers Int'l Union, A&G I

SHIPPING

Union at one time. No shipping card issued in one port shall be honored in another.

B. No seaman may register for another, or use another's shipping card or seniority rating card. All registration must be in person and seamen must be present, in person, when a job is offered them.

C. No seaman may register for a job so long as he is employed on any vessel.

D. No seaman shall have the right to reject more than two jobs after throwing in for them, within the period of validity of his shipping card. Rejection of more than two jobs during this period will require re-registration and the taking out of a new shipping card.

E. Every seaman who accepts a job, and who quits or is fired after one day, shall not be permitted to retain the original shipping card on which he received his job, but must re-register to ship. If he quits or is fired within one day, he must report back to the dispatcher on the next succeeding business day or else give up the original shipping card on which he received his job.

F. No seaman shall be allowed to register on more than one list (department). No seaman shall be shipped out on a job off a list other than that on which he is registered, except under emergency circumstances, such as insuring against a vessel sailing short in a department.

G. No seaman shall be tendered any job unless he is qualified therefor in accordance with the law and can furnish, on demand, the appropriate documents evidencing this qualification.

H. No man shall be shipped while under the influence of alcohol or drugs.

I. All seamen shipped through the Union shall be given two assignment cards. One of these cards shall be given by the seaman to the head of his department aboard ship, the other to his department delegate aboard ship.

J. Subject to the other rules contained herein, a seaman receiving a job shall give up the shipping card on which he was shipped.

3. HOSPITAL CASES

A. Notwithstanding anything to the contrary herein contained the period of employment required during each year to constitute regular shipping, or for the maintenance of Class B or Class C seniority without break, shall be reduced, pro rata, in accordance with the

The following are the actions by the Seafarers Appeals Board under the contract:

ACTION NUMBER 1

Add a new rule 4(c) as follows:
"C. There shall be a limit of eight (8) job calls in which the priority of class A and class B personnel may be exercised in obtaining a particular job. If the eighth job call does not produce a qualified seaman possessing either a class A or class B seniority rating (in the order prescribed herein), that seaman with a class C seniority rating, otherwise entitled under these rules, shall be selected for the job. This rule shall not be applied so as to cause a vessel to sail short-handed or late. (Dated 3/7/55)

ACTION NUMBER 2

The Seafarers Appeals Board, acting under and pursuant to the authority contained in the collective bargaining agreements between the Union and various Employers, hereby takes the following action:

(a) In order to clarify the intent of the parties with respect to the accumulation of seniority, rule 1 (d) is amended to read as follows:

"(d). Seniority shall be calculated on the basis of employment without regard to department (deck, engine or steward), without prejudice, however, to the application of any other rule contained herein."

(b) The annexed application blank is to be given to all applicants who appear to be within the Class "C" seniority rating, the final determination, however, to be made upon the appropriate filling out of the questionnaire, submission of two passport photos, and reasonable verification of the contents thereof.

(c) The Arthur Steamship Corp., of 120 Wall Street, New York City, is hereby added to Exhibit A annexed to the collective bargaining agreement.

(d) The action taken pursuant to letter of Max Harrison, dated March 7, 1955, is hereby labelled action No. 1.

(e) Max Harrison is unanimously designated as Chairman of the Seafarers Appeals Board. (Dated 3/18/55)

ACTION NUMBER 3

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) Ship & Freight, Inc., 17 Battery Place, New York City, New York, is hereby added to Exhibit A annexed to the collective bargaining agreement, pursuant to Art. I, Sec. 8 (d) of the said agreement.

(b) The Board construes the provision in the agreement and shipping rules with respect to "service with the armed forces of the United States" as not intended to include actual service for which less than a discharge under honorable conditions was given.

(c) The Board further construes the aforesaid military service clause as requiring an appraisal of what seniority the seaman would have had but for the performance of his military obligations, this in a manner consistent with the liberal purpose of the statute.

(d) The Seafarers Appeals Board will recognize, with respect to a particular company, specific provisions set forth in the contract between such company and the Union.

(e) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(f) Rule 2 (F) of the shipping rules is amended to read as follows:
"F. No seaman shall be allowed to register on more than one list (department), and in not more than one group, as hereinafter set forth. No seaman shall be shipped out on a job off a list (department) other than that on which he is registered, except under emergency circumstances, such as insuring against a vessel sailing short in a department. No seaman shall be shipped out on a job outside the group in which he is registered, except as specifically set forth herein.

The following are the groups within the lists (departments), in which classified seamen may register. Within one list (department), those possessing a higher seniority rating may take priority in the obtaining of jobs over those with lesser seniority rating even when not registered in the same group, subject, however, to the provisions of Rule 4 (c).

The following is a breakdown of the list (department) group:

DECK DEPARTMENT

Group I—Day Workers

Bosun, Bosun's Mate, Carpenter, Deck Maintenance, Watchman—Day Work, Storekeeper.

Group II—Rated Watch Standers

Quartermaster, Able Seaman, Car Deckman, Watchman—Standing Watches.

Group III—Ordinaries on Watch

ENGINE DEPARTMENT

Group I

Chief Electrician, 2nd Electrician, Unlicensed Jr. Eng'r.—Day Work, Unlicensed Jr. Eng'r.—Watch, Plumber-Machinist, Chief Refrigeration Eng'r., 1st, 2nd, 3rd Refrigeration Eng'r., Chief Storekeeper, Evaporator Maintenance Man, Pumpman, 1 and 2, Engine Maintenance.

Group II

Deck Engineer, Engine Utility, Oiler—Diesel, Oiler—Steam, Water-tender, Fireman-Watertender, Fireman.

Group III

Wiper.

STEWARD DEPARTMENT

Group I—Rated Men

Chief Steward-Passenger, 2nd Steward-Passenger, Steward, Chef, Chief Cook, Night Cook and Baker, 2nd Cook and Baker.

Group II

Second Cook and 3rd Cook.

Group III—Messmen

Utility Messman, Messman."

(g) All disputes placed before the Board shall be given an appropriate file number in the following form:

SAB-1-NY, to represent the Seafarers Appeals Board, the number of the dispute, and the initials of the port in which it arose.

All other matters involving individuals shall be designated in accordance with the following example, "SAB-Jones-Misc.," to indicate the last name of the person involved and that it is a miscellaneous Seafarers Appeals Board matter.

All application for information, for advisory opinions or rules, and all other miscellaneous matters, requiring Seafarers Appeals Board attention, shall be referred to the Chairman of the Seafarers Appeals Board, who shall make such replies as he deems appropriate. All actions taken by the Board shall be displayed on all Union bulletin boards and request made for the Seafarers Log to publish the same therein.

As soon as mimeographed copies of the rules and actions taken by the Board, are available (the Union having agreed to furnish same, as soon as possible), the Chairman shall notify the companies of this availability and shall dispatch copies thereof when so requested. (Dated 4/8/55)

ACTION NUMBER 4

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, particularly Section 8(f) thereof, hereby takes the following action:

The phrase, "employment taken at the behest of, the Union," appearing in Section 8(f) of the standard hiring clause, shall be construed so as to include within the scope thereof, schooling taken by seamen at the behest of the Union.

All seamen who receive scholarships from the Seafarers Welfare Plan and who attend school pursuant thereto shall be deemed to have taken schooling at the behest of the Union. (Dated 5/13/55)

ACTION NUMBER 5

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) Exhibit A, attached to and part of the new hiring clause of the standard agreement, omits, by virtue of a stenographic or other unintentional error, the name of the Calmar Steamship Corporation. Quite obviously, Calmar Steamship Corporation should have appeared on Exhibit A. As a matter of fact, it is one of the largest companies under contract to the Union; it is a party to the Seafarers Vacation Plan; it is a party to the Seafarers Welfare Plan; and it has been in contractual relations with the Union for a considerable number of years. Further, there is no question but that typographical and human errors in compiling the list were not intended to result in an exclusion, and the consequent need for a renegotiation of the contract to remedy such errors. For these reasons, the Seafarers Appeals Board construes Exhibit A, annexed to the hiring clause, as containing the name of Calmar Steamship Corporation ab initio and will take the same action should other unintended omissions appear. (Dated 5/24/55)

ACTION NUMBER 6

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) The Alba Steamship Corp., 120 Wall Street, New York, New York, is hereby added to Exhibit A annexed to the collective bargaining agreement. (Dated 6/2/55)

ACTION NUMBER 7

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) The Ventura Steamship Co. (Trans-Oceanic Marine Inc., Agents), is hereby added to Exhibit A annexed to the collective bargaining agreement. (Dated 6/10/55)

ACTION NUMBER 8

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) The Ace Steamship Corporation, 120 Wall Street, New York, New York, is hereby added to Exhibit A annexed to the collective bargaining agreement. (Dated 6/20/55)

ACTION NUMBER 9

The Seafarers Appeals Board is bound to and will recognize and honor decrees and orders, (as well as settlements made in contemplation thereof) of duly constituted courts and administrative agencies to the extent applicable to its functions, without prejudice, however, to any legal right to contest the same. Within these limits, actions taken by the Union or the Employers, as a result of proceedings to which any governmental body or agency is a party, will be presumed to be permitted through the exercise of this Board's power and right to make elaborative rules and regulations, in which event, however, notification of the action taken shall be sent to the Board, which reserves the right to take other, further and different action thereon as may be appropriate. (Dated 6/29/55)

ACTION NUMBER 10

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) Trans Oceanic Marine, Inc., 39 East 51st Street, New York, New York, is hereby added to Exhibit A annexed to the collective bargaining agreement. (Dated 7/18/55)

ACTION NUMBER 11

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

The Seafarers Appeals Board considers that its jurisdiction, pursuant to the contract made between the Union and the various employers, is limited, in the case of individual seamen, to hearing and deciding appeals by seamen from a claimed deprivation of ship-

ACTIONS BY SEAFARERS

ping rights or seniority at the hiring hall level. It considers that it does not have jurisdiction to take action with respect to depriving an individual seaman of his right to ship, regardless of the source of the request to do so and the grounds set forth in the said request. However, this action is to be deemed in no way to prejudice any company under its contract with the Union. (Dated 9/8/55)

ACTION NUMBER 12

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various Employers, hereby takes the following action:

(a) A new rule 4(d) shall be added to the joint shipping rules, as follows:

"(d) The five major ports are declared to be New York, Baltimore, Mobile, New Orleans, and San Francisco. In halls other than those therein located, if three (3) calls for a job do not produce a qualified seaman possessing a Class "A" or Class "B" seniority rating, the job shall be placed in suspense but only with respect to Class "A" and Class "B" personnel who are registered for shipping, and not with respect to Class "C" personnel. The nearest major port shall be notified, and the suspended job offered there. A qualified Class "A" or Class "B" seaman (in that order) in the major port notified shall have the right to bid for these jobs but only within the remaining five (5) job calls. In the event these jobs are not bid for, that seaman with a Class "C" seniority rating, otherwise entitled under these rules and registered in the notifying port, shall be assigned the job. This rule shall not be applied so as to cause a vessel to sail short-handed or late, and shall not be deemed to require any Employer to pay transportation by virtue of the transfer of the job call. The provisions of Rule 4(c) shall be subordinate hereto." (Dated 10/4/55)

ACTION NUMBER 13

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various Employers, hereby takes the following action:

(a) Rule 5F is redesignated Rule 5G.

(b) A new rule 5F shall be added to the shipping rules as follows:

"F. (1) Within each class of seniority, preference for the job of Bos'n shall be given those seamen who have sailed as AB for at least 3 years with one or more of the companies listed in the aforementioned Appendix A.

(2) Within each class of seniority, preference for the job of Chief Electrician shall be given those seamen who have sailed for at least 3 years in the Engine Department, including at least one year as Second Electrician, with one or more of the companies listed in the aforementioned Appendix A.

(3) Within each class of seniority, preference for the job of Steward shall be given those seamen who have sailed for at least 3 years in the Steward's Department in a rating above that of 3r Cook, with one or more of the companies listed in the aforementioned Appendix A." (Dated 11/29/55)

ACTION NUMBER 14

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various Employers, hereby takes the following action:

"The Seafarers Appeals Board considers that its jurisdiction under the collective bargaining agreement in effect between the Seafarers International Union of North America, Atlantic and Gulf District and various Employers, does not encompass jurisdiction to take action with respect to disputes over discharges of seamen by Employer, and that such disputes can be dealt with upon compliance with the conditions set forth in the said agreement, in accordance with the grievance procedure therein set forth." (Dated 1/4/56)

ACTION NUMBER 15

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

"The Seafarers Appeals Board considers that the phrase, 'shipping regularly,' as used in the rules, refers exclusively to the period of time between January 1, 1951 to December 31, 1954 and that, therefore, to receive a Class "A" seniority (apart from promotion thereto) a seaman must have shipped anytime before January 1, 1951, with any SIU-contracted company and must thereafter have shipped regularly (90 days per year) with SIU-contracted companies in 1951, 1952, 1953, and 1954, inclusive, subject, nevertheless, to the exception created with respect to bona fide in or outpatient time, military service, and work for or at the behest of the Union." (Dated 1/20/56)

ACTION NUMBER 16

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

"(a) New England Industries, Inc., 120 Wall Street, New York, New York, is hereby added to Exhibit A annexed to the collective bargaining agreement.

"(b) The Seafarers Appeals Board considers that seniority credit for employment with the companies set forth on Appendix A annexed to the hiring clause agreement is to be granted subject to the following:

"In the event a company or any of its vessels cease to be covered by any collective bargaining agreement or understanding with the Seafarers International Union of North America, Atlantic and Gulf District, employment aboard such vessels during the period such circumstances exist shall not be deemed seetime entitled to seniority credit." (Dated 1/25/56)

ACTION NUMBER 17

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) The Seafarers Appeals Board considers that attendance at any branch of the Andrew Furuseth Training School, by the equity

istrict, and Contracted Employers

IG RULES

proportion of bona fide in and out patient time to each calendar year. Example: If a man has been a bona fide in and out patient for four (4) months in one calendar year, the yearly employment required for seniority purposes shall be reduced by one-third for that year.

B. A seaman who enters a bona fide hospital as an inpatient and remains there for thirty (30) days or more, shall be entitled, if otherwise qualified, to receive a thirty (30) day back-dated shipping card. If he has been such an inpatient for less than thirty (30) days, he shall be entitled, if otherwise qualified, to a shipping card backdated to the day he first entered the hospital. This rule shall not apply unless the seaman reports to the dispatcher within forty-eight (48) hours after his discharge, exclusive of Saturdays, Sundays, and Holidays, and produces his hospital papers.

4. BUSINESS HOURS AND JOB CALLS

A. All Union halls shall be open from 8:00 AM until 5:00 PM. On Saturdays, the halls shall be open from 8:00 AM to 12:00 noon. On Saturday afternoons, Sundays, and Holidays, the hours of business shall be determined by the Port Agent, upon proper notice posted on the bulletin board the day before.

B. Jobs shall be announced during non-holiday week days, including Saturday mornings, on the hour, except for the 8:00 AM and noon calls. On Saturday afternoons, Sundays, and Holidays, or under exceptional circumstances, the job may be called out at any time after it comes in. In no case shall a job be called out unless it is first posted on the shipping board.

5. SPECIAL PREFERENCES

A. Within each class of seniority rating, seamen over fifty (50) years of age shall be preferred in obtaining jobs of fire watchmen.

B. A seaman shipped on a regular job, whose ship lays up less than fifteen (15) days after the original employment date, shall have restored to him the shipping card on which he was shipped, provided the card has not expired.

C. If a ship lays up and then calls for a crew within ten (10) days after layup, the same crew members shall have preference, providing they are registered on the shipping list.

D. A seaman with a Class A seniority rating shall not be required to throw in for a job on the same vessel after first obtaining a job thereon, so long as he has not been discharged for cause or has quit.

E. Class C personnel with a certificate of satisfaction completed

from the Andrew Furuseth Training School shall be preferred over other Class C personnel.

F. The above preferences shall obtain notwithstanding any other provision to the contrary contained in these rules.

6. STANDBY JOBS

A. Standby jobs shall be shipped in rotation, within each class of seniority rating. No standby shall be permitted to take a regular job on the same vessel unless he returns to the Hall and throws in for the regular job. His original shipping card shall be returned to the standby when he reports back to the dispatcher unless it has expired in the interim.

7. RELIEF

In the event an employed seaman wants time off and secures permission to do so, he shall call the Hall and secure a relief. No reliefs shall be furnished for less than four (4) hours or more than three (3) days. The one asking for time off shall be responsible for paying the relief at the regular overtime rate. Reliefs shall be shipped in the same manner as a standby.

This rule shall not apply when replacements are not required by the head of the department concerned.

8. PROMOTIONS OR TRANSFERS ABOARD SHIP

No seaman shipped under these rules shall accept a promotion or transfer aboard ship unless there is no time or opportunity to dispatch the required man from the Union Hall.

9. CHANGE IN SENIORITY

A. All those who possess a Class B seniority rating shall be entitled to a Class A seniority rating eight (8) years after they commenced to ship regularly with the companies set forth in Appendix "A", provided they maintain their Class B seniority rating without break.

B. All those who possess a Class C seniority rating shall be entitled to a Class B seniority rating two (2) years after they commenced to ship regularly with the companies set forth in Appendix A, provided they maintain their Class C seniority rating without break.

C. Shipping with one or more of the companies set forth in Appendix "A" for at least ninety (90) days each calendar year is necessary to maintain without break a Class B or Class C seniority rating, subject, however, to Rule 3A. This latter provision shall not operate so as to reduce any seaman's seniority if the requirements therein were not met during the first calendar year in which the seaman commenced to ship but, if not met, the said calendar year shall not be counted insofar as seniority upgrading is concerned.

D. The same provisions as to military service as are contained in Rule 1B shall be analogously applicable here.

10. DISCIPLINE

A. The Union, although under no indemnity obligation, will not ship drunks, dope addicts and others whose presence aboard ship would constitute a menace or nuisance to the safety and health

of the crew. Anyone claiming a wrongful refusal to ship may appeal to the Seafarers' Appeals Board, which shall be a board of four (4), two (2) to be selected by the Union, and two (2) by that negotiating committee, representing Employers, known and commonly referred to as the Management Negotiating Committee. This Board shall name a Hearing Committee of two (2), to sit in the port where the refusal to ship takes place, if practicable, and if not, at the nearest available port where it is practicable. This latter Committee shall arrange for a prompt and fair hearing, with proper notice, and shall arrive at a decision, unanimously, to be binding and final. If a unanimous decision cannot be reached, an appeal shall be taken to the Seafarers' Appeals Board. Where a specific company is involved in the dispute, a representative thereof must be appointed to the Committee by the Board, unless waived by the said company.

B. Where a seaman deliberately falls or refuses to join his ship, or is guilty of misconduct or neglect of duty aboard ship, he may lose his shipping card for up to thirty (30) days. For a second offense, he may lose his card up to sixty (60) days. In especially severe cases, or in case of a third offense, he may lose his shipping card permanently.

C. The Board of four (4) shall be a permanent body, and each member shall have an alternate. The selection of alternates, and the removal of members or alternates shall be set forth in the agreements signed by the Union and the Employers. Members of the Board may serve on a Hearing Committee, subject to subparagraph A. The Board shall act only if there participates at least one Union member and one Employer member, while the collective strength of each group shall be the same, regardless of the actual number in attendance. The decisions of the Board shall be by unanimous vote, and shall be final and binding, except that, in the event of a tie, the Board shall select an impartial fifth member to resolve the particular issue involved, in which case, a majority vote shall then be final and binding. Where no agreement can be reached as to the identity of the fifth member, application therefor shall be made to the American Arbitration Association, and its rules shall then be followed in reaching a decision.

D. All disputes over seniority, and transportation disputes arising out of seniority rule applications, shall be dealt with in the same manner as disputes over shipping rights.

E. It is the obligation of the one aggrieved to initiate action. No particular form is necessary, except that the complaint must be in writing, set out the facts in sufficient detail to properly identify the situation complained of, and be addressed to the Seafarers Appeals Board, Room 316, Graystone Building, Mobile, Alabama.

11. AMENDMENTS

These rules, including seniority classifications and requirements, may be amended at any time, in accordance with law, contracts between the Union and the Employers, and to the extent permitted by law and contract, as aforesaid, by the Seafarers' Appeals Board.

SEAFARERS APPEALS BOARD

ment of seafarers appropriate for seniority credit and each day's attendance thereat shall be deemed the equivalent of one day of seafarers appropriate for seniority credit under the contract and the rules.

(b) Rule 5F is hereby amended to read as follows:

"F. (1) Within each class of seniority, preference for the job of bosun shall be given those seamen who either have actually sailed as AB for at least 36 months in the deck department, or have actually sailed in any capacity in the deck department for at least 72 months, or, have actually sailed as bosun for 12 months, in all cases with one or more of the companies listed in the aforementioned Appendix A.

(2) Within each class of seniority, preference for the job of chief electrician shall be given those seamen who have actually sailed for at least 36 months in the engine department, including at least 12 months as second electrician, with one or more of the companies listed in the aforementioned Appendix A.

(3) Within each class of seniority, preference for the job of steward on cargo vessels shall be given those seamen who either have actually sailed for at least 36 months in the steward department in a rating above that of 3rd cook, or, have actually sailed as steward (or as 2nd steward on passenger vessels) for at least 12 months, in either case with one or more of the companies listed in the aforementioned Appendix A.

(4) Within each class of seniority, preference for the job of chief steward, on passenger vessels, shall be given those seamen who have actually sailed for at least 12 months as chief steward or as 2nd steward on passenger vessels, and preference for the job of 2nd steward, on passenger vessels, shall be given on the same basis as that of steward on cargo vessels, in all cases with one or more of the companies listed in the aforementioned Appendix A."

(c) A new Rule 5H shall be added to the shipping rules as follows: "H. In cases of unusual hardship, the Seafarers Appeals Board may permit the granting of seniority on the basis of appropriate employment irrespective of department." (Dated 2/27/56)

ACTION NUMBER 15

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) Rule 2J is redesignated Rule 2K.

(b) A new Rule 2J is added, to read as follows:

"J. Without prejudice to the right of appeal contained herein, a seaman may be refused permission to ship when he is not in compliance with the union shop or maintenance of membership provisions of the contract entered between the Union and its contracted employers, where such provisions are applicable. It shall be the burden of the Union, in the event of appeal, to establish that the refusal to ship, in such cases, is based on grounds consistent with those provisions of Sections 8A3 and 8B2 of the Labor-Management Relations Act of 1947 (Taft-Hartley Act), as amended, dealing with failure to tender uniformly required periodic dues and initiation fees." (Dated 3/9/56)

ACTION NUMBER 19

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) Rule 5 H is hereby deleted.

(b) The last paragraph in Rule 1 H is amended to read as follows:

"Shipping cards issued by the Union shall be valid for a period of 90 days from the date of issue, subject to the other rules contained herein. If the 90th day falls on a Sunday or a holiday, national or state, or if the hall in which registration has been made is closed on that day for any reason, the card shall be deemed valid until the next succeeding business day on which the hall is open. Shipping cards shall be issued to all those requesting the same, provided the seaman has all the necessary documents and papers required by law and is otherwise eligible." (Dated 4/2/56)

ACTION NUMBER 20

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) The following companies are hereby added to Exhibit A annexed to the collective bargaining agreement: Intercontinental Transportation Co., Inc., Arapahoe Co., Inc., Algonkin Co., Inc., Isthmian Lines, Inc., Liberty Navigation and Trading Co., Inc. (Name changed—previously referred to as Liberty Navigation, Inc.) (Dated 4/18/56)

ACTION NUMBER 21

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

Rule 1 (D) is amended to read as follows:

"I. Seniority shall be calculated on the basis of employment without regard to department (deck, engine, or steward), without prejudice, however, to the application of any other rule contained herein. A seaman may not change the department in which he usually ships without permission of the Seafarers Appeals Board, which permission shall be granted only upon proof, deemed satisfactory by the Board, that medical reasons, insufficient to prohibit sailing all together, warrant the change." (Dated 4/26/56)

ACTION NUMBER 22

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) World Carriers, Inc., 80 Broadway, New York, New York, is hereby added to Exhibit A annexed to the collective bargaining agreement, as of May 11, 1956.

(b) Rockland Steamship Corp., 60 Broadway, New York, New York, is hereby added to Exhibit A annexed to the collective bargaining agreement, as of May 15, 1956. (Dated 5/21/56)

ACTION NUMBER 23

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) Grain Fleet Steamship Company, Inc., 80 Broad Street, New York, New York, is hereby added to Exhibit A annexed to the collective bargaining agreement, as of July 26, 1956.

(b) Fairfield Steamship Corp., 60 Broadway, New York, New York, is hereby added to Exhibit A annexed to the collective bargaining agreement, as of August 1, 1956. (Dated 8/3/56)

ACTION NUMBER 24

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

Ponce Products, Inc., 61 Broadway, New York, New York, is hereby added to Exhibit A annexed to the collective bargaining agreement, as of August 9, 1956. (Dated 8/30/56)

ACTION NUMBER 25

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) Denton Steamship Corp., 60 Broadway, New York, NY, is hereby added to Exhibit A annexed to the collective bargaining agreement, as of September 11, 1956.

(b) Transcape Shipping Corp., 30 Broad Street, New York, NY, is hereby added to Exhibit A annexed to the collective bargaining agreement, as of September 14, 1956.

(c) The Seafarers Appeals Board considers that such jurisdiction as it possesses, under the collective bargaining agreement in effect between the Seafarers International Union of North America, Atlantic and Gulf District, AFL-CIO, and various employers, to take action with respect to a claimed deprivation of shipping or seniority rights, is not limited by the fact that the deprivation is claimed to be occasioned by an employer; rather than the Union. It considers its jurisdiction to be the same in either case. Anything to the contrary appearing in previous actions (see Actions 11 and 14) is hereby overruled.

(d) The Board considers that the provisions for the appointment of a Hearing Committee of 2 (Section 8(f) (6) in the standard agreement, and corresponding sections in others), do not limit such appointments to cases where the alleged grievance affects only an employer. The Board considers that the intent of that section is to make clear that, where an employer is affected, its representative must be one member of the Hearing Committee, unless the employer waives this privilege, and that it was not thereby intended to require a full Board to sit in all other situations. The Board notes that its present rules were designed to, and considers that they in fact do, reflect this interpretation. (Dated 10/10/56)

ACTION NUMBER 26

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) Transglobe Shipping Corporation, 30 Broad Street, New York, NY, is hereby added to Exhibit A annexed to the collective bargaining agreement, as of October 25, 1956.

(b) Transyork Shipping Corporation, 30 Broad Street, New York, NY, is hereby added to Exhibit A annexed to the collective bargaining agreement, as of November 1, 1956.

(c) Rule 9 is amended by adding a new paragraph "E" thereto, to read as follows:

"E. In cases where a seaman's shipping employment has been interrupted because of circumstances beyond his control, thereby preventing the accumulation of sufficient seafarers to attain eligibility for a higher seniority rating, the Seafarers Appeals Board may, in its sole discretion, grant him such total or partial seniority credit for the time lost as, again in its sole discretion, it considers warranted in order to prevent undue hardship.

"For purposes of Board procedures, whether a matter presented to the Seafarers Appeals Board is an appeal as a result of a dispute over shipping or seniority rights, or is an appeal for the exercise of the Board's discretion, shall be initially determined by the Chairman, who shall thereupon take such administrative steps as are appropriate in connection with this determination, subject, however, to overruling by the body hearing the matter. If the Chairman is overruled, the matter shall be deemed to be a dispute appeal, or a discretionary matter, in accordance with the determination of the said body, and it shall thereupon be subject to disposition under the rules corresponding to the type of case it has thus been determined to be.

"The applicant shall, at his election, have a right to be heard in person, but only at the place where the Seafarers Appeals Board is meeting to consider the same. The Chairman shall insure that the applicant shall receive fair notice thereof." (Dated 11/9/56)

ACTION NUMBER 27

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) The last paragraph in Rule 1H is amended to read as follows: "Shipping cards issued by the Union shall be valid for a period of 90 days from the date of issue subject to the other rules contained herein. If the 90th day falls on a Sunday or a holiday, national or state, or if the hall in which registration has been made is closed on that day for any reason, the card shall be deemed valid until the next succeeding business day on which the hall is open. The period of validity of shipping cards shall be extended by the number of days shipping in a port has been materially affected as a result of a strike affecting the industry generally, or other similar circumstances. Shipping cards shall be issued to all those requesting the same, provided the seaman has all the necessary documents and papers required by law and is otherwise eligible."

(b) Rule 8C is amended to read as follows:

"If a ship lays up and then calls for a crew within ten (10) days after layup, the same crew members shall have preference, providing they are registered on the shipping list. Such preference shall be extended by the number of days of layup resulting from

strikes affecting the industry generally, or other similar circumstances." (Dated 2/14/57)

ACTION NUMBER 28

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) New Jersey Industries, 120 Wall Street, New York, New York, is hereby added to Exhibit A annexed to the collective bargaining agreement, as of September 25, 1956.

(b) A. & S. Transportation Co., 249 Wallace Street, Orange, New Jersey, is hereby added to Exhibit A annexed to the collective bargaining agreement, as of December 1, 1956.

(c) T.M.T. Trailer Ferry, Inc., Pier 2, Municipal Dock, Miami, Florida, is hereby added to Exhibit A annexed to the collective bargaining agreement, as of December 24, 1956.

(d) Transportation Utilities, Inc., 11 Broadway, New York, New York, is hereby added to Exhibit A annexed to the collective bargaining agreement, as of April 25, 1957. (Dated 5/7/57)

ACTION NUMBER 29

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) Heron Steamship Company, 80 Broad Street, New York, NY, is hereby added to Exhibit A annexed to the collective bargaining agreement, as of June 25, 1957.

(b) Boston Shipping Corporation, 152 Milk Street, Boston, Massachusetts, is hereby added to Exhibit A annexed to the collective bargaining agreement, as of May 14, 1957.

(c) Inter-Ocean Steamship Corporation, 60 Broadway, New York, NY, is hereby added to Exhibit A annexed to the collective bargaining agreement, as of August 21, 1957.

(d) Marine Bulk Carriers, Inc., 60 Broadway, New York, NY, is hereby added to Exhibit A annexed to the collective bargaining agreement, as of September 21, 1957. (Dated 12/3/57)

ACTION NUMBER 30

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following actions:

(a) The following companies are hereby added to Exhibit "A" annexed to the collective bargaining agreement: Marven Steamship Company (formerly Ore Navigation Corp.) as of January 7, 1958.

Suwannee Steamship Company as of October 2, 1957. Penn Shipping Co. Inc. (successor to Drytrans Inc., Pan-Oceanic Navigation Corp. and Transfuel Corp.) as of February 14, 1957.

Petrol Shipping Corp. as of February 5, 1958. Construction Aggregates Corporation as of November 20, 1957.

(b) To reflect a change of address only, Paragraph 10-E of the Shipping Rules is amended to read as follows:

"E. It is the obligation of the one aggrieved to initiate action. No particular form is necessary, except that the complaint must be in writing, set out the facts in sufficient detail to properly identify the situation complained of, and be addressed to the Seafarers Appeals Board, 106 North Jackson Street, Mobile, Alabama." (Dated 3/4/58)

ACTION NUMBER 31

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following actions:

(a) Moore-McCormack Lines, Inc., 5 Broadway, New York, NY, is hereby added to Exhibit "A" annexed to the collective bargaining agreement, for the following vessels only, and effective as of the dates indicated for said respective vessels:

As of December 6, 1957: SS Robin Locksley, SS Robin Gray, SS Robin Kirk, SS Robin Sherwood
As of March 28, 1958: SS Robin Goodfellow, SS Robin Trent, SS Robin Hood

(b) To formally effect a change in the first paragraph of Rule 1 (b) to conform to a change in the collective bargaining agreement, effective October 15, 1956, and to record what has, of necessity, been the practice followed since the change in the agreement was in effect, the said paragraph is amended to read as follows:

"(a) A Class A seniority rating, the highest, shall be possessed by all Unlicensed Personnel who have shipped regularly, up to December 31, 1954, with one or more of the companies listed in Appendix A, since before January 1, 1951. On and after October 1, 1956, a Class A seniority rating shall be possessed by all seamen with ratings above ordinary seaman, wiper, or messman, who have shipped regularly, up to December 31, 1954, with one or more of the companies listed in Appendix A, since before January 1, 1952, subject, however, to Rule 9." (Dated 4/4/58)

ACTION NUMBER 32

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following actions:

(a) Herald Steamship Corporation, 39 Broadway, New York, New York, is hereby added to Exhibit "A" annexed to the collective bargaining agreement, effective as of April 3, 1958.

(b) Epiphany Tankers Corporation, 39 Broadway, New York, New York, is hereby added to Exhibit "A" annexed to the collective bargaining agreement, effective as of May 3, 1958.

(c) Rule 1 (J) is amended by adding the following thereto: "On coastwise voyages, if the schedule of the vessel is such that it is to return to the area of original engagement, a seaman shall not be required to leave the vessel until the vessel reaches the said port or area. On intercoastal and foreign voyages, where the vessel pays off at a port in the continental United States other than in the area of engagement, if the vessel is scheduled to depart from the said port of payoff within 10 days after arrival, to return to the port or area of original engagement, a seaman with a seniority rating of less than Class "A" shall not be required to leave the vessel until it arrives in the said port or area of original engagement." (Dated 7/1/58)

(Note: Appendix (or "exhibit") A lists the names of companies under contract with the Union at the time of adoption of the shipping rules. Additional companies, as they came under contract, have been added to Appendix A by the Seafarers Appeals Board.)

MEBA Scores In New Tanker Pact

Members of the National Marine Engineers Beneficial Association resumed work aboard a majority of East Coast tankers following agreement early this week on contract terms. All MEBA-contracted tankships had been immobilized three days as a result of an impasse in negotiations.

The only major operator yet unaligned is California Tankers, Picketlines are a possibility on these vessels if no agreement is reached.

The new contract provisions on vacations, pensions and welfare benefits paralleled those which the union negotiated in June with dry cargo operators. They included:

- Increases in vacations from 60 to 75 days a year, effective immediately, with 90 days vacation to become effective in June 1959. Days of vacation shall count as work days.
- Welfare benefits of \$50 a week for up to 39 weeks when an engineer is unfit for duty plus \$84 a week for three weeks while in the hospital.
- Pensions increased to \$150 a month from \$100 a month.
- Severance pay for engineers whose jobs are permanently lost as a result of ship transfers to foreign flags.
- Increased room and subsistence allowances.
- Improvements in general working conditions.

Affected by the new agreement are engineers on some 200 American-flag tankers operating off the Atlantic and Gulf Coast including such companies as Keystone, Ma-

rine Transport, Hess Oil, Amoco, Sinclair and others.

Negotiators for the Masters, Mates and Pilots are also in session with the tanker operators and expect to reach agreement shortly.

FMB Rebuffs Isthmian In Subsidy Duel

WASHINGTON—Turning down a request by the SIU-contracted Isthmian Lines that it reconsider its decision, the Federal Maritime Board has upheld the ruling that it does not have to decide which of several competing subsidy applications best serves the purposes of the 1936 Merchant Marine Act.

The ruling, which was handed down originally in another subsidy case, could jeopardize Isthmian's application for subsidies on its established Persian Gulf Service and other runs.

In a report involving applications for subsidies on a service between the US East Coast and the Far East, the Board made the following statement: "However, we do not agree—nor has it even been held by our predecessors, that the purposes and policy clause of the section (of the Merchant Marine Act) was intended to determine which of several applications is best suited to achieve adequacy on a given trade route."

Isthmian pointed out that the "novel language" would have a far-reaching effect on other cases, and asked the Board to strike out the words. It suggested that the Board put off a final ruling until it heard full arguments in the case involving applications by Isthmian, American Export Lines, and Central Gulf Steamship Company for subsidies on the Persian Gulf run. Traffic offices of all three companies agree that there is not enough cargo in the Persian Gulf trade to support all three operators.

The President Harding Comes To Town



Sailors Union port agent for New York, William Armstrong, (above) writes out receipt for Charlie Farranto on President Harding. At right, above, Howard Hinkle and Tony Timas discard pailful of old water cans from lifeboats. Below, MFOW patrolman Slim Von Hess, chats with MFOW members (l to r) Ted Walker, Mike Lyskanych and Harry Cru. Ship was in New York harbor on American President Lines regular around-the-world run.



In-Transits SF's Share

SAN FRANCISCO — Although there were a number of vessels calling into the area during the past two weeks, the majority of them were in-transits with the result that shipping continued on the slow side.

Waterman's Kyska and City of Alma were the only ships paying off during the period. The City of Alma later signed on again.

In transit were the Seamar, Massmar (Calmar); Steel Scientist (Isthmian); Alcoa Partner (Alcoa) and the LaSalle and Chickasaw (Waterman). All were reported in good shape with no major beefs.

LABOR ROUND-UP

An attempt to make union dues collections more difficult in Iowa backfired when it became known that checkoffs must continue at three Ford plants in the state despite cancellation of the Ford-UAW contract. A provision in the Iowa "right-to-work" law permits wage assignments only after the worker and his wife have signed an authorization card in the presence of a notary public. While making such assessments more difficult, the provision puts them under state law and therefore the company must make the checkoffs whether a contract exists or not.

The Retail Clerks Association ended a 13-year struggle for recognition covering some 860 employees at the Bailey Department Store in Cleveland by winning an NLRB election 353 to 305. In another area, two San Francisco Clerks locals, Locals 1100 and 410, signed agreements with the San Francisco Retail Council splitting what the union calls "a million-dollar package" among 6,500 employees. The agreement's major features are a five cent-an-hour wage increase retroactive to June 1, and a sick leave plan under which an employee unable to work because of sickness will receive up to 13 weeks' full pay and 13 weeks' of half-pay after five years of service.

More than 95 percent of the members of the United Auto Workers at Chrysler have voted for strike action to back up UAW demands for a new contract. The totals showed 40,144 in favor; 2,144 against. The UAW said similar percentages are being recorded in the voting by General Motors and Ford locals, where balloting will not be completed until the end of this month.

The International Union of Electrical Workers has set an October 2nd strike deadline at General Electric if the company does

not negotiate a new contract providing for substantial unemployment payments. The union has a five-year contract with GE that still has two years to run, but started negotiations under a reopener on issues affecting employment security. The union is seeking a stronger program of supplemental unemployment benefits for its members, 100,000 of whom are employed at GE. The company has indicated it will force strike action by the union.

Officials of the Oil, Chemical and Atomic Workers and the International Chemical Workers unions will discuss the possibility of a merger at meetings in Cleveland this month. The ICW has a membership of 180,000 while the OCAW has 75,000 members. The merger of the two major unions in the chemical field will facilitate an organizing drive in the industry, which still operates largely on a non-union basis.

The Rubber Workers wound up this year's wage talks with the industry's "Big Four" with the signing of an agreement covering 22,000 employees of the US Rubber Company. The contract calls for an immediate eight cent-an-hour wage increase and provides for negotiations on the pension and insurance program, covered by a separate contract, under an April, 1959, reopener. The union recently signed contracts with B. F. Goodrich, Goodyear and Firestone.

Mid-East Beef Clouds Outlook In Lk. Charles

LAKE CHARLES—The Middle East situation has caused quite a slowdown in shipping from this oil port, Leroy Clarke, port agent said. The outlook for the next period is anyone's guess since the oil companies are very uncertain as to where they will be sending their vessels.

The Plumbers Union is continuing its "no contract-no work" policy against a number of contractors here in town. They have been out for a couple of weeks and are determined to stick it through until they get a new agreement.

A hearing is likely in an effort to straighten out the beef the Electrician's Union has against a contractor here who has locked them out.

As is the usual case, when shipping slows down, the registration list starts to grow. As it now stands, there are plenty of men in all classes to handle any business that might show up.

Most of the vessels calling into port last period were the familiar "milk run" ships. They included the Chivawa, Government Camp, Bradford Island, Winter Hill, Royal Oak, Fort Hoskins (Cities Service), Atlantic (Petrol Shipping) and the Petro Chem (Valentine). All were reported in fair shape.

Stay Put For Idle Pay

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



Fit for a Seafarer!

THE FOOD AND PRICES AT OUR OWN BALTIMORE AND NEW YORK SIU CAFETERIAS ARE GEARED FOR SEAFARERS — THE MEMBERS OF OUR UNION. DROP IN THE NEXT TIME YOU'RE AT THE HALL.

The Seafarers Cafeterias

'The Nominating Process'

CONSTITUTION
Seafarers International Union • A&G District • AFL-CIO

EVERY SEAFARER IS GUARANTEED

- Protection of the rights and privileges guaranteed him under the Constitution of the Union.
- The right to vote.
- The right to nominate himself for, and to hold, any office in the Union.
- That every officer elected shall be bound to uphold and protect the Constitution and that in the event of his failure to do so, he shall be liable to removal from office.

I nominate

See Stiff Fight On Waterman's Subsidy Move

WASHINGTON—Stiff opposition is expected from a number of competing carriers at the October 28 Federal Maritime Board hearing on Waterman Steamship Company's application for a federal subsidy.

A number of steamship companies and railroad lines have intervened in opposition to the Waterman application on the grounds that a subsidy would enable the company to continue to operate its subsidiary corporation, Pan-Atlantic Steamship Lines, at a loss and in direct competition with other operators.

Pan-Atlantic, they contend, is presently operating its domestic lift-on lift-off trailership service at low rates with the parent company absorbing losses. The granting of a subsidy, it is charged, would enable Waterman to continue operating Pan-Atlantic, and still profit from its over-all operation.

Meanwhile, Pan-Atlantic has announced the resumption of its trailership service to Puerto Rico. The company was forced to pull the SS Blenville off the New York-San Juan run last April, after Puerto Rican longshoremen tied her up in a dispute over the number of men who would work the vessel.

The first trailership to Puerto Rico, the Fairland, left New York for San Juan last Wednesday. Arrangements have been made with local truckers in Puerto Rico to handle the company's trailer boxes.

While present plans call for two sailings a week from New York, consideration is being given to extending the service to include other Stateside ports.

The simple, trouble-free manner in which a Seafarer can nominate himself for SIU office—without having to appear at a shoreside meeting or get himself seconded—has been an SIU tradition for many years. It was purposely done that way in the SIU constitution to allow for the problems raised by the fact that the SIU membership is at sea most of the time.

The right to nominate oneself and the provision of a month-long nomination period, August 12 to September 12 has long been a significant factor in the SIU's operation along with the right to vote and other rights guaranteed Seafarers in the Union's constitution.

It is one of those practical procedures devised by seamen which helps give genuine substance to the principles of democratic operation in a trade union.

A New Yardstick

What appears to be a major shift in US shipping policy has been spelled out by Maritime Administrator Clarence G. Morse, with possible far-reaching effects on US maritime. In essence, it defines an American ship as a vessel operated by American management and crewed by American seamen.

The turnabout came on testimony covering bills to open up some of domestic shipping trades to alien-owned companies. It directly contradicts the notion that American ownership amounts to "effective US control" of a vessel and that ships under runaway flags—which switched registry in the first place to avoid US jurisdiction—are our so-called "fifth line of defense."

Actually, the new policy complements the precedent won by the SIU in the Florida case. The ruling there was that a runaway set-up fronting for American owners and American management, operating in US domestic trade with foreign crews, was not immune to organization by American unions.

If Congress votes to translate the Morse declaration into action, the wind-up could be more ships and jobs, with possible benefit for American seamen.

News From Canada

Speaking of runaways, it appears as if the SIU Canadian District has a good chance of regaining the eight struck Canadian National ships which were supposed to be transferred foreign. Reports are that at least two Canadian-flag operators are interested in purchasing the ships.

Should a sale of this nature go through, it will mean that maritime labor unions around the world will have scored another major victory in the fight on runaway shipping. It was the firm stand of ITF-affiliated unions in cooperation with the Canadian District which blocked the company's initial attempts at transfer or sale of the ships foreign.

MMP Proposes Merger Of Sea Officers' Unions

SAN FRANCISCO—Some 50 delegates representing locals of the Masters, Mates and Pilots, wound up their convention here after electing Capt. Robert E. Durkin national MM&P president and calling for renewed efforts to merge all AFL-CIO unions of licensed ships' officers.

Capt. Durkin, who is also president of the MM&P's West Coast Local 90, succeeds Capt. Roy D. Lurvey, who has served as national president pro tem for the past seven months.

The call for a merger of the licensed officers groups apparently was in part an outgrowth of action by the National Maritime Union to set up a dual officers division in opposition to the established AFL-CIO organizations in the field. It highlighted a six-day conclave at the Cliff Hotel at which delegates from MM&P Stateside locals, Canada, Hawaii and the Panama Canal Zone voted major changes in the union constitution covering membership admissions, trials and appeals and rules governing local trusteeships.

In other action, the convention called for efforts to negotiate a June 15 expiration date in future MM&P agreements to coincide with the date in contracts of the Marine Engineers Beneficial Association. It also voted to disincorporate the international organization to ease the threat of lawsuits against

the union as a corporation and proposed a dues increase subject to membership referendum.

The convention got underway July 14 after a New York rump group unsuccessfully sought court action to stall the start of proceedings. The rump group is composed of elements from New York MM&P Local 88, which was put in trusteeship by the international executive board a few months ago, with Capt. Lurvey as trustee.

Three Ships Pace Delta Fleet Safety

NEW ORLEANS — Officers and Seafarers of the Del Mundo, Del Valle, Del Rio and Del Viento are leading the Mississippi Shipping fleet safety sweepstakes. The Del Mundo heads the list with 316 accident-free days dating back to May 1, 1957, with the Del Valle running a close second with 299 days without lost-time injuries. For the purposes of these statistics, only those injuries which involve losing time for work are counted.

Running a respectable third and fourth are the Del Viento with 266 days and the Del Rio with 264 days.

The company's report on the first six months of 1958 indicates that the men working in the 14-ship fleet are continuing to reduce the number of injuries. There were 35 lost-time injuries during that period, an almost 50 percent reduction as compared with the first six months of 1957.

Avoidable injuries listed in the company bulletin included a fall off a ladder by a messman wearing wet shoes, an injured foot suffered when a 50-pound can of lard fell off a shelf and a hernia suffered by a crewmember who attempted to lift heavy luggage without assistance.

Moving? Notify SIU, Welfare

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving or plan to move are advised to immediately notify SIU headquarters or the Welfare Plan, at 11 Broadway, New York, NY.

KNOWING YOUR SIU CONTRACT



(This column is intended to acquaint Seafarers with important provisions of the SIU contract and will deal with disposition of various contract disputes and interpretations of the agreement. If Seafarers have any questions about any section of the agreement which they would like to have clarified, send them in to the editor of the SEAFARERS LOG.)

Article III, Section 2: Division of Overtime. If the bosun is required to work with and supervise the watch on deck on Saturdays, Sundays and holidays at sea for which the watch on deck receives additional overtime, he shall receive the same amount of overtime per hour as paid to a member of the watch on deck, in lieu of the regular overtime rate.

Question: What overtime rate is the bosun entitled to for weekend or holiday work when the ship is in port and the watches are set?

This section of the agreement has been used by many Seafarers working in the bosun's rating, as the basis of a request for double overtime—the rate the watch on deck gets for weekend or holiday work while at sea—for Saturday, Sunday or holiday work while the ship is in port and the watches are set.

Section 2 specifies that the bosun is entitled to the overtime rate of the watch on deck for weekend or holiday work when at sea, but it does not cover the same situation when the ship is in port.

In those cases where a beef has been brought to the Union, the Seafarers have been advised that they are not entitled to the overtime according to Section 2, but to overtime at their regular rate.

Section 2 will shortly be sent to the clarifications committee for the purpose of specifying the difference between the two situations.

SEAFARERS IN DRYDOCK



After examination at the SIU medical center in Brooklyn uncovered a condition he hadn't known about, William Bennett, off the Alcoa Ranger, entered the Staten Island PHS to be treated for a double hernia. He is now convalescing from one operation and waiting further surgery which will put him back in shape.

Other Seafarers at the Staten Island drydock include Frank Hernandez, ex-Suzanne, who's being tested for a chest condition, and his shipmate, Louis Colpeda who's getting treated for a nose condition. Kendall Kelly, ex-Timber Hitch, is due to get out any day. Meanwhile, old-timer Frank J. Bradley, off the Arlyn, is being treated for a minor stomach ailment which shouldn't keep him out of action too long.



Colpeda



Lovelace

Classified as outpatients for a while, Perry Pederson, ex-Steel Advocate, and Carl Carlson, off the Armonk, are both at Staten Island being treated for shipboard injuries. Pedersen is in because of a back injury and Carlson for some trouble with his leg.

Without a minute to spare, Robert McCulloch, off the Cabins, was admitted to the Galveston PHS facility for emergency treatment of a ruptured appendix. He's on his way to complete recovery and will be discharged in a few days. After surgery for a hernia at the same hospital Rudolph Gladrosch, ex-Del Santos, is about ready to return to duty too. Also off the Cabins after four and a half months, Henry Lovelace is now in the Norfolk PHS hospital for treatment of a blood pressure condition. Treatment for ulcers is also bringing around William C. Dowdy, ex-Baltimore.

Edward Avard came off the Del Campo in New Orleans with a hernia. He's had an operation and should be back sailing soon. Joseph Savoy, taken off the Wang Archer in Aden, Arabia, has been repatriated and is now an outpatient in New Orleans.

The following is the latest available list of SIU men in the hospitals:

- | | | |
|---|--|---|
| <p>USPHS HOSPITAL
STATEN ISLAND, NY</p> <p>Wm. J. Barrett
William Bennett
Frank J. Bradley
Carl A. Carlson
Julio Colon
Louis Colpeda
Ian G. Cummings
Ted Demsenore
Frederick Fulford
Frank Hernandez
Kendell W. Kelly
Thomas Maller
Samuel Merkerson
James R. Miller
Marcel Mitchell
Harvey W. Morris</p> <p>VA HOSPITAL
BOSTON, MASS.</p> <p>Thomas W. Killion</p> <p>VA HOSPITAL
BUTLER, PA.</p> <p>James F. Markel</p> <p>USPHS HOSPITAL
MANHATTAN BEACH
BROOKLYN, NY</p> <p>Lewis R. Akins
Manuel Antonans
Eladio Aris
Fortunato Bacomo
Joseph J. Bass
Melvin W. Bass
Frank Bernick
James F. Clarke
Juan Denopra
John J. Driscoll
Friedof O. Fondila
Fabin Furmanek
Odin L. Gibbs
Joseph M. Gillard
Bart E. Guranick
Wade B. Harrell
Taib Hassan
Clarence Hawkins</p> <p>USPHS HOSPITAL
WINDMILL PT.
DETROIT, MICH.</p> <p>Eugene Rozko</p> <p>USPHS HOSPITAL
BOSTON, MASS.</p> <p>L. J. Campbell</p> | <p>John F. Murphy
E. S. Nandkeshwar
Carl M. Olson
Perry Pederson
Anthony Pizani
Santos Pizarro
Salvador Rivera
Jose Rodriguez
Charles Rotes
Victor Shliapin
C. Sivertsen
Ralph Spiteri
Matthew Stabila
Ignacio Tirado
S. Trzchaki</p> <p>USPHS HOSPITAL
GALVESTON, TEXAS</p> <p>James W. Cobb
Robert L. Cooper
John S. Davies</p> <p>USPHS HOSPITAL
NEW ORLEANS, LA.</p> <p>Edward Avard
Alton Bell
John W. Bigwood
Claude Banks
Daniel Byrns
Horace S. Curry
Roscoe Dearmon
Ben D. Foster
Henry Foy
James C. Glisson
Adam Hauke
Louie Holliday
John Hrolenok
James Hudson
Benjamin Huggins
Jasper U. Jones
Edward G. Knapp
Antoine Landry
Leo Lang
Timothy Less</p> <p>USPHS HOSPITAL
BALTIMORE, MD.</p> <p>James M. Altman
Stokes Ayres
Ben Bone
Virgel L. Coash
Stephen Dinkel
Wm. P. Driscoll
Oswald Engle
Pedro Espeseth
Stanley Gelak
Clarence Gardner
Gorman Glaze
R. F. Hannigan
Virgil Harding
John Hawkins
Wm. A. Hendershot
R. L. Littleton
Thaddeus Loboda</p> <p>USPHS HOSPITAL
SAN FRANCISCO, CALIF.</p> <p>Joseph H. Berger
Arthur W. Brown
Anacleto Delgado
Albert E. Holmes
Neil H. Lambert
James A. Lewis
George B. Little</p> <p>USPHS HOSPITAL
NORFOLK, VA.</p> <p>Francis J. Boner
Wm. C. Dowdy</p> <p>USPHS HOSPITAL
SAVANNAH, GA.</p> <p>Elmer G. Brewer
Arthur L. Erics
Reamer C. Grimes</p> <p>USPHS HOSPITAL
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Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY

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Fishing's Fine!



No slouch as an angler no matter where he is, Reino Pelaso, FOW, shows off recent catch in rowboat off Mastie Beach, LI (top). He also landed a few aboard the Armonk, running to Callao, Peru, with Gene, MM (left), and McCall, AB (right).

SIU, Runner Uphold Ritual In Sea Burial

Conforming with his express wishes, the ashes of Seafarer Walter G. Hartman were scattered over the sea last month following the customary burial rite on the Alcoa Runner.

Hartman died April 28 on the Alcoa Puritan, and the SIU Welfare Department followed through by arranging for his burial at sea. He joined the Union in 1941 and had sailed in the black gang.

Outbound from New York for San Juan, the ship stopped engines on July 4th for the performance of the burial service by Capt. Irby F. Wood. Ship's delegate Edward J. Foley scattered the ashes.

Notification to Hartman's brother in Bellmore, Long Island, NY, cited the following official logbook entry:

"At 1030 in Latitude 36-05 North and Longitude 72-08 West the ashes of Seafarer Walter G. Hartman (1909-1958) were strewn over the ocean in the presence of the entire ship's company."

Foley added his thanks for "the complete cooperation on everyone's part that made this ceremony all that I imagine Brother Hartman would have wanted. Our special thanks to Capt. Irby for giving his utmost."



Urges Housing Plan In Ports

To the Editor:

Whatever happened to the wonderful idea of a housing project for the merchant seaman and his family in or near the shipping ports? I'm speaking for myself, of course, but surely there are many, many families in the same position.

The seaman spends very little time at home, even "between ships," as he has to be at the Union hall to throw in for jobs.

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.

At times this takes weeks, so he's away from home anyway. But if his family was in or near a port city, he could live at home and still report to the hall.

Just moving to a port city doesn't settle the problem because then the family is among strangers with very little in common. But if such a housing project were in existence the wives and children would have the same thing in common, with their husbands away at sea.

Clubs could be formed, baby sitters arranged, car pools could be set up to get the children to school and, in short, the wives understand the need for the husband having to leave the family to go to sea.

The last, I might add, is not understood by the majority of wives, who have their husbands home all the time.

My husband is an SIU member and all the benefits are so well-arranged and carried out that I can't understand why the "housing" idea hasn't developed. This is just a thought sent your way by a curious wife and mother.

Mrs. W. L. "Duke" Gardner
Nashua, NH

Agree On Help For Outpatients

To the Editor:

The crewmembers of the SS Maria H. read Brother "Spider" Karolia's letter which appeared in May 25th issue of the LOG regarding benefits for outpatients and we heartily agree with his idea. We feel there should be some benefits for outpatients who receive neither compensation nor unemployment benefits of any kind.

After much discussion pro and con in regard to Karolia's suggestion, we, during a shipboard meeting, passed a motion that this be put in the form of a resolution and introduced at a regular meeting at headquarters as soon as possible. We think it should be acted on at all branch meetings so that it can be voted on by the membership.

We all realize and appreciate that the SIU welfare benefits we now receive while hospitalized are very good and helpful. We realize too that on a few occasions some members are in outpatient status with no means of support and how hard it is for them to get by.

We would like to see all SIU shipboard meetings discuss this idea and contact the Union to offer their views. Meanwhile,

regards from all crewmembers of the Maria H. and its delegates, who join in signing this letter.

H. A. Bergine
Ship's delegate

Backs Pro-Rated Pension Set-Up

To the Editor:

A very good statement by one of our brothers was called to my attention in a recent issue of the LOG (June 20, 1958), and I do have to give him credit for his suggestion.

It is a very encouraging idea for our welfare, as I read it. The idea would be to set up the disability-pension program so that a brother with ten years of seetime, especially if he is past 65 years of age, would be able to get a monthly benefit of \$125. The way things are in this business, it really would take quite some time for a man to put in 12 years and qualify for the full \$150 benefit.

Another thing is that it is getting rather difficult for guys to pass a physical examination after they hit 65. In this way, they could retire a lot sooner, which would be to their advantage and also benefit the younger men by giving them an opportunity to get in some seetime.

I think the brothers should really think this matter over, because it means a lot to all of us now and in the future. Let's see some more ideas on this in the LOG.

Donald D. Whittaker

Lauds Kindness In Bereavement

To the Editor:

I would like you to publish a "thank-you" in the LOG on behalf of our entire family for the kindness shown by many brothers in memory of my mother, who died June 28 in Tampa.

We all appreciate the fine flowers and wreaths sent from all the Union halls and the brothers on the ships, especially several Waterman ships. Their thoughtfulness is really appreciated by all of us. It's always comforting to know all the friends you have on such an occasion.

My father, William C. Simmons, my sister, brothers Charlie, Claude and I, with all of our families, want to express our deep appreciation to all hands for their kindness. We know no words sufficient to thank you all properly.

I myself am still in the hospital here in New Orleans with a broken knee. I hope to be around to thank some of the brothers personally when I'm up and around again.

W. H. "Red" Simmons

Benefits Came Right On Time

To the Editor:

I'd like to thank the SIU Welfare Department for everything it's done for me. It makes a man feel proud to know that he has a friend to turn to when he is in need.

I am also proud to be a member of an organization like the SIU, which makes all this possible. Two days after I received the check covering benefits for my wife, I shipped on the Bent's Fort. I will be staying on here until I can get enough money together to stay home with my children while my wife is in the hospital.

Thanks to all for their kindness and great assistance when it was needed.

Lloyd D. Richardson

RAPHAEL SEMMES (Pan-Atlantic), June 21—Chairman, R. Seckinger; Secretary, B. Varn. One man missed ship. Repairs made. Ship's fund \$21.20. Disputed at to be taken care of at payoff. Equalization of oil requested. Reports accepted. Motion to send letter to Negotiating Committee to include time-off clause in next contract with Pan-Atlantic similar to one in Seatrain contract. \$2 donation for TV set to be installed in recreation room. Vote of thanks to steward department for good food and service.

STEEL CHEMIST (Isthmian), June 21—Chairman, J. Morgan; Secretary, H. Kaufman. Draw to be in travelers checks. No intoxicating drinks allowed on board. Ship's fund \$15. Vote of thanks to steward. See mate about chipping during meal hours.

Digest Of SIU Ship Meetings

Keep passageways and gangway clean. Garbage cans to be kept in checkers house all of house. Return coffee cups to pantry. Cold supper to be served occasionally. Door to engine room to be kept closed.

CITRUS PACKER (Waterman) June 28—Chairman, E. Anderson; Secretary, C. Rawlins. Former baker hospitalized in Kobe and headquarters notified. Was returned to ship as repatriated employee. New delegate elected. Reports accepted. Insufficient stores put aboard.

ALCOA PILGRIM (Alcoa), June 15—Chairman, J. Robinson; Secretary, W. Messenger. Ship's fund \$25. Motion that members with 12 years sea-time be permitted to retire with pension regardless of age or physical condition. Use numbers above bunks in fire and boat drills. Need more pitchers in messhall.

ALCOA CORSAIR (Alcoa), June 29—Chairman, G. Garn; Secretary, M. Phelps. Payoff slips completely filled out as requested by membership. Ship's fund \$204.80. Spent for movies \$247.20. One man getting off. Report accepted. Chairs in messhall need repairing. Request cornbread more often. Display instructions on operation of "steam presses."

SUZANNE (Bull), June 22—Chairman, J. Bonilla; Secy, J. Bonilla. Reports accepted. Contact patrolman about sailing board time and stainless steel sink for pantry.

CITY OF ALMA (Waterman), June 29—Chairman, S. Drury; Secretary, H. Fitzgerald. Logs to be referred to patrolman. Ship's fund \$12. Some disputed oil. Engine department agreement should be improved. Crew not to accept any bad potatoes. Beefs should be referred to delegate, not topside. Vote of thanks to steward department.

NATALIE (Maritime), June 29—Chairman, G. Hildreth; Secretary, J. Lelinski. Three men hospitalized. Repair list to be submitted. 75 hours disputed oil. Delegate to collect fund from each member for ship's fund. Delegate to see captain about disputed oil and bring. Make sure sufficient stores are aboard and inventory taken day before sailing. Shortage of American money and travelers' checks. Safety committee to hold meeting.

SEATRAN SAVANNAH (Seatrain), June 28—Chairman, R. Gram; Secretary, C. Lowery. Washing machine should be repaired or new one obtained. Two men missed ship in NY. Reports accepted. Membership satisfied with amended Welfare Plan. Delegate re-elected. Beefs to be taken to delegates. Pantail deck to be kept clean at all times and washed down more often.

ROBIN GOODFELLOW (Robin), May 11—Chairman, H. Conrad; Secretary, J. Yuknes. Cleaning list for laundry to be posted. Suggestion to place names on all souvenirs to avoid mix-up at payoff. New delegate elected.

JUNE 29—Chairman, G. Rolay; Secretary, L. Walker. Few beefs. Some disputed oil. Check with patrolman about lost time. Beef about steward interfering with chief cook in galley. Steward abuses galley personnel. Messhall needs painting. Roast and other left-overs to be used for night lunch. Need more cheese in night lunch, better grade of bacon. Check on supply of steak and ham. Check fantail awning. Obtain keys for messhalls and keep locked at night in port. Check glass and gaskets in port holes.

DEL SUD (Delta), June 30—Chairman, W. Perkins; Secretary, V. O'Brien. New delegate elected. Ship's fund \$12.83; movie fund \$3; athletic fund \$27.60. Delegate requested crew to use crew gangway instead of passenger gangway.

COUNCIL GROVE (Cities Service), July 6—Chairman, L. Paradisi; Secretary, J. Malone. All repairs made. Ventilation inadequate in fo'c'sles. Some disputed oil to be paid at payoff. Need cots as fo'c'sles are too hot. Mattresses and pillows in poor condition. Water rusty, tanks need cleaning. Vote of thanks to steward department.

NORTHWESTERN VICTORY (Victory Carriers), June 22—Chairman, G. Champlin; Secretary, R. Taylor. New door for refrigerator ordered. Letter on engine room scuttlebutt read. Ship's fund \$7c. New delegate, secretary and treasurer elected. Messroom and pantry to be kept clean.

ROYAL OAK (Cities Service), June 27—Chairman, J. Salde, Jr.; Secretary, R. Bridges. One man missed ship. Ship's fund \$7.02. General discussion; everyone happy.

ROBIN GRAY (Robin), June 15—Chairman, R. Anderson; Secretary, S. Lynn. Repairs not completed. Ship's fund \$5. New delegate and treasurer elected. Motion to make steel racks over lockers for life preservers. Black gang fo'c'sle door to be fixed. Do not place cigarettes and matches in coffee cups. Vote of thanks to steward department for job well done. Fo'c'sles need painting.

SEATRAN NEW JERSEY (Seatrain), July 2—Chairman, P. Patrick; Secretary, A. Gylland. New delegate elected. Suggestion to get benches for poop-deck and longer windchutes for port holes. More night lunches.

YORKMAR (Calmar), June 22—Chairman, W. Aycoc; Secretary, R. Huddleston. Details concerning man being logged discussed with captain. Complaint about chief mate to be taken up with delegate. See mate about salt tablets.

BEAUREGARD (Pan-Atlantic), June 30—Chairman, E. Yates; Secretary, C. Sypher. Letters sent to ICC as requested by LOG. Men who missed ship will be turned over to patrolman. Some disputed oil on delayed sailing in Houston. Repairs outstanding for 3 months. Remove clothes when dry. Keep doors to sidley closed.

MAB (Bull), June 30—Chairman, W. Morris; Secretary, M. Kleiber. Few repairs to be made. Proposed abolishment of gangway watches discussed. Purchased wire for TV set. Motion to air-condition all SIU ships in tropics, also to allow 30 minute preparation when called. Donation of \$1 per man to be made toward ship's fund.

ANTINOUS (Waterman), July 13—Chairman, F. Travis; Secretary, B. Porter. Delegates to be notified of all necessary repairs. All beefs to be squared away with patrolman. Ship's fund \$7. Spent \$21 for flowers. Some disputed oil. Request improvement in foreign launch service. Cots to be stored when not in use. Repair fo'c'sle fans.

ALCOA PARTNER (Alcoa), June 24—Chairman, R. Winan; Secretary, A. Paige. New delegate elected. Garbage to be dumped from stern. Proper attire to be worn in messhall.

ALICE BROWN (Bloomfield), July 6—Chairman, W. Wilkins; Secretary, A. Hill. Discussion on time off and relief man. Company insists men must have doctor's fit-for-duty slip before working. Delegate re-elected. Proper attire to be worn in mess room. Cooks to be more quiet. Return cups to messroom. Avoid using washing machine after midnight.

CHIWAHA (Cities Service), June 23—Chairman, J. Morris; Secretary, W. Dickens. Everything running smoothly. One man unable to turn to another sent to hospital. Collection for flowers for crewmember's father.

CHARLES C. DUNAIF (Orion), July 12—Chairman, T. McCarthy; Secretary, W. Welsh. No beefs; no disputes. Delegate to see about advance and type of money to be issued in Ceuta and Rijeka. All previous advances were in foreign currencies.

CLAIBORNE (Waterman), July 12—Chairman, C. Batson; Secretary, C. Turner. Delegate quit ship last voyage. One man short. Four hours disputed oil. New delegate elected.

DEL AIRES (Mississippi), June 29—Chairman, C. Lee; Secretary, H. Cordes. New delegate elected. Washing machine and drinking fountain repaired. New treasurer elected. Start ship's fund to purchase speaker for messroom. Chief engineer will not give anything out of machine shop or move fans. Only 25 watt bulbs to be used in passageways; 60 watt bulbs in fo'c'sles.

DOROTHY (Bull), July 13—Chairman, G. Masterson; Secretary, E. O'Rourke. Two men missed ship. Each department to use its own bathrooms and showers. Vote of thanks to steward department.

MASSMAR (Calmar), July 11—Chairman, P. Fox; Secretary, A. DeForest. Draw to be put out. Some repairs not completed. Fo'c'sles to be sougeed. Dispute over handling of sheets. No radiator in one engine fo'c'sle. Take this up with engineer. Replacement to be called for man who missed ship. Discussion about cheese in night lunch. Cook offered to make special cheese sandwiches, was turned down. Matter tabled.

N. Europe: A Run For Your Money

Always popular with Seafarers, Waterman's run to Northern Europe generally means good ports and shore leave to match every time around. The Arizpa found the last trip no exception, according to reporter John Wunderlich.

For the record, he set down some recollections of his meanderings through the key ports covered.

"La Pallice-La Rochelle: Ships dock at one of two places. For quick dispatch, ships dock at the German-built jetty a mile offshore, connected to the French mainland by a pier-supported causeway. Regular tonnage is unloaded inside the locks at the foot of the old German submarine docks, now occupied by the local French naval unit and the Meteo, a government weather ship, when it's off station.

"Seafaring sun-worshippers or those who may enjoy to gaze upon

some attractive specimens of female pulchritude parading in those provocative French bathing suits can for a few francs take the ferry across to Ile de Ree, an island but ten minutes' ride offshore. The ferry landing is but a five-minute walk from where the ship docks.

"Local bars or clubs and restaurants are friendly and reasonably priced... The favorite seems to be one operated by an ex-paratrooper and his wife... Trips to Rochefort or St. Nazaire are not recommended... Strong anti-American feeling there.

"Rotterdam: As always, a bit of

heaven for a seaman. Prices are a bit higher than elsewhere in Europe and on a par with Bremerhaven. Trips of interest from there can be made to the Hague, for scenery; to Brussels, for the world's fair; to Delft, for china and pottery, or by electric express to the Hook of Holland for the excellent beach... All trips can be made at reasonable cost, both in time and money.

"... Very good shopping in local establishments for watches and Phillips electric shavers... As always, Mary and her husband call aboard ship with their wares and arrange credit with the skipper for those of the crew who desire it. Prices are a small fraction higher than ashore, but the service is accommodating.

"Bremerhaven: Not much to add to what has been said so often about this port, except that it's still about the best spot in Europe for a night on the town... A Seafarer has a wide choice of clubs and restaurants from the high class to the wild and woolly and back... The salesmen with china, silverware, knives and watches still call on all ships upon arrival..."



Back at the ship, Eddy Morris, AB; Opsal, OS, and Stokay, AB (left to right), toss off a few quick ones before heading ashore from the Arizpa. Photo by J. F. Wunderlich.

Fire Might End Game —'Mouse-nik' Does It

The game's the thing aboard ship, so the odds are usually pretty good that nothing short of a fire or collision can distract the card players from their appointed task.

However it took a lot less than that to break up the customary evening diversion on the Michael last trip when the cry went up about a rocket streaking through the sky. As Seafarer Billy Padgett recalls it, "We were serenely steaming along off the coast of Florida on July 9. Down below the poker game was hitting a frenzied pace. Then the cry was sounded: 'A rocket! You wanna see a rocket.'

"The cards were dropped and

the pot completely ignored and left unattended as a mad scramble ensued," Padgett reported.

"About half the brothers were fortunate enough to witness this flight into space. The rocket was visible for nearly a minute and the second stage was quite spectacular... Even the losers felt the night was well-spent..."

Padgett didn't say whether the card-players returned to their game afterwards. Even poker would seem pretty tame after that.

According to the news reports later, this was the flight from Cape Canaveral, Fla., of the rocket containing a mouse—the first US rocket launched into outer space with a live animal aboard.

Yes, They're Real



Besides boredom, the only other thing that grows in the Persian Gulf seems to be whiskers. James A. McCauley displays his crop—handlebar and all—after seven months on the PG run with the Alcoa Pilgrim.

Pick Up 'Shot' Card At Payoff

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

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

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

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Mercury's Hottest Of All In PG

Although its itinerary has since put it square in the middle of the boiled-over Mid-East crisis area, the last report from the Steel Designer found the crew more concerned over the boiling point hit by the mercury.

The Persian Gulf area being what it is, all things are overshadowed by the temperature highs notorious in that region. No exception to the rule, the Designer found itself well-simmered during a June layover at Khoramshahr, Iran, and conditions didn't improve much on the trip over to Bombay. The vessel left India two weeks ago, heading back for Suez. Needless to say, noted ship's reporter Alfred Ridings, the usual heat didn't need any help from Gamal Abdel Nasser to make things uncomfortable for everybody. "The heat out here is as can be expected—110° to 125°—in the shade," Ridings reported.

The Designer report also noted "no beefs—no sorrow" on the current voyage, but said the rate at which the ship is being discharged doesn't help any. Due to the local methods for handling cargo, long

layovers are the rule. The absence of most modern diversions naturally keeps the crew straining at the leash in port.

Ridings cited one way to beat

the heat in the photo below, which is successful only for some. Chief cook Manhart Ludwig, however, seems to have the situation well in hand.



Grabbing his shuteye as he finds it, chief cook Manhart Ludwig stretches out in shade on deck to avoid scorching 125° heat in Persian Gulf. Photo by Karl Walters, OS.

LOG-A-RHYTHM:

Sailing Home

By Wiley Carter

The sun wants to shine
But the clouds want to drop;
It even looks like rain,
And the running seas won't stop.
So we just keep on sailing,
Home to the USA.
The masts need some painting,
The decks are rusty, too;
We could use the OT,
But the mate says no can do.
So we just keep on sailing,
Home to the USA.
We visit many ports
All around the world;
But there's really only one,
That's where our flag's unfurled.
So we just keep on sailing,
Home to the USA.
Every seaman dreams today
Of a cozy place to rest;
Where he can be the Master
And his wife can be the best.
So this is why we're sailing,
Sailing home to the USA.

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Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every two weeks to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, three copies of the LOG, the headquarters report and minutes forms are then airmailed to the company agent in the next port of call.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer so requests it by notifying the LOG office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the LOG and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.

Georgia Urges 15-Year Plan

To the Editor:

On a motion by S. Lopez, seconded by D. Gribble, at the ship's meeting of the crew of the Seatrain Georgia on June 26, 1958, a motion regarding an SIU retirement plan was adopted, as follows:

"Resolved, that the officials of our Union, in future negotiations seek in behalf of the membership the establishment of a retirement fund so that a

of his soul, God, with this daily prayer of mine.

"To my country and to a world of freedom, O Heavenly Father, have I bequeathed this boy of mine. He is my choicest treasure. Take care of him, keep him in health and sustain him under every possible circumstance of events. I once warmed him, God, under my heart. You warm him anew at sea, on shore and under the stars. Fail him not, and may he not fail You, his ship or his country, nor the mother who bore him. Amen."

Mrs. Johnnie Pizzuto
New Orleans, La.

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.

member may retire after 15 years' seetime on contracted ships, such retirement plan to be based on seetime alone and not have qualifying requirements such as old age, disability, etc., where it becomes compulsory."

The above motion was the same as the suggestion that was submitted at our previous ship's meeting on May 25.

It would help the middle of the road men who are in the middle-age bracket and assure future merchant seamen that they have a future in working on ships and can earn their respective places by democratic, American standards.

Charles Oppenheimer
Ship's reporter

Mother Offers Fervent Prayer

To the Editor:

Thanks for sending me the SEAFARERS LOG. I enjoy reading its news from front to back page.

Enclosed is "A Mother's Prayer," which you may publish in the LOG.

"God, Father of freedom, look after that boy of mine, wherever he may be. Walk in upon him, keep his mind stayed on Thee and talk with him during the silent watches of the night.

"Transfer my prayer to his heart, that he may know the lingering love I have bequeathed to him as my everlasting gift.

"Through the lonely days and nights at sea keep his spirit high and his purpose unwavering. Make him a proud pal and brother to all with whom he comes in contact and make his influence a noon-day light wherever and whatever his duties may be. Satisfy the hunger

Retiring, Urges Others 'Carry On'

To the Editor:

I would like to offer my deepest appreciation to the SIU Welfare Plan, to the SIU welfare representative in Baltimore and all officials in the port for their wonderful assistance.

Their help in handling my retirement, as well as my wife's difficulties in the hospital, is deeply appreciated. The prompt action on all these matters really helped out, as it was a blessing to receive the checks and remove a big burden from my shoulders. I am now 66 years of age and not able to carry on as I was five years ago.

I would like to say to the young Seafarers who are trying to make a living as seamen that they should always avoid fouling up and keep their records clean. Be good shipmates, as you must carry on the job that the oldtimers can't handle any more. A clean record can mean everything for the future of your family and loved ones.

By avoiding such trouble, you not only protect yourself and your family, but also your Union brothers and officials who constantly go to bat for you to get better wages and conditions.

For myself, words cannot express the proper appreciation for all the wonderful things the finest union in the world is doing for its members and has done for me since the time I joined in Miami back in 1939.

John Berkenkemper

Timely Help Draws Thanks

To the Editor:

My family and myself wish to thank the SIU men who donated blood for my late son, Andrew Scott. Thanks also to the SIU welfare representative who made it possible to arrange for these donations through the Union. I don't know how I could have managed without this help.

It is a blessing to have a place like the SIU to be able to call on in time of need. Again, I want to thank everyone, as it is hard to write the way I feel.

Mrs. Margaret Scott



SEATRAN NEW JERSEY (Seatrains), July 19—Chairman, F. Patrick; C. Cowl. No beefs. Ship going to shipyard; crew to be laid off. Repairs to be submitted. Bunks to be welded with plywood and foam rubber mattresses to be installed. Repair list to be left in steward's room. Rooms to be painted and kept clean.

ROBIN SHERWOOD (Robin), July 4—Chairman, J. Hartman; Secretary, S. Johnson. Two water tanks cleaned. Two men missed ship in Capetown and rejoined in Pt. Elizabeth. Washing machine to be kept clean. Ship's fund \$17.20. Few hours disputed at. All tanks and drainage system to be cleaned. Quiet to be observed in passageways.

ALCOA POLARIS (Alcoa), July 20—Chairman, J. Norstrom; Secretary, J.

headquarters on certain conditions aboard ship. Discussion on insufficient slop chest supplies, fumigating, galley stove, stores, carrying passengers, etc. Letter to be drawn up and posted in Balboa. Request equalization of et. See about having longshoremen secure hatches.

SANTORE (Marven), July 1—Chairman, F. Jeffords; Secretary, L. Warner. Everything running smoothly. Fine cooperation among crew. Ship's fund \$32. Refrigerator needs repairing.

BEATRICE (Bull), July 28—Chairman, W. Rezeliski; Secretary, P. Dunphy. Crabs not to be put in icebox. No beefs. New delegates elected. Swivel chairs to be installed in messhall. Messhall to be kept clean at night. Observe quiet at night. Bonded locker to be watched where articles are stored.

BIENVILLE (Pan-Atlantic), July 21—Chairman, A. A. Thompson; Secretary, J. Ursaw. No beefs; everything running smoothly. Vote of thanks to steward department for good food and service.

SEATRAN GEORGIA (Seatrains), July 20—Chairman, A. Heagy; Secretary, F. Flanagan. Repair list turned in. Need larger fans in foc'les. Foc'les to be sougeed and painted. Messroom filled with soot, causing unsanitary conditions. New telephone booth to be installed. Members requested to send protests on railroad bill. Ship's fund \$28.00. Discussion and motion on wages. Hamburger and fish not up to par; patrolman to check. Ship to be fumigated.

OCEAN ULLA (Maritime), July 4—Chairman, W. K. Dadd; Secretary, F. John Johnson. Check with patrolman on fans. Suggest canvas for awning aft. Everything running smoothly; good crew aboard. Fireman taken off for hospitalization. Five hours of disputed. Head to be repaired in NY. Order wind scoops and coils. Less noise requested. Washing machine room to be cleaned and recreation room straightened out. Soiled linen will be changed on linen days. Repair list to be made up by delegates.

PACIFIC CARRIER (Compass), July 5—Chairman, J. M. Yates; Secretary, A. Bell. New delegate elected. Two fans needed for foc'les. Delegate to see captain about slop chest. Engine and deck departments to clean laundry room; steward department will clean rec. room.

LA SALLE (Waterman), July 5—Chairman, R. A. Sanchez; Secretary, D. A. Mitchell. All departments running smooth. Few hours disputed of. Repair list turned in. Any foul-ups to be turned in to patrolman. Ship's fund \$24.75. Two men off in Yokohama due to sickness. Vote of thanks to stewards, who thanked crew for cooperation. Vote of thanks to ship's delegate and electrician for doing good jobs. Agent should board ship in San Francisco. Beef on launch service. Allotment to be given man leaving ship due to sickness or accident.

MICHAEL (Carras), July 9—Chairman, E. Padgett; Secretary, R. Kiedinger. Minor repairs made; patrolman to take others up with company. Ship's fund \$9.00. No beefs; no disputed of. Steward to get coats needed. Request patrolman bring SIU library aboard. Vote of thanks to steward dept. Scupper in galley still backing up. Galley range not satisfactory but being worked on.

DEL VIENTO (Mississippi), May 11—Chairman, J. Meares; Secretary, L. Santa Ana. Patrolman will take care of pay for two men not paid for coastwise voyage. Ship's fund \$5.34. Vote of thanks to steward dept. and delegates for cooperation.

July 4—Chairman, J. Meares; Secretary, L. Santa Ana. Two men logged; take it up with patrolman. \$15.34 ship's fund. No beefs. Exhaust fans midship needed. Vote of thanks to galley gang and delegates for good job.

YOUNG AMERICA (Waterman), July 4—Chairman, N. Matzimislos; Secretary, F. Meggie. New delegate elected. \$12 in ship's fund. No beefs. Few hours delayed sailing disputed. Request delegate to see about ventilation in crew rooms and messhalls. All linen to be turned in. Consumption of coffee to be reduced. Vote of thanks to steward department for fine food and movies.

LA SALLE (Waterman), May 26—Chairman, D. Mitchell; Secretary, R. A. Sanchez. No beefs. Delegate to make collection for ship's fund. New station cards suggested. Vote of thanks to steward department and ship's delegates for job well done.

KENMAR (Calmar), July 11—Chairman, J. Marshall; Secretary, E. L. Morris. Letter of thanks received on crew's cooperation after fatal accident to longshoreman in Seattle. \$21.63 in ship's fund. Some disputed of. Refusal to work necessary overtime to be brought to patrolman's attention. Clarification requested regarding agreement. Avoid getting water on deck when laundering. Ship's fund to be donated to charitable organization in event ship ties up. Request steward see about changing pillows. Be sure foc'les are clean before getting off.

STEEL ADMIRAL (Isthmian), July 4—Chairman, J. Kifer; Secretary, H. Orlando. New delegate elected. No beefs. Few hours disputed of. Department delegates to turn in repair list before arrival. Request locks installed on screen doors.

Red Trade Bans Eased

PARIS — A top-level "consultative group" representing virtually all NATO countries plus Japan has reached agreement on a substantial relaxation of East-West trade controls. Agreement was reached after the group reviewed the results of a four-month overhaul of Western strategic trade controls made by a 15-nation coordinating committee called COCOM.

Until now there were three separate embargo lists. The first consisted of totally-banned strategic materials such as chemicals and industrial equipment, the second, of items which could be sold in limited quantities and the third, of goods subject to "watch" if it appeared that stockpiling was taking place by the Red-bloc countries.

Now, the first list has been cut down about 40 percent; the second and third have been abolished and replaced by a small number of items which will remain under general supervision.

The liberalized trade program will begin on August 15 when all member countries will publish new lists of goods which will remain subject to strategic embargo.

Four Hands On Deck



Taking a pause aboard the Steel Admiral are (l to r) Seafarers Joe Mojaska, AB; John Levanos, AB; Adrian Torres, OS and Carlos Morales, DM.

Digest Of SIU Ship Meetings

HANNON. Check on 3 days' pay and subsistence from lay-up. Collect on voucher with discharge if possible. Take better care of washing machine. Repair list to be submitted. New delegate elected.

STEEL SCIENTIST (Isthmian), July 4—Chairman, K. Thomas; Secretary, F. Omega. Member of deck gang can take day off in any port during trip; Ship's fund \$50.01. Few hours disputed of. Garbage not to be dumped on deck near hatch No. 4. Suggestion to have lever water pump placed in washing machine. Cigarette butts to be placed in can, not on deck.

ALCOA RUNNER (Alcoa), June 29—Chairman, P. Robertson; Secretary, R. Hall. New delegate elected. New washing machine installed. Ship's fund \$6.25. Do not overload washing machine. Need more coils in hot weather. Crew asked for seasonal fruits and vegetables and more fans.

FORT HOSKINS (Cities Service), July 1—Chairman, C. Rica; Secretary, C. Middleton. Ship's fund \$12.27. Free porthole dogs; replace gaskets on same.

SEASTAR (Triton), June 29—Chairman, E. Caudill; Secretary, S. Emerson. No requisition for fresh vegetables and milk in European ports this trip. New delegate elected. Fan in messmen's room needs guard. Cateyes on deck to be painted white. Steward asked for suggestions to improve menus. Vote of thanks to galley for job well done.

FLOMAR (Calmar), June 29—Chairman, J. Risbeck; Secretary, G. Nichols. Repair lists to be made out and submitted. Some repairs not made since last trip, such as scuppers in meat and chill boxes. Plugs driven in them cannot be removed.

JOHN B. WATERMAN (Waterman), July 4—Chairman, A. Thorne; Secretary, C. Johnson. No performing at pay-off; leave vessel clean. Ship's fund \$4.45. Few hours disputed of. Ask patrolman if captain changed articles to go north for cargo and is crew entitled to transportation from SF area. Turn in room keys. Vote of thanks to stewards. Ship to be fumigated.

ORION STAR (Orion), July 13—Chairman, R. Henke; Secretary, A. Morales. Repair list to be submitted. Ship's fund \$7. Some disputed of. Members requested to write Congress about railroad bill and effect on coastwise shipping.

COE VICTORY (Victory Carriers), June 28—Chairman, J. Martin; Secretary, M. Leone. American money and cigarettes aboard. Captain will handle mail in port. Ship's fund \$10.59. Few hours disputed of. Motion not to fine men when logged. New and clean rice purchased. Need of sheets.

IRENESTAR (Triton), June 30—Chairman, W. Deel. One man hospitalized. Need hook for steward department. Need new library for next voyage.

TOPA TOPA (Waterman), June 29—Chairman, W. Knowles; Secretary, J. Lakwyk. One man hospitalized. Few hours disputed of. No beefs. New reporter and treasurer elected. Vote of thanks to all for their attention to sick brother. Vote of thanks to steward.

IRENESTAR (Triton), June 8—Chairman, J. Foster; Secretary, W. Deel. Everything okay. Bathrooms to be painted and sougeed. Washing machine to be repaired. Discussion on duties of eng. utilityman. Request clarification on this. Vote of thanks to steward department.

IRENESTAR (Triton), July 13—Chairman, T. Hall; Secretary, W. Deel. OT disputed on longshore work. Library secured. New delegate elected. One brother hospitalized in Balboa will be repatriated on Oceanstar. Ship's fund \$11.32. Send letter to

SIU BABY ARRIVALS



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

Lori Jean Brown, born May 8, 1958, to Seafarer and Mrs. George R. Brown, Harundale, Md.

Elsa Cabrera, born May 14, 1958, to Seafarer and Mrs. Angel Cabrera, Playa Ponce, PR.

María M. DaCosta, born April 4, 1958, to Seafarer and Mrs. Antonio A. DaCosta, Brooklyn, NY.

Pamela Hicks, born May 24, 1958, to Seafarer and Mrs. Fred R. Hicks, Norfolk, Va.

Jimmy Oliver, born June 26, 1958, to Seafarer and Mrs. James C. Oliver, Pasadena, Tex.

Ralph Alvarez, born May 24, 1958, to Seafarer and Mrs. Manuel Alvarez, Baltimore, Md.

William Bonfont, born February 24, 1958, to Seafarer and Mrs. Eduardo Bonfont, Puerta de Tierra, PR.

Gregory Byrd, born June 19, 1958, to Seafarer and Mrs. Harry N. Byrd, Baltimore, Md.

Linda Jordan, born July 4, 1958, to Seafarer and Mrs. Dewey B. Jordan, Wilmer, Ala.

Ralph Kendorski Jr., born June 29, 1958, to Seafarer and Mrs. Ralph Kendorski, Philadelphia, Pa.

William Laffoon Jr., born June 19, 1958, to Seafarer and Mrs. William H. Laffoon, Seattle, Wash.

Rosemary Lambert, born July 1, 1958, to Seafarer and Mrs. Robert K. Lambert, Prichard, Ala.

Tabra McLamore, born June 6, 1958, to Seafarer and Mrs. Robert McLamore, Mobile, Ala.

James Mullins, born June 19, 1958, to Seafarer and Mrs. Henry C. Mullins, Payne Gap, Ky.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries.

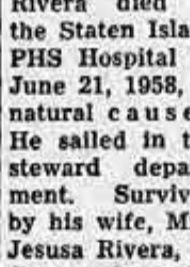
Everett Howell Fairbanks, 58: Pneumonia was the cause of Brother Fairbanks' death on May 22, 1958, in New Orleans, where his wife, Mrs. Mamie Fairbanks resides. Brother Fairbanks became a full Union member in 1955 and sailed in the engine department. He was buried in the Lake Laure Park Cemetery, New Orleans, La.



Carl David Jones, 42: A liver ailment caused the death on July 7, 1958, of Brother Jones, in Mobile, Alabama. He is survived by his wife, Mrs. Susie Delane Jones of Mobile. Brother Jones, who sailed in the deck department, became an SIU book member in 1947. He was buried in the Pine Crest Cemetery, Mobile.



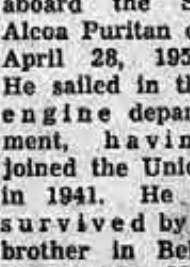
Eustaquio Rivera, 54: A member of the SIU since 1947, Brother Rivera died in the Staten Island PHS Hospital on June 21, 1958, of natural causes. He sailed in the steward department. Survived by his wife, Mrs. Jesusa Rivera, of Corona, Long Island, NY. Brother Rivera was interred in Maple Grove Cemetery, Kew Gardens, LI, NY.



Benjamin F. Grice, 60: On June 19, 1958, Brother Grice died in the USPHS hospital, Galveston, Texas, of cancer. He originally joined the Union in 1943 and sailed in the steward department. He is survived by his wife, Rowena Grice, Haynesville, Ala. Burial took place in Haynesville.



Walter G. Hartmann, 49: Brother Hartmann died of a heart ailment aboard the SS Alcoa Puritan on April 28, 1958. He sailed in the engine department, having joined the Union in 1941. He is survived by a brother in Bellmore, LI, NY. He was buried at sea from the Alcoa Runner following cremation.



Personals

Raymond E. Leonard
Please contact your wife at 903 Pine Street, Henderson, North Carolina.

Henry O. Cooper
Your mother is anxious to hear from you. Get in touch with her at 929 Stewart St., South Norfolk 6, Va.

John F. Rodgers
Please get in touch with your wife at 8317 Mulberry Street, Tampa 4, Fla.

Truman L. Sustaire
Get in touch with S. T. Sustaire. You have some important papers to fill out.

Abraham Aragon
Contact the Civic Orientation Center, Inc., 6-8 East 108 St., New York, NY.

Shoblik Ferdinand
Get in touch with Robert at 1139 Market St., San Francisco, Calif.

Edwin Harris
Your wife asks that you contact her at PO Box 121, Westlake, Fla.

Fred Morrison
Contact James R. Hodges at 1211 10 St., Galveston, Texas, or call SO 3-5143.

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

Morse States Position:

'US Manning Is What Makes A Ship American'

WASHINGTON—Maritime Administrator Clarence G. Morse last week proposed a new yardstick for what constitutes an American ship. Morse said that manning and operation by Americans should be the guide, not stock ownership.

The administrator's position represents a major shift in US shipping policy designed to encourage foreign investment in US merchant shipping.

Government officials for years have been attempting to justify the ship transfer program on the ground that the vessels were under "effective control," even under the runaway registries of countries like Panama, Liberia and Honduras. The "control" in this instance was said to emanate solely from the fact that the ships were American-owned.

However, in testimony on bills to open up some segments of domestic shipping to foreign-owned companies like Shell Oil, Morse took a new tack. He said he knew of no other US industry except the shipping industry which restricted alien ownership of stock. He cited this policy as being out-moded and one that should be reversed.

The only restrictions the administrator recommended on the legal ownership of American-flag shipping companies was that alien-owned operations should be limited to non-subsidized lines, the ships should be manned by American crews and the officers and directors of the company should be American citizens. This, he declared, would assure the US Government control of the ships in an emergency.

Removal of the restrictions on alien ownership would be extended, not only to vessels in domestic trade, but also on those in foreign trade.

The change would make possible a large-scale domestic operation by Shell and other foreign-owned oil companies and boost job opportunities for all US seamen. Shell's parent company is Royal Dutch-

Shell, the biggest corporation in existence outside the United States. It would also mean that Onassis could openly operate the SIU-contracted Victory Carriers fleet.

The decision won by the SIU on the Florida represents a switch on the Morse idea. In that case, the Florida was in domestic trade but was American-owned under the cover of runaway registry.

After The Fire Was Over



Damage done to SUP-MCS hall in Honolulu following fire is shown in photo submitted by Seafarer George E. McDonald. Fire destroyed the second deck of the building. Repairs are to be completed early this month.

Yard Pays \$300,000 In Penalties

WASHINGTON—For the first time in American maritime history, a shipbuilder was forced to pay damages for the withdrawal of its successful bid for the construction of two vessels. Under the terms of the settlement, Puget Sound Bridge and Dredging Company will pay \$300,000 to the US Government and to American President Lines for its refusal to construct two Searacer-type vessels. The vessels are advanced Mariner-types and will be manned by members of the SIU Pacific District.

Although the settlement is for damages incurred in the "increased cost in awarding the contract to a higher bidder," both the Government and APL will profit from the withdrawal since the contract was subsequently awarded to another company for only \$144,080 higher than the low bid. However, the necessity of making a new award meant further delay in delivering the ships.

All bidders for the construction contract were required to post a \$500,000 performance bond with their proposals.

CS To Keep Guards Off LC Ships

The SIU has reached an agreement with Cities Service under which the company's armed guards will no longer be stationed at or near ships docked at its Lake Charles refinery. Instead, a guard will be stationed at the marine gate to the plant.

The agreement arises from a series of incidents provoked by some of the company's "security officers," the latest of which involved an SIU crewmember aboard the tanker Council Grove last month. Seafarers have reported occasional instances of hard-timing by the guards from time to time.

New rules worked out by the Union and the company call for all personnel to enter the plant via the marine gate, where a guard will be stationed to visually check their identification and the contents of parcels.

SIU men are asked to cooperate in this matter to expedite traffic through the refinery area.

'Seamobile' Service To Start Soon

NEW YORK—A major step in Seatrain's "ship-train-truck" Seamobile service was taken last week when the Seatrain New Jersey laid up and entered the yards for conversion, Bill Hall, assistant secretary-treasurer, reported. The vessel is being modified to handle trailer

truck containers, as well as railroad freight cars. She is expected to go back into service sometime next month.

The program is actually an extension of the company's 29-year old operation. It will be geared to provide interchangeability of truck bodies between ship, train, and

truck, and will offer the advantages of all three means of transportation.

Shipping for the past two-week period has been very good. Two vessels, the Frances and the Seatrain Texas, were taken out of idle status and crewed up. In fact, many jobs are being left on the board for a number of calls. In one case, a chief electrician's job, left on the board for three calls, was taken by a Seafarer who had registered only an hour before.

There were 13 vessels paying off during the period, four signing on and 14 were in transit. Paying off were the Elizabeth, Hilton, Suzanne, Frances (Bull); CS Balti-

more (Cities Service); Coalinga Hills, Hastings (Waterman); Maria H (Herald); Robin Kirk (Robin); Steel Admiral (Isthmian); Alcoa Runner, Alcoa Polaris (Alcoa) and the Seatrain New Jersey (Seatrain). Signing on were the Robin Kirk (Robin), John B. Waterman (Waterman), Steel Admiral (Isthmian), and the Seatrain Texas (Seatrain).

The in-transit vessels were the Losmar, Flomar, Kenmar (Calmar); Gateway City, Raphael Semmes, Beauregard (Pan-Atlantic); Seatrain Georgia, New York, Louisiana, Savannah (Seatrain); Valchem (Heron); Edith (Bull); Ocean Evelyn (Ocean Trans.) and the Citrus Packer (Waterman).

Seattle Ups Pace; Deck, Engine Busy

SEATTLE — Shipping for the past period has been very good for men in the deck and engine departments, port agent Jeff Gillette noted. There were only six men left on the black gang registration list at the end of the period.

However it has been slow for men in the steward department, with the result that there are a number of them left on the beach to pick up any jobs that may open up.

The SS Rebecca (Intercontinental) was the only vessel paying off and signing on during the two-week period. In transit were the City of Alma, LaSalle, (Waterman); Portmar, Alamar and the Seamar (Calmar). Shipping should improve during the coming weeks as two vessels so far are scheduled to pay off in this port.

No Change In Tampa

TAMPA—Shipping for the past two weeks continued on the slow side with only a small number of replacement jobs being called for.

There were no vessels paying off or signing on during the period. In transit were the Alcoa Polaris (Alcoa), Del Oro (Mississippi), John B. Waterman, Wild Ranger (Waterman) and the Raphael Semmes and Gateway City (Pan-Atlantic).

Mobile SIU Scholar Eyes Medical Career

The only girl to receive one of this year's five SIU scholarships, Della Alice Prestwood, daughter of Seafarer James R. Prestwood, is as determined as her fellow winners to acquire the best education possible with the \$6,000 award.

The Prestwoods live in Mobile, Alabama, where Della, who's 19, completed a science course at Murphy High School in June. An outstanding student, she is a member of the National Honor Society and in addition, found time to participate in many extra-curricular activities such as debating, the Science Club, the Future Nurses Club and the Bible Club.



Pre-medical course is next hurdle for SIU 1958 scholarship winner Della Alice Prestwood, daughter of Seafarer James R. Prestwood (right).

This is the last article of a series on the 1958 winners of the SIU's \$6,000 scholarship awards.

In the fall Miss Prestwood will enter the University of Alabama and, with the help of the scholarship, take a pre-medical course with the hope of going on to Medical School. She set sights on her goal, as she put it, "when I was nine years old." As she grew older she became more certain that some branch of medicine was for her.

Last summer she got a good start while working as a nurse's aide at the Mobile County Hospital in Mobile, where she "quickly became a part of the hospital routine."

Her father, Seafarer James Prestwood, joined the SIU in April, 1945, when he shipped in the steward department aboard the James W. Wheeler. He has shipped steadily since then and is currently the crew cook on the Alcoa Corsair.



SCHEDULE OF SIU MEETINGS

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

August 6
August 20
September 3
September 17