



# ANTI-UNION LOBBY SEEKS WAR CHEST

## *Aims To Kill Union Shop Law*

—Story On Page 3



### **IBT Pays Visit.**

Expressing thanks for SIU hospitality, John Strong (right), president of New York Teamster Local 807, addresses local membership meeting held recently at SIU headquarters. Looking on is IBT Int'l Vice-President Tom Hickey, local secretary-treasurer (left), and SIU Secretary-Treasurer Paul Hall. Facilities of SIU building were turned over to Local 807, which represents waterfront teamsters, for its opening meeting of the fall. (Story on Page 5.)



**Scores Point.** Seafarer Frank Napoli, steward, offers suggestion at SIU headquarters meeting of SIU Steward Department Committee gathered to draft master set of working rules for SIU galley personnel. Meetings are being held in NY and other ports. (Story on Page 2.)



**Lucky Winners.** Flashing their prized tickets for the opening game of the World Series at Yankee Stadium Wednesday, SIU and SUP men who won first of daily drawings for free series ducats at SIU headquarters pose before leaving to attend the game. Pictured (l-r) are Seafarers M. Goldfinger, J. B. Flanery, J. B. Swiderski, E. R. Such, S. Kalton of the Sailors Union, and Seafarers P. Reyes, J. Hartman, Jr., and C. Souza.

# Elect Body To Draft SIU Std Rules World Talk

## On '50-50' Proposed

A 15-man rank and file committee of steward department men is now at work in headquarters drafting a proposed set of standard rules and procedures for the operation of shipboard steward departments. The committee is one of a group of rank and file bodies elected in SIU ports at the last membership meetings.

The headquarters committee, consisting of three men from each rating in the steward department, is an outgrowth of the SIU's new "to order" feeding program which has been put in effect on a number of SIU-contracted ships. In applying the feeding program the Union has been trying to overcome one of the major stumbling blocks in shipboard feeding, the great variation in methods and procedures from one ship to another, even in the same fleet. Lack of standard working procedure in the department made for inconsistent performance and was a source of friction and inefficiency.

Consequently, the rank and file committees were chosen to draft a set of standard duties and responsibilities for all steward department ratings based on the Union's experience with the new feeding program. The committee will also deal with storing, preparation and service in the department.

### Will Submit To Ships

Outport committee meetings have submitted a number of proposals to the headquarters body which is now in the process of passing on them. When the headquarters committee completes a draft of its proposals they will be submitted to all SIU-contracted ships for suggestions and comment. At the end of a 60-day period a second committee will be elected in headquarters which will cast the proposals in their final form.

The handbook now being drawn up will aim at equalization of work burdens between members of the department as well as standardizing methods from ship to ship. The committee is also drafting a proposed minimum standard stores list to assure that storing on all SIU ships will meet high levels, both as to variety and quality.

### Sea Time Requirements

Another proposal under consideration by the committee would call for specific sea time requirements for each rating in the department. Entry ratings would spend a certain length of time in each rating before rising to the top jobs.

The possibility of setting up training and refresher programs in headquarters and the outports



Seafarer Jack Bates (right) was one of several men to hit deck to express their views at recent meeting of steward department men in New Orleans to channel suggestions on methods of improving quality and service in feeding aboard SIU ships. The gathering was one of a series held in ports throughout the Union at the request of membership food committee which met at headquarters.

WASHINGTON—An international conference of nations on shipping to discuss the "50-50" law has been proposed by Representative Frank Boykin (Dem.-Ala.) The Congressman, a member of the House Merchant Marine Committee has already met in London with foreign shipowner spokesmen on their objections to the law.

He declared on his return to the US that the "50-50" law's provisions have been widely misunderstood abroad and "even used by other nations to support flag discriminatory practices of an entirely different nature."

### Law Misunderstood

Some countries, he said, are applying "50-50" laws of their own to purely commercial cargoes. The US law applies to Government-financed cargo only.

Representative Boykin believes that an international conference would result in better understanding of the act and end the attacks on it made by foreign shipowners abroad and in Washington.

is also being studied.

The end objective of the program is to make for better steward departments, both in terms of the men who work in the department and in terms of performance for passengers and crew.

Participating in the committee meetings in an advisory capacity are Cliff Wilson and Phil Reyes, veteran SIU stewards who have been in charge of various phases of the SIU's feeding program, and Eddie Mooney, assistant secretary-treasurer for the steward department.

## Hawk Leads SIU Group To ITF Talk

SIU of NA secretary-treasurer John Hawk will head the international union's delegation to next week's all-important meeting of the International Transportworkers Federation, Special Seafarers Section, in Ostend, Belgium. The meeting will deal specifically with ITF efforts to organize runaway-flag ships throughout the world.

### SIU Endorsed ITF Drive

ITF efforts in the runaway-flag field received the wholehearted endorsement of the last SIU of NA convention in Montreal. The convention also denounced the tactics of the ILA's seamen's "union" in exploiting runaway-flag seamen. It is this rig that received the blessing of NMU President Joe Currán.

Since the convention, with the support of the SIU, the ITF has opened a special organizing office in New York for the purpose of signing up crews on Panamanian and Liberian ships among other runaway flags.

ITF has been successful in a number of instances, particularly in British and North European ports, in compelling operators of runaway-flag ships to raise wages and manning scales to the levels prevailing on ships of legitimate maritime nations.



Do We Need Kings Point?

The often-voiced charge that the US Merchant Marine Academy is a waste of taxpayers' money is due for airing next week when a Senate committee opens hearings on US-supported officer training programs. While the activities of the state maritime schools will also be discussed, the investigation is certain to center on the academy at Kings Point.

For years the SIU and the majority of the other maritime unions have argued that the academy had no genuine maritime function to perform, while Kings Point supporters have argued just as hotly that the institution was the source of new blood in officers' ranks.

### US Should Not Pay

In brief the SIU position has been that the Government should not pay for the training of steamship officers. Officers, it holds, like other licensed professions — doctors, engineers, lawyers or teachers—should pay their own way through school, or their training should be supported by the industry. Men moving into officers' ranks through the foc'sle have had to pay their own way at private schools to get necessary training. The vast majority of officers on US merchant ships did not come from Kings Point.

The Union believes that the existence of a Government-operated

academy tends to perpetuate a training situation that is not responsive to the ebb and flow of manpower in the industry. Further—through the Naval Reserve program—it makes the student's primary obligation to the military rather than the industry.

### Refuse Sea Careers

A close examination of a Maritime Administration report entitled "Review of Merchant Marine Personnel Training Program" casts revealing light on the Kings Point operation. The report sharply showed up two factors:

1. While the Maritime Administration pays the bills, the academy considers itself a military institution. The Navy calls the tune and gets the men.

2. The vast majority of Kings Point graduates do not make the merchant marine their career and had no intention of so doing when they enroll.

This situation exists although

the stated objective of the academy is to attract the "high type of young American with definite ambition to become an officer in the US merchant marine."

A 1954 study of 4,441 Kings Point graduates from the years 1945 through 1953, showed that only 642 were serving as merchant marine officers, a meager 14 percent of all graduates. Another 884 were on active Navy duty. The remaining men, about 2,800 in all, were working on shoreside careers.

These figures do not mean, of course, that others besides the 642 men did not spend some time in merchant service. What they do show is that a pitifully small number of Kings Pointers make the merchant marine their lifetime career. Most of the 642 men were graduates of more recent years.

The 1953 figures are especially revealing on this score. The school graduated 251 men that year of which only 92 were working for a living on ships. In other words, almost two-thirds of the 1953 graduates headed for the Navy or shoreside jobs. As the figures show, year by year the number of men who stay in merchant service for any length of time grows smaller and smaller. After eight years, only 8.9 percent of the 1946 class were still in merchant service, 70 out of 779 men.

### All Serve In Navy

In contrast every Kings Point graduate serves at least two years in the Navy and more of them make naval service a career than the merchant marine. In order to enter Kings Point in the first place a candidate must pass the same physical examination given Annapolis candidates; he must enlist in the Naval Reserve and pledge to his draft board that he will serve

(Continued on page 7)

## SEAFARERS LOG

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PAUL HALL, Secretary-Treasurer  
HERBERT BRAND, Editor; RAY DENISON, Managing Editor; BERNARD SEAMAN, Art Editor; HERMAN ARTHUR, IRWIN SPIVACK Staff Writers; BILL MOODY, Gulf Area Representative.

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# Phony Front Seeks Anti-Union War Chest

## NATIONAL SMALL BUSINESS MEN'S ASSOCIATION INCORPORATED

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August 12, 1955

**MUST AN AMERICAN CITIZEN BELONG TO A UNION IN ORDER TO HOLD A JOB?**

I am sure you have asked yourself this question many times, particularly during recent months when we have seen compulsory unionism question suddenly become a major issue in labor-management relations. The union leaders

...if worth more than a cent a vote for your company?  
I'm sure you will agree it is, which is why I believe you will use the attached envelope to send us a check for \$15 in payment of your current dues.

Sincerely,

Executive Vice President

AWK:Mc

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Reproduction of a portion of the letter being circulated by the "National Small Businessmen's Ass'n" all over the US. The high-pressure pitch backfired in New Orleans when a small businessman turned the letter over to union group.

# Congress Repeal Of Union Shop Is Group Target

**NEW ORLEANS**—A new "smash labor" drive which would put into effect a national "right to work" law is being spearheaded by a Washington lobby calling itself the National Small Businessmen's Association. The lobby is dunning businessmen all over the country for handouts to finance its campaign to outlaw the union shop. Such a move would be a threat to the SIU and all other unions operating under the jurisdiction of Federal labor laws.

A similar group, this one called the American Association of Small Businessmen, was active in the past in circularizing newspapers with resolutions assailing the Seafarers Sea Chest in New Orleans when it was first established to protect seamen from unscrupulous slopchest dealers.

### Echo Big Business

Although purporting to speak for small business, the organization faithfully echoes the line of anti-labor big business outfits, such as the National Association of Manufacturers. It boasts that its activities were "highly instrumental in supplanting the Wagner Act with the Taft-Hartley Act" during the 80th Congress.

Actually, the attitude of small businessmen towards the "National Small Business Men's Association" is best illustrated by a New Orleans businessman who turned over to trade unionists here the fund-raising letter he received from the outfit. In this instance, the appeal backfired because the businessman is a friend of the trade union movement, for sound economic reasons.

### Unions Build Standards

As he put it, "union labor has done more than any other force to build high wage standards which produce consumers and purchasers of goods and services marketed by small businessmen."

The businessman, who asked that his identity be concealed to avoid possible reprisals, clearly resented the lobby's attempt to speak for him and others in the small business category.

"I know a lot of other small businessmen who feel as I do about such an organization, which attempts to label itself as our spokesman," he said. "Unfortunately, being genuine small businessmen, we are too busy trying to

earn a living and do not have the resources to mail out answers to such propoganda.

### Hurts Small Outfits

"This so-called association does small businessmen more harm than good. Most small businessmen must depend on a high level of consumer buying power for survival. The biggest bloc of consumer purchasing power is composed of union members who influence payment of higher wages and creation of greater sales potential among unorganized workers. Campaigns such as this one play into the hands of big industry to the detriment of little business."

Besides asking for money to kill the union shop, the NSBMA letter defends the state "right to work" laws which have deprived many American workers of union security.

### Letter Reproduced

The New Orleans Labor League for Political Education, which is fighting for repeal of the Louisiana "right to work" law with the active aid of Seafarers in this port, reproduced the NSBMA letter for distribution among union members here.

# Care In Choice Of Medic Saves \$, Seafarers Told

A survey of the first four months' operation of the Seafarers' dependents benefit plan discloses that a number of surgeons have charged Seafarers' families fees that are far higher than the commonly-accepted fair price in the profession. In light of these facts, SIU headquarters has warned Seafarers to beware of excess costs and take steps to protect themselves against padded expenses.

The Welfare Plan has found that some doctors have charged as high as \$350 for an operation that is commonly performed for \$150. In these instances, the profiteering of the surgeon has deprived the Seafarer of the benefits of the Plan's financial assistance by burdening him with an unusually heavy bill.

### Steps To Take

The trustees of the Plan, in considering this problem, have advised Seafarers to take the following steps:

1. Before making arrangements for a surgeon's services, consult the schedule of surgical benefits under the Welfare Plan.
2. Get in touch with the nearest SIU port agent to acquaint yourself with exactly what you will be entitled to under the Plan.
3. Be sure to find out if the doc-

tor's fee includes post operative care and all other services he may render. The reputable surgeon normally includes post-operative care in his fee for the surgery.

While this is difficult to do in an emergency, most operations are arranged well in advance. It is a perfectly reasonable practice for the Seafarer to negotiate a favorable price for surgical care. Fees for surgery are very elastic, often based on the patient's ability to pay, and a higher fee is not necessarily assurance of greater skill or better care.

The average surgeon is being very well paid if he sticks to the fees listed in the schedule. In fact, there have been cases under the Plan in which the surgeon has charged less than the schedule calls for—a perfectly normal situation under the circumstances.

Responsible leaders in the medical profession are the first to admit that the standards of the profession are not always what they should be. The profit motive among some doctors sometimes overrides their professional ethics. The grave concern expressed by medical societies over fee-splitting, ghost surgery and pyramiding of fees shows that doctors are subject to ordinary human weaknesses despite myths to the contrary.

In any case, if the Seafarer has any doubts about the obligation he

is undertaking, he would do well to contact the nearest port agent for further information.

# Phila. IBL Sweeps Two More Polls

**PHILADELPHIA** — Two more harbor boat operators here have been successfully organized by the AFL International Brotherhood of Longshoremen, with the IBL winning Labor Board votes on September 19 and 20.

Unlicensed personnel of the S.C. Loveland Company, barge operators, and the Interstate Oil Transport Company both voted for IBL Local 1800, marine division, in collective bargaining elections. Some of these workers had been represented by the International Longshoremen's Association in the past.

IBL now represents the great majority of unlicensed harbor craft workers in the Philadelphia area, having previously won recognition from members of the harbor's tugboat association and at the Warner Sand and Gravel Company.

# SS Edith In Collision, No One Injured

**BALTIMORE** — The SIU-manned Edith put in at the Maryland Drydocks here for extensive repairs following a collision with a Swedish tanker 50 miles below the port of Philadelphia. The Edith, a seam-type ship, suffered damage to her bow plating, anchor windlass and chain pipes in the amount of \$140,000.

### Dense Fog Present

The Bull Lines ship was headed into Philadelphia with a cargo of phosphate when she collided head on in a dense fog with the Swedish tanker Josefina Thorden, coming downstream. Fortunately, both ships were moving slowly and there were no injuries. The tanker was running empty at the time.

This is the second time in the past three years that a Bull Lines ship has been involved in a collision in the area. In May, 1952, the Angelina was set afire by an explosion on a coastal tanker in the Delaware-Chesapeake Canal and narrowly averted disaster. A few days later the SIU-manned tanker Michael was set ablaze in a collision on the Delaware south of Wilmington.

It is expected that repairs on the Edith will take about three weeks.

## Collin Crew Needs X-Rays

Crewmembers on the Frederic C. Collin who were in contact with Seafarer Billy R. Hill while aboard the ship, are urged to go to the nearest Public Health Service Hospital for a tuberculin test and a chest x-ray.

Hill left the ship in Norfolk on August 23 with an advanced and highly-infectious case of tuberculosis. His roommate and others on the ship while he was aboard are urged to get a precautionary check-up accordingly.

## Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: Oct. 5, Oct. 19, Nov. 2.

# SUP Members Approve Pact With Penalty, OT Included In Base Pay

Members of the Sailors Union of the Pacific have voted overwhelmingly in all ports in favor of a revolutionary departure in maritime agreements which incorporates and guarantees a high level of penalty pay and weekend overtime as part of base wages. The new contract was approved by SUP members after many weeks of negotiation and lengthy discussion at SUP membership meetings. It also provides for a \$25 across-the-board monthly increase and retroactivity.

The new agreement undoubtedly

## Speak Out At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service.

And, of course, all members have the right to take the floor and express their opinions on any officer's report or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their minds.

# Ship Lobby Still Plugs Bonner Bill

WASHINGTON—Still plugging for a scheme of maritime labor controls which have been denounced by the SIU and virtually all other segments of maritime labor, the president of the country's biggest shipowner lobby reiterated his backing of the proposed Maritime Labor Board in a speech here last week.

Francis T. Greene, head of the American Merchant Marine Institute, spokesman for the major portion of the US subsidized lines, originally endorsed the proposal before the House Merchant Marine Committee. The committee chairman, Rep. Herbert C. Bonner (D-NC), came up with the idea, which was quick to win the backing of the shipowners.

### Power Over Contracts

The proposed Maritime Labor Board would be given powers to oversee all negotiations involving sea unions and the operators and would have special powers to set ceilings on both wages and working conditions. A "cooling-off period" could also be invoked at any time in the event of a dispute which might lead to a strike.

The endorsement by the AMMI spokesman was qualified on one point, however. Since labor costs are taken into account in determining the amount of subsidy, a ceiling on wages in the event of any pay increase negotiated later would mean that the shipowner would have to foot the bill without Government help. Naturally, the subsidized lines are quite cool to that idea.

represents an historic point in the industry. Its novel approach to the problem of determining seamen's actual earnings aims at standardizing and equalizing earnings on all ships, tying up the numerous loose ends now in contracts. By lumping into one base wage package the bulk of penalty time earnings plus the watchstanders' weekend overtime the SUP hopes to eliminate the differences between "good overtime" and "bad overtime" ships and companies. It is expected the new set-up will do away with penalty-time beefs, company chiseling on penalty time and delays in payoffs because of penalty disputes.

### Guaranteed High

Another major objective of the SUP is to assure a high level of take home pay at a time when efforts are being made in Congress to cut down seamen's penalty pay.

Printed for Seafarers' information in this issue is the SUP negotiating committee report. Seafarers are urged to read and study this document carefully and write their impressions of it to both SIU headquarters and the SUP.

### Deck Dept Only

The effects of this agreement on other maritime unions are not clear as yet. The SUP contract covers only deck department men and does not touch on the problems of the engine and steward departments. The other West Coast unions, the Marine Cooks and Stewards and the Marine Firemen, Oilers and Watertenders, have had similar proposals under study but have found it extremely difficult to average off penalty time in their departments because of wide variations within their departments.

Reporting in the "Marine Fireman," the official MFOW journal, president Vincent Malone declared that the SUP approach was being shelved "reluctantly" by his union for the above reasons.

Seafarers can expect the new agreement to be the target of attack by Joseph Curran, president of the National Maritime Union, who has undertaken a personal vendetta against SUP secretary-treasurer Harry Lundeberg. Curran has attempted in the past to label such agreements as "56-hour week" contracts. Of course his attack ignores the fact that all US seamen-watchstanders have for years worked 56 hours at sea and 40 in port. The new SUP contract does not alter this system but does alter the method of compensating for such work.

Curran's onslaught is likely to be blunted by the fact that CIO engineers and radio operators on the West Coast have approved similar agreements for bulk operations, as have the Masters, Mates and Pilots, AFL.



AT THE BALTIMORE AND NEW YORK HALLS.

# SUP Negotiating Comm. Report

Your negotiating committee, which was duly elected by the membership for the purpose of conducting negotiations with the shipowners for a new agreement, has the following to report:

The committee has been in session for approximately three months. We have had several meetings with the shipowners through the Pacific Maritime Association. We have also met with the American President Lines and the Pacific Far East Line separately in view of the fact that they have withdrawn their bargaining rights from the PMA and are now handling their own negotiations.

Your committee proposed on June 17 to the membership that we endeavor to negotiate an agreement which would include in the basic monthly wages the approximate earning power of our members based on penalty time paid in a spread of eight hours and also add to the basic monthly wages the penalty time now being paid for standing

## SAILORS UNION OF THE PACIFIC SAMPLE BALLOT September, 1955

Are you in favor of adopting the proposed new agreement printed in the West Coast Sailors, September 6, 1955 issue?

Yes

No

navigation watches Saturdays, Sundays and holidays at sea and add a pay raise also.

Your committee felt that by a proposition of this type we could establish decent basic wages which would protect the membership of the Sailors Union, meaning that they would not lose any money but would get all of it in their monthly wages.

Such a proposition it was felt would be a definite advantage to the membership of the Sailors Union as a whole and it would do away with a lot of beefing and arguing about disputed penalty time, etc. It would give every SUP man the same basic wages in every ship. In other words, a man wouldn't have to wait for one particular ship on which he thought he would be able to make more penalty time. Every ship would have the same basic wages based on 56 hours at sea and 40 hours in port for the watchstanders and for the dayworkers 40 hours a week at sea and in port.

Not only would this benefit the SUP membership as a whole but it would stave off any future attempt by Congressional committees to concoct new laws for the purpose of putting the seamen in straightjackets as far as negotiations are concerned and, likewise, stop the Maritime Administration from trying to establish maximum wages, hours and working conditions which policy was proposed in the last Congress and on which the Bonner Committee held extensive hearings where your Secretary was subpoenaed to testify. As a matter of fact, they attempted strongly to get this law passed in the last Congress which if enacted would take away all the rights of negotiating agreements from the unions and put them in the hand of the Maritime Administration or some other Federal board.

During the hearings in Washington, DC, the shipowners hammered away at the same thing and sang the same song; namely, that they had to pay extra money (penalty time) within a man's regular working hours for Sailors' work. The Congressmen in their questioning could not understand, for instance, why Sailors received extra money for cleaning holds, spray painting, cleaning tanks, etc.

As a matter of fact, they were all mixed up and were definitely considering classifying penalty time within a man's regular working hours as "feather-bedding." You must not forget that the same committee will probably bring back the same arguments when Congress reconvenes.

Consequently, we know that for everybody concerned, particularly the seamen themselves, it would be much better to make one basic wage and one overtime rate. The membership concurred in this on a coastwise basis in the July 5th meeting and thought it a good idea.

Afterwards we approached the shipowners on this and they claimed they liked the idea also. We also talked to the Firemen and Cooks who also agreed it would be a very good idea, providing we could get a wage that would cover the men so they would not lose any money.

We had a couple of propositions from the shipowners which we rejected because they were unacceptable to the membership of the SUP. As a matter of fact, they did not embody any particular gains but took away a lot of conditions which we now have.

During the past two weeks the SUP Negotiation Committee has met with the American President Lines and the Pacific Far East Line in negotiations under this new proposition (one basic wage). We

also met with the PMA during the past week and on Thursday, September 8, we came to a tentative agreement with APL and PFE and on Friday we met with the PMA and actually on Monday, September 12, just about 6 o'clock, before our meeting, the PMA committee, headed by Mr. St. Sure, agreed on the same type of an agreement that we had already negotiated with the American President Lines and Pacific Far East Line.

Therefore, we are now in a position to bring it before the membership tonight and we feel this is a good agreement and should be acceptable to the membership of the SUP.

Briefly, this is what your committee did. We went over all the records trip by trip, ship by ship, company by company, for the past year and dug up how much penalty time the watchstanders made, how much penalty time the daymen made, how much penalty time the ordinary seamen made. We also received the pay vouchers from some members of the Sailors Union and checked with various members of the Sailors Union on the records they had kept themselves in order to be absolutely sure.

We then took the average of the penalty time for the watchstanders, the average of the penalty time for the daymen and we added that to the present wages. Then we added \$25 more across the board for all ratings, which is the new wage raise, so actually the following is what we came up with:

For the watchstanders approximately \$96 per month, which is now being made in penalty time on Saturdays, Sundays and holidays at sea and also in penalty time made within their eight-hour spread. To that we added \$25, which gave the watchstanders a raise of \$121.00. In other words, an AB watchstander under the new set-up will receive \$423.00 per month.

For the daymen, we figured the amount of penalty time made within their eight-hour spread amounts to approximately \$44.00 per month. Then we added to that another \$25 (new raise), giving the daymen \$69. In other words, the AB daymen will receive \$400 a month under the new set-up.

The same principle was used for all the other ratings so actually the watchstanders' wages are based on 56 hours a week at sea and 40 hours a week in port. The daymen's wages are based on 40 hours a week at sea and 40 hours in port.

We raised the overtime rate 18c to \$2.65 per hour for the higher ratings and for the ordinary seamen 11c to \$2.00 per hour. We retained as extra compensation in the agreement the following items:

1. Entering and cleaning tanks.
2. Cleaning bilges.
3. Cleaning cargo holds, with rotten copra and talc rubber.
4. Tending livestock.
5. Driving winches and handling cargo.
6. Handling mail and baggage.
7. Preparing holds for bulk cargo.
8. Spraying and shellacking after 5 PM and before 8 AM weekdays, Saturdays, Sundays and holidays.

With the exception of the above named items, there are no more penalty payments. In other words, they are all now in the wages. Everything you do now between the hours of 8 and 5 in port and at sea within your regular hours you will receive no penalty pay for. It will already be in your pay. However, we also want to point out to the membership that the regular agreement dealing with work at sea for watchstanders after 5 and before 8 is the same as it is now. In other words, only navigation duties will be done after 5 and before 8 with the exception of sanitary work in the morning like we now have in the agreement.

Your committee wants to point out to the membership that we protected the membership as a whole throughout the entire negotiations and we feel that this is a very good deal for the membership of the Sailors Union and should be acceptable and we recommend it.

We realize of course that a thing like this is a new pattern and should be thoroughly checked by the membership, so we recommend to the membership if they accept this agreement here tonight that the Secretary be instructed to print this new proposed agreement in a special edition of the West Coast Sailors, send it up and down the coast and distribute it widely aboard the ships and the next meeting night, which will be September 20, that we have a vote in all the branches up and down the coast and that all the members on the beach and on the ships be requested to attend the meetings and vote whether they want this agreement or not.

### SUP Negotiating Committee

- (s) William Berger, 4652
- C. P. D. Shanahan, 5073
- Solomon Bishaw, 4638
- Ted Lewis, 2862
- Al Stang, 3235
- Harry Johnson, 3632
- Harry Lundeberg, 2708

# MAW Strike Paralyzes Old Bay Line Services

BALTIMORE—On the eve of a National Labor Relations Board election order, officials of the Old Bay Line embarked on a union-busting campaign which has led to a complete tie-up of all their vessels. The SIU-affiliated Marine Allied Workers here is maintaining around-the-clock picket lines on the company's vessels with the re-

sult that all activity has been brought to a halt. Port agent Earl Sheppard said that the last-ditch union-busting move came after the union and the company had both agreed to an election to determine representation for the company's employees. The day following the agreement the company fired all MAW organizers employed on its vessels, and forced a number of crewmembers who had vacation time coming to get off in Norfolk, making it impossible for them to vote in the elections.

The MAW, with the aid of Seafarers in the port, struck back with picketlines. Full support for the strike has been received from longshoremen both in Baltimore and Norfolk, along with Teamsters and tugboat workers here.

### Serves Coast

The Old Bay Line, a well-known name in the shipping business, services the Baltimore-Hampton Roads area with both passenger and cargo operations. MAW is also active in other areas with an election coming up on six tugs and a number of barges operated by the Harbor Towing Company. Other unorganized groups are also receiving attention from the SIU harbor affiliate.

### Heavy Ship Influx

Deep sea shipping in this port has been exceptionally good with considerably more men getting jobs than the total registering in the two-week period. The port's good shipping came from a heavy load of 15 payoffs, 11 sign-ons and 13 in-transit-ships. Some of the vessels hitting the port had been diverted from New York because of the longshore tie-up there.

All payoffs were handled in good shape with no major beefs reported on any of these vessels.

Services of the port, including the Sea Chest, Port O'Call and Seafarer's Cafeteria are running smoothly, Sheppard reported, and enjoying the patronage of Seafarers on the beach.

# SIU Crew Saves 2 In Air Crash

Two of five crewmembers of a downed commercial airliner have been rescued by the SIU-manned Steel Advocate and are being brought to Honolulu, according to a ship's message radioed to the Isthmian Steamship Company's New York offices. The rescue was made while the ship was eastbound to Honolulu about 1,100 miles west of the islands.

The four-engined cargo carrier, operated by the Flying Tigers Line, had gone down on a flight from Honolulu to Wake Island.

The rescue operation was carried out at 3 PM on Sunday, September 25. The pilot of the plane, identified as A. J. Machado of Hollywood, California, and the copilot were the men rescued.

### Doctor Now Aboard

Six hours later the Advocate met the Coast Guard cutter Kukui which transferred a doctor and pharmacist's mate to the ship to care for the survivors. The Advocate then continued on its way to Honolulu.

Twenty-five planes and Coast Guard surface craft have been participating in the search operation over a 50,000 square mile area.

The Union and the company expect further details from the ship as soon as it reaches Honolulu.



Portion of the large crowd of waterfront teamsters in 10,000-member Local 807 of New York which held regular meeting at SIU headquarters and then enjoyed Union hospitality afterwards at special buffet is shown in headquarters cafeteria. Meeting provided IBT members with inside look at SIU and waterfront operations with which they come in contact.

# SIU Hq Plays Host To Meeting Of NY Waterfront Teamsters

The SIU's New York headquarters was host to the first membership meeting of the fall season of Local 807, International Brotherhood of Teamsters, largest of the Teamster local unions in the New York area. Several hundred Local 807 members filled the hall to capacity and were welcomed on behalf of the SIU by Secretary-Treasurer Paul Hall.

The Teamsters also were given a demonstration of how the SIU's rotary hiring system works and were shown the various membership and administrative facilities at the headquarters hall.

Local 807 is a key unit in the New York waterfront picture since its members handle most of the trucking to and from the piers in the harbor. The 10,000-member local also does a great deal of the general trucking in the city.

### Side By Side

During the AFL's efforts to organize longshoremen in the port of New York Local 807 worked side by side with Seafarers and the International Brotherhood of Longshoremen, contributing valuable support and assistance throughout the dock beef. Present at the meeting and introduced to the teamsters was John Dwyer of the AFL Longshoremen's Union.

As a waterfront local, 807 has always been close to the SIU and friendly relations have existed between the two unions for many years.

Following the meeting, the membership present was served a buffet in the SIU cafeteria. Local 807 leaders expressed their appreciation of the hospitality offered by the SIU and the past cooperation the Union has given the Teamsters.

# Laud SIU Crewmen For Saving SS Neva West

Seafarer Edward Keagy, chief electrician, and members of the crew of the Neva West were praised by the Coast Guard for saving the Neva West from disaster during a recent shipboard fire. Keagy's action in rigging an improvised welding circuit to cut a hole in the deck was instrumental in the rapid conquest of a fire in a cargo of cotton.

The SIU-manned Victory ship was en-route to Bremerhaven from

New Orleans when fire broke out in No. 1 hold five days out at sea. The steam-smothering line was turned on but attempts to enter the hold afterwards were unsuccessful because of smoke and heat.

Then crewmembers noticed that deck plating on the main deck was becoming red hot. The only way the fire could be fought successfully was by cutting a hole in the deck to introduce a fire hose.



Keagy

### Rigged Up Torch

There was no acetylene torch equipment aboard, but fortunately a shipyard worker had left a length of welding conductor aboard. Keagy and chief engineer Harry Gwin rigged the emergency welding gear using a metal rod as a welding electrode. In 11 minutes they cut a large enough hole for fire-fighting purposes.

A fire hose was then put to work on the blaze, pouring water through the opening cut in the deck.

The fire was quickly brought under control and the crew was then able to enter the hold to remove smoldering cargo. As a result, damage was held down to a minimum and the ship and cargo saved from possible disaster while far out at sea.

"The personnel of the Neva West," the Coast Guard concluded, "especially the electrician, deserve praise for the efficient manner in which they coped with a shipboard emergency."

# Bridges Boasts Of Influence Over ILA's Top Leadership

New evidence of a close alliance between Harry Bridges' Communist-dominated West Coast apparatus and the expelled East Coast International Longshoremen's Association was revealed last week in "The Dispatcher," official publication of Bridges' union.

The West Coast publication revealed that Bridges not only was friendly with ILA leaders in New York but was meeting regularly with them in New York and participating in ILA strategy meetings with the full approval of the ILA's New York District Council. The disclosure raised the possibility that Bridges may have participated in planning the recent political strike against the New York-New Jersey waterfront commission.

In recounting events of an ILA District Council meeting on Au-

gust 7, "The Dispatcher" reported that ILA general organizer Teddy Gleason, one of three top officials in the ILA, boasted of his friendship and close association with Bridges. "Gleason" the paper said, "said he knew Bridges and met him every time he was in New York and always got good advice from him. He admitted meeting with Velson (a Bridges agent) also, said he was a good trade unionist and that he would continue to meet him."

### Applauded By ILA

"The Dispatcher" concluded that Gleason's statement, "was greeted with enthusiastic applause" by the ILA's top echelon.

Bridges' open boasting of his ILA alliance is being viewed with increasing concern in waterfront circles as evidence that he has a long-sought foothold in the Port of New York.

It has been open knowledge that for the past year and a half Bridges has been supplying funds

to the ILA through his local unions and has been supporting the gangster-run ILA against AFL. Now it appears he is taking part in policymaking for ILA.

When reports of Bridges' cash contributions to ILA first appeared in the press during last year's AFL-IBL waterfront campaign, ILA president Bradley vowed that anybody doing business with Bridges would be thrown out of the ILA.

Since then there have been repeated instances of Bridges' involvement in the New York harbor scene with Bradley himself in daily contact with Velson. Far from disowning Bridges' support, the ILA has welcomed it.

Although ostensibly anti-Communist, the ILA has enjoyed wholehearted support from the "Daily Worker," official Communist Party publication. The "Worker" was particularly enthusiastic about the most recent waterfront "strike."



## Gift To New Orleans SIU For Aid To AFL Council



Oil portrait of Andrew Furuseth is presented to SIU in recognition of "vigorous and militant efforts made by Seafarers in this port" to aid in building a strong central AFL labor group in New Orleans, by A. P. Harvey, president (left), and James Dempsey, executive board member, on behalf of New Orleans Central Trades and Labor Council. SIU port agent Lindsey Williams (right) accepts the gift for the SIU at one of the council's regular meetings in the SIU hall.

## Mobile Pays 22 Family Benefits

MOBILE—The value of the SIU's hospital-surgical plan for Seafarers' families has been brought home sharply to this port with payment of 22 benefits since the plan began in June. Of particular significance, port agent Cal Tanner noted, was the fact that approximately two-thirds of these cases were handled from beginning to end while the Seafarer was out on a ship.

## Tanker Activity Booms Lake Charles' Shipping

LAKE CHARLES—Stepped-up tanker movements due to the coming of winter this week produced the best shipping this port has enjoyed in many months.

The sudden upsurge in activity required extra manpower from Houston and New Orleans to fill the jobs available. Both ports reacted promptly so that none of the ships sailed short.

Visitors during the two-week period included a mixture of tank and freight ships including ten Cities Service vessels, the Val Chem (Valentine), Trinity (Carras) and the Orion Comet (Orion), a big supertanker on her way to the Far East. In addition, the Stony Creek (American Tramp Shipping), Steel Recorder (Isthmian) and Ocean Eva (Ocean Trans) made their presence known.

### Oldtimer In

Among the crew on the Eva, which stayed on here over a week, was Brother Adolph Capote of Seatrain New Orleans fame, who has never quite recovered from

the shock of seeing the New Orleans go out of existence. He apparently had never heard the story about the old ships that never sink but just rust away.

Aside from shipping news, all else is quiet in this area at the moment. The political pot is slowly starting to warm up, however, and in a few weeks it is expected that the "fur will really fly."

Once the deadline is up for filing as a candidate and each candidate then knows whom he has to tear apart, then "things will really get hot," Leroy Clarke, SIU port agent here, commented. "Louisiana elections are like elections no place else," he added.

Local labor unions are also quiet at this time, with all members working and no outstanding beefs on the docket.

In ten of the cases, he reported, the hospitalizations were on an emergency basis, with no opportunity to make necessary arrangements in advance. Even in these instances there were no snags anywhere along the line. The headquarters office of the plan and the port offices here cooperated smoothly all the way, and necessary paper work was taken care of without delay.

All in all, the port finds that the plan has been operating at peak efficiency and payments have been coming through at top speed. Seafarers can help maintain this happy state of affairs by seeing to it that enrollment cards and other documents are submitted to the Union now so that the port will be fully prepared to handle any emergency situation. Of course, the minute a Seafarer or member of his family finds that hospitalization is required, they should get in touch with the port agent to assure themselves prompt service from the SIU Plan.

### Dull Shipping

On the shipping side, Mobile had a dull two weeks with not much turnover on the vessels hitting port. Eight payoffs, four sign-ons and three in-transits summed up the port's business. The coming period should improve somewhat, but the outlook is not too exciting.

Seafarers shipping out of here were saddened to learn of the passing of Brother Robert Darley, Sr. Darley, who sailed as AB, collapsed and died while on the wheel watch on the Ocean Joyce, outside of Pusan, Korea. One of his three Seafarer-sons, Robert, Jr., was OS on the same watch with his father at the time of his death.

The veteran Seafarer's body is being returned to the States by ship, and burial will take place near his home in Panama City, Florida.

The sympathies of the port also go to the family of Seafarer Walter J. Anderson, whose mother died here last week. Anderson usually sails out of Mobile as bosun.

## YOUR DOLLAR'S WORTH

### SEAFARERS GUIDE TO BETTER BUYING

#### Another Round Of Inflation Coming

All last spring this department warned that prices would be higher this fall. Now we're really being socked by the new round of inflation. Many items you have to buy for your family have already jumped in price or are about to. Food, clothing, housing and television sets have all joined the march of widespread price increases.

Many of the price boosts can be traced to the exaggerated price increases laid down by steel manufacturers last summer, and by the booming price of copper and other metals. The boost in steel and other metals is directly affecting prices of houses, threatens to push up the tags on cars and indirectly affects many other prices because it is forcing up costs of industrial equipment too.

It's interesting, if a little painful, to see how the steel industry's financial policies affect your family's living costs. The industry had plenty of room to absorb last summer's wage hike in its own record profits, but instead, raised the price of steel, not just by the amount of the wage increase, but approximately twice as much. It was able to use the wage increase as an occasion for a double price increase because of the present heavy demand for steel from auto and other industries.

#### Paying For New Factories

According to financial authorities, the real reason for steel's double increase, is that the industry is seeking to "capitalize" its expansion program out of current earnings. That is, it aims to finance new plants and equipment out of profits rather than by selling an equivalent amount of stock. This policy has boomed steel company shares on the stock markets. Some companies stocks have gone up over 300 per cent in value in the past two years. But now the public is beginning to pay for this stock boom by way of higher prices.

Here is what you must contend with and how you can plan, as best as possible, to defend your family's living standards from the impact of higher prices:

**TELEVISION SETS:** Four of the largest manufacturers have already raised prices from \$10 on table models to as much as \$30 on higher-priced console sets. Standard-quality 17-inch sets now list at the \$140 mark for the most widely-sold, popular-price makes (less discounts given by retailers.)

**Tip:** If you're in the market now, look for the 1955 sets still available in many stores. Actual differences between the '55 models and the higher-priced '56 sets are small.

**SHOES:** Most manufacturers are raising shoe price tags five per cent in October; one already has upped prices.

**Tip:** Anticipate your immediate needs, but remember that the annual January shoe sales will offer reductions of 10-20 percent on staple styles.

**CLOTHING:** Prices of men's and boy's items are going up, especially, shirts, work clothes, pajamas and knit underwear. Women's hosiery is slated for a general price rise in March. Otherwise women's apparel is holding pretty steady at today's reasonable levels, with excellent values available in nylon slips, and in dresses made of a new blend of cotton and nylon carrying modest price tags of \$10 or less.

**Tip:** Some retailers stocked up on men's and boy's shirts, work clothes and underwear before the price hike. Our recommendation is to shop these items more widely than usual because of the price variations, and include large chains and mail-order catalogs in your comparisons, since these sources accumulate inventories in advance.

**HOME FURNISHINGS:** Furniture prices have already been raised five percent. Prices of some cooking utensils, especially copper-clad types, and broilers, are also due for a hike at retail levels.

**Tip:** Annual furniture sales are in February. Also, despite price increases, competition among retailers is keen on certain lines. Unusually good values in mattresses are available from some retailers at this time. (Notable are the value in mattresses, sheets, other home items being offered in the current Montgomery Ward fall sales catalog as the result of the battle for control of Ward and its sales lag in recent years.) Competition is also keen on sheets, with prices practically at pre-World War II levels. Fitted (contour sheets are now available for as little as \$1.50 in twin size, and regular heavy-weight muslin sheets (140 count), for as little as \$1.85.

**FOOD:** Higher price tags on many food staples, especially eggs and meat, is the real problem. The supply of pork is larger this fall than last, and, some pork cuts have come down in price, notably shoulders and hams. But beef is higher and the \$1 price tag is visible more often again on steaks.

**Tip:** With eggs very high, use Grade B in omelets and other cooked dishes, and small and medium Grade A for boiling and poaching. Smaller eggs are cheaper at this season.

## Philly In Ferry Drive

PHILADELPHIA—New progress by the SIU-affiliated Marine Allied Workers headlines the news from this port. MAW has just filed a petition for representation of employees of the Chester-Bridgeport ferries below this city. MAW organizers here are confident

that the union will win a Labor Board election among these men.

The SIU affiliate already has a number of agreements with various operations in this port.

On the shoreside labor scene, port agent A. S. Cardullo reports no change in the fight of AFL Restaurant Workers and Teamsters to sign up the Horn and Hardart chain here. This port has gone on record not to patronize Horn and Hardart restaurants and

Seafarers have been assisting their fellow trade unionists shoreside by staying away from these non-union operations.

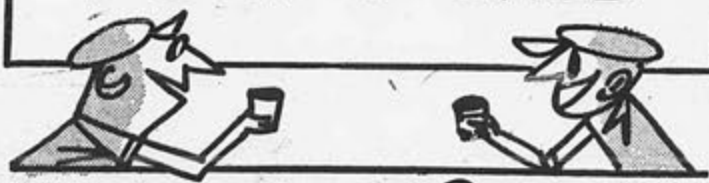
### Ione No Terror

The hurricane Ione scare did not frighten any jobs away from this city, with shipping doing very well. We have had to call other ports for men in the past two weeks and the future outlook is good with very few men available here.

All waterfront activity is back to normal following a stoppage by longshoremen which tied shipping up briefly.

SEAFARERS

PORT O' CALL



New York and Baltimore  
675-4TH AVENUE • 1216 E. BALTIMORE  
BROOKLYN BALTIMORE

**WESTPORT (Arthur), July 17—**Chairman, E. Gates; Secretary, R. Archer. One brother spoke on ship not having any beefs at present, all is working well. Several men asked about the amount of cement carried to receive bonus. All brothers asked not to leave clothes in washing machine.

**WILLIAM H. CARRUTH (Trans-fuel), July 10—**Chairman, F. Leonard; Secretary, I. Thomas. Turned in repair list. Fire equipment is not up to par. It was suggested that water tanks be taken from aft and put below for more hot water, that we put in for the days we had no water to shower with. No water in washing machine for two weeks and fresh water tanks are not cemented.

**YORKMAR (Galmar), July 20—**Chairman, A. Morgan; Secretary, C.

## Digest of ships' Meetings

Graues. Payoff rules were reviewed. No drinking in passageways. Discussion held on washing machine wringer. Heaps and showers to be kept clean. Drinking water is not cold enough. Steward to serve larger salads.

**EVELYN (Bull Lines), July 23—**Chairman, Aycock; Secretary, Piersen. One crew member lost life in Port Mexico. State of accident will be given upon arrival in New York. Ship's delegate elected. Request patrolman to investigate unsafe condition, and delayed sailing from Port Mexico. Discussion was held on sanitary facilities.

**ROBIN MOWBRAY (Robin Lines), July 25—**Chairman, W. Biskas; Secretary, O. Raynor. Men who fouled up will pay \$50 fine. Some disputed overtime settled. Motion made and carried to accept and concur with headquarters communications.

**SANDCAPTAIN (Construction Aggregates), July 17—**Chairman, J. Barren; Secretary, H. Mooney. Letter received on subject of passes. Letter from NY saying cigarettes on Chester Harding should be shared with this crew. Letter to be sent to steward of Chester Harding requesting to know how many cases of cigarettes they have aboard and when we can expect to receive some. The only beef is on these cigarettes.

**SEATRAN TEXAS (Seatrains), July 23—**Chairman, R. Hall; Secretary, A. Whitmer. Men who have a plausible excuse for being late on sailing day will be okayed, but men who do not will be turned into patrolman for action. Ship's treasury contains \$111.14. No beefs. Motion made and carried to accept and concur with communications from headquarters unanimously. TV set to be repaired in Texas. It has been agreed that treasurer is to take care of lending money out up to \$50 with one signature.

**TRANSATLANTIC (Pacific Waterways), July 20—**Chairman, A. Anderson; Secretary, S. Arales. Motion made and carried to accept and concur with communications from headquarters. Discussion was held on subject of restriction on shore leave and it was agreed that crew should be able to go ashore. Vote of thanks to steward department for good work.

**FORT HOSKINS (Cities Service), July 31—**Chairman, F. Throp; Secretary, H. Westphal. Everything in order. Ship's treasury contains \$15. Requested that awning be put up on boat deck. Motion made and carried to accept and concur with communication from headquarters.

**STEEL KING (Isthmian), No date—**Chairman, Howison; Secretary, J. Wilton. No beefs. There was no restriction to ship and overtime was collected. Discussion was held on hiring system. Headquarters communications accepted and concurred.

**SEATRAN TEXAS (Seatrains), July 30—**Chairman, J. Allen; Secretary, A. Whitmer. No major beefs. Ship's fund—\$111.14. Motion made and carried to accept recent communications from headquarters unanimously.

**MAE (Bull Lines), July 31—**Chairman, F. Hipp; Secretary, S. Berger. All delegates agree with captain and chief mate that all performers get off ship. Everything in order except for hot weather in the Gulf of Mexico. Ship's fund—\$7.85. Motion made to increase ship's fund. Foc'sles to be painted.

**CITRUS PACKER (Waterman), July 4—**Chairman, Puckett; Secretary, Weber. Chief engineer said he would adjust drinking water. Popcorn machine was purchased for \$10. No noise in messhall at night. Card games to begin after supper. July 24—Chairman, Carney; Secretary, Weber. Water is okay now that crew has taken on a new cooler water. Ship's fund \$30. Motion made and carried to get new percolators and larger sheets. Port steward in New Orleans is responsible for small variety and poor quality of food.

**LA SALLE (Waterman), July 24—**Chairman, D. Mann; Secretary, C. Moxur. No major beefs. Delayed sailing to be taken up with patrolman. Twenty dollars was spent for deck

chairs in Formosa, balance of ship's fund is \$15. Letter was sent to SEAFARERS LOG regarding misconduct of crewmember. Repair lists to be compiled. Vote of thanks to steward department.

**OREMAR (Ore), July 24—**Chairman, C. Burns; Secretary, H. Stewart. No beefs. Ship's fund—\$2.50. Ship's delegate elected. Lockers to be repaired by machinist. To see about getting milk in Canada.

**CUBORE (Ore), June 28—**Chairman, G. Brown; Secretary, C. Crockett. Ship's delegate elected. Sailing board time has gotten way out of hand. More night lunch to be put out. Steward department man to make coffee for 10 AM coffee time.

**JOHN B. WATERMAN (Waterman), July 30—**Chairman, E. Hansen; Secretary, N. Matthey. To see captain about log of one man. Chief steward and delegate to check stores. Ship's fund \$24.32. Linen to be taken down and foc'sles to be left clean. Ship's delegate to ask for statement of earnings before payoff. Meat to be double checked as to US Government stamp. Special meeting to be called in port with reference to poor food.

**MOHICAN (Trans Oceanic), July 24—**Chairman, C. Wallick; Secretary, J. Morrison. Innerspring mattresses and fans will be ordered in New York. Ship's delegate elected. Motion made and carried to cooperate with messman and pantryman in keeping messhall and pantry clean. Repair lists to be turned into ship's delegate. Vote of thanks to steward department.

**STEEL DIRECTOR (Isthmian), August 14—**Chairman, H. Maginness; Secretary, F. Webb. Continued cooperation requested of crew. Ship's treasurer elected. No beefs. New motor installed in washing machine.

**ALCOA CLIPPER (Alcoa), July 30—**Chairman, R. Roberts; Secretary, H. Patterson. Balance of ship's fund is \$59.68. No beefs—smooth sailing. Ship's delegate and secretary-reporter elected. Better grade of meats needed. Hand rails on fore and aft to be repaired before ship leaves New Orleans.

**CHICKASAW (Pan Atlantic), July 31—**Chairman, G. Taylor; Secretary, S. Guggino. No beefs. Motion made and carried that crew get screen doors for galley and crew mess. Ship's secretary-reporter elected. Suggestion made that all foc'sles be sanded and decks painted. Temperature of ice box to be improved, so that ice cream will stay hard; and to unplug drains in the laundry room, sinks and decks.

**LONGVIEW VICTORY (Victory Carriers), July 17—**Chairman, S. Hawks; Secretary, J. Watson. Beefs with chief mate to be settled at payoff. Some disputed overtime. Motion made and carried to accept and concur with communications from headquarters. Mate to order extra porthole chutes and screens. Discussion held on lack of medical attention to crew and unsafe gangway.

**July 28—**Chairman, R. Roberts; Secretary, H. Kennedy. Ship's delegate elected. Patrolman to see that vessel has \$5,000 on hand sailing day. Motion made and carried to accept terms on back-dating of articles. Steward requests that crew throw down excess and dirty linen. Vote of thanks to steward department for job well done.

**GENEVIEVE PETERKIN (Bloomfield), July 10—**Chairman, E. Golings; Secretary, D. Patterson. No beefs. Ship's delegate elected. Ship was fumigated in New Orleans. A new schedule is being prepared for the cleaning of the laundry and recreation rooms. Electricity to be turned off after men use the washing machine.

**MONARCH OF THE SEAS (Waterman), July 30—**Chairman, Danne; Secretary, D. Edwards. No beefs. Motion made and carried to accept and concur with headquarters communications. Catwalk to be put over all deck cargo, for safety of all departments. All men who use washing machine are to turn it off after use. Vote of thanks to steward department for cooperating with keeping the deck clean.

**ROYAL OAK (Cities Service), July 31—**Chairman, J. Johnson; Secretary, D. Beard. No beefs. Ship's fund contains \$16.34. Communications from headquarters read, accepted, and concurred. Ship's treasurer elected. Crew appreciates third cook's cooking.

**THE CABINS (Mathiasen), July 20—**Chairman, H. Pusson; Secretary, T. Bolton. Ship's secretary-reporter elected. Ship's fund—\$83.70. No beefs. Ship's delegate elected. Vote of thanks to steward department. Crew requests that ship be fumigated when it goes to shipyard. All repairs to be listed and turned into ship's delegate.

**CALMAE (Calmar), July 19—**Chairman, E. Drury; Secretary, T. Jackson. No major beefs. Repair list was compiled and handed in. Ship's fund—\$24.28. Motion made and carried that all SIU welfare benefits cover union officials as well as active SIU men. Discussion on ship's fund.

**CHILORE (Ore), July 31—**Chairman, R. King; Secretary, K. Brittain. Ship's fund—\$34. No beefs. Ship's delegate and secretary-reporter elected. Vote of thanks to steward department. Collection taken for ship's delegate's wife, who is paralyzed. New library needed. Steward to try to get more cots.

## 'He-Man' Haircut For Seafarer's Son



Seafarer Benjamin Mignano, AB, holding son, Mitchell, 2, looks on proudly as "the big boy," Eddie, 4½, gets a he-man's haircut in the barbershop at SIU headquarters. Mignano lives just a few minutes from the hall in Brooklyn. John Raubino is the barber.

## Tampa, Mobile Active In MAW Tugboat Drive

TAMPA—Seafarers here and in Mobile have joined with SIU-affiliated Marine Allied Workers in a brand-new drive aimed at the organization of the local Blue Stack Towing Company.

A petition for a collective bargaining election has already been filed with the National Labor Relations Board for the right to represent the tug workers. The company operates six tugs that hit the port fairly regularly.

Expectation is high that when an election is held the approximately

50 men involved will swing the MAW for full-time representation. In other action, according to Tom Banning, SIU port agent here, shipping pepped up slightly and appears to be getting better. Aside from routine beefs, the only out-of-the-way item was a beef concerning a bacon shortage on the Del Santos (Mississippi) which was squared away in jig time.

## Does The US Need Kings Point?

(Continued from page 2)  
a minimum of two years in the Navy.

If, for example, a high school graduate sincerely interested in merchant service wanted to go to Kings Point and could not pass the Navy physical, he would be barred from the school. But a candidate for Annapolis who couldn't get appointed there could enter the Navy via Kings Point.

It's interesting to note that the state maritime schools, which make Naval Reserve enlistment an optional requirement, have a greater percentage of their graduates (20 percent) on merchant ships than Kings Point does.

In other words, the Department of Commerce supplies the funds for the academy's operation to the tune of \$2 million a year, and the Navy gets the men. Whether a man works for a steamship company after leaving the Navy is entirely up to him, even though his tuition, room and board, textbooks and uniforms have been supplied gratis by the Maritime Administration.

### Annex Of Annapolis

The Navy's hold on Kings Point makes it a Naval Reserve training school and an annex of Annapolis for all intents and purposes. The academy has deliberately set out to imitate the structure and function of the military academies. A Kings Point booklet calls the academy "one of the five federal service academies" (the other four being West Point, Annapolis, the Air Force School and the Coast Guard Academy). "Like these schools" it says, Kings Point is "military in character."

For example, while most instructors at the school are civilians chosen for their specialties, as at

West Point or Annapolis, courses in Naval science are taught by regular Navy men who are assigned by the Navy Department. The courses cover gunnery, drill, manual of arms, naval tactics and similar subject matter.

Kings Pointers, like midshipmen at Annapolis, are not allowed to marry while at school. Entering classmen are known as "plebes" like in service academies and the student body is composed of "cadet-midshipmen," a West Point-Annapolis combination. There is no liberty given on school days except under special circumstances, with men confined to academy grounds. "All cadet-midshipmen," the booklet says, "wear uniforms similar to those worn by midshipmen at Annapolis."

Cadet-midshipmen are subject to military discipline, the booklet reports. "Cadet-midshipmen are organized into a regiment which is subdivided into battalions and companies, all under the command of cadet-midshipmen officers . . . A high standard of military discipline . . . is required."

### No Civilians Here

Obviously the spirit of the academy is more military than civilian, deliberately patterned after Annapolis, while the students are ostensibly being trained for civilian service.

A comparable situation would exist if the Civil Aeronautics Authority were to set up a school to train civilian airline pilots and the men were to be commissioned in the Air Force upon graduation.

No one disputes the Navy's right to train as many men as it needs for its purposes. If more Naval officers are needed, it would be perfectly acceptable to the mari-

## Canada SIU Wins West Coast Beef

A two-month strike by West Coast Canadian Seafarers ended in victory when the Union Steamship Company yielded on a new contract. The agreement sets up an hourly wage system and provides an 11-cent hourly increase retroactive to June 1.

With the Union SS contract in its pocket, the SIU Canadian District scheduled a strike of 450 Seafarers aboard ships of the Canadian Pacific Railway's Coastal Steamship Service. The strike, originally called for midnight, September 25, has been held off pending further negotiations between the company and the union.

Union Steamship operates six passenger vessels out of Vancouver, BC, as well as freight services on the West Coast. In addition to the hourly increase, the overtime rate was increased 18 cents an hour and the company agreed to make 20-cent daily payments to the Canadian District's welfare plan.

### 100 Percent Tie-Up

The strike of 350 Canadian District members began on July 3 after months of negotiation had been unsuccessful. The tie-up was 100 percent effective from the outset with no effort made by the company to operate its ships.

Meanwhile, a Canadian government Royal Commission is winding up hearings on proposals to reserve Canada's domestic trade to Canadian ships. At present there are no restrictions in the domestic trades with the result that British and other foreign-flag ships have taken over much of the Lakes.

time unions for the Navy to operate Kings Point as an out-and-out Naval Reserve Officers Training School. Such a situation is preferable to operating the school under the guise of a merchant marine academy.

### Navy Disguise

The Navy's reason for maintaining the disguise is believed to be its fear of objections that the jealous sister services, the Army and Air Force, would raise to a second Navy academy. The Navy is also relieved of the cost of operations except for the cost of Naval Science instructors.

While Kings Point is a convenience for the Navy it is an expense for maritime which year after year finds itself hard-pressed to secure badly-needed Government aid for the merchant marine. Moreover, it is just as well that the hundreds of men turned out by Kings Point choose to go into another industry, for the rapidly-shrinking US merchant fleet has fewer jobs every year.

It would seem sensible to turn Kings Point back to Navy jurisdiction just as it had jurisdiction over state schools before 1940, and let the Maritime Administration devote all of its funds for maritime functions.

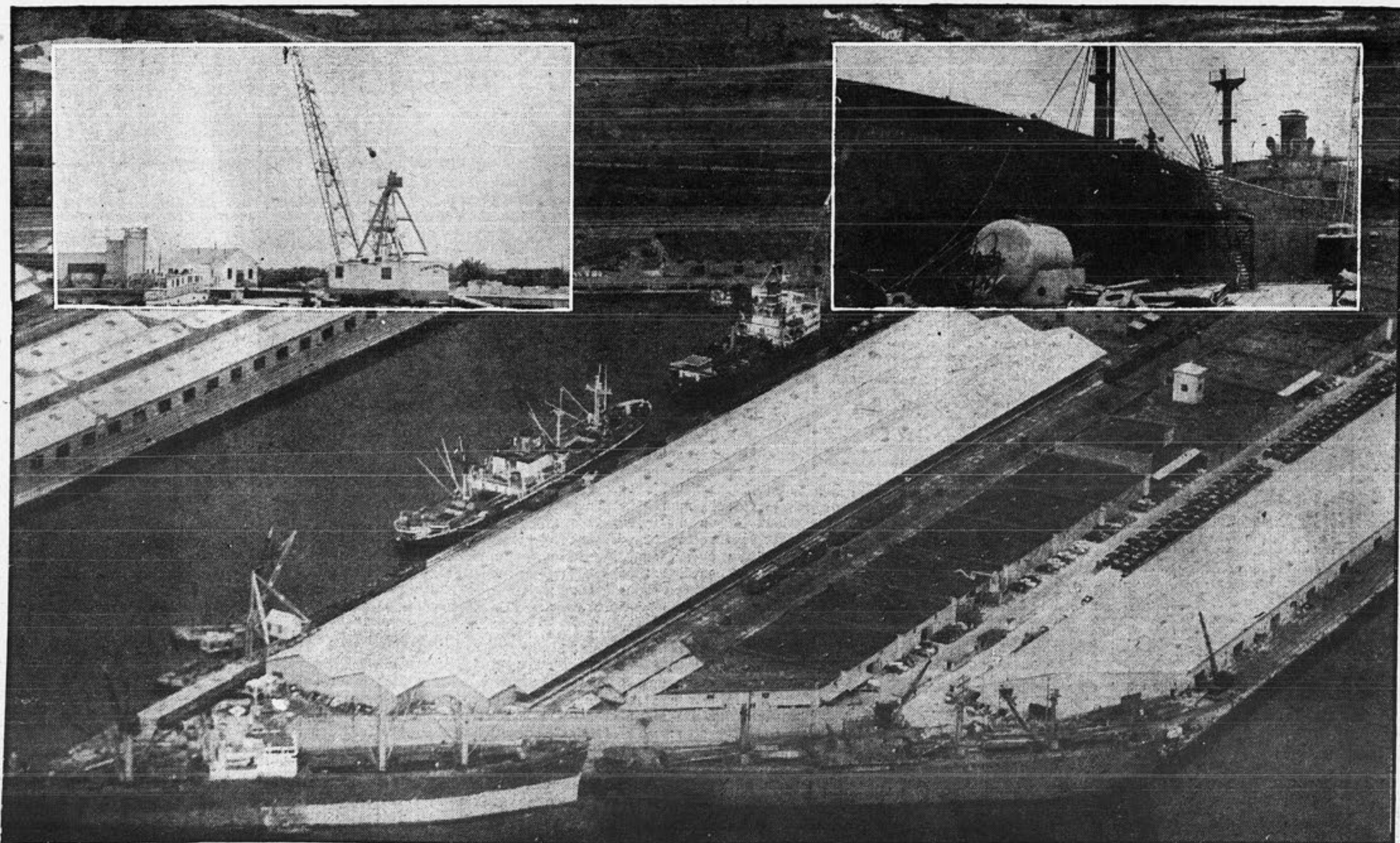


# SIU supplies - Shipyard Craftsmen with Deep Sea Experience

When ownership of the ship repair yard formerly operated in Mobile by the Waterman Steamship Company recently was acquired by the newly-organized Mobile Ship Repair, Inc., involved were a substantial number of SIU men working in the yard under terms of a contract with the Marine Allied Workers, an SIU affiliate.

"MAW men working in this ship repair yard are highly skilled with many years of experience," said SIU Mobile Port Agent Cal Tanner. "Many of these employes are seafaring men, a unique situation assuring a high degree of expert craftsmanship by men who understand the necessity of a well-constructed and well-repaired ship."

In these photos, the LOG shows the variety of skills displayed by SIU-MAW men on the job.



Aerial view shows Mobile Ship Repair Yard, manned by SIU-affiliated Marine Allied Workers, and its facilities at the Alabama State Docks in Mobile. In inset, above left, is floating derrick which makes it possible for Mobile yard to provide shipside service in the harbor. Above, right, is the Andrew J. Newbury, a Government-owned Liberty out of the lay-up fleet currently under repair. Work being done under the Maritime Administration's emergency ship repair program is typical of services offered by the repair yard.

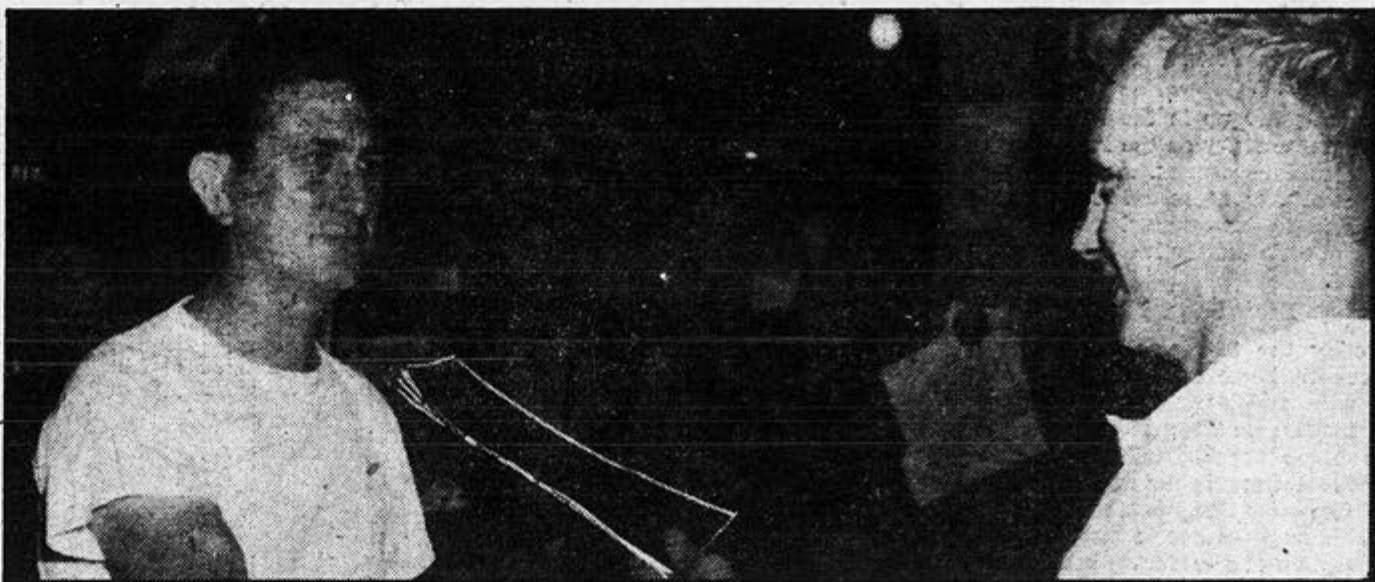




SIU-MAW members William Wilson (left) and Dan Walters bend length of pipe to specifications required in ship repair job. Many MAW members have years of Seafaring experience.



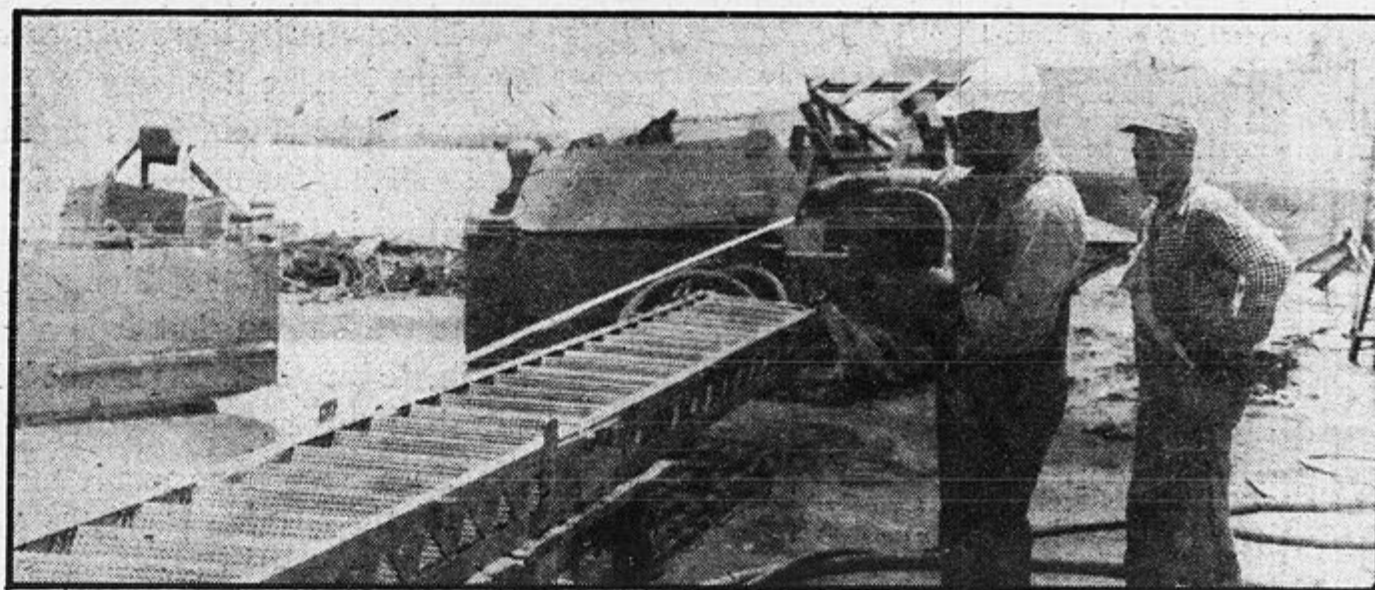
Trimming a lath in the carpentry shop is SIU-MAW craftsman C. L. Smith. The Mobile Ship Repair Yard's new ownership, which purchased the yard from its former operator, the Waterman SS Corp., has ambitious plans for expansion of repair and ship conversion facilities.



New parts and work supplies are in constant demand in repair operations and yard's warehouse stocks a wide variety of ship items. SIU-MAW member Richard Langley (left) is shown receiving a sheaf of supply requisitions to be filled for W. H. Southall. Yard owners signed new MAW contract as they took over operations.



One of highly-skilled repairmen at the yard is Bob Dorman, shown here at work on an electric motor. Yard handles wide variety of maintenance and repair work.



Rust removal, traditionally a major operation in ship maintenance and repair work, is completed on a ship's gangway. Thomas Snell (left) and Henry Richardson have just finished sandblasting the gangway and are washing it down with fresh water as the final step.



Intent on a knotty problem are three of the yard's many skilled craftsmen, (left to right) Alfred Brooks, Alfred Jefferson and Edward Clark. Men were rebuilding a defective boiler feed pump motor in the repair yard's electrical shop when the SEAFARERS LOG photographer caught them in action.

## MEET THE SEAFARERS

### CHARLES PAYNE, baker

A ship may not be the calmest place in the world, but it is a lot easier on the nerves than a busy wartime shipyard. Seafarer Charles Payne found this out after working in a Baltimore yard during the days when Liberty ships were being turned out like sausages. After some time in the yard, he decided to try a less hectic way of life.



Payne

He caught his first ship out of Baltimore in 1943, and in 1944, hitched up with the SIU in New York. That sold him on seafaring.

Payne grew up in the Maryland tidewater country on the Patapasco River middle branch. As a youth he was always interested in boating and had to be dragged from the river one time after his boat overturned.

### Beats Shore Pay

Today the 33-year-old Seafarer makes his home in Baltimore with his wife and daughter. Although his family would prefer to have him home regularly, Payne finds there is nothing in the way of work that can offer him what he gets on an SIU ship—either in pay or the stimulation of a seafaring life.

In the 12 years he's been sailing he has seen constant improvement of life aboard ship through Union efforts. But it hasn't all been peaches and cream. In 1947 he was severely injured when he slipped on a fish-oiled deck and spent the next three years out of work, undergoing a series of operations.

When he was a bachelor, Payne preferred the long runs to South American ports, but now he usually takes coastwise and nearby-foreign ships which bring him home regularly.

"Just give me an electric stove," he says, "and a Union ship and I'm all set to go."

### ROBERT MOYLAN, bosun

Seafarer Robert Moylan has been a member of only one union in all his years at sea and ashore. And as far as he is concerned, the SIU is "the only one I will ever belong to." Having joined the SIU in Boston in 1944, he has seen the tremendous improvement the Union has made in seamen's conditions since that time.

Although he comes from Massachusetts, Moylan prefers to catch his ships out of Wilmington, California, where he can get both offshore and intercoastal runs. His home town, Lawrence, is a well-known textile manufacturing center not far from the port of Boston.



Moylan

The 44-year-old Seafarer's first introduction to salt water came via the Navy. He joined it in 1928 at the tender age of 17 and served a six-year hitch as a bluejacket before returning to civilian life in 1934.

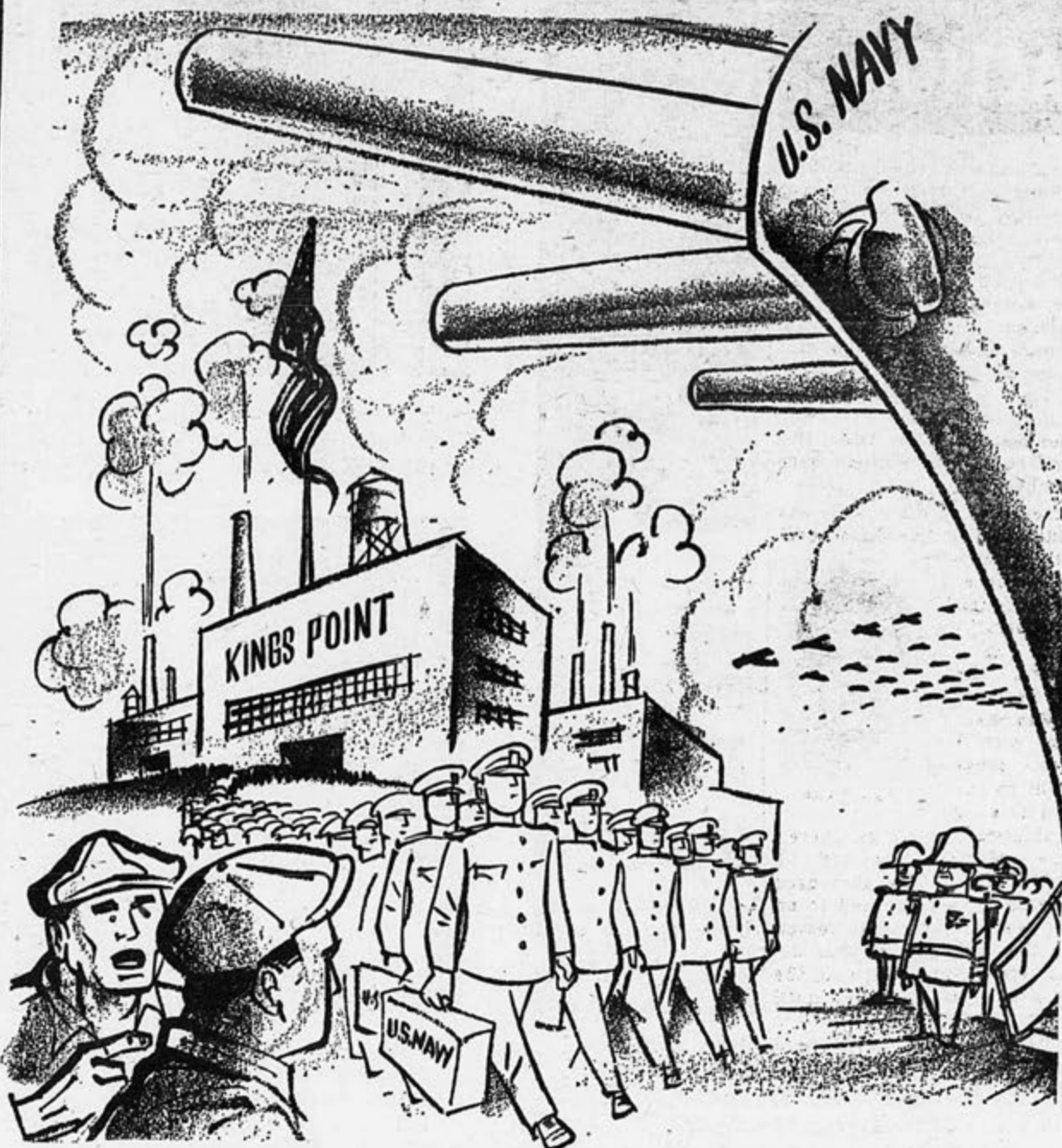
The depression years were particularly rough on seamen with jobs hard to get and unions just beginning to revive from the 1921 general strike disaster. Moylan was out of sea harness for a while, but when the war clouds gathered a man with Moylan's seagoing experience was much in demand. He returned to the sea, this time as a merchant seaman.

### On Picket lines

Moylan has taken part in a number of the Union's major postwar beefs, including the 1946 General Strike and others, and had the satisfaction of seeing his efforts and those of his shipmates pay off in the form of better days for Seafarers.

When not on a ship, Moylan is an avid fisherman like so many other Seafarers who find the hobby a natural one. "The Union has done a great deal for me," he says, "and when I'm on a ship I'm out to do the best I can accordingly."

## 'What's This Got To Do With The Merchant Marine?'



The career-builders who carefully cultivate the public impression that the Merchant Marine Academy at Kings Point is an adjunct to the US shipping industry will be out in force again early next month when a Senate Committee begins sifting the operations of the maritime officer training schools.

Kings Point, in reality an "annex" to Annapolis, is a Navy "secret weapon," because its annual \$2 million appropriation from the Department of Commerce fosters the illusion that it is a civilian training ground. Yet when the facts are in, fewer than 15 percent of its graduates ever make merchant seaman-ship their career.

Since there is no requirement that its graduates go to sea, the vast majority of them settle in shoreside jobs or build careers in the Navy. Their free schooling at taxpayer expense does not one iota of good for the shipping industry because, in a time of ever-decreasing private shipping operations, there are no ships for them—and they wouldn't take them if there were.

There hasn't been a real shortage of trained officer manpower in years. The needs of the industry, indeed the bulk of the men now sailing, come from the state academies and up from unlicensed ranks. This is as it should be.

However, the amount of money spent on this installation, considering the money needs of the declining US shipping industry today, could well be spent on other purposes. New safety devices, greater experimentation with new ship types and designs, all of these are current and pressing items required for our outmoded merchant fleet.

The sham of treating Kings Point as a Government-aided private training installation is a fraud on the unknowing public. Since Kings Point is merely grinding out officers who are pledged to the Navy, in war or peace, why perpetuate the farce that it is serving the merchant marine?

Why not label the place properly as the "Junior Annapolis" and have the Navy pick up the tab? That \$2 million could do a lot more good if spent devising ways and means for preventing another Southern Districts disaster or for more regular inspections of our over-age, rickety merchant fleet.

## LABOR ROUND-UP

CIO Transport Workers cancelled a strike call for Pennsylvania Railroad maintenance men as Federal railroad mediation machinery went to work on the dispute. The strike would have affected all of the railroads' eastern operations.

One of two struck Louisiana sugar cane mills has signed a new union contract with the CIO Packinghouse Workers. A second sugar refinery strike is still in progress.

Farm machinery workers at the International Harvester Company ended a 26-day strike with a new 34-cents an hour package covering a three-year period. The 40,000 company employees are members of the CIO United Auto Workers and the contract provides five cents hourly for supplemental unemployment insurance, as in the auto industry.

AFL Hotel and Restaurant workers have been notified that their parent union, the Hotel and Restaurant Employees International, intends to expand its strike against Miami Beach hotels and continue action into the winter season. Union members have been asked not to take winter jobs in Miami Beach.

The resort area depends heavily on an influx of skilled northern workers during its winter season.

New York printers in commercial shops have voted overwhelmingly in favor of a contract providing a \$4 a week raise this year and another \$3 next July. The contract also grants the International Typographical Union jurisdiction over new printing processes now being developed.

Following the lead of their American counterparts, Canadian labor federations will merge at a convention to be held in April, 1956. The Canadian Trades and Labor Congress, AFL-affiliated, and the Canadian Congress of Labor, which maintains CIO connections, will form a new million-member organization, the Canadian Labor Congress.

An industry-wide pension plan in the baking industry has been reached between the Bakery and Confectionary Workers International (AFL) and employers. The plan is supported entirely by employer contributions and gives workers a vested pension right which they do not lose when they change jobs.

# SEAFARERS in ACTION

It often happens when a ship is shorthanded in foreign ports that the crew will be rounded out by non-union seamen or seamen from other outfits. When the tanker Seatiger wound up two men short, Seafarer Terence Glynn proposed that the crew chip in funds so that a crew representative could be sent ashore to contact the American consul. The consul, Glynn pointed out, would have a record of all the American seamen on the beach and could find out if any of them were SIU members.

Crewmembers agreed that it was a fine idea and proceeded accordingly to secure their replacements through the consulate.

Abord the Santore Seafarer James Van Sant came up with a common-sense suggestion on the procedure of holding shipboard meetings. There's no sense holding a meeting, he observed, if one of the shipboard departments is being turned to on overtime work. If for that reason most of the members of that department are unable to attend, the meeting should be postponed until a more appropriate time.



Van Sant

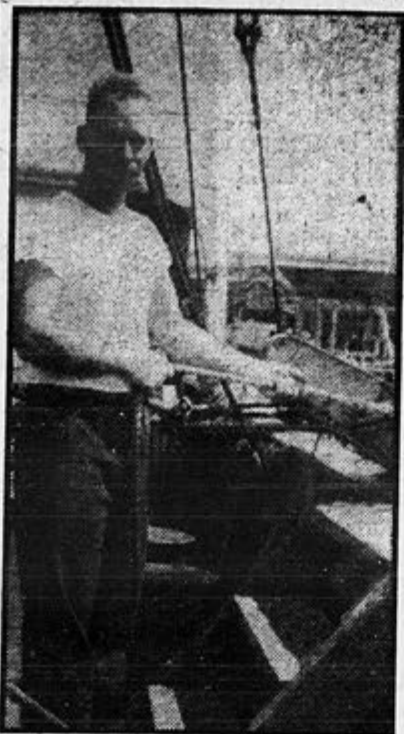
Van Sant, a deck department man, has been sailing SIU since back in 1943, joining the Union in New York.

The September 7 SIU meetings in the various ports elected a number of rank and file Seafarers to the various meeting posts. Meeting chairmen included M. Machel in San Francisco; D. Jones in Houston; H. M. Connell in Lake Charles and R. E. Pierce in Savannah. Other meeting jobs were filled by W. De Lappe and B. Vickerman in Seattle; B. A. Granberg in Wilmington; H. Thomas and C. Allan in San Francisco; V. Stankiewicz and B. Crawford in Philadelphia; E. F. Hagin and E. Frost in Tampa, and J. W. Floyd and G. Bell in Savannah.

There seemed to be more than the usual enthusiasm in endorsements voted to the steward departments on the Lewis Emery Jr. and the McAlester Victory. On the Emery good feeding had produced a most cordial atmosphere on all sides with the crew giving a special plum to W. C. Vandarsall, night cook and baker. In turn, crew pantryman Danny Parkman said that the gang was the best he had ever sailed with, making for good fellowship in all departments.

The McAlester Victory crew thanked the entire steward department for the excellent meals served throughout the trip and drafted a special resolution in tribute to chief steward W. T. Malvenan for his interest, full cooperation and maximum efficiency of operation. "We sincerely hope" they added, that he will stay on this ship for the next trip and continue his good work.

Both Vandarsall and Malvenan have the experience to do a good job because both of them have been SIU bookmembers since back in 1938, Vandarsall joining in Mobile and Malvenan in Boston.



A visit to the Alcoa Planter in Savannah on a recent Saturday afternoon found these Seafarers on hand to greet an SIU photographer. At left, John Bowdon, AB, was busy securing the gangway to make it safe for all hands leaving and coming aboard the ship. In the messhall (center photo), R. Hanssen, steward (left), and Joe Kearnes, crew messman, were giving an issue of

the LOG a careful onceover to see what was happening in their Union and elsewhere in maritime. At right, George Condos, bosun, was finishing a splice on some wire (on overtime, naturally) and was just about ready for a smoke. For all of them, Saturday afternoon was not much different from any other. Work on a ship goes on all the time.

## Trailership Trade-In Procedure Set Between US, Pan-Atlantic

Procedure to be followed in trading in seven SIU-manned C-2s for new trailerships have been agreed on between the Maritime Administration and the Pan Atlantic Steamship Corp. The seven ships would go into the reserve fleet in return for which the Maritime Administration would pay part of the cost of constructing the new vessels and insure the remainder of the construction mortgage.

The new ships would be contracted for under the "trade-in and build" program whereby the Government hopes to upgrade the reserve fleet and stimulate new ship building. They would be used to transport truck trailers in the coastwise trade.

of funds for purchase of the C-2s by the Maritime Administration, but the outlook is considered good for Congress approval on this score.

### Contracts Come Fast

Under the agreed procedure, Pan Atlantic would turn over its old ships after contracting for the new ones. The amount of the trade-in allowance would be determined in part by whether or not the old ships were still in service while new ones were being built.

The company will have to deliver its C-2s to a reserve fleet anchorage as specified by the Maritime Administration and the ships will have to be in good operating condition. The company will also have to post a performance bond as well.

Ships to be traded in would be the Chickasaw, Bienville, Azalea City, Fairisle, Fairland, Gateway City and Young America. Pan Atlantic would retain its two experimental combination tanker-dry cargo ships, the Ideal-X and the Almena.

Any further trailership plans by McLean are being held off pending determination of Pan Atlantic's petition for intercoastal rights.

## Inquiring Seafarer

Question: Have you noticed any change in crew meetings since the recent revision of the ship minutes form?

James Cheshire, AB: I find that the meetings go along more smoothly now and the issues are being made clearer to the crews. Everybody seems to get to the point more directly and the whole procedure shapes up better than it has been in the past.

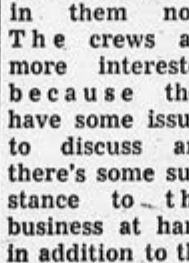
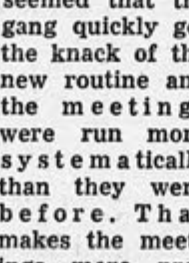
George A. Williams, FWT: On my last ship, the Westport, it seemed that the gang quickly got the knack of the new routine and the meetings were run more systematically than they were before. That makes the meetings more productive and more useful.

John Marshall, chief steward: The meetings are more interesting now, and the reports we get along with the new minutes form are helpful in keeping the crew up to date and getting more participation. It's very informative for the B and C cardholders on the ships too.

Francis X. Keelan, MM: I don't see any particular change. I liked it better the way it was before because we have too many ship's officers under the new system. The smaller group of three departmental delegates and a ship's delegate worked better to my way of thinking.

Joseph Keelan, -AB: I've found the meetings have a little more life in them now. The crews are more interested because they have some issues to discuss and there's some substance to the business at hand in addition to the regular shipboard matters.

Regino Vasquez, MM: Since the new system began I've been on some Alcoa and Bull Line ships. Most of the meetings were run pretty good and the business was taken care of. I think the crews are satisfied with the new system the way it stands and find it easy to work with.



## Boston Gets Lift From Tanker Biz

BOSTON—This port enjoyed an upsurge in shipping with tankers contributing most of the business, as usual. Port shipping was well in excess of registration with 45 men getting out in the two week period.

Port agent James Sheehan listed five payoffs and four sign-ons in the period covered by the report as well as five in-transit ships. All beefs were squared away in shipshape fashion.

### New Port

The "Texas Tower" radar station off Cape Cod has become a new "port of call" for Seafarers here, with the tug El Sol running regularly between it and Boston, carrying supplies and passengers.

The tower again got in the news this week when a tower workman in need of an operation had to be evacuated by Coast Guard cutter in 50-mile-an-hour winds. There is a doctor aboard the tower, but no anaesthetics had been stocked in the tower's medicine chest.

## SEAFARERS PORT O'CALL

NOW IN BOTH  
NEW YORK & BALTIMORE

BROOKLYN, BALTIMORE  
675-4446, 1216 E. BALT.

## Slow Shipping Holds 'Frisco

SAN FRANCISCO — Shipping here is still in the doldrums for the third consecutive two-week period, after months of feverish activity. Port agent Leon "Blondie" Johnson reports just one payoff in sight at the moment.

For the first time in many months there were no payoffs or sign-ons here as three in-transits provided the only action the port had. The pending arrival of the La Salle for payoff will break this rough, and increased in transit activity should improve matters noticeably in the coming two weeks.

# Pizza Society Meets Thurs. On NW Victory

Seafarer Bill Bause, ship's reporter on the Northwestern Victory, reveals the latest innovation on the ship—a "Pizza Pie Society."

"There are at least six active members, of which Brothers Chuck Johnson and Joe Falasca seem to be the 'wheels,' when the society gathers every Thursday P.M. With a somewhat fiendish gleam in their eyes, the members invade the galley, roll out a hunk of dough, place it on two big pans and then throw anything available on top of it.



Bause

"After this 'dumping' operation, they ceremoniously push this creation into the bake oven and stand by at high tension for 15 minutes. Then Brother Chuck removes the concoction, sounds of pleasure fill the air and all the members grab wicked looking knives with which they cut 'the thing' into squares. It then being coffeetime, the squares are demolished at an unbelievable speed by the membership and the meeting adjourns."

Bause hastens to add that he is not a member of the "society," because pizza pie "always reminds me of a very sad 'morning after' in Saigon not long ago."

## LOG-A-RHYTHM:

### Last Request

By a Seafarer

I've sailed the Atlantic  
The Pacific, too  
But I wouldn't trade places  
With any of you.

There is something about a life at sea  
I couldn't describe  
For the life of me.

When standing on lookout  
Up on the bow  
Letting the spray toss over your brow

You're protecting your shipmates  
That now lie asleep  
And thinking of buddies  
Down in the deep.

When the last bell has rung  
And it's my turn to go  
Put me at rest with my buddies  
below.



SIU crewmembers and officers aboard the Robin Locksley take part in services for sea burial of Seafarer John L. Bolden, MM, who died on Robin Goodfellow and was later transferred for burial to the Locksley, which was homeward bound from Capetown. The scene is about 1600 miles due west of Capetown. Seafarer W. W. Bunker took the photo sent in by Ed Burke.

# Locksley Goes South, Finds Winter In July

Crossed up on their seasons, some Seafarers on the Robin Locksley found out recently that a trip to South Africa doesn't necessarily mean a lot of warm weather.

The seasons run just about opposite of what they are in New York, Ed Burke reports, so the crew found some fairly cool weather in South Africa during July and August. They didn't find much sunshine down there either, but thanks to the good gang of SIU men aboard, things worked out to make recent voyage a good trip.

One of its highlights was a fishing contest in which one of the ABs, with a 12½-pound grouper, walked off with the honors plus the \$180 that was in the contest kitty.

### Got Fast Shuffle

Another case of a fast \$180 (or more) occurred when one crewmember got caught in the old cab driver-police shuffle in Beira.

"It all started with a cab driver calling his police force pals when he couldn't collect the fantastic fare he was asking from our 'filthy rich' seaman friend," Burke pointed out.

"Well, the seaman really paid for that ride. He got thrown in the can and had to pay the cab bill anyway, plus a fine. In addition, he missed the ship, got billed for the agent's overtime and a plane ticket for a ride to the next port, was slapped with a couple of loggings at two for one when

he finally got aboard and eventually met with a fine for missing the ship.

"Chances are that he'll fish next trip in Beira," Burke added.

## Steel Travelers



Mixed emotions greet the shipboard photog who grabbed this shot of Brothers Candy, Kimp and Little (l-r) on the Steel Traveler. They were looking for a little shade on the trip to India.

# Seafarers In Hospitals

- USPHS HOSPITAL SEATTLE, WASH.
  - Orville E. Abrams
  - L. Bosley
  - Dargan Coker
  - Robert J. Hellig
- VA HOSPITAL PHILADELPHIA, PA.
  - Angelo Camerote
- USPHS HOSPITAL GALVESTON, TEXAS
  - Hilton Blanchard
  - Morris E. Garrett
  - Michael Henry
  - M. P. McCoskey
- USPHS HOSPITAL NORFOLK, VA.
  - Edwin A. Ainsworth
  - Francis J. Boner
  - David G. Proctor
- USPHS HOSPITAL SAVANNAH, GA.
  - Donald Brownlee
  - E. F. Cetti
  - C. E. Foster
  - Jay C. Harris
  - J. B. Holsenbeck
  - Gerald Kersey
  - Eugene J. Kirkland
- USPHS HOSPITAL NEW ORLEANS, LA.
  - Ralph Armstrong
  - Julian B. Barrett
  - Merton Baxter
  - J. L. Buckelew
  - John L. Caldwell
  - Lloyd T. Callaway
  - Carter C. Chambers
  - Richard J. Chlanson
- USPHS HOSPITAL SEATTLE, WASH.
  - Sverre Johannessen
  - John C. Mitchell
  - John F. Slusarczyk
  - S. T. Zetelman
- VA HOSPITAL PHILADELPHIA, PA.
  - John E. Markopolo
  - Leonard Talevich
  - John E. Tillman
  - Edward C. Yeamans
- USPHS HOSPITAL NORFOLK, VA.
  - William B. Robinson
  - Frank A. Rossi
  - Marshall G. Shankle
  - Norman D. Wilson
- USPHS HOSPITAL SAVANNAH, GA.
  - Joseph A. Leslie
  - William Lieberman
  - Jimmie Littleton
  - James T. Moore
  - Joseph S. Moore
  - Ernest H. Webb
- USPHS HOSPITAL BALTIMORE, MD.
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  - Carl E. Chandler
  - Thomas Clough
  - Charles Coburn
  - Philip Cogley
  - Victor B. Cooper
  - Thomas L. Dugan
  - Gorman T. Glaze
- USPHS HOSPITAL DETROIT, MICH.
  - Tim Burke
- USPHS HOSPITAL MEMPHIS, TENN.
  - Charles Burton
- USPHS HOSPITAL FORT WORTH, TEXAS
  - Benjamin F. Deibler
  - Joseph J. Fusella
  - Albert Kozina
- USPHS HOSPITAL BALTIMORE, MD.
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  - John Hoffman
  - Norman T. Jackson
  - Earl McKendree
  - Fred Morris
  - Fred Pittman
  - Joseph R. Pullen
  - John E. Renski
  - C. Story
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  - Walter Smith
  - Woodrow A. Snead
  - Henry S. Sosa
  - George Stidham
  - Lonnie R. Tickle
  - Juan R. Vasquez
  - Dirk Visser
  - James E. Ward
  - James R. Williams
  - David A. Wright
  - Benjamin C. Seal
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  - Robert B. Carey
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  - Charles Burton
- USPHS HOSPITAL FORT WORTH, TEXAS
  - Benjamin F. Deibler
  - Joseph J. Fusella
  - Albert Kozina

- SAILORS SNUG SARBOR STATEN ISLAND, NY
  - Joseph Koslusk
- USPHS HOSPITAL BROOKLYN, NY
  - Edmund Abualy
  - John Aulwitz
  - Fortunato Bacomo
  - Frank W. Bemrick
  - Claude F. Blanks
  - Joseph G. Carr
  - Gabriel Colon
  - Mariano Cortez
  - Walter L. Davis
  - Walter W. Denley
  - John J. Driscoll
  - Bart E. Guranick
  - Taib Hassen
  - Joseph Ifsits
  - Thomas Isaksen
  - John W. Keenan
  - John R. Klemowicz
  - Ludwig Kristiansen
  - Frederick Landry
  - James J. Lawlor
- USPHS HOSPITAL STATEN ISLAND, NY
  - Hassen All
  - E. A. Anderson
  - John Bednar
  - Charles E. Brady
  - George Carlson
  - John Castro
  - James Clarke
  - Frederick Diekow
  - D. E. Ermire
  - Gerald Fitzjames
  - Estell Godfrey
  - John W. Iglebekk
  - John McWilliams
- USPHS HOSPITAL BROOKLYN, NY
  - Kaarel Leetmaa
  - Leonard Leidig
  - Arthur Lomas
  - Mike Lubas
  - Joseph D. McGraw
  - Archibald McGuigan
  - Harry F. MacDonald
  - Michael Machusky
  - Vic Milazzo
  - Melvin O. Moore
  - Eugene T. Nelson
  - Joseph Neubauer
  - James O'Hare
  - Ralph J. Palmer
  - Daniel F. Ruggland
  - George E. Shumaker
  - Henry E. Smith
  - Harry S. Tuttle
  - Virgil E. Wilmoth
  - Chee K. Zai
- USPHS HOSPITAL STATEN ISLAND, NY
  - Carlos Matt
  - Thomas E. Maynes
  - Paige A. Mitchell
  - Jose Quimera
  - Pedro Reyes
  - Perry Roberts
  - George H. Robinson
  - Jose Rodriguez
  - Matti Ruuskaallo
  - Lucien C. Theriot
  - Frank Wohlfarth
  - Joseph Wohletz

GOVERNMENT CAMP (Cities Service), August 3—Chairman, McCloskey; Secretary, J. Maloney. Ship's fund contains \$6. New fans to be installed. Ice box needs repair, to be checked by engineer. Several other repairs to be made.

INES (Bull), July 3—Chairman, M. Marines; Secretary, L. Cirignano. Ship's fund—\$14. No beefs. Suggestion made for ship's fund—arrival pool. All time in shipyard to be turned over to patrolman for lodging allowance, as per contract. Steward to take care of washing machine repairs.

OCEANSTAR (Triton), July 16—Chairman, S. Emerson; Secretary, C. Diaz. Ship's delegate thanked crew for all the cooperation he received. It was brought to the crew's attention

## Digest of ships' Meetings

that deck hands carrying coffee to bridge are to be careful not to spill it on deck.

RAYVAH (Freight & Ships), August 4—Chairman, F. Hicks; Secretary, J. Fanoll. No beefs. Miami agent given vote of thanks. To see mate about getting latches for screen doors and about washing machine. Vote of thanks to SIU negotiating committee for job well done.

ROBIN SHERWOOD (Robin Line), July 31—Chairman, B. Johnson; Secretary, W. Dunham. Repair list is up to date. Motion made and carried that a meeting be held on arrival in NY regarding food.

SEAMAR (Calmar), August 3—Chairman, C. Hodge; Secretary, J. Clarke. No beefs. Motion made and carried to send letter to headquarters regarding living conditions aboard ship.

TRANSATLANTIC (Pacific Waterways), July 31—Chairman, A. Anderson; Secretary, S. Arales. Ship's delegate to contact Union hall regarding agreement. Washing machine to be repaired, and foc'sles to be painted. All beefs aboard this vessel were squared away in New York.

ALAMAR (Calmar), August 4—Chairman, R. Kyle; Secretary, J. McPhaul. Ship's treasury is \$61.05. Motion made and carried to accept and concur with communications from headquarters. Ship's treasurer, delegate, and secretary-elected.

BRADFORD ISLAND (Cities Service), August 18—Chairman, A. Harrington; Secretary, M. Hummel. Repair list turned in and ship's delegate elected. Ship's fund contains \$45.27. Motion made and carried to read, accept and concur with communications from headquarters. Milk and brand of coffee to be checked in Lake Charles. Vote of thanks to ship's delegate for handling all beefs well.

CITRUS PACKER (Waterman), August 14—Chairman, Clark; Secretary, Weber. Disputed overtime will be turned in to patrolman. Repair list and list of men getting off will be provided soon. Vote of thanks to steward department for good chow. Ship's fund contains \$20. Some disputed overtime.

DEL AIRES (Mississippi), August 7—Chairman, A. Thompson; Secretary, H. Guenther. Man was hospitalized in Victoria. Some disputed overtime. Some question about why merchant marine cannot have use of APO service in foreign countries.

DEL MONTE (Mississippi), August 14—Chairman, F. Henry; Secretary, R. Grellick. One man missed ship. Cooperation on dumping garbage. Repair list handed to patrolman. Members requested to keep laundry room clean.

IBERVILLE (Pan Atlantic), August 18—Chairman, W. Brown; Secretary, H. Stocker. No beefs. Repair list turned in to chief mate. Total ship's fund on hand is \$48. Some disputed overtime and one man missed ship in Philadelphia. Crew does not like feeding system. Vote of thanks to ship's delegate. Crew does not like to order bread, butter, and crackers with meals, its hard on the messboy. Steward said he would have messboy place same on table five minutes before meal time.

KATHRYN (Bull Lines), August 16—Chairman, W. Ekins; Secretary, W. Fitzgerald. No beefs, everything running smoothly. Motion made and carried to accept and concur with communications from headquarters.

MICHAEL (Carras), June 15—Chairman, G. Phillips; Secretary, P. Jakubcsak. Ship's fund is \$8. Crewmembers who wish to get off ship are to see patrolman first, or else wait for termination of articles.

MANKATO VICTORY (Victory Carriers), August 7—Chairman, R. Burke; Secretary, T. Wasiluk. No beefs, everything going along fine. Chief mate to post notice when stowage will be open. Men going off watch are to help keep messhall clean. Poor mail service this trip, same as last trip.

ROBIN GOODFELLOW (Seas Shipping), August 7—Chairman, F. Can-

alia; Secretary, E. Goulding. No beefs. Few hours disputed overtime. Crew of Robin Goodfellow vote to go on record that we are in favor of the plan proposed to membership at meeting held on board in New York.

SEAGARDEN (Peninsular Navigation), June 6—Chairman, S. Scott; Secretary, C. Ludwick. No beefs. Fans are going to be installed. One man missed ship. Ship's delegate elected. Each delegate to get a copy of the LOG and pass it around to men in his department.

July 24—Chairman, P. Hellebrand; Secretary, R. Reynolds. Patrolman to see captain about American money in foreign ports. Few hours disputed overtime but no beefs. Repair list to be completed. Vote of thanks to steward department.

STEEL FABRICATOR (Isthmian), July 10—Chairman, H. Lanier; Secretary, S. Brent. Four new lockers to be installed. Ship's delegate, ship's secretary-reporter elected. No beefs. To see steward about improved night lunches and more varied menus. Four mattresses needed.

August 7—Chairman, C. Blalack; Secretary, S. Brent. Few minor beefs. Launch service in Djedda was discussed. Steward requested that all poor linen be turned in for exchange. Keep library clean. Screen door matters were referred to mate.

ORION STAR (Orion), July 23—Chairman, M. Lambert; Secretary, W. Stark. Fans being installed. An order is in for new wind scoops. To check on getting travelers checks. Motion made and carried to accept and concur with communications from headquarters. Linen to be turned in.

STEEL CHEMIST (Isthmian), July 17—Chairman, G. Clark; Secretary, E. Morris. No change in the situation about information getting topside to chief mate. Few beefs. Ship's fund—\$20.97. New washing machine needed. One man hospitalized. Motion made and carried to have patrolman and delegates settle all beefs.

STEEL FLYER (Isthmian), July 16—Chairman, C. Bush; Secretary, J. Noida. Engineer was notified about discolored water. Ship's fund—\$44.46. No beefs. Better variety of fresh vegetables needed. Vote of thanks to blackgang delegate and chief electrician for repairs done.

STEEL WORKER (Isthmian), June 5—Chairman, W. Katarzynski; Secretary, G. C. Reyes. Motion made and carried to accept and concur with communication from headquarters. Ship's delegate elected. Suggestion that laundry machine be used properly. Screen doors should be closed while in foreign ports.

July 10—Chairman, T. Worsoe; Secretary, G. Reyes. Engine department foc'sle and showers to be painted. No beefs. Communications from headquarters read and accepted unanimously. Water is rusty, especially when ship rolls. It was suggested that library should be closed while in foreign ports. Vote of thanks to steward for keeping slopchest open whenever anyone wants anything.

ALCOA CLIPPER (Alcoa), July 10—Chairman, R. Roberts; Secretary, L. Hargshelmer. Beef regarding air-conditioner is being handled. All men to be aboard ship at 10 AM. All communications from headquarters have been accepted. Ship's fund—\$178.18. No beefs, smooth sailing. Ship's delegate elected. Motion made and carried to have patrolman inspect unsafe gangway and consult with captain as to who is informing him regarding beefs.

ALCOA POLARIS (Alcoa), July 17—Chairman, R. Schwarz; Secretary, J. Hand. One man missed ship. Everything okay. One small beef and some disputed overtime. Cookies to be placed back in storeroom so they will remain fresh.

ALEXANDRA (Carras), May 9—Chairman, W. Hand; Secretary, C. Conley. Ship's fund—\$29.46. Few hours disputed overtime. Ship's delegate given a vote of thanks for excellent job. Crew instructed to take beefs to delegate first.

June 13—Chairman, W. Snell; Secretary, W. Hand. Enrollment cards for additional welfare benefits are to be turned in. Ship's fund \$29.46. No cold water in crews mess; pump to be fixed. Tank blower needed. Overtime to be equalized.

July 10—Chairman, J. Schilling; Secretary, C. Conley. Water cooler hasn't worked in over a month is to be repaired. Tank blower is to be put aboard in NY. Chipping on deck with a load of high octane gasoline was discussed. Captain thinks it's safe. Deck department daymen to work on lifeboats only this weekend. Motion made and carried to get new iron.

July 12—Chairman, W. Hand; Secretary, C. Conley. Special meeting held and rule was passed that anyone missing watch will be fined \$20 or \$5 an hour. Motion made and carried that headquarters communications be accepted unanimously as read. Cold drinking water still in bad shape.

BALTORE (Gre), July 17—Chairman, E. Lamb; Secretary, A. Diaz. Motion made and carried that steward department delegate accept payment for antenna he bought. Crew is advised not to pay off or sign on until clearance is given by patrolman. Ship's fund—\$13.11. Motion made and carried to accept headquarters communication as read. Crew to keep washing machine clean.

COUNCIL GROVE (Cities Service), July 21—Chairman, J. Schwaband; Secretary, A. Marino. Ship's fund—\$2. Crew to take better care of cois. Patrolman to inspect entire ship.

# Semmes' Trip 'OK But—' Seafarer Tells It In Song

Conditions on the good ship SS Raphael Semmes are neither all good or all bad right now, says Seafarer H. K. Pierce, ship's reporter.

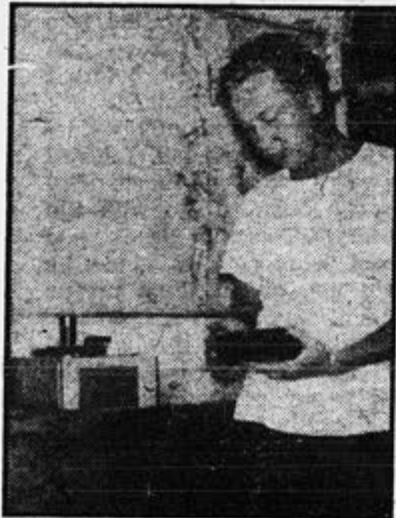
But Seafarer H. Perry has his opinion ready in song, via a parody on the pop tune "This Ole House." His sentiments leave no question about his own feelings regarding both the ship and its usually popular Far East run. It appears he's "had" it. The words of the parody run as follows:

### This Old Ship ("This Ole House")

Ain't gonna need this ship no longer,  
Ain't gonna need this scow no more;  
Ain't got time to paint the poop decks,  
Ain't got time to fix the doors,  
Ain't got time to chip the foremast  
Or to polish up the main,  
Ain't gonna need this ship no longer  
I'm getting ready to catch THAT plane.

Oh, I'm sick of local women,  
Eatin' rice with chopsticks, too,  
Sukiyaki and sunatory—  
Made of old sea boots and glue.  
Now I'm tired of souga-mougee,  
Of rust, rain and reprobates,  
And I think it's time we're sailing—  
For the old United States.

## France Ahoy for Margarete Brown



Watching where the money goes, ship's treasurer Bill Devenney on the Margarete Brown looks over stock of records obtained for use with record player which the crew chipped in and bought during a recent stopover in New Orleans. The ship was enroute to France at the time. Devenney, who sails in the engine department, keeps a close watch on the pursestrings to make sure the crew gets full value on all its purchases. Photos by Seafarer E. E. Hunt.



Bound for France after stopover in New Orleans, Seafarers on the Margarete Brown have named this busy quintette to handle all ship's business as it comes up. Above shown at a recent ship's meeting, are (l-r): Frank Nigro, steward delegate; Curtis Ducote, engine delegate; William Devenney, treasurer; John Weiss, deck delegate, and Frank P. Russo, ship's delegate.

## Pennant Team



All those dials and gauges don't faze Seafarers T. Moss (left) and T. Lambert, members of the black gang on the Alcoa Pennant, who know how to keep things humming at all times. Photo by A. Danne.

## Shipmate Not Forgotten By Evelyn Men

With efforts to locate his family and close friends so far unavailing, Seafarers on the Evelyn have chipped in to provide a headstone for the grave of former shipmate Lexie Tate, 62, who died two months ago. Tate, a messman, died from drowning in mid-July while the Evelyn was in the Port of Coatzacoalcos (Puerto Mexico), Mexico, about 140 miles southeast of Vera Cruz. The ship was making her first call there to pick up a cargo of sulphur at the time.

When the ship returned there recently and no members of his family had yet come forward to inquire about Tate's death, Seafarers in the crew got up a donation to provide a permanent grave marker for their deceased shipmate.

Burial took place while after the ship had left Coatzacoalcos, since Tate, who was then merely "missing," was not found until three days later. He was buried at a local cemetery.

A member of the steward department on SIU ships since 1951, Tate has a brother, Hance Tate, who has still not been located.

Officers of the ship's meeting which reported the crew's generous donation for their departed brother were Louis W. Cartwright, chairman, and Alex Stevenson, secretary and ship's secretary-reporter.

Efforts to locate members of his family or close friends are still being spearheaded by the SIU Welfare Services Department in the Gulf area.



Cartwright

## Seafarer-Minister Conducts Seagoing Prayer Meeting For Crew Aboard Bradford Island

Laying aside his machinist's tools to assume another familiar role, Seafarer Frank M. Wolinski officiated at a seagoing prayer meeting this month aboard the Cities Service tanker Bradford Island.

The 25-year-old Seafarer,

who has been sailing with the SIU since 1945, is also a church minister and practices his calling whether on land or sea. The religious meeting on the Bradford Island, according to the ship's minutes, included both discussion and prayer, and was held right after the supper meal hour at 6:30 PM.

### Stayed to Pray

"Many came out of curiosity but stayed to pray. It seemed odd that the men who caroused in Port Arthur earlier, were now at an old-fashioned revival meeting, but it was true all the same," commented meeting secretary Chris Kelleher.



Wolinski

The unusual shipboard event helped spark an otherwise routine voyage at the end of which the Bradford Island was due to go into the shipyard.

Rev. Wolinski, a native of Maryland, joined the SIU in the Port of Norfolk ten years ago. His continuous time was broken only by a year and a half stint in the Army between 1947 and 1948.

He is married, has one child, Frank, Jr., two years old, and makes his home in New Orleans with his wife, Anna.

## Ampac Ore. Skipper Just Can't See OT

The questionable "good motives" of the skipper on the Ampac Oregon were brought to task recently while the ship was steaming through the Panama Canal.

According to the account furnished by Stephen H. Fulford,



Fulford

ship's delegate, the wiper came up to him one night during the course of the voyage and said the captain had just "run him off the bridge" while he was trimming the ventilators for the men in the engine room.

Taking the beef to the chief engineer, Fulford got quick encouragement when the chief said "he can't do that when it's in the agreement" and trotted off straight to the captain.

### 'Didn't Want Him Wet'

Returning soon after, with a look of satisfaction of his own, the chief confided that the captain had said that since it was raining, he "didn't want to see the wiper get wet."

Amid the guffaws from fellow crewmembers that followed, Fulford commented that this sort of consideration was nice, but unlikely.

"I can just see the captain saying on some dark night in the middle of an electrical storm that he wants the mate to remove the lookout from the bow and send him in the forepeak 'because it is raining too hard.'"

The moral, of course, is that the wiper was on overtime when discovered by the skipper, whose consideration apparently leaned more to the company's pocketbook than to the relative "wet strength" of the lowly wiper.

## USPHS Has Last Say On Duty Slip

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

## Steel Age Duo



Lounging on deck in native-made chairs during the voyage of the Steel Age to Egypt and India, Murphy, 12-4 AB (left), and Chambers, 4-8 OS, make just like passengers by taking it easy during off-hours. Judging from their smiles, life seems easy for them at the moment. Photo sent in by C. Tobias, ship's secretary-reporter.

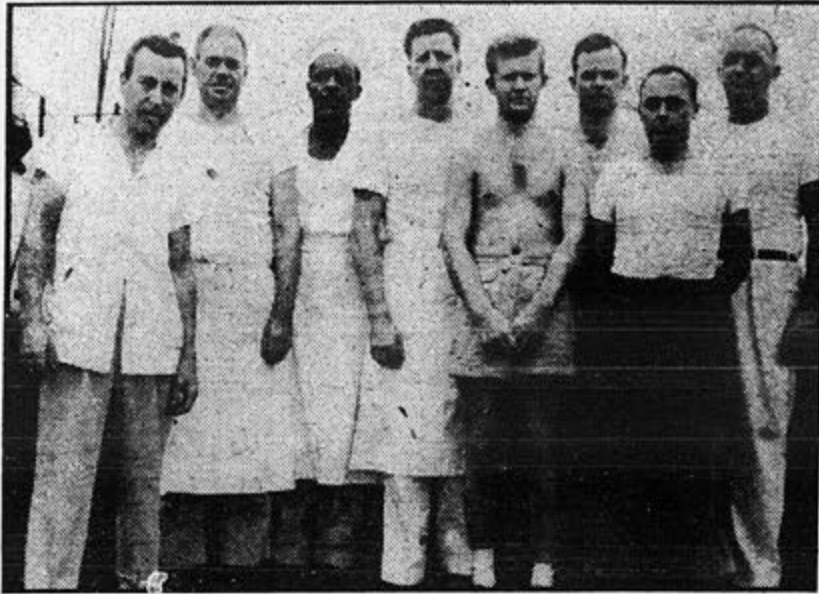
## Burly

## Always Obliging

## By Bernard Seaman



## Amerocean Plays 'Pal' To Orphans In India



Steward department on the Amerocean whose crew played good-will ambassador to youngsters in Vizagapatam, India, includes Swanson, MM; Brezina, chief cook; Harvey, 3rd cook; Pedersen, NCB; O'Neil, pantryman; Eubanks, MM; Clevenger, BR, and Don Ruddy, steward, who supplied both the details and the photo.

Due to the nature of the calling which takes them all over the world, Seafarers are ambassadors of everything American wherever they go.

As good-will emissaries in dungarees, Seafarers are especially able to make friends for the US, and they often are way ahead of the "striped-pants" experts at the job.

The Seafarers on the Amerocean take this world-wide "responsibility" seriously and, in the course of a routine trip with grain for India, made a host of new friends for the US and American seamen.

While in the port of Vizagapatam, which is the jumping-off place for the main cargo port of Calcutta to the north, SIU crewmembers generously contributed gifts and donations to the convent and orphanage established in the area for local youngsters.

Their action drew the "grateful

## New Feed Plan Peps Wacosta

The "new look" in ship feeding has arrived on the West Coast, following the introduction of the SIU-devised meal program by Pete Loleas, veteran SIU steward, on the Wacosta.

Crewmembers, officers and passengers are being treated to "adventures in eating" via the colorful menus, methods of preparation and service on an individual basis which is part of the new system, reports M. "Moon" Mullins, ship's delegate.



Mullins

"are cooperating to bring about the best in service to all on board."

### SIU Newcomer

The chief cook is a comparative newcomer to the SIU, who joined three years ago in Wilmington, Al—though a native Iowan, he claims California as his home, and has held top jobs at Del Mar, Palm Springs and Beverly Hills. At one time he was steward of the famous Brown Derby in Hollywood.

The Wacosta is a "real feeder" in the opinion of the crew, and from a Waterman ship, this is "real news," Mullins adds.

Chief steward Pete Loleas says "The 'new look' on the Wacosta is due mainly to the abilities of chief cook Robert Morrow and his highly competent galley crew. All members," he says,

thanks" of the Mother Superior at St. Joseph's Convent, who thanked the crew for its generosity.

"Please accept our grateful thanks for all the help you have given us," she wrote in a special message to the crew. "If you only knew how much we appreciate it! In return we can only offer our prayers and those of our poor children who will benefit by your generosity. A heartfelt 'God Bless You' to you all."

### Aid For School

In turn, Father Edward Phythian, port chaplain and director of St. Aloysius Anglo-Indian High School, wrote: "On behalf of the many poor boys of this school who have benefitted by your more than ordinary generosity to them during your stay here, I thank you most sincerely.

"May I assure you that you will leave this port accompanied by the prayers of these boys, so that you may make good speed to your own great country. That the generosity of the American people, of which you are most worthy representatives, may cement the good relationships between our two countries, is our fervent prayer."

Score two for the SIU ambassadors in dungarees! Ship's reporter Don Ruddy, steward, provided the details.

## Snacktime



Snapped in the act of dealing himself a snack, "Little John" Wunderlich, son of Seafarer "Big John" Wunderlich, looks about ready for the executioner at his Jacksonville, Fla., home. Dad is AB on the Southstar.

## Afoundria For New Meal Plan

To the Editor:

Brother Phil Reyes, who was assigned by our Union to set up the new SIU feeding program on Waterman ships, recently invited the crew of the Afoundria to offer whatever suggestions they had to improve our shipboard feeding.

The only suggestion we received from various crewmembers, after Reyes had been on the ship for several days, was that the men were in favor of keeping the new system of feeding. Judging from the compliments the steward department is receiving, the crew is happy and satisfied with the new feeding program.

In many past bull sessions in

## Letters to the Editor

the messroom, several members have called various members of the steward department incompetent. These men were chronic foul-ups and, therefore, could not make but one trip on a ship.

### Work Made Harder

We also have shipped with these types of men, except that it was harder on our part since we had to work along with them and in many cases even do their work.

Now that we have this system of feeding, we believe that we should have a system whereby we can eliminate the foul-ups and avoid having men aboard who make our work extremely hard.

First of all, we would suggest that the SIU make all the rated men in the steward department pass some sort of test before they can qualify to ship. If they qualify and then foul up, they should be suspended from sailing in that rating for a period of time, with a penalty of a permanent suspension after a third offense.

### Need Teamwork

If we had this system, we could really go to town on this new feeding program. Real teamwork is necessary among members of the steward department to make the program a success.

The steward department of the Afoundria wishes to compliment our officials for establishing this new feeding program. The several items of food placed aboard our ship which heretofore were not regularly included in our stores is a clear indication that our Union is still on the "go" wherever progress can be made.

Lucian B. Moore

## Got SIU Welfare \$ Twice In Month

To the Editor:

On July 11 I went into the hospital for surgery, remained there for ten days and came out on July 21.

The SIU Welfare Plan paid off immediately and I certainly was grateful not to have a big hospital bill staring me in the face.

Then on August 1, I was back in the hospital for another operation. I was discharged on Aug. 12, and again the SIU Welfare Plan paid off immediately. In one month's time the Union

paid off on two operations for me and I can't thank them enough.

I know I would have had to go into debt to pay these bills were it not for the splendid aid given me. All I can say now is a heartfelt "thank you, SIU."

Mrs. William Adams

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## Notes Changes At Hospitals

To the Editor:

I recently underwent an operation at the Staten Island marine hospital, where I noticed a very great change in the morale of the patients as compared to what it was at the time I was there some years ago.

While I was hospitalized I had time to think of the great many changes that have taken place. I can remember years back when a seaman in the hospital who had a couple of dollars in his pocket was considered wealthy.

I can also see the brothers in the dim past smoking and rolling their own from "Bull Durham," the corridors flooded with ambulance chasers, the brothers bargaining among themselves to exchange a pack of "Bull" for a magazine or book to read. Things were very tight, in the hospital years ago, but now how it has changed.

One can open the drawer in the table at any bedside and find a "country store" of cigarettes, candy, cigars and many other of the small comforts of life that were strange there years ago. You can also find a bill or two in the drawer, enough to buy more of the same at any time.

What has brought all these changes?

Only one thing, brothers, and that is the greatest welfare organization in the entire labor world, the SIU.

When the SIU welfare representative comes to the hospital, our cash is right there. We don't have to fill out a bunch of forms for an insurance company and then wait and hope for weeks that the money will come through. If we're discharged from the hospital, we don't have to go chasing around to collect it.

Again the vision of establishing the Welfare Plan under Union auspices and the skill at keeping its costs low has proven most advantageous to all of us.

Now that I am home recuperating I can look back and realize how far we as an organization have advanced with the finest, most efficient, capable and determined leadership on our side. Today we are truly traveling first class in the ranks of trade unionists.

E. A. "Andy" Anderson

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## Sends Regards To Steel Age

To the Editor:

This is to let the brothers on the Steel Age know that I am now in the marine hospital in New Orleans, recovering from a minor operation.

Before I got to the Crescent City I had the misfortune to be hospitalized in Colombo, Ceylon, but I must say that after I was admitted there the doctor and his entire staff made my stay as pleasant as possible. I want to offer my sincere thanks to the nurses and attendants there for the many services they provided.

I am more than sure that any American who is hospitalized at the Grande Pass Hospital in Colombo will vouch that it is

one place that is hard to beat in that area.

### Agent Was 'Okay'

As for the agent, he was one swell Joe, visiting me every other day, asking me my needs and bringing me American cigarettes. He also saw to it that I had the best attention while I was "incarcerated" there.

They had a convention in town when I was discharged from the hospital and the hotels were well-occupied. But thanks to the tireless efforts of the agent, I got a place in a suitable hotel, which made my stay enjoyable until I left to return to the States.

Until I see some of them in person, regards to all my former shipmates on the Steel Age.

Carter C. Chambers

~ ~ ~

## Down Under, He Seeks Buddies

To the Editor:

It has been a long time since I've written, but I did not seem able to get around to it. I would like you to run my address in the LOG, as I would like to get in touch with some of the brothers of the Union, such as Angelo Onnelo.

I heard he was drafted into the Navy in 1953. I knew him in Liverpool, England, before I migrated to New Zealand.

I also wonder about his sidekick, Cosmo Curivitch. I heard Cos was "taken" or shanghaied into the Navy. Ditto with Sid "Cowboy" Tobias of Brooklyn. I moved a few times since he wrote me, and I think maybe his mail was lost.

I'd like to know if you could start sending me copies of the LOG to my new address, as it would really be appreciated. In addition, I'd like the SIU working agreements, as I intend immigrating to the US pretty soon and would like to try and join your very good Union as a cook. That's why I'd like to start reading up on the agreement now.

Auckland is still the same: beautiful weather, pubs closing at 6 PM and everything closed on Sundays. For the best meals in town it's the "Hong Kong" Chinese cafe and the "Gourmet" for American cooking.

I am working at the Auckland Club right now as 3rd cook, at 34 Shortland St., Auckland, NZ.

Thomas A. Horne

(Ed. note: The LOG will be sent to your new address regularly.)

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## Hail Skipper On Chester Harding

To the Editor:

All is well on the MV Chester Harding here in Venezuela. One of the biggest reasons for this is our skipper, Capt. Marvin W. Howard, whose chief virtue seems to be patience.

Few men have ever received the grim training in patience that our skipper gives us while teaching us how to dredge. He keeps a watchful eye over us at all times and is quick but calm in correcting our mistakes.

He is strict but at the same time just and impartial in all his dealings with his crew.

To paraphrase Whittier: "Our skipper is formed on the good old plan.

"He's truly a brave and an honest man.

"He blows no trumpet in the marketplace.

"Loathing pretence

"He does with cheerful will,

"What others talk of,

"While their hands are still."

Enrico Tirelli

Ship's delegate

STEEL FLYER (Isthmian), August 14—Chairman, C. Bush; Secretary, A. Violante. No major beefs. Ship's treasury contains \$84.46. No beefs and few hours disputed overtime. Ship's delegate elected. Discussed painting lockers this trip. General discussion held on food and laundry cleaning.

VENORE (Ore), August 16—Chairman, C. Dawson; Secretary, T. Lindberg. One beef was well settled. Performer aboard ship to be reported to patrolman in Baltimore. No beefs. Discussion held on payoff, company paying off every second trip instead of every trip.

MANKATO VICTORY (Victory Carriers), July 4—Chairman, J. Cash; Secretary, A. Wasiluk. It was reported that there is no foul weather gear aboard. Poor mail distribution. Mo-

# Digest of ships' Meetings

tion made and carried to accept and concur headquarters communications. Welfare enrollment cards completed. Repair list was turned in. Another repair list to be made so that it may be turned in early.

MARYMAR (Calmar), July 12—Chairman, Snow; Secretary, A. Reaske. Black gang foci's to be painted. Ship's fund—\$28.26. Motion made to accept and concur in headquarters communications. Motion made and carried to support headquarters heartily. Recreation room to be kept clean; steward asked cups to be brought back to pantry. Steward to check if he has enough supplies. July 14—Chairman, Snow; Secretary, A. Reaske. Some disputed overtime. Some rooms need painting. Motion made and carried to accept headquarters communications unanimously. Vote of thanks to Agent Tilley for making this ship in the early morning so that he could see all haps before they got ashore.

NATIONAL LIBERTY (National Shipping), April 8—Chairman, F. Gaszar; Secretary, F. Andregg. Washing machine to be repaired, blower in galley is out of order, and deck department room need painting. Motion made and carried to accept communication unanimously. June 5—Chairman, R. Gedwin; Secretary, T. Fowge. Everything okay. Recent communications read and accepted. Ship's recorder and delegate elected. July 9—Chairman, T. Hill; Secretary, T. Gewer. No beefs. Suggestion that ship's delegate see patrolman about painting passageways. Library to be changed in next port.

ALAMAR (Calmar), July 23—Chairman, J. Barnett; Secretary, J. McPhaul. No major beefs to report. Ship's treasury—\$61.05. One man missed ship in Long Beach. Repairs to be made and drawn up. Motion made and carried to accept and concur in communications from headquarters. ALCOA CORSAIR (Alcoa), July 17—Chairman, S. Morris; Secretary, J. Nelson. Everything running okay. Flowers sent to Brother Butts baby's funeral. The baby died a day after birth. Ship's treasury to take care of this bill.

ALCOA PLANTER (Alcoa), July 9—Chairman, J. DeFrancisco; Secretary, J. Kearns. One dollar donated to ship's fund. Motion made and carried to accept and concur with headquarters communications. Patrolman to check 8-12 oiler. Engine delegate to hand in written report at payoff for not fulfilling his duties. Soap powder to be changed and to get screens for portholes. To clean laundry and library. All keys for doors to be checked. July 22—Chairman, W. Perry; Secretary, W. Saltarex. A few men were logged and ship's delegate asked captain to remove same because men were now doing a good job. Captain agreed. Motion made and carried to accept and concur with communications from headquarters.

AZALEA CITY (Waterman), July 23—Chairman, W. Bilger; Secretary, G. Crags. There is only one beef: the captain is log-happy. July 17—Chairman, W. Bilger; Secretary, G. Crags. Few beefs in deck department concerning a few of the gang. Bosun spoke to skipper about logs and skipper said he would lift them upon arrival in port. Gang took off their hats for the bosun, he's a good Union man.

DEL AIRES (Mississippi), July 14—Chairman, A. Thompson; Secretary, H. Guenther. Beef in galley settled. Motion made and carried to accept and concur with headquarters communications. Motion made and carried to have patrolman check and have ship fumigated. It was suggested that a better slopchest be put aboard.

DEL SOL (Mississippi), July 14—Chairman, F. DeDomincis; Secretary, W. R. Cameron. Crew was warned that any fighting aboard the ship would be reported upon arrival in the United States. EDITH (Bull), July 17—Chairman, C. Starling; Secretary, J. Wood. Ship running smooth. Motion made and

carried to accept and concur with communications from headquarters.

HILTON (Bull), No date—Chairman, H. Reese; Secretary, A. Marlan. Ship's fund—\$12. No beefs. Communications from headquarters read, accepted and carried unanimously. Schedule for cleaning recreation room made up. Vote of thanks given to deck engineer for fixing radio and putting timer on washing machine.

ORION STAR (Orion), July 17—Chairman, J. Eubanks; Secretary, W. Stark. This vessel will load in gulf for West Coast then load in Wilmington for Honolulu, then back to West Coast for Japan before starting for Japan and Persian Gulf run. Ship is in good shape. Second pumpman missed ship in Frisco. Ship's delegate elected. Repair man will be aboard in Gulf to make new keys for foci's. Canned beef will be bought in the Gulf. Clothes hooks will be installed enroute to Gulf. Extra fan will also be installed.

STONY CREEK (Tramp), July 4—Chairman, C. Gibbs; Secretary, W. Kehrwieler. Will ask chief about getting new motor for the washing machine. There are quite a few repairs to be taken care of and crewmembers will not sign on until they have been taken care of.

WINTER HILL (Cities Service), July 3—Chairman, T. Drzewicki; Secretary, J. Powers. \$40 reported in the ship's fund. Ship's delegate was elected. A suggestion was made that money in ship's fund be used to repair crew's TV.

SEATRAN LOUISIANA (Seatrains), July 26—Chairman, R. Connor; Secretary, J. McGoldrick. Ship's fund—\$24.25. Having trouble getting foci's soured. Ship's delegate elected. Steward requested that crew turn in linen. Vote of thanks to steward department.

SEATRAN SAVANNAH (Seatrains), July 27—Chairman, B. Collins; Secretary, S. Grice. New TV set purchased, amounted to \$228.25. Balance of \$6.89 in ship's fund. Two men missed ship. Ship's treasurer elected. Messman to take care of getting orders from galley more carefully. Vote of thanks to steward's department.

STEEL ARTISAN (Isthmian), July 21—Chairman, L. White; Secretary, R. Grant. No beefs. Vote of thanks to steward department. Beef on food brought about by 3rd engineer.

STEEL WORKER (Isthmian), July 24—Chairman, G. Reyes; Secretary, W. Kautusk. Clarification needed from headquarters. Motion made and carried to accept and concur with headquarters communications.

VALCHEM (Valentine Tankers), July 28—Chairman, D. Williams; Secretary, W. Stevenson. All crew members were advised to read SEAFARERS LOG on current issues about Bonner Bill. Ship going to Alabama shipyard. Ship's treasury contains \$33.03. Vote of thanks for new contracts in past six months.

MOBILIAN (Waterman), July 17—Chairman, R. Hannibal; Secretary, M. Eayers. Everything running smooth, except disputed launch money which is to be settled at payoff. Crew is to be quiet while officers members are sleeping. Vote of thanks to all delegates for good job.

PORTMAR (Calmar), July 15—Chairman, F. Albore; Secretary, J. Hetzell. The purpose of this meeting was to discuss the ability of cook and baker relative to the output of food. Eggs, bacon, pies, pastry filling and cakes are unappetizing. Insufficient stores aboard. A hand vote was taken as to whether the cook and baker stays aboard with the assistance of chief cook or not. Results were that he stays aboard.

ROBIN DONCASTER (Robin Lines), July 17—Chairman, J. Atherton; Secretary, M. Whale. No beefs, all repairs done. All gear of our deceased brother, John Uszkiewicz, utilityman, was checked with purser. Some disputed overtime because of licensed engineers doing wiper's work. Communications from headquarters accepted unanimously and concurred. A collection to be taken to send floral piece to Mrs. P. Uszkiewicz in behalf of the SIU membership, plus a check.

ROBIN TUXFORD (Robin Lines), June 26—Chairman, J. Auger; Secretary, T. Wintrowski. Ship's treasurer elected. No disputed overtime. Motion made and carried to accept and concur in headquarters communications. One brother made motion not to sign on next trip until new washing machine is put aboard. Picking up of voyage stores in various coastal ports without payment of overtime to be straightened out. During last voyage captain had native laborers clean meat boxes, and in the event steward is ordered to do the same this trip, the ship's delegate should be notified. July 9—Chairman, R. Aguair; Secretary, W. Messenger. Ship's fund—\$2.50. A beef was discussed under good and welfare and settled. When something is wrong it is to be reported to department head. Hot biscuits requested at meals.

ALCOA RUNNER (Alcoa), July 23—Chairman, W. Rhone; Secretary, F. Barone. No beefs. Written resolution: "Moved that this body go on record to advise the new SIU negotiating committee to unify all pay of overtime, and raise same at least the regular rate; for men on watch and below for work cleaning holds." Vote of thanks to steward and his department.

# RECENT ARRIVALS

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

Rosita Carey, born August 24, 1955. Parents, Mr. and Mrs. Charles Carey, Brooklyn, NY.

Kenneth Ray Hutcheson, born July 6, 1955. Parents, Mr. and Mrs. Ray Hutcheson, South Norfolk, Va.

Stephen McDonald Barnes, born August 29, 1955. Parents, Mr. and Mrs. Sylvester Barnes, Rowship, NJ.

Nancy Irene Leach, born September 2, 1955. Parents, Mr. and Mrs. George Allen Leach, Norfolk, Va.

Kenneth Ray McNeil, born September 2, 1955. Parents, Mr. and Mrs. William J. McNeil, Mobile, Ala.

Thomas Allen Chandler, born August 22, 1955. Parents, Mr. and Mrs. Charles Chandler, Fellowship, NJ.

Deborah Susan Nicholls, born August 12, 1955. Parents, Mr. and Mrs. Robert Nicholls, Berkeley, Cal.

Yvonne Michele Fiesel, born August 11, 1955. Parents, Mr. and Mrs. Joseph Fiesel, Baltimore, Md.

Walter Jay Steele, born August 2, 1955. Parents, Mr. and Mrs. Raymond C. Steele, La Batre, Ala.

Michael Charles Gillis, born September 13, 1955. Parents, Mr. and Mrs. William R. Gillis, Uniondale, LI, NY.

Madeline Ruth Hanstvedt, born September 7, 1955. Parents, Mr. and Mrs. Aldred Hanstvedt, Brooklyn, NY.

Michael Lavone Beard, born November 13, 1954. Parents, Mr. and Mrs. Garnett Beard, Army Chemical Center, Md.

Teresa Lynn Blanchard, born August 27, 1955. Parents, Mr. and Mrs. West C. Blanchard, Lakewood, Cal.

Annitta Rios, born August 11, 1955. Parents, Mr. and Mrs. Juan Rios, New York, NY.

Jane Elizabeth Harrison, born September 11, 1955. Parents, Mr. and Mrs. Stokes Harrison, Houston, Tex.

Joanne Tarrant, born September 1, 1955. Parents, Mr. and Mrs. James Tarrant, New York, NY.

John McHale, Jr., born August 17, 1955. Parents, Mr. and Mrs. John McHale, New York, NY.

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# Value Of Union Shown In Dollars, Benefits

WASHINGTON—Seafarers have believed for some time that joining a union pays off in higher wages, more fringe benefits and job security. Now a survey by the AFL Department of Research substantiates that belief.

## 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:

James J. Russell, 47: On August 5, 1955, Brother Russell died of a lung ailment in New Orleans, La. Place of burial is not known. He had been sailing with the SIU since 1948, joining the Union in Mobile and shipping out in the engine department. Brother Russell is survived by his wife, Vonceil Russell, of Prichard, Ala.

Robert G. Varnon, 52: Head injuries proved fatal to Brother Varnon, who died on August 7, 1955. He had been a member of the Union since the early part of 1940, joining in the Port of New Orleans and sailing in the steward department. Brother Varnon is survived by his mother, Mrs. Nola Varnon, of Decatur, Ga.

After studying Labor Department statistics on occupations in 11 manufacturing industries the AFL reports that average base wage rates in union plants are 10 to 20 cents an hour higher than in non-union plants. Figured on a 40 hour week that is around \$200 to \$400 a year.

Other Benefits Higher But base wages are far from the whole story. Unionized plants also offer far more in the way of paid vacations, paid holidays, overtime, health and welfare benefits and other fringe items which pay off in dollars and cents.

Of even more significance was the finding that union contracts have tended to raise wage levels throughout the nation. In other words, without unions, the level of wages and benefits in non-union plants would be far lower than it is today.

Unions, then, have contributed to the prosperity of all of the nation's workers as well as that of their own members.

Finally, the study found that unions offer significant protection against arbitrary action by the employer in punishing or discharging a worker.

This protection means greater job security and assurance of steady earnings.

## MONEY DUE

Over-collections of FOAB tax in excess of \$5 each are being held by the Mississippi Shipping Company for the following former crewmembers. When applying for the money, furnish Z-number, Social Security number, rating, name of vessel and period of employment. Write to company at 1300 Hibernia Building, New Orleans, La. This money covers period up to December 31, 1954.

- Addison, Grady; Allison, B.; Anderson, H. A.; Andreadis, D.; Audler, Oliver A.; Bartlett, Thomas H.; Barton, Charles B.; Becker, Roy W.; Blackstone, K. L.; Blichert, Fred; Bossany, Nicholas; Botticoff, Basil; Bradley, Joe T.; Bragg, John F.; Briant, Louis F., Jr.; Briguera, Gregorio; Carey, Robert E.; Carrillo, Richard; Church, R. C.; Curran, John T.; Davis, Oscar T.; Dazonwsky, E.; De Franza, R. O.; Dirado, Anthony; Doyle, Joseph J.; Drage, Robert L.; Dugas, Anthony J.; Dumestre, M. P.; Duncan, Geo. W.; Eichuck, Antoine; Engles, Joseph; Esquerre, N. A.; Faulkner, Leopold; Fields, Thomas; Findlay, Frank S.; Fiorentino, L.; Galliano, Aubin B.; Gardiner, J. E.; Garn, Norman; Gehringer, J. T.; Gentry, Willie; Gersey, John F.; Gichenko, M.; Gillet, Henry; Gowen, Paul W.; Green, Alfredo A.; Hanlon, E. F.; Henderson, C. C.; Hentchell, Cecil A.; Herald, alph P.; Herleikson, H. B.; Hetherington, W. G.; High, Robert H.; Horsefall, W. T.; Hunt, Edward E.; Ingebreetsen, A. K.; Isaacson, A. R.; Jackson, Edward; Johnson, J. J.; Johnson, Thomas; Kohmen, Florian H.; Larson, Arnold S.; Latapie, Jean T.; Leal, Albano; Leshinsky, George; Lytel, J. J.; McCollom, E. B.; McCoy, Patrick; McDonald, R. O.; Miller, Preston; Moitoza, A. J.; Moody, R. J.; Mundy, Gerald; Murphy, Leslie L.; Murph, Wm. E.; Murrell, Wm. T.; Nelson, John A.; Nicholas, Leroy; Nichols, W. A., Jr.; Odom, Ernest L.; Odtredahl, P. B.; Otreba, Joseph; Perpenete, Edward; Pfrommfer, Erich; Post, F. H.; Procell, Jack; Ratcliff, Tyree S.; Riviere, Edward J.; Sanchez, Peter G.; Santos, John; Schubert, Emil E.; Seals, Mason; Sharp, James W.; Shaughnessy, J. P.; Sheppard, George; Shetterly, B. E.; Smith, Burrell G.; Stephens, E. G.; Stoehr, Arthur W.; Stough, Rufus E.; Tarley, Ramsey; Terrell, Edward; Thiel, Joseph; Thompson, R. W.; Torres, Faustino; Thrasher, J. P.; Tucker, Ernest E.; Tunison, R. E.; Ungriffin, J.; Walker, Elias; Walker, Willie; Welborn, C. J.; Westphall, Harold; Wilson, C. P.; Worrell, Dexter L.; Arnold, Joe C.; Ebanks, Elton; Eisengrader, R. D.; Ferrell, S. B., Jr.; Kee, Ling H.; Mopre, James F.; Moreau, E.; Ward, John A.

## PERSONALS

Thomas F. Vaughan Call your sister at TAlbot 5-6633. Urgent.

F. Coggins Contact T. M. Breen, 220 Broadway, New York, NY.

Maurice Kramer Get in touch with Myrtle Kramer, 412B Cedar St., Chattanooga, Tenn., at once.

Edgar Gouletto Write to 42 Thorndike St., Brookline, Mass. Bunny Stokes.

C. Siaran Your discharges from the Beñts Fort are being held for you at the SIU hall in Boston. Write the hall at 276 State St., Boston, Mass., and they will be forwarded to you.

Baggage for the following men is being held in the baggage room at SIU headquarters: Bucklet, H. Buckner, R. De Virgilee, Evans, W. Keenan, A. Morciglio, J. Selby, T. Wassel.

## Hq. Baggage Room Moved

Seafarers who wish to check their baggage at SIU headquarters in Brooklyn are advised to note the change in the location of the baggage room, which is now in the Sea Chest building on 4th Avenue and 18th Street, two blocks from the shipping hall. By bringing their baggage directly there, instead of to the hall on 20th Street, they'll save themselves the extra trek up 4th Avenue later. The baggage room on 18th Street is open all day for the convenience of Seafarers.

PHOTOS STORIES POETRY ETC. Send 'em to the Log

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

## Shipping Round-Up & Forecast

September 7 Through September 20

Port	Registered					Shipped												
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C	Total A	Total B	Total C	Total Ship
Boston	12	5	7	3	4	16	5	1	11	6	0	5	1	0	32	12	1	45
New York	70	23	54	22	57	64	10	2	35	26	9	51	12	2	150	48	13	211
Philadelphia	23	14	18	17	13	25	8	2	19	10	8	11	8	9	55	26	19	100
Baltimore	40	26	34	25	33	69	32	5	49	33	3	35	18	3	153	83	11	247
Norfolk	24	15	14	15	7	21	15	14	8	15	8	10	5	10	39	35	32	106
Savannah	9	8	5	7	8	6	7	1	3	7	2	4	4	3	13	18	6	37
Miami	6	1	2	1	18	1	0	0	0	3	0	1	0	0	2	3	0	5
Tampa	8	2	4	1	9	6	2	1	2	4	0	1	2	0	9	8	1	18
Mobile	27	8	14	6	13	14	1	1	5	5	0	11	2	0	30	8	1	39
New Orleans	57	21	35	14	49	44	15	12	41	11	4	40	15	10	125	41	26	192
Lake Charles	10	10	13	11	4	13	10	1	10	16	6	6	9	4	29	35	11	75
Houston	20	11	13	8	7	16	3	0	8	7	0	8	6	0	32	16	0	48
Wilmington	3	1	3	5	3	5	1	4	0	2	2	3	1	4	8	4	10	22
San Francisco	16	6	8	7	9	0	1	0	1	1	1	4	1	0	5	3	1	9
Seattle	22	25	14	23	13	27	27	5	17	18	3	11	19	3	55	64	11	130
TOTALS	347	176	238	165	247	327	137	49	209	164	46	201	103	48	737	404	143	1284

Shipping in the Atlantic and Gulf District appears to have recouped some of its losses of the past month and seems due to hold its own in the next two weeks.

It ran just slightly behind registration throughout the district which, pegged at 1305, showed a slight dip from the last report. Shipping was up a total of 100 jobs from the previous period, and hit 1284.

The sudden change of pace, following on the heels of a busy summer, is likely to continue, according to all reports. One port remained the same, as eight others showed increases and six, principally New York, Miami, Mobile and San Francisco, declined. Wilmington was calculated as "standing pat," so the only good news out of the West Coast was the strong revival of Seattle after a two-week lapse.

### Ports Very Busy

Boston, Baltimore, Norfolk, New Orleans and Lake Charles all showed considerable activity. Philadelphia dipped but remained strong with an even 100 men shipped.

Percentagewise, class A men held their firm lead position over the other classes, and maintained a 57 percent figure out of the total shipped. Class B came back again and lifted itself over the 30 percent mark for the first time in a long while. The remainder was accounted for by class C, which increased slightly due to the apparent scarcity of ready, able and willing-to-ship men in classes A and B in SIU halls where shipping was at a high level.

### Norfolk 'Best in Years'

Norfolk, for example, shipped over 100 men and is experiencing its best activity "in years" after a long "dry" spell.

Only Miami, due to the foreign transfer of P&O's two liners, seems permanently slow, topped with a heavier than normal registration. But this is expected to change soon with the probable pur-

chase by Ponce Cement of at least one more ship.

The following is the forecast port by port:

**BOSTON:** Jobs picked up slightly but outlook is always unpredictable... **NEW YORK:** ILA port tie-up cut into expected shipping; port began coming around in second week of period... **PHILADELPHIA:** Good shipping expected to continue... **BALTIMORE:** Good... **NORFOLK:** Shipping "best in years."

**SAVANNAH:** Shipping better than normal with in-transits providing most of jobs. Registration low... **MIAMI:** Still slow; registration heavy... **TAMPA:** Holding its own. Future looks better... **MOBILE:** Slow activity continuing... **NEW ORLEANS:** Good; outlook is fair. Del Sud coming out of drydock.

**LAKE CHARLES:** Booming; up 50 percent... **HOUSTON:** Still relatively slow; not much in sight... **WILMINGTON:** Future expected to be fair... **SAN FRANCISCO:** Very slow; in-transits could help... **SEATTLE:** Back in style with best shipping on West Coast. Outlook is bright.

## SIU, Tanker Co's Finish Talks On Clarifications

NEW YORK—SIU headquarters officials this week reported the completion of talks with the tanker operators on clarifications to the standard tanker agreement.

The results of their deliberations are now available in agreement form, and are being put aboard all SIU - contracted tankships.

Clarifications on all SIU agreements are issued periodically following joint discussions between Union negotiators and the operators on clauses that require special interpretation. A similar set of clarifications to the standard

dry cargo-freight pact was issued last year.

Copies of both sets of clarifications as well as the agreements themselves are available at all SIU halls. They are printed in tabloid form slightly smaller than the SEAFARERS LOG.

In connection with the new tanker clarifications, Claude Simmons, assistant secretary-treasurer and New York port agent, urged all Seafarers, especially those now aboard tankers, to familiarize themselves thoroughly with the new material. It is hoped they will ease the way to smoother payoffs of the tanker fleet in the near future.

### Shipping Bounces Back

Meanwhile, shipping at headquarters first began recovering this week following the nose-dive of the past period brought on by the political strike of New York longshoremen against the Bi-State Waterfront Commission. Activity was almost at a standstill for about ten days while the tie-up was on.

A number of ships were diverted to other ports and others that were here didn't stay long enough to pay off which, in turn, provided very little turnover in jobs.

The shipping picture looks much brighter for the current two weeks, Simmons disclosed. Several ships which have been out on long runs are due for payoff during the period, which should boost the shipping figures way above their present level.

During the past two weeks there were a total of 13 payoffs, four sign-ons and 21 ships in transit.

## Seattle Feasting Again After Slow Shipping

SEATTLE—The "feast or famine" nature of the US shipping industry is nowhere better illustrated than in the performance of this port during the past month.

Shipping in Seattle right now is booming and appears likely to stay that way. The port shipped 130 men during the last period, which is a lot more healthy figure than the "18" of the previous two weeks. Prior to that, it continued very good all summer long.

The coming two weeks should be brightened to the tune of four and possibly six payoffs. Either way, shipping will remain good and will pose no problem for any-

one wishing to get out in a hurry. Seven payoffs, an identical number of sign-ons and three in-transits combined to make up the pleasant picture of the past two-week period.

Port Agent Jeff Gillette also warned crews that any increase in performing aboard the ships will be dealt with severely in line with SIU and membership policy. He cautioned Seafarers to avoid fouling up for their own protection.

## Directory Of SIU Branches

### SIU, A&G District

BALTIMORE 1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900  
BOSTON 276 State St. James Sheehan, Agent Richmond 2-0140  
HOUSTON 4202 Canal St. C. Tannehill, Acting Agent Capital 7-6558  
LAKE CHARLES La 1419 Ryan St. Leroy Clarke, Agent Hemlock 6-3744  
MOBILE 1 South Lawrence St. Cal Tanner, Agent Hemlock 2-1754  
NEW ORLEANS 523 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113  
NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600  
NORFOLK 127-129 Bank St. Ben Rees, Agent Madison 2-9834  
PHILADELPHIA 337 Market St. S. Cardullo, Agent Market 7-1635  
SAN FRANCISCO 450 Harrison St. Leon Johnson, Agent Douglas 2-5475  
PUERTA de TIERRA PR Pelayo 51-La 5 Sal Colls, Agent Phone 2-5996  
SAVANNAH 2 Abercorn St. E. B. McAuley, Acting Agent Phone 3-1728  
SEATTLE 2505 1st Ave. Jeff Gillette, Agent Elliott 4334  
TAMPA 1809-1811 N. Franklin St. Tom Banning, Agent Phone 2-1323

WILMINGTON, Calif 505 Marine Ave. Ernest Tilley, Agent Terminal 4-2874  
HEADQUARTERS 675 4th Ave., Bklyn SECRETARY-TREASURER Paul Hall  
ASST. SECRETARY-TREASURERS J. Algina, Deck C. Simmons, Joint J. Volpian, Eng. W. Hall, Joint E. Mooney, Std. R. Matthews, Joint  
HONOLULU 16 Merchant St. Phone 5-6777  
PORTLAND 522 N. W. Everett St. Beacon 4336  
RICHMOND, CALIF 257 5th St. Phone 2599  
SAN FRANCISCO 450 Harrison St. Douglas 2-8383  
SEATTLE 2505 1st Ave. Main 0290  
WILMINGTON 505 Marine Ave. Terminal 4-3131  
NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600

### Canadian District

HALIFAX, N.S. 128 1/2 Hollis St. Phone: 3-8911  
MONTREAL 634 St. James St. West Plateau 8161  
FORT WILLIAM 118 1/2 Syndicate Ave. Phone: 3-3221  
Ontario

PORT COLBORNE 103 Durham St. Ontario Phone: 5361  
TORONTO, Ontario 272 King St. E. Empire 4-5719  
VICTORIA, BC 617 1/2 Cormorant St. Empire 4531  
VANCOUVER, BC 298 Main St. Pacific 7824  
SYDNEY, NS 304 Charlotte St. Phone: 6346  
BAGOTVILLE, Quebec 20 Elgin St. Phone: 645  
THOROLD, Ontario 52 St. Davids St. Canal 7-3202  
QUEBEC 113 Cote De La Montague Quebec Phone: 2-7078  
SAINT JOHN 177 Prince William St. NB Phone: 2-5232

### Great Lakes District

ALPENA 133 W. Fletcher Phone: 1238W  
BUFFALO, NY 180 Main St. Phone: Main 1-0147  
CLEVELAND 734 Lakeside Ave., NE Phone: Cleveland 7391  
DETROIT 1038 3rd St. Headquarters Phone: Woodward 1-6857  
DULUTH 531 W. Michigan St. Phone: Melrose 2-4110  
SOUTH CHICAGO 3261 E. 92nd St. Phone: Essex 5-2419

## Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.