

'The Juggler'



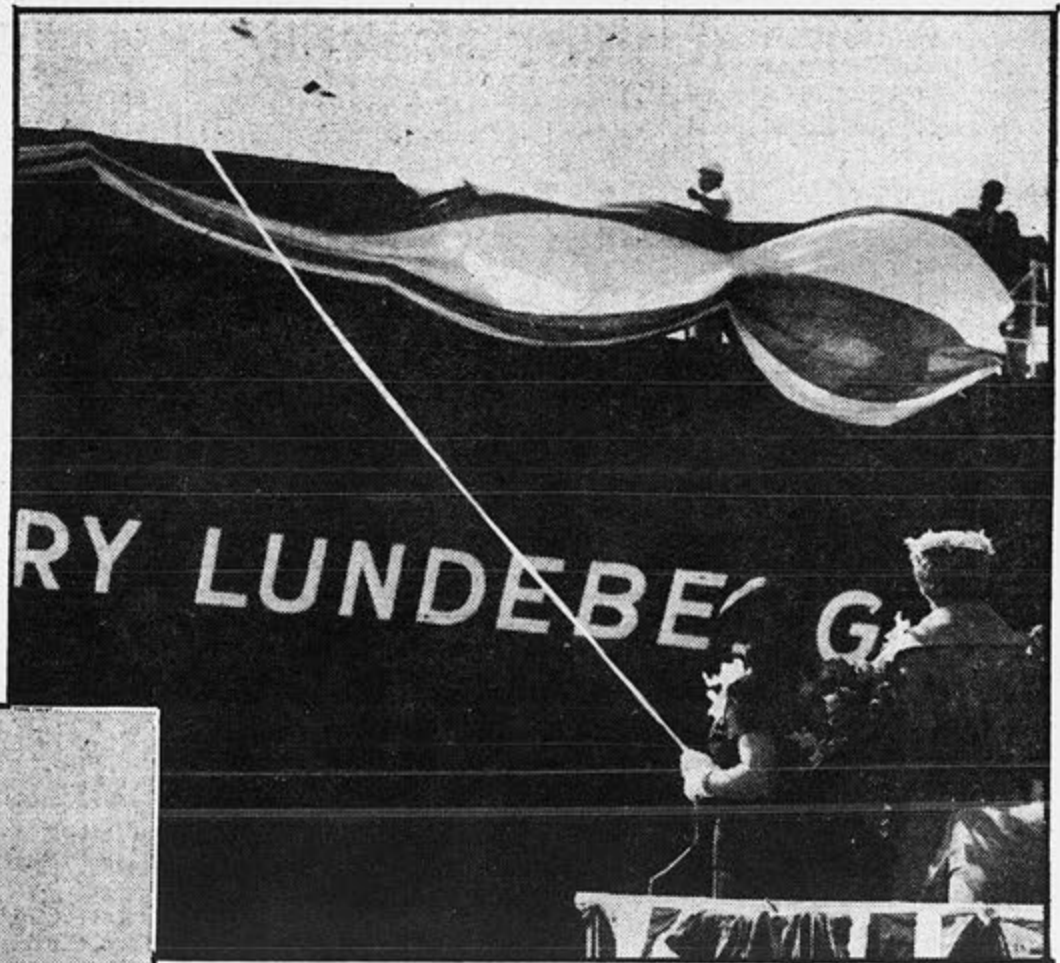
Pictured above is an individual who purports to be a Trade Unionist. While giving lip service to AFL-CIO policy, he has worked tirelessly to undermine it. He plugged for the expelled ILA and called for longshoremen to vote against AFL-CIO. He ordered seamen across AFL-CIO marine officers' picketlines while he supported a District 50 company union.

This same individual lauded the "great and wise" Stalin from a Moscow podium and never apologized for this or any other similarly nauseating act. Now this past master of the Stalinist-stooge technique sets himself up as an authority on ethics and a paragon of trade union morality. It is high time that he stopped embarrassing the labor movement by his tactics. He should resign promptly from the AFL-CIO Ethical Practices Committee.

50c Increase Package:

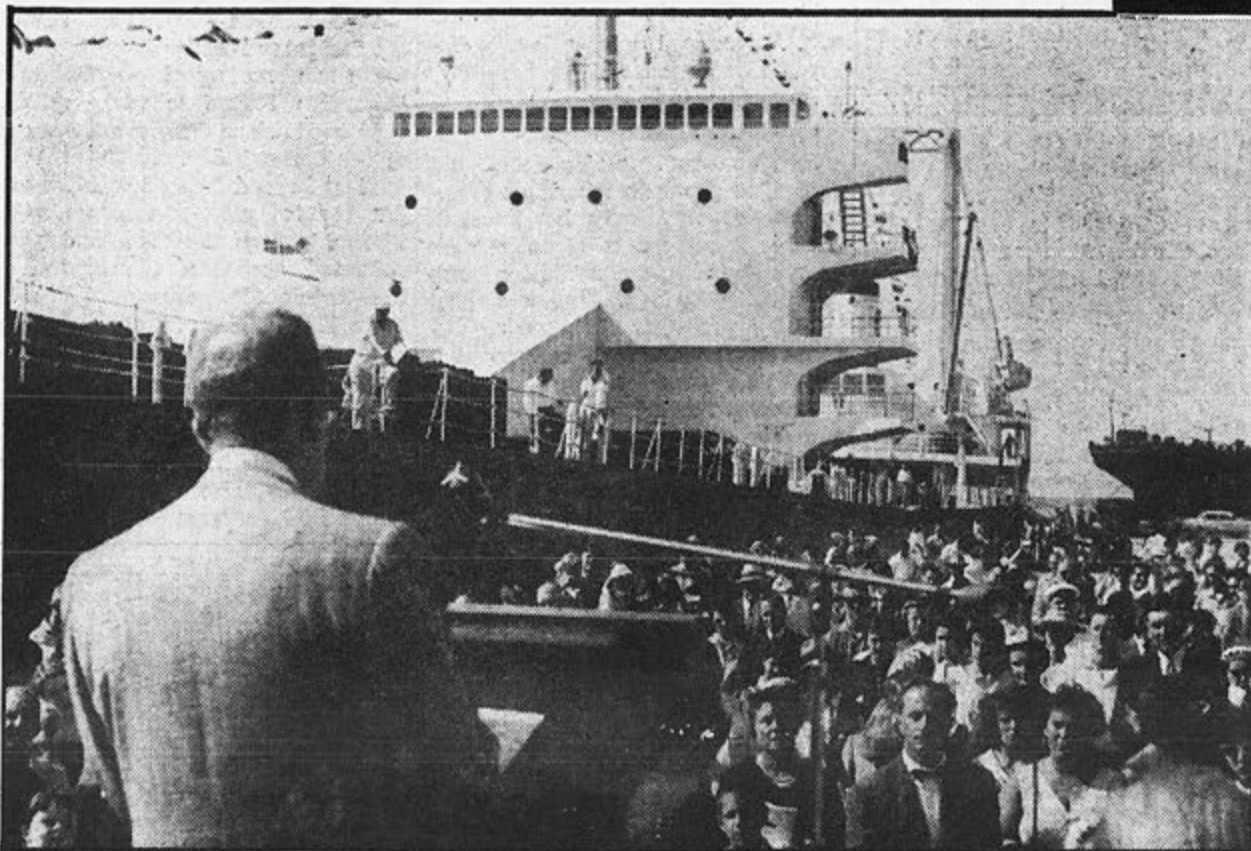
BALT. TUGS YIELD BIG PAY BOOST

Story On Page 3



New SS Harry Lundeborg Honors Founder Of SIUNA

Red, white and blue bunting shoots upward to reveal the name of the largest bulk-ore-carrier built for West Coast service as Mrs. Harry Lundeborg, widow of the late founder and president of the SIU of North America (above, on platform), tugs on a line leading from the ship. Simultaneously, hundreds of colorful balloons were sent aloft as the large crowd of friends, Sailors Union members, maritime leaders and trade unionists stood silent. The christening ceremonies last Saturday at Redwood City, Calif., were addressed by Edgar Kaiser (left), president of Kaiser Industries, operators of the modern, 16,000-ton ship. It was launched earlier as the SS Kaiser Gypsum. (Other Photos on Page 11.)



IN THIS ISSUE: A four-page supplement carrying the annual report of the Seafarers Welfare Plan filed with the NY State Insurance Dept.

Five American Coal Vessels In, Take On Replacements

NORFOLK—The fight for a majority of the crews aboard the American Coal ships is still continuing at this writing with one ship in last week and four more crewing this week. At this writing, final results are not yet available.

The five ships in were the Walter Hines Page, the Casimir Pulaski, the Martha Berry, the Cleveland Abbe and the Thomas Paine. Replacement calls were heaviest on the Pulaski on which Seafarer Claudio Barreiros was the victim of a stabbing. Italian police have NMU member V. Goyenechea under arrest in the case.

Another significant development on the coal shipping dispute is a meeting scheduled for July 8. George Harrison, president of the Brotherhood of Railway Clerks, and Jacob Potofsky, president of the Amalgamated Clothing Workers who were appointed by AFL-CIO President George Meany to mediate the dispute, will meet with the officers unions involved.

Representatives of the Marine Engineers Beneficial Association and the Masters Mates and Pilots will meet with Harrison to present their grievances against the company union, United Mine Workers District 50, and against the National Maritime Union which so far has supported the company union against the AFL-CIO affiliates.

Also on July 8 the National Labor Relations Board is scheduled to take up unfair labor practice charges filed by the SIU against the company. The charges of discrimination against the company were further highlighted this week by the news that several more SIU men have been fired.

The firings will most certainly be the subject of SIU action before the Labor Board as part of a pattern of continuing and open company favoritism for the NMU.

Meanwhile, men from the SUP, MCS, MFOW and A&G District are continuing to go aboard the American Coal ships and are staying

Coal Box Score

Complete returns on the replacements for the four American Coal ships in Norfolk this week were not available at LOG press-time, but unofficial figures indicated an SIU edge of 103 to 93 over the NMU. These figures are based on jobs called for all but the Thomas Paine, which is due to take several replacements tomorrow (Saturday).

with the beef until it is won. Men from all affiliates with old discharges can help in this important campaign. See any patrolman or port agent for details.

A further weakening of coal rates was reported in the past two weeks with the rates sliding to \$6.50 a ton. Shipping rates on coal usually fluctuate heavily but the recent declines have raised questions as to the future of the coal shipping operation.

At the time American Coal took out the first of its six ships chartered from the Government, coal rates were \$12 or more a ton. Since the decline, two of the ships have gone into the grain and ore trade. The company also has one ship of its own, the SS Coal Miner.

New York Children 'Adopt' Roamer



Sixth graders from Public School 63 in Ozone Park, Queens, crowd gangway of SIU-contracted Alcoa Roamer (Alcoa), which they "adopted" last September. School children from 35 states have adopted the majority of American ships as part of a school-supported program designed to promote interest in the US merchant fleet. Roamer's skipper, Captain Don Sweeney, is center of attraction.

CG 'Profiling' Pops Up In Sea Security Proposal

WASHINGTON—Undaunted by its failure to win approval three years ago for its "brain-body" profiling system which would have imposed rigid controls on seamen, the US Coast Guard appears ready to try again, this time by lumping roughly similar requirements under a "security" program.

The Coast Guard has appar-

ently persuaded a special Presidential Commission on Government Security that seamen's physical characteristics, living habits, social behavior and associations are all related somehow to Government security. As a result the Commission has recommended that seamen come under standards that would not only bar men for subversive associations (a condition accepted by the SIU and other unions) but also for personal habits, conduct and other non-political and non-subversive reasons.

'Screenoes' Have More Rights

What's more, the seamen barred for non-political reasons would actually have less rights under the proposal than the "screenoes"—the Communists and party-liners who have heretofore been the primary targets of the Coast Guard screening program.

The "screenoes" in most instances would have the right to confront accusers, but the non-political targets of the "brain-body" system would not have that right.

Here are some of the additional items for which a seaman could be barred under the new proposals in addition to the usual grounds of subversion, espionage, loyalty to Communism or a foreign power or advocacy of violent overthrow of the Government:

- Illnesses which may cause a "significant defect in performance, judgement or reliability" including "mental conditions." (The recommendations specifical-

ly avoid use of the words mental illness or insanity.)

- "Behavior, activities or associations which tend to show that the individual is not reliable . . ."
- ". . . immoral or notoriously disgraceful conduct"
- "habitual use of intoxicants to excess . . ."

By contrast, under the old screening program for ships, crewmembers could only be knocked out for specific acts of subversion or membership or affiliation with subversive groups. The old port security program applying to waterfront workers but not to seamen was broader and provided that a man could be ruled off on additional counts of "having been adjudged insane, having been legally committed to an insane asylum, or treated for serious mental or neurological disorder without evidence of cure," as well as "drunkenness on the job." These counts are much more specific than the ones in the new recommendation.

The original Coast Guard profiling system was first put forth three years ago in November, 1954. It called for seamen to pass a series of seven tests, including examinations dealing with incapacitating diseases (past and present) and mental and emotional stability. Failure on the tests would result in "voluntary" surrender of seamen's papers. An uproar by the SIU and other unions against the

(Continued on page 8)

MCS Adopts Constitution In 9-1 Vote

SAN FRANCISCO—Results of the referendum vote held by the Marine Cooks and Stewards of the SIU of NA have shown almost nine-tenths of the members voting in favor of the proposed new constitution. Final totals were 1474 members approving the constitution, 167 against and 9 void.

The overwhelming approval of the new constitution, effective July 1, 1957, clears the way for the first election of officials. Nominations will open in September and voting will take place in November and December. The vote also approved an increase in dues from \$20 to \$25 a quarter, and an initiation fee of \$150.

Voting in all MCS ports began March 18 and ended June 15. Rank-and-file tallying committees handled the ballot count and certified the results to membership meetings which, in turn, ratified the final report. The original constitutional proposal had been prepared on the basis of recommendations by an agent's conference and various suggestions by the MCS membership at sea and ashore.

With the adoption of the constitution and the installation of the officers in January, 1958, the MC&S will become a fully autonomous union. Chartered by the Seafarers International Union of North America, MC&S was recognized as bargaining agent for marine cooks and stewards on the Pacific coast after a 4-to-1 NLRB election victory over Local 100 of Harry Bridges' west coast longshore union.

Since then the union has completed contracts with west coast shipowners, has opened a new headquarters hall in San Francisco, and has dedicated a modern training center for aspiring marine cooks and stewards.

Fight Fire On Natalie In Yoko.

YOKOHAMA—Seafarers aboard the freighter Natalie got a hot welcome on arrival here Saturday from San Francisco when an unexplained blaze broke out in one of the cargo holds.

They helped bring the blaze under control after a 15-hour fight. The ship was beached and then refloated again in the course of the fire-fighting efforts. No estimate of the damage could be obtained, but several crewmen suffered burns and other injuries.

The Natalie, a C-2, is operated by Intercontinental Transport. The company also has one other ship, the Rebecca, also a C-2. Both are under SIU contract.

SEAFARERS LOG

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PAUL HALL, Secretary-Treasurer

HERBERT BRAND, Editor. BERNARD SEAMAN, Art Editor. HERMAN ARTHUR, IRVING SPIVACK, AL MASKIN, JOHN BRAZEL, Staff Writers. BILL MOODY, Gulf Area Representative.

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Breakout 'Knot' Fleet For DEW Line Duty In Arctic

SAN FRANCISCO—Breakout operations are almost completed on seven vessels assigned to West Coast companies for Distant Early Warning operations (DEW Line) in the Arctic area. The ships will be manned by Sailors, Firemen

and Cooks from West Coast SIUNA affiliates.

Three vessels of the "knot" fleet will be operated by the Alaska Steamship Company. They are the Honda Knot, the Sailors Spice, and the Anchor Hitch. Olympic Steamship Company was assigned the Flemish Knot, the Jumper Hitch, the Reef Knot, and the Clove Hitch. All are expected to leave Seattle around July 15 and are due back from the Arctic from September 14 to October 1.

96-Ship Fleet

The vessels are part of a 96-ship armada which is to carry construction materials and other supplies for the Far North radar network. All of these defense stations are icebound most of the year, and it is necessary to carry in most of the supplies during the brief three-month navigation period.

Although originally planned for 1955 and 1956, the project was extended to this year and is expected to be needed again next year. The ships are operated under offshore agreements.

SCHEDULE OF SIU MEETINGS

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

July 10
July 24
August 7
August 21

Contract Talks Continue

Talks are still going on between the SIU negotiating committee and representatives of SIU-contracted steamship companies over improvements in the SIU agreement. The items under discussion include a wage increase as well as other significant contract gains in non-wage items.

The SIU agreement was reopened by the Union under a unique clause which permits such action at any time during the life of the contract. The agreement itself does not expire until September 30, 1958.

Watch future issues of the SEAFARERS LOG for further details.

Win 50-Cent Raise For Balt. Tugmen In Three-Year Pact

BALTIMORE—Sparked by two overwhelming election victories, the SIU has nailed down the best agreement by far in the history of the Baltimore tugboat industry. The contract, which provides for a package increase of 63 cents an



Crewmembers of Baltimore tugs register to vote on the ratification of their new SIU-HIWD contract. In the foreground are other members using the voting booths to mark their secret ballots. The men adopted the agreement, the best offered to tugmen in the port of Baltimore, by a vote of 187 to 18.

T-H Law 10 Years Old; Has Hampered Labor Organizing

June 23 marked the 10th anniversary of the Taft-Hartley Act. It was on that date in 1947 that Congress voted to override President Truman's veto and put on the books a legal means for hamstringing the labor movement.

Three days before the signing of the bill, Truman warned that effects of the bill "for good or ill, will be felt for decades to come" and that the measure "is a clear threat to the successful working of our democratic society."

But despite strong protest from labor, 273 Republicans and 126 Democrats in both Houses joined to override the President.

The bill's basic effect has been to

retard the growth of labor unions. It has not done too much damage to the stronger unions, but has been effectively employed against unorganized, low wage workers. Taft-Hartley's restrictions placed serious limitations on union organizing effectiveness, and for example, served as a shield for Southern textile owners to prevent the organizing of their workers, and the raising of living standards in their industry.

Union Growth Slowed

As a measure of the T-H's effect on union growth, during the 12 years in which the Wagner Act was law, union membership jumped from 3.72 million in 1935 to 14.9 million in 1946. In the 10 years the T-H act has been law, union membership has increased by only 2.5 million while the labor force has grown by 8 million.

One of the major by-products of the measure has been the enactment of "right to work" laws in 18 states. Section 14(b) granted to the states the right to enforce legislation stricter than the originating act itself. The use of the injunction, once difficult to apply under the Wagner and Norris-LaGuardia acts, increased under T-H. The closed shop was banned, secondary boycotts outlawed, economic strikers barred from casting a vote in an NLRB election, and the entire strength of the Government was placed on the side of the employer in "national emergency" strikes.

Although there have been many

attempts to amend Taft-Hartley there has been only one amendment in 10 years. The requirement of special NLRB elections before a union could even ask for union security was removed. The provision had been based on the theory that the union shop was a sort of tyranny imposed on the workers by "evil labor leaders." The record shows that in four years the NLRB held 46,119 special elections on union security. In them 5,547,478 valid ballots were cast and 91 percent of them favored a union security clause.

10 Waterman Ships Aim For 100% Safety Record

Officers and crewmembers aboard ten Waterman-Pan Atlantic ships are keeping their fingers crossed as they enter the second half of 1957. Latest results announced by the company's safety department show that so far in 1957 the ten ships have no lost-time injuries.

The results are an impressive tribute to the joint SIU-operator safety program on SIU ships indicating that it is achieving very significant results in saving Seafarers from injury or death. By comparison, in the full year of 1956, just one ship in the fleet, the Wild Ranger, had but one lost time accident, and that was considered quite an achievement.

Of course the figures could change drastically between now

and December 31, but all hands are hoping for the best. The ten vessels free of lost time accidents so far are the Almena, Bienville, Coalinga Hills, DeSoto, Fairport, Hastings, John B. Waterman, Maiden Creek, Morning Light and Raphael Semmes. They have registered between 96,000 and 142,000 man hours of work thus far.

Despite its excellent performance last year, for which the ship earned a special plaque from the company, the Wild Ranger is not in the running for 1957 honors.

The highlights of the agreement are:

- A \$50 cents an hour wage package increase. The increases are \$30 effective July 1, \$12 effective October, 1958 and \$08 effective October, 1959. The contract calls for time and a half for any time over eight hours or on Saturday, and double time for Sundays.

- SIU welfare coverage. Under their previous contract, the companies had been contributing \$.05 an hour into an inactive pension plan. The proceeds in this plan will be put into a welfare plan to set up a fund to make available some immediate benefits for the membership. The operators will also contribute \$1.05 a day per man to the plan.

- No work on Christmas Day and no unnecessary work on New Year's Day.

- Seniority rights.
- Use of the hiring hall.
- Grievance and arbitration procedure.

- Recognition of the tugboat workers' rights to respect picket lines and refuse to cross any.

Under the new contract, a deckhand's base pay will jump from \$1.57 to \$1.87 an hour. He will

receive \$2.75 an hour for overtime and \$4.74 an hour for work on Sundays.

The five companies signing the agreement are Baker and Whitley, Baltimore Towing and Lighterage, Curtis Bay, Harper, and Atlantic Transport Tug Company. The contract will expire on September 30, 1960. The tugboat workers' negotiating committee was headed by SIU Assistant Secretary-Treasurer Robert Matthews. Two more companies, not classified as tug companies, are now negotiating for a separate contract.

The contract is the result of a long campaign by SIU organizers among the tugboat crews. The SIU handed the United Mine Workers District 50 two convincing defeats covering the unlicensed crewmembers and the mates and engineers. The Union scored a 146 to 9 NLRB election victory for representation of the unlicensed men, and three weeks ago, despite threats and paint bombings, the mates and engineers voted 64 to 0 in favor of the SIU's HIWD.

The crushing defeat came after (Continued On Page 15)

Vote 24-Hr. Quarantine At Co. Cost

WASHINGTON — President Eisenhower has signed a bill authorizing 24-hour Quarantine service by the Public Health Service if requested and paid for by the shipping company.

Under the bill, Quarantine service will be made available to any ships on an overtime basis with the company footing the bill. The operator will have to pay time and a half after the normal 8-hour day and double time on Sundays.

It is estimated that the new bill will save shipping companies almost \$10 million a year. The ships will now be able to proceed to their piers after the quarantine inspection and be ready the following morning when the longshore gangs start to unload the vessel. Under the old basis, vessels which arrived after hours were forced to wait until the next morning, or if they arrived late Saturday, until Monday morning before they could be inspected. This delay would hold up the unloading and would add to the company's expenses.

Four vessels in New York filed requests for service only hours after the signing of the bill. Although all of the administrative details were not worked out, the service was rendered as requested.

Shipping companies have been paying for overtime work by Customs and Immigration officers in order to speed up the unloading and loading of their vessels.

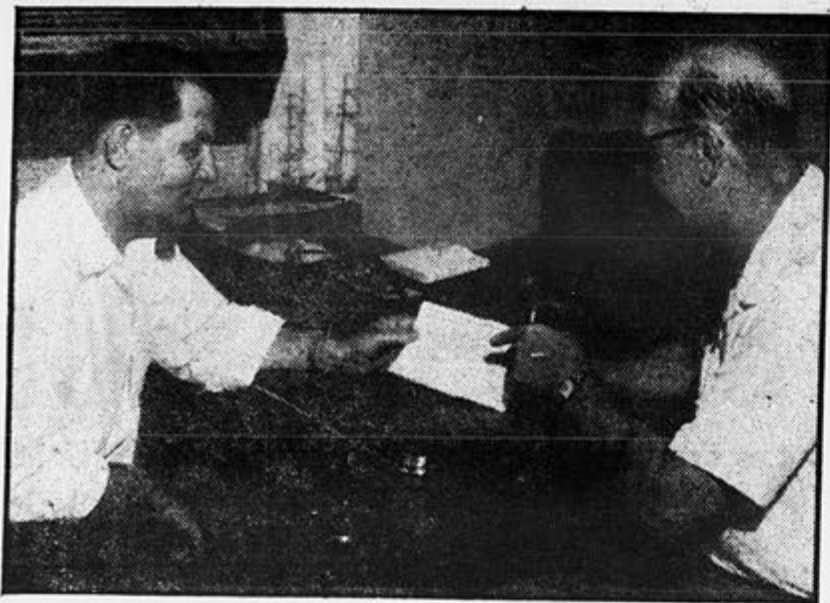
The signing of the bill came after two years of Congressional juggling before provisions were worked out to everybody's satisfaction.

SF Enjoys Brief Boom

SAN FRANCISCO—"Shipping has been much better than expected here," reports Marty Breithoff, port agent, with 101 jobs going out. But this may be short-lived for the future looks slow with no payoffs scheduled as of now.

The Steel Advocate (Isthmian), Coeur D'Alene Victory (Victory Carriers), Ocean Evelyn (Ocean Transport) and the Iberville (Waterman) paid off while the Afoundria (Waterman) and Ocean Evelyn (Ocean Transport) signed on. The Mary Adams (Bloomfield); Alamar, Texmar (Calmar); Steel Advocate (Isthmian), Hurricane and Topa (Waterman) were in transit.

LET 'EM KNOW!
Write TO THE LOG



Seafarer Rocus "Dutch" Vellinga (right) shows off "fit for duty" slip from USPHS after he underwent operation for an ailment discovered during routine check-up at new SIU health center. SIU welfare rep. Milton Flynn congratulates Vellinga on his good fortune in finding the trouble in time.

SIU Health Center Licks Hidden Ills

Seafarer Rocus Vellinga was one who took a physical at the SIU Health Center—and today he is thankful that he took the trouble. For doctors at the center discovered he had a thyroid condition which required treatment lest it develop into a serious health problem. Now after a brief stay at

Staten Island hospital, Vellinga is fit for duty and ready to ship again.

The 48-year-old Seafarer, who ships black gang ratings, reported that he got off the Suzanne on May 3 and went to New York to register. "When I registered the dispatcher asked me 'Why don't you get a check-up at the center while you're waiting to ship?' I told him that I felt wonderful but I figured I had nothing to lose so I made an appointment.

Possible Future Lay-up

"After they examined me I was told that I had a thyroid deficiency which could possibly lay me up in the future for a long time. They sent me over to Hudson and Jay and from there I went to Staten Island. After a whole series of tests, the chief surgeon recommended an operation because otherwise I might have developed a tumor.

"I was operated on June 7 and got my fit for duty in less than three weeks. Now I can ship anywhere without worrying about the condition."

"The thing I want to emphasize," he added, "is that I've been examined on the ships by doctors many times and they never found out anything. But down at our health center they have the equipment and the men to do a very thorough job. As far as I'm concerned, any seaman would be foolish not to take such an exam if he had the chance."

Seattle Hustles To Find Crews

SEATTLE—It was very busy in this port during the past period with shipping again outstripping registration in all classes. Port Agent Jeff Gillette and staff were kept hopping to meet calls for 158 berths, one of the highest totals ever recorded in this port.

16 Vessels Hit Port

There were a total of 16 vessels in port for the last two weeks. Seven paid off, six signed on and three were in transit. The vessels paying off and signing on were the Afoundria, Choctaw, Yaka (Waterman); Armonk (New Jersey Ind.); Ames Victory (Victory Carriers) and the Ocean Joyce (Ocean Transport). The Lewis Emery Jr. (Victory Carriers) paid off before going foreign.

The Yorkmar, Losmar, Alamar (Calmar) stopped into port to be serviced. There were no major beefs and all vessels were reported in good shape.

Gillette declared the SIU is getting full cooperation from its West Coast affiliates on the coal deal with oldtimers turning to from all the unions.

Break Out The Suds, A Cop's Coming

The "delights" of vacation travel in the Soviet Union are optimistically put forward in a Moscow dispatch in the June 27 "Daily Worker." Headlined "Foreign Tourists May Bring Cars Into USSR" it gave several revealing glimpses of life under Communism.

"Vast as this country is," the "Worker" burbles, "there is no chance of getting lost." Why? "For one thing he must stick to one of the two trunk highways. To make sure he does, an Intourist Agency guide will join him at the frontier and accompany him throughout the trip." No sticking your nose up any of the back roads or getting too curious about the hinterlands. You can't tell the guide to "get lost" either.

The "Worker" adds, "the highways . . . are excellent by Soviet standards and in most places, good by European ones." For shame, DW, does that mean that Soviet standards of excellence are only "good" by anyone else's definition?

But there's more. "Gas stations . . . are to be found about every hundred miles . . . Traffic is very light . . . When Soviet people travel . . . they usually go by train. Few have private cars."

And finally. "Drivers must keep their cars clean. If a policeman spots a dirty, muddy car, he has the right to stop it and fine the occupants."

Shipping Round-Up & Forecast

June 12 Through June 25

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	14	2	5	3	3	1	22	6	28
New York	91	13	58	21	46	15	195	49	244
Philadelphia	13	7	16	5	17	2	46	14	60
Baltimore	51	21	43	26	34	15	128	62	190
Norfolk	8	4	5	5	3	4	16	13	29
Savannah	4	1	2	1	6	0	12	2	14
Tampa	9	1	3	6	11	1	23	8	31
Mobile	43	5	21	8	33	8	97	21	118
New Orleans	75	13	64	16	51	13	190	42	232
Lake Charles	13	6	16	9	8	7	37	22	59
Houston	21	13	15	11	10	5	46	29	75
Wilmington	16	7	15	16	10	4	41	27	68
San Francisco	27	10	24	15	17	7	68	32	100
Seattle	30	16	17	14	24	8	71	38	109
Total	415	119	304	156	273	90	992	365	1357

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	2	0	0	1	0	0	3	0	0	3
New York	65	12	19	62	13	17	39	8	10	166
Philadelphia	17	2	3	13	5	9	13	4	2	43
Baltimore	60	24	10	42	31	12	37	19	12	139
Norfolk	4	1	1	2	2	1	1	1	0	7
Savannah	6	1	0	4	2	0	1	0	0	11
Tampa	5	7	2	4	5	4	7	3	5	16
Mobile	35	3	7	27	8	7	32	6	4	94
New Orleans	62	13	2	51	11	18	49	13	4	162
Lake Charles	14	5	0	16	9	3	3	2	3	33
Houston	22	14	3	18	17	9	18	6	1	58
Wilmington	8	3	2	5	6	7	4	4	2	17
San Francisco	31	13	0	22	8	2	19	6	0	72
Seattle	37	27	2	23	18	16	20	12	3	80
Total	368	125	51	290	135	105	243	84	46	901

Shipping inched further ahead this period as eight out of 14 SIU ports showed increases. The total number of men dispatched was 1,447; registration was heavier than in the previous period but still lagged behind shipping. It totalled 1,357.

Ports which listed improved shipping included New York, Baltimore, Tampa, Mobile, New Orleans, Lake Charles, San Francisco and Seattle. Baltimore, in fact, ran ahead of New York during the period. Lake Charles showed a considerable gain, but damage from Hurricane "Audrey" may cut short its prosperity. The Louisiana-Texas border area around Lake Charles was hard hit in last week's blow.

Declining shipping was reported for Boston, Philadelphia, Norfolk, Houston and Wilmington. This was not too unexpected in the case of Houston, which enjoyed phenomenal shipping in the previous period. Norfolk has been relatively slow all along. Savannah remains the same: slow.

Job activity was greater than registration in all departments during the two weeks, especially in the engine department. The black gang also took the laurels for the largest number of class C men shipped.

In the case of shipping by seniority groups, class A men accounted for 62 percent of the jobs, class B for 24 percent and class C for the rest. This represented a loss for the C group which was split among A and B men.

The following is the forecast port by port:

Boston: Slow . . . New York: Fair.
 Philadelphia: Fair . . . Baltimore: Good . . . Norfolk: Slow . . .
 Savannah: Slow . . . Tampa: Fair.
 Mobile: Should slow up . . .
 New Orleans: Good . . . Lake Charles: Fair . . . Houston: Good.
 Wilmington: Fair . . . San Francisco: Good . . . Seattle: Good.



New 'Wreck' Bill Device: Town-By-Town Ordinance

Right-to-work advocates in California, defeated on a state-wide basis, are now focusing their attention on having the law passed on local levels. Two counties so far have adopted "wreck" laws, and it is reported that groundwork is now being laid in 12 more of the state's 56 counties.

The first attempt to bar the union shop at a local level originated in Palm Springs. Employers there, fearing the loss of tourist trade due to the picket lines of the Hotel and Restaurant Employees at resort hotels, and failing to have legislation passed on a state level, pushed through a local right-to-work ordinance. A Superior Court Judge ruled that the ordinance was invalid but the city has appealed the decision.

Taking the lead from Palm Springs, Tehama County enacted the first county wreck law. Two weeks later San Benito County passed a similar resolution. Campaigns following the same pattern are now going on in other California counties.

Both of the California counties are predominantly rural. They have no large concentration of industrial workers and there is no effective union political machinery to combat the passage of the laws.

"Citizens' committees" had been organized in both counties for the passage of the law. Each of these committees, it was found, retained Nathan Berke, a San Francisco lawyer, as legal counsel.

Berke also represents the California Association of Employers which has some 1,700 companies in the smaller cities of California and Nevada as its members.

Although the association actively participated in the successful campaign to bar the union shop in the passage of a right-to-work law in Nevada, association presi-

dent Winston M. Caldwell denies that the group initiated or inspired the county moves against the union shop.

The association, Caldwell said, helped only to "aid and assist anybody who is interested, with educational material and information."

The Tehama ordinance, passed less than a month ago, is now facing its initial test. Its provisions are being used to bar organizational picketing by locals of the Machinists, the Retail Clerks, and the Hotel and Restaurant Employees. An injunction petition is now being considered by the Superior Court, but attorneys for the county, the California Association of Employers and the California State Federation of Labor have announced that the basic issues involved will be taken to the highest court.

Tampa Sees Job Upturn

TAMPA—Job activity took a turn for the better in this port during the past period. Although there were no vessels signing on, there was one paying off and five others called in port to be serviced.

The Bienville (Waterman) paid off. The in-transit vessels were the Steel Scientist (Isthmian); Bradford Island (Cities Service); Alcoa Roamer (Alcoa) and Arizpa and Madaket (Waterman). All were reported in good shape with all beefs settled.



Hospitalized Seafarers at New Orleans marine hospital (above) and in all ports received extra \$25 Christmas bonus again last year, along with the regular \$21 weekly hospital benefit. Looking on (l to r) while SIU welfare rep. Vic Miorana checked the roster are Martin Kelly, Seno Desoso, Charles Dorrough, Clovis Coates, Michael Muzio, Demetrio Zerrido and visitor Mike Liuzza. Desoso, Muzio and Zerrido are still at the hospital.

SIU Welfare Plan Pays Out \$7.5 Million In Seven Years

Seven years of self-insured operation by the Seafarers Welfare Plan has produced more than \$7½ million in no-cost cash benefits and other items for Seafarers and their families since payments began on July 1, 1950.

Despite its modest beginnings at that time, the plan has enjoyed spectacular growth and stability. It has mushroomed into a program of 14 separate benefits ranging from maternity payments to college scholarships. The plan dispensed \$1.3 million in benefits during 1956 alone and currently holds over \$5 million in cash, bonds and other assets.

A special four-page supplement in this issue of the SEAFARERS LOG includes a progress report on the Seafarers Welfare Plan along with the annual report for the calendar year 1956 to the New York State Insurance Department. Publication of the annual report is now required by law for all union welfare plans in the state.

Figures in the annual report show that the plan's total administrative expenses during 1956 were 4.9 percent, well below what would be considered "average" for this type of program. Total income of the plan was \$3.1 million, virtually all of it in contributions from the shipowners. Expenses for the year were listed as \$152,080.13.

Total benefits paid out in 1956 were 41 times greater than those paid in 1950, when \$31,733 was paid out in 3,123 claims. Last year, 16,457 claims totalling \$863,092.42 were paid out in direct cash benefits to Seafarers and SIU families, and an additional \$438,806.40 in other benefits and services.

Included in the cash benefits are payments for death benefits, disability-pensions, maternity, hospital benefits and the medical-surgical program for Seafarers' wives, children and dependents. The \$438,806.40 covers scholarships, training schools, recreational and dormitory facilities, the meal book plan, the health and safety program and other items.

In addition, a no-interest loan program for Seafarers on the beach disbursed \$104,395.65 in 4,105 loans received by SIU men during 1956. The loans were provided at no interest to the men involved, some ranging as high as \$100 each. The average overall was \$25.43 per man.

One of the first union plans to



Disabled Seafarers Ernest Eklund, James Hamilton and Edward Hansen (standing) look on as Burton Frazer counts out increased cash benefits all received under SIU disability-pension program. They were among the first SIU men to enjoy the \$150 monthly benefit rate when it went into effect two years ago. The rate had been \$100 monthly.

operate on a self-insured basis, the SIU plan originally began with a \$7 weekly benefit rate for Seafarers in the hospitals and a \$500 death benefit. These rates have since been increased to \$21 weekly and \$4,000, respectively. The disability-pension benefit was originally \$15 weekly in 1952 and has since gone up to \$150 per month. The level of other benefit payments has remained the same, while a variety of other unique benefits has been added and expanded.

The plan's low administrative costs and its savings through self-insurance and administration by a joint board of SIU and management trustees are generally credited as the basis for its sound condition and growth through the years, while sacrificing nothing in benefits to SIU men and their families.

Following the SIU's lead, many other plans, as in the National Maritime Union, recently switched to a self-insured basis after years

of operation and extra cost for premiums to private insurance companies. Seafarers, however, have enjoyed the advantages of these savings since 1950 in the form of higher and broader benefits and welfare services.

Notify Union About Sick Men

Ship's delegates are urged to notify the Union immediately when a shipmate is taken off the vessel in any port because of illness or injury. Delegates should not wait until they send in the ship's minutes but should handle the matter in a separate communication, so that the Union can determine in what manner it can aid the brother.

It would also be helpful if the full name, rating and book number was sent in. Address these notifications to Welfare Services at headquarters.

Tell Ship Policy, Pentagon Urged

WASHINGTON—A call for some plain talk on the Government's merchant marine policy has been issued to top Administration officials by Rep. Herbert C. Bonner, chairman of the House Merchant Marine Committee. The North Carolina Democrat wants Commerce Secretary Weeks and Navy Secretary Gates to tell Congress whether the Government is interested in a strong merchant marine, and in effect, whether it has a shipping policy. Bonner also wants them to clear up the confusion that lower-ranking naval officers and officials of the Maritime Administration have expressed when asked about the government's policy.

Bonner, in a strongly-worded letter, asked in effect if it wasn't inconsistent for the Defense Department to say that it was for a strong merchant fleet, and that it also preferred runaway-flag ships for defense needs. He noted that a Navy official had made that point at recent hearings on transfers.

Bonner also asked why the Defense Department now says there is no tanker shortage, when only a short time back, it was asking Congress to pass legislation to encourage construction of new tankers. He also pointed out that tankers are now being transferred in return for vague agreements for the construction of new tonnage.

Also questioned was the Government's policy of permitting construction of tankers with speeds lower than 20 knots, and its failure to help build new passenger liners.

The request for information followed the temporary halt of hearings on the Government's maritime policy. It is understood that the request is aimed at checking reports that the Administration has downgraded the merchant marine in its defense thinking.

Tug Victory Sparks New Balto. Drive

BALTIMORE—"Our organizational activities here in this port are continuing in high gear," reports Earl Sheppard, port agent. "We had a clean sweep of the tugboat men and landed them the best contract they have ever had." Now the Union intends to turn its attention to other unorganized outfits.

Although registration exceeded shipping, most of the men registering were newcomers in the class C group. Otherwise, he said, shipping itself has been very good for the period. There were 12 ships paying off, 10 signing on, and 19 in transit.

Paying off were the Santore, Cubore, Marore, Chilore, Venore (Ore); Jean, Mae; Emilia (Bull); Wm. Carruth (Transfuel); Matthew Thornton (Grainfleet); Madaket (Waterman) and the Chickasaw (Pan-Atlantic).

The Santore, Cubore, Marore, Chilore, Venore (Ore); Orion Clipper (Colonial); Matthew Thornton (Grainfleet); Chickasaw (Pan-Atlantic); Council Grove (Cities Service) and Steel Rover (Isthmian) signed on.

The vessels in transit were the Portmar, Bethcoaster, Kenmar, Oremar, Flomar (Calmar); Venore, Baltore, Santore (Ore); Robin Tuxford, Robin Locksley (Robin); Alcoa Pegasus, Alcoa Planter, Alcoa Runner, Alcoa Planter, Alcoa Partner, Alcoa Roamer (Alcoa) and the Steel Scientist (Isthmian).

Seafarers In Action

"Vote of thanks to fireman Coner Haynes for getting man out of water," was the report from the Feltore while the vessel was in Baltimore. But the story behind the vote of thanks has much more to it. It seems that Haynes was lying in his bunk when he heard cries and yells from the side of the ship. Looking out the porthole, he saw Seafarer Elmer Baker floundering in the water. He ran to the deck, tossed Baker a preserver, tied a lifeline around his waist and dove in after him. Coner pulled Baker to the dock where the shore gang helped him get the drowning seaman ashore.



Haynes

Realizing the need of a good ship's delegate, the crew of the Robin Tuxford voted to refuse the resignation of James A. Oliver. When Oliver offered his resignation at a meeting, "Brothers said that they wished Brother Oliver to remain as ship's delegate." This was accepted by all present with a vote of thanks.



Oliver

Leading the honor list for good cooking is Bryan Varn of the Florida State. "He serves up the best in the fleet," said the ship's reporter. Also contending for honors are the steward departments on the Bents Fort, Beatrice, Robin Tuxford, Seatrain Texas, John B. Kulukundis, Alcoa Pioneer and the Morning Light.

Vote Deep Sea Canada Strike

MONTREAL — Members of the SIU Canadian District have voted to strike the West Indies division of Canadian National Steamships over a company refusal to accept union wage demands. The company first responded by locking out crews of two ships, the Canadian Leader and the Canadian Challenger, before any strike was called. Later, a company spokesman said that it would resume service on the West Indies run.

The union strike vote came after company rejection of union wage demands. The company's ten percent counter-offer, as called for in a conciliation board report, was turned down by the SIU.

Steward On Robin Tuxford Tells Of Hold-Up, Beating

Now on the mend, Seafarer Lowell E. Harris, chief steward, related his account of the unsuccessful attempt to hijack the payroll on the Robin Tuxford which sent both him and Captain Kenneth Chambers to the hospital.

Harris suffered a cracked super-orbital ridge as a result of the beating he received at the hands of the gunmen. He was still sporting an impressive shiner two weeks after the incident when he stopped into headquarters on his way from the Jersey City Medical Center to the Staten Island Public Health Service hospital for further treatment.

At the time of the hold-up, Harris had gone up to see the skipper about ordering replacements in his department. He was in the captain's office with his back to the door when "in rushed two stocking-faced men. One stuck his gun in the skipper's stomach and announced it was a hold-up. The other one whacked me just over the eye with some kind of weapon, I don't know what, and knocked me to the deck. I struggled to my feet, half-dazed and was knocked down again."

Meanwhile, the captain was down in the corner with the other man on top of him. I heard one shot fired and the gun clicked again. Then the old man kicked the gunman off him, jumped up and ran out and down the ladder hollering for help while the gunman ran after firing shots.

Tried To Stop Bleeding

"I ran into the skipper's room, locked the door and then into the bathroom. The blood was squirting out of the wound in my head and I grabbed some towels and soaked them in cold water to try to stop the bleeding. I heard more shooting going on down below.

"Later I opened the door and came out. I was still on my feet feeling a little groggy but helped search the ship looking for the gunmen. As for the skipper, he didn't realize he had been shot until it was all over. Right now I feel pretty good but still a little weak and my eyesight is fuzzy."

Harris was taken to the Jersey



Seafarer Lowell E. Harris, steward, still shows effects of brutal beating last month by holdup men who boarded the Robin Tuxford in Jersey City. He's now at Staten Island marine hospital.

City Medical Center where he was operated on and the wound stitched up. He was in there for ten days before switching over to Staten Island.

Police are still looking for the reputed "mastermind" of the hold-up, who was identified by his confederates as Ronald Spencer Steele. Harris said he identified this man as a messman who had been on the ship four days last summer. As far as the records show, the man has not worked on any SIU ships since then.

Ship Biz Small Fry, Mag Says

When it comes to the transportation business in the United States, the steamship industry is strictly small fry. That's the word from "Fortune" magazine which publishes a yearly directory of major American and foreign companies. Only four steamship companies rate among the first 50 transportation outfits in the US with railroads and airlines running away with the honors. The biggest steamship company, US Lines, is 32nd on the list of the first 50, which hardly puts it at the top of the class. It is followed by two West Coast companies, Matson Navigation in 36th spot, and American President Lines, 40th. American Export Lines brings up the rear in 45th place.

The "Fortune" ranking is based on total cash income. The first nine biggest companies are all railroads, led by the Pennsylvania and New York Central. In 10th and 11th spot are two major airlines, American Airlines and Pan American World Airways.

No major trucking concerns are on the list of the big 50, while Greyhound upholds the honor of the bus industry by placing 17th.

With the railroads dominating the list, it's no wonder that steamship companies have such a hard time of it before the Interstate Commerce Commission and other agencies in which railroads are part of the picture.

Isthmian Gets Subsidy Study

WASHINGTON—The Maritime Administration has set a tentative date of January 7, 1958, for public hearings on Isthmian Line's bid for operating subsidies on three of its regular trade routes. The public hearings would be preceded by submission of data and exhibits.

The announcement of the January date was made at a pre-hearing conference held at the Maritime Board in which representatives of several companies opposing the application participated. Arrangements were made at the hearing for the companies involved to supply the examiner with information about their operations on the various trade routes for which Isthmian is seeking subsidies.

'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes." No "can-shakers" or solicitors have been authorized by the SIU.



Power tools are a handy way to get repairs done fast and accurately, providing you use them properly. The electric chipping hammer, scraper, hand drill or similar gadget can take a lot of the strain out of jobs that otherwise kill lots of time and energy.

But they also introduce an extra hazard that can make a has-been out of a handyman. These tools are always safest when they're grounded; most of them have built-in devices which, when used, make them practically fool-proof.

The little bit of extra time it takes to attach a ground wire is a guarantee against electrical shocks and accidents, especially on a ship. The unexpected roll or lurch of the ship, the ever-present dampness and the chance of spray or full sheets of water coming over the decks and into the passageways dictates caution at all times. Get your shocks at the "horror" movies instead of on the job.



An SIU Ship is a Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Phony TV Drug Ads

When you watch that television screen, you'd better watch your pocketbook, too. There is increasing evidence that high-pressure advertising of drugs, toiletries and cosmetics on television has been highly successful in persuading people to spend more money for products sometimes of dubious value, and that a number of deceptions are being used by television advertisers of drugs and toiletries. Not only small manufacturers but some of the best-known names are using tricky commercials that are sometimes actually untruthful and sometimes cleverly skirt the borderline between truth and deception.

So misleading is much television advertising of drugs and toiletries that a number of public organizations have gone into action to try to stem it. Here are the facts about this increasingly successful raid on your family's pocketbook:

1—The Federal Trade Commission has set up a special unit to monitor television and radio commercials and recently issued its first complaints against three well-known television advertisers for claiming their products were effective for treating the aches and pains of arthritis, rheumatism and related diseases. They're not adequate, effective or reliable treatment for these ills, FTC charged.

2—Even the retail druggists who sell the drug products have become worried about the exaggerated advertising that fools their customers. The American Pharmaceutical Association has just set up a special committee to report misleading drug advertising.

3—Kenneth Wilson, president of the National Better Business Bureau, which has been doing yeoman work to try to get drug advertisers voluntarily to keep their advertising truthful before the legal authorities move in, reports there has been an increase in the use of false and deceptive advertising claims for certain drug and cosmetic products

as alleged obesity remedies, arthritis preparations, skin creams, etc. "The Bureau is seriously concerned about this trend in advertising," Mr. Wilson told this department.

4—US Senators Magnuson and Potter both have urged investigation of ads for tranquilizer drugs on TV and radio, which they charge are a "complete fraud on the public," the Cooperative Health Federation of America reports.

5—All sales figures indicate the public is definitely succumbing to the heavy television advertising for drugs and toiletries. Retail sales of cosmetics and toiletries reached a record \$1.3 billion last year, ten percent over 1955. Biggest gains were in deodorants, make-up items and toothpastes, all heavily advertised over TV. Excise



taxes on toilet preparations jumped 15 percent in the last six months of '56, indicating sales have increased and also, prices of these products have gone up.

Television lends itself especially well to advertising of drugs and toiletries because it can show pseudo-scientific demonstrations and use such devices as actors in white medical jackets who can convincingly talk like doctors, dentists and scientists. In fact, the white-jacketed actors who seem to be learned doctors have become one of the sore points. That's why you now see on the screen or hear, a little while after the white-jacketed pitchman has made his spiel, this statement: "This is a dramatized message." This statement, given in small print or a low voice, is supposed to indicate that the white-jacketed figure is not really a doctor or scientist.

Some authorities are also concerned that some "scientific" demonstrations shown on TV commercials may be faked. Evidence on this point is more difficult to find, except that one commercial film-maker has reported he refused to make a television film for a large advertiser who wanted to film an exaggerated "scientific" demonstration.

Products claimed to help arthritis and rheumatism sufferers have become one of the most worrisome types of television advertising. Mentholatum Rub advertised: "These are arthritic hands . . . You're looking at them now as they experience a totally new kind of pain relief . . . The difference is a new formula . . . giving extra deep penetration power . . . See how it disappears into the skin . . ." Whitehall Pharmaceutical Co., maker of InfraRub, advertised: "Now science announces a new way to relieve pain—of arthritis, rheumatism, back-ache and muscle aches—without pills . . . Rubbed gently into the painful area it penetrates so deep that it actually vanishes . . . Speeds up the flow of fresh rich blood . . . drives away pain-causing congestion . . ."

Omega advertised on radio: "You know how I suffered . . . I talked to my druggist and he told me to rub my aching back with Omega Oil . . . next morning I felt like a boy again . . . It contains an active ingredient that actually penetrates the skin . . ."

Some of the same type of advertising appeared in magazines. The FTC's complaint charges that these products give only temporary relief of the minor aches and pains of these ills.

These companies and their ad agencies so far have not revealed their answers to these charges.

A useful booklet available from local Better Business Bureaus for a dime, called "Health Quackery," says no known drug, preparation or device may be truthfully advertised to the public as a cure or remedy for arthritis. This is too complicated and serious a condition for self-treatment.



The fishing vessel Three Brothers rests high and dry on a roadbed in Cameron, Louisiana, after it was picked up and thrown there by Hurricane Audrey. Many other vessels were washed ashore or sunk by the hurricane which cut a path through towns on the Texas-Louisiana border.

Hurricane Whips La. Coast; 350 Dead

LAKE CHARLES—A 105-mile-an-hour hurricane, followed by a huge tidal wave, engulfed the Cajun country south of here killing 350 or more people, most of them in Cameron Parish. Some death estimates run as high as 1,000. The big blow left this port drenched, damaged and without communications for almost two days.

Hurricane Audrey did its worst right on the coast some 50 miles south of here. In the city proper it tore down telephone poles, blew over trees and lifted roofs off the houses. Thousands of people from Cameron and other waterfront towns took shelter in Lake Charles where they were hastily housed in school buildings.

At last report, Leroy Clarke, port agent, said that there were no Seafarers or members of their families injured or lost during the storm. But casualty figures keep mounting by the hour as rescue workers explore the drowned and littered country south of here.

Tugs and other small boats manned by Seafarers are engaged in the rescue operations.

No Ships In Port

There were no SIU vessels in port when the storm hit as Cities Service tankers rode it out in the

Gulf. Several coastal vessels were driven ashore and wrecked.

On the shipping side, everything was fairly quiet in this area before the winds hit. Shipping had picked up some over the past two weeks, but enough men are around to handle any expected calls.

The Chiwawa, Royal Oak, Bradford Island, Bents Fort, Govern-

ment Camp, Winter Hill, Cantigny (Cities Service); Del Aires, Del Sol, (Mississippi); Pan Oceanic Transporter (Penn. Nav.) were in port during the past period.

The sea-going tug Ocean Prince of T. Smith & Sons was in to pick up a tow for Venezuela. The tug Lisha R of the Blue Stack Towing Co. also stopped in.

Quit High School, Now Wins SIU Scholarship

In the words of a popular ballad, Seafarer Ed Skorupski was "all shook up" when he received the good news that he had been chosen as one of the five winners of the \$6,000 SIU scholarships. His elation was understandable because a little over a year ago, he did not even have a high school diploma, having been compelled by economic circumstance to quit school



Skorupski

in his third year. Skorupski made his scholarship the hard way.

The 28-year-old Seafarer was raised in an orphanage and in 1946 at the age of 17 was turned loose into the world. He started shipping out then, joining the SIU in the following year.

For the past ten years he has been sailing regularly, usually as electrician, but always regretted that he had never been able to complete his education. Then last

year he learned it would be possible for him to receive a high school equivalency diploma by passing a series of examinations. He headed for the offices of the Connecticut State Board of Education in Hartford and underwent two days of intensive testing which he passed with flying colors.

With the equivalency diploma in his pocket, Skorupski entered the University of Connecticut last fall. Despite his ten year absence from school he did very well, racking up a B average in the first semester. Then his money ran out before he could go further. Now, with the scholarship in his pocket, he hopes to enter New York University this fall after a summer of sailing on SIU ships. His ambition is to enter the teaching field.

Skorupski was married last December and now lives in Brooklyn. His last ship was the Seatrain New York.

Alcoa Shifts To Pt. Newark Pier

Alcoa Steamship Company is shifting its New York operations from Pier 6, Bush Terminal, to Berths 20 and 22 in Port Newark. The shift takes place July 10 with the sailing of the Alcoa Puritan.

The Port Newark facilities adjoin those currently tenanted by Waterman Steamship Company, which also had docked in Bush Terminal before its move across the Bay about three years ago.

Alcoa's shift is based on the greater availability of trucking space, better road communications via the turnpikes and savings in lighterage time.



Fined For Late Taxes, He Shuts Plant

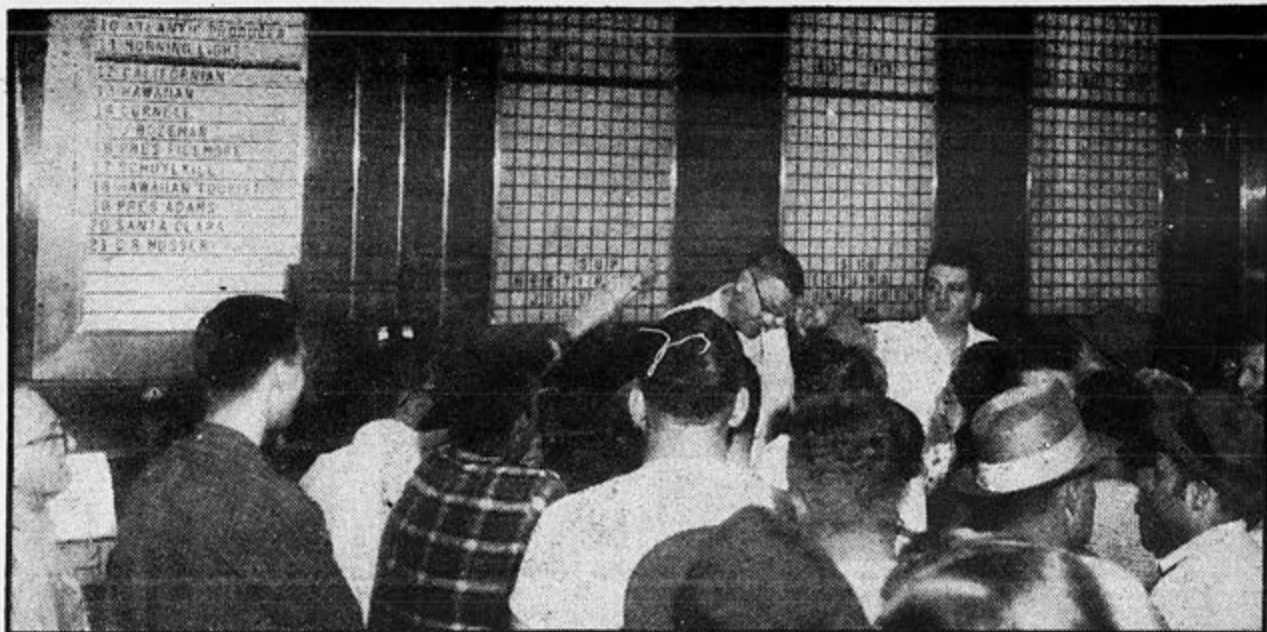
A newspaper dispatch last week reported that a farm equipment manager in Columbus, Nebraska, closed down his plant for a week to "get even" with the Federal Government. Reason? He was penalized \$80 for failing to turn in withholding taxes on time.

The manufacturer, Leo Sokol, who is president of the Irrigation Pump Company, indicated the Government would lose \$133 a day in taxes and conceded that his shutdown "would hurt a lot of people."

He charged he was fined because he was a few days late in depositing his withholding tax money.

Under the withholding tax set-up the money deducted from an employee's wages is his tax money and has to be turned over to the Government at specified intervals. Many employers get into trouble by holding on to the money as an interest-free loan from the Government and using it to finance a part of their day-to-day business operations.

It wasn't reported, but it's assumed that the company was prompt about deducting the money from wages every pay day.



Seafarers crowd headquarters shipping counter to throw in for jobs on the Atlantic Producer, which came under SIU contract last week. The grain-carrying tanker is operated by Pan-Oceanic S/S Co.

SIU Mans 3rd Atlantic Tanker

NEW YORK—"We picked up another T-2 tanker this week," reports Claude Simmons, port agent, "when the charter to Atlantic Refining Company on the Atlantic Producer expired." The vessel is being operated by Pan-Oceanic Steamship Company.

The ship was one of five vessels chartered to Atlantic by Pan-Oceanic. Two of them, the Atlantic Transporter and the Atlantic Importer, were returned last year. It is expected that the remaining two will be returned to the SIU-contracted operator when their charters expire. They are the Atlantic Shipper and the Voyager.

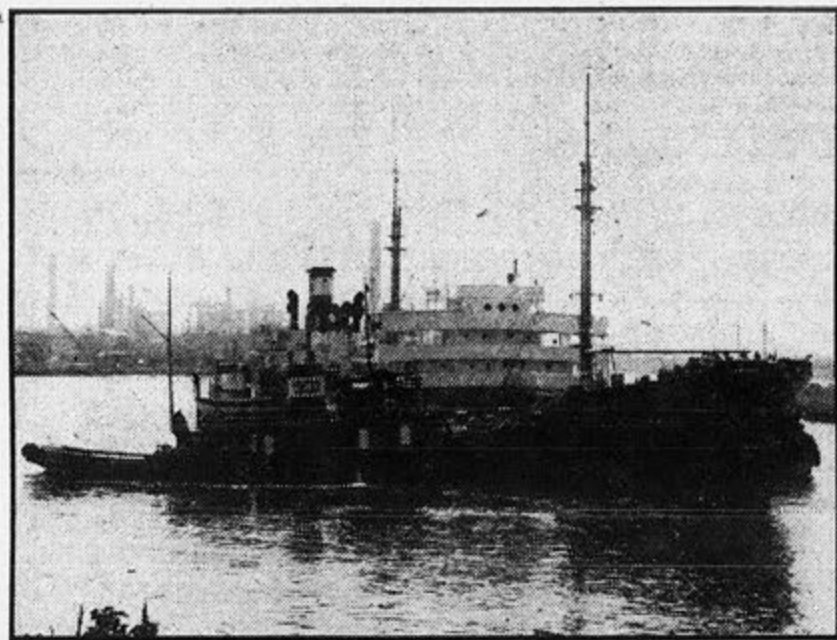
There were five Robin Line vessels in port during the past period. Two of them paid off and three signed on. One of them, the Robin Gray, went out on the Moore-McCormick Scantic run up to the Baltic countries.

There has been a fairly steady turnover in jobs in this area during the last two weeks. Job activity is not booming, but some jobs have stayed on the board for several calls before finding a taker.

There were 22 payoffs, six sign-on, and ten in-transit vessels in port during the last period. The vessels paying off were the Alcoa Pegasus, Alcoa Puritan, Alcoa Runner (Alcoa); Angelina, Kathryn, Dorothy, Edith, Elizabeth, Beatrice (Bull); Steel Artisan, Steel Rover, Steel Voyager, (Isthmian); Seatrain Louisiana, Seatrain Texas, Seatrain Savannah, Seatrain Georgia, (Seatrain); Robin Locksley, Robin Tuxford (Robin); Morning Light (Waterman); Antinous (Pan-Atlantic); Bents Fort, Royal Oak (Cities Service).

The Steel Artisan (Isthmian),

Rion (Actium), William Carruth (Trans. Fuel), Robin Gray, Robin Goodfellow and Robin Hood (Robin) signed on. Ships in port to be serviced were the Seatrain New Jersey, Seatrain New York (Seatrain); Maxton, Almena, Chickasaw, Ideal X, Coalinga Hills (Pan-Atlantic); Pan Oceanic Transporter (Penn. Nav.); Petrochem (Valentine), and The Cabins (Terminal Tankers).



Now under SIU contract is the Atlantic Producer, shown here on the Delaware River two years ago. The Producer is the third of five tankers chartered to Atlantic that have been returned to the SIU-contracted Pan-Oceanic S/S Co. since last year. The remaining two ships are expected back when their Atlantic charters expire.

CG 'Profiling' Pops Up In New Security Plan

(Continued from page 2)

testing proposal killed the plan for the time being, but at least a piece of it is now being revived in different form.

Could Bar Militants

The broad wording of the commission's criteria such as "notoriously disgraceful conduct," and "activities or associations which tend to show that the individual is not reliable or trustworthy" leaves plenty of room, if the political climate was "right," at some future time, for barring militant union seamen who might be too active in pressing beefs and grievances. Personal dislikes could easily enter the picture in cases of this kind.

In addition, it is a known fact that some shipowners for years have been seeking some weapon for rejecting men who do not measure up to an arbitrary standard of perfection.

In effect what the Commission's recommendations would do would

be to inflict the same rigid security standards to seamen and waterfront workers who are not Government employees as apply to Government employees in such sensitive jobs as the foreign service, where personal habits and associations are considered all-important in protecting Government secrets.

The theory behind this program has been that a Federal employee who drinks to excess, "runs around" or has relatives or friends who are considered unreliable, might be subject to blackmail or other pressure which would lead to divulging of important information. Seamen, of course, are in no such crucial employment, security-wise.

Seek Uniformity

In drafting its program, the special commission has been attempting to establish uniformity of procedures in all screening systems. It proposes the establishment of a Central Security Office to supply hearing examiners for security cases. In a departure from previous practice, the sea-

man involved would get a written statement giving the reasons for denial of clearance, whether he appealed or not. All hearings would now be secret.

The right to confront accusers and have witnesses subpoenaed would be limited to those categories dealing with subversive activities of various kinds as well as to a new category, which is pleading the 5th amendment before a Congressional committee, Federal court, grand jury or other authorized Federal agency. The latter provision is open to attack on the basis of recent Supreme Court decisions.

An interesting feature of the report calls for the Coast Guard to bear the costs of subpoenaed witnesses if the seamen is vindicated but if he is denied clearance, the seaman has to pay the freight.

However, in either case the seamen would have to post bond to cover the costs.

The Commission's recommendations, of course, are not binding, but are subject to Congressional

English Channel Tunnel Studied; Seek US Assist

Interest is again focused on the possibility of a tunnel under the English Channel linking Britain and France.

Since the notion was first conceived by Napoleon as a possibility for the invasion of

England, the program for an underwater passageway between the two nations has been revived and discussed among technical experts on both sides of the channel. At present there is a new flurry of interest, with several factors and conditions tending to favor the tunnel.

Two major companies, the Universal Suez Canal Company and the British Channel Company, are starting extensive surveys of the many engineering, geological, financial and political problems that would arise with such a project.

The Universal Suez Canal Company, the operator of the Suez Canal until its nationalization by the Egyptian Government, is supplying the specialists for the survey. If and when it settles its differences with Egypt, the company will also have a considerable amount of capital to invest into the project.

Financial backing for the tunnel, which is estimated to cost about \$280,000,000, is one of the major obstacles to its construction. It is hoped that the project will raise some American interest and capital.

Diagrams and sketches of the proposed underpass, as envisioned by the British Channel Tunnel Company, show twin railway tunnels 17 feet in diameter and about 30 miles in length. They would run from a point near Dover to Sangatte, near Calais.

Ventilation problems, they said, make it extremely difficult to build such a long automobile tunnel. But this too will be taken into consideration in the survey.

Another factor in favor of such a tunnel is the movement toward closer British-French unity, politically and economically. A tunnel connecting the two nations would seem to be a logical development of this trend.

LABOR ROUND-UP

Teamster members of Local 743 in Chicago have turned down a wage boost averaging five cents an hour offered by Montgomery, Ward & Co. The company's proposal was submitted to the members here without any recommendation from the negotiating council. Only 30 of the local's 4,500 members voted in favor of the offer. Similar voting is expected from other locals covering about 20,000 teamster members who are employed in the company's mail order and store outlets throughout the country. The old contract expired June 1 and the employees have been working on a day-to-day basis.

Investigators for the McClellan committee are reported checking up in Southern mill towns concerning charges of employer-organized violence as well as collusion between employers and police to keep out unions. Last month in a letter to committee chairman John McClellan, Washington Representative John Edelman of the Textile Workers of America outlined eight such incidents of violence while city and town police stood by. One incident occurred at the Lowenstein Mill in Gaffney, South Carolina, where a fire hose was turned on union organizers and company-hired goons used baseball bats on union representatives on a public street. Other charges included beatings of union organizers, including women, and cases where organizers were literally "run out of town."

An arbitration board has blocked efforts of Bates Manufacturing Company to cut wages of 5,000 members of the Textile Workers employed in its five New England mills. Although all other employers agreed to an unchanged scale, Bates insisted on a pay cut when contracts were reopened last spring. "The decision is the only one that could have been rendered under the circumstances," declared Victor J. Canzano, the union's cotton-rayon director.

Thomas F. Fee, international representative of the Oil, Chemical and Atomic Workers, has urged

the use of "radiation sentries" with special detection equipment in all plants using fissionable material. In a speech before labor leaders attending the second annual conference sponsored jointly by Canisius College and the New York State Department of Labor in Buffalo, Fee proposed over-all Federal control for nuclear installations. The Atomic Energy Commission sets safety standards for plants run for the Government by private corporations, but all others are under state control.

Officials See Hub W'front Disrepair

BOSTON—A dismal picture of Boston's waterfront was revealed to state, city and Federal officials during a tour conducted by the city's harbor police.

The tour, an all-day survey of Boston harbor from a police launch, highlighted scenes of falling piers, half-burned vessels and rotten piles, many of which are ready to break away and float into the harbor to menace marine traffic. A tragic finish to the trip was the news of the death of a 13-year old Charlestown boy who was electrocuted by an exposed wire while playing on an abandoned pier. The launch, with the officials aboard, was ordered to check into the incident.

The officials will confer within a few days to determine what course of action can be taken to repair and revivify Boston's waterfront or to require demolition of dangerous and unusable structures. Most of the decaying piers were privately owned.

Shipping has been slow during the past two weeks, reports James Sheehan, port agent. There were no vessels paying off or signing on. The Government Camp, Winter Hill (Cities Service); Robin Locksley, Robin Gray (Robin), and the Steel Rover (Isthmian) were in port to be serviced.

STEEL DIRECTOR

Payoff

When the Steel Director came in recently from a long four-month trip the Union representative went aboard prepared to deal with the usual quota of beefs and OT disputes. To his pleasant surprise, he found that the ship had come in with just three hours disputed overtime and a handful of repair list items. What with a heads-up crew and a good gang of delegates the payoff, pictured here, was smooth as can be.



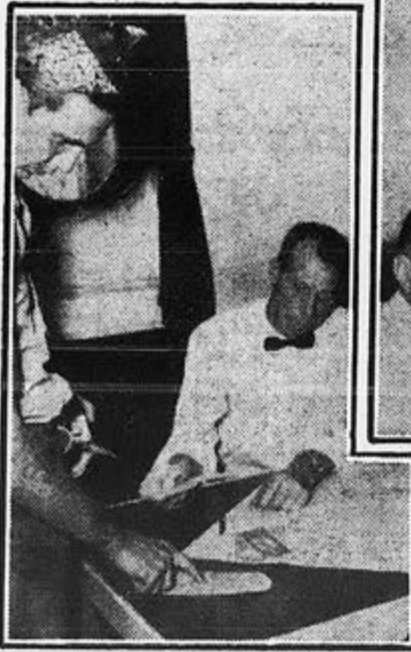
Leon White, elect., (l) and ch. eng'r John Fennell talk repairs.



New stores come aboard to replenish stocks after 4-month trip.



C. A. Navarra, ch. cook and Simon Bunda, pantry, in galley.



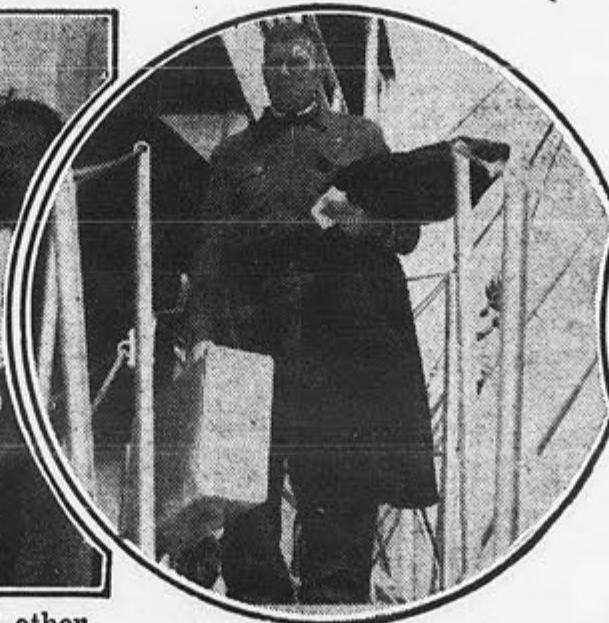
All beefs out of the way, four month's worth of payoff dough is handed out by Odom (left) to unidentified Seafarer.



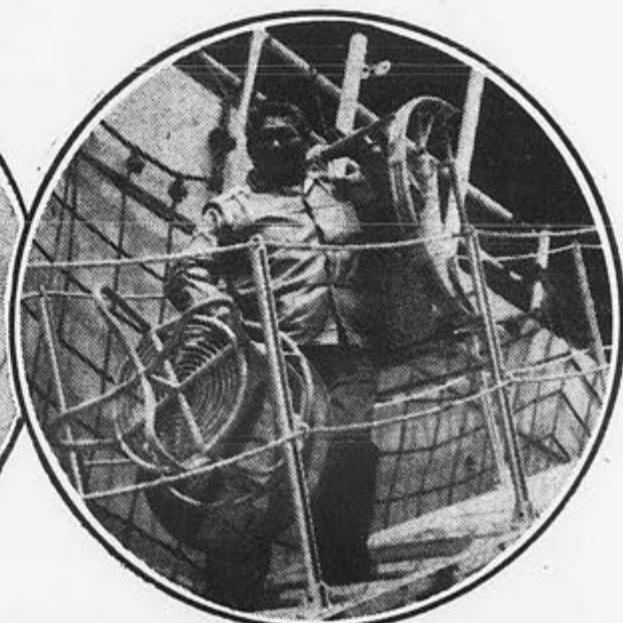
Upper left, SIU Assistant Secretary-Treasurer Ed Mooney huddles with Clifton Mainers, engine delegate, while Charles W. Shaw, wiper, and Pete Aydamach, passenger BR, peruse LOG. Above, Mooney gets lowdown on a few minor beefs. At left, all is squared away with company representative Clarence Odom. Others in photo are, (l to r) Fred Tonucle, steward delegate; Mooney, Mainers and J. L. Gomez, deck delegate.



With many of the gang bringing back a load of souvenirs and other purchases, from the run to India, US Customs inspector had a busy time checking out declarations and collecting duty charges.



Andrew Sudol, oiler, (l) travels pretty much schooner-rigged, leaving ship with suitcase and overcoat. Not so for Seafarer Carlos L. Sy, MM, who makes way ashore with two pieces of wicker chair and table set he purchased overseas.



ILO Treaty 'Bars' Slave Labor

GENEVA—The International Labor Organization killed a surprise move by an American union delegate that would put teeth into the proposed world ban on slave labor.

George P. Delaney, international representative of the AFL-CIO, made an unexpected proposal for the establishment

of an international watchdog committee to check on the sincerity of the nations adopting the ban proposal. The rules committee held that the idea had been put in "too late" for consideration at the present conference.

The delegates, representing government, industry and labor in the 78 attending nations, adopted the

"honor-system" draft treaty outlawing compulsory work as an instrument of political coercion or economic development. Although there was no negative votes, the US employer delegate, Cola G. Parker, board chairman of National Association of Manufacturers, abstained from voting.

Delaney read to the conference excerpts from the United Nations special report on Hungary and questioned how the Soviet delegates could stand before the conferring member nations and "prattle" of Moscow's desire for peace or its concern for workers' rights. "How long do we propose to allow member states of the ILO to violate at will every principle of this organization and yet come here to boast of the ratification of conventions?" He asserted that without the proposed checkups treaties to protect labor would be just "dead pieces of paper."

Hungarian Representatives Leave

The entire Hungarian delegation walked out during the attack by Delaney. They were soon followed by Prof. Amazasp A. Arutiunian, chief Soviet representative, who objected to Delaney's charge that Moscow had been guilty of "one of history's greatest betrayals."

The NAM board chairman refused to vote because it was his belief, he said, that it was improper for an international agency to adopt conventions governing the relations of an individual citizen

to his government. The treaty raises questions of federal-state relationships under the Constitution which complicate ratification by the United States.

Speaking on Russian capitalization on his refusal to vote, Parker said, "Everyone here knows the Communists' support of this instrument is thoroughly and disgustingly dishonest. They will shout from the housetops that they will ratify the instrument and seek to point the finger at the free nations as the violators of the instrument. And they will cynically go their way, continuing forced labor in all its forms so long as the ruling clique determines that it is necessary to maintain their power."

Lk. Cruise Ship In 4th Dock Mishap

DETROIT—The Great Lakes SIU cruise ship Aquarama, carrying more than 1,500 passengers, crashed into a dock and warehouse causing damage estimated at \$30,000. It was the vessel's second mishap within a week, and her fourth in less than a year.

The big reconverted ocean-going freighter was turning in the Detroit River to head for Lake Erie when her bow hit the dock and warehouse of the Detroit News. A crane was knocked half-over and a section of bricks shaken loose from the warehouse. The big boat pulled free and continued on to Cleveland.

Captain John Ward of the fireboat Kendall said that the cruise ship apparently had been caught by winds as she was turning and forced into the dock.

Other Mishaps

The ship had caused considerable damage to her bow last Sunday when she struck a dock in Cleveland. Last year she had crashed into a seawall at Muskegon, her home port, and later in the year backed into a seawall on the Windsor, Ontario, side of the Detroit River while leaving a dock.

There were no reported injuries in her latest incident. The Aquarama was recently the target of a Great Lakes District strike in a dispute over fit-out job rights.

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of July 5, 1957, and are subject to change without notice.

England, New Zealand, South Africa: \$2.80 per pound sterling.
Australia: \$2.24 per pound sterling.
Belgium: 50 francs to the dollar.
Denmark: 14.45 cents per krone.
France: 350 francs to the dollar.
Germany: 4.2 marks to the dollar.
Holland: 3.7-3.8 guilders to the dollar.
Italy: 624.8 lire to the dollar.
Norway: 14 cents per krone.
Portugal: 28.75 escudos to the dollar.
Sweden: 19.33 cents per krona.
India: 21 cents per rupee.
Pakistan: 21 cents per rupee.
Argentina: 18 pesos to the dollar.
Brazil: 5.4 cents per cruzeiro.
Uruguay: \$2.63 cents per peso.
Venezuela: 29.85 cents per bolivar.

2 More Seek US Giveaway

WASHINGTON — Still on a "giveaway" spree, Congress is now considering two more bills which would lengthen the list of foreign nations anxious to get their hands on surplus US tonnage.

One bill, just introduced in the House, would authorize the sale of 10 Libertys, plus four smaller type merchant vessels, to Pakistan. Another bill, introduced in the Senate, would authorize the sale of 10 Libertys and 20 Victories to the Philippines. Both bills are now in committee.

US maritime unions and the maritime industry, alarmed by the growing clamor for US tonnage, and the apparently benevolent mood of the Government toward the foreign requests, are girding for a hard fight against the giveaway program.

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

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

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



the SEA CHEST

ALCOA CORSAIR (Alcoa), May 24—Chairman, M. T. Costello; Secretary, H. W. Miller. Captain warned men about missing fire and boat drills. \$215 in ship's fund. Collected \$16 for sick crew mess. Talked about deck chairs.

ALCOA PENNANT (Alcoa), June 3—Chairman, H. Ridgeway; Secretary, W. H. Hamby. Man taken off sick in once. To see patrolman who is to clean laundry room.

ANTINOUS (Waterman), May 26—Chairman, G. W. Champlin; Secretary, C. Ellzey. \$49 in ship's fund. Vote of appreciation to baker for coffee time snacks. Vote of thanks to second mate for chart and daily position data posted in messroom. Shower curtains to be furnished aft. Hot water aft

plained about officer's pantry containing numerous jars of preserves for night lunch with the crew pantry as bare as Mother Hubbard's closet. Steward said he will see to it that jellies are equally distributed. Disputed overtime. Steward suggested a change in regard to preparation of food. A very hearty vote of thanks to 2nd cook and baker, for his special pastries for entire crew. Crew asked to return all cups to pantry after use about the decks.

STEEL AGE (Isthmian), June 5—Chairman, C. A. Hanceck; Secretary, W. Webb. \$18.50 in ship's fund. Suggested that ship be exterminated for roaches and that new mattresses be ordered. Everyone blowing top about roaches. Chief cook complaining about meat block. It needs trimming down.

STEEL KING (Isthmian), May 26—Chairman, J. Keavney; Secretary, J. Purcell. Galley range still not in good working order. This is old beef not taken care of in shipyard. Night lunch to be varied. Shower water too hot. Too much fraternizing top side. Warning issued if not stopped will be dealt with accordingly.

STEEL WORKER (Isthmian), May 7—Chairman, J. B. Swiderski; Secretary, N. Abernathy. Time limit on clothes washing. Enough gear for sanitary man. Each department to clean laundry, library and cleaning gear locker in turn.

ROYAL OAK (Cities Service), May 12—Chairman, W. R. Thompson; Secretary, D. Beard. Lake Charles agent says cots have been promised by company. Delegate will push issue in Boston. Tough steaks are filling up the garbage can. Many complaints on the sailing board. Please return cups to pantry.

SEAMAR (Calmar), May 19—Chairman, G. H. Snoff; Secretary, J. Sweeney. Repair list turned in and report on payoff time given. Suggest that patrolman see the skipper about fair practice in draws on West Coast ports. Find out if the captain writes to our representatives about members of the crew who disagree with him on anything.

YAKA (Waterman), May 24—Chairman, J. A. Denais; Secretary, S. Joseph. Benches to be made for crew back aft. Screen doors put up back aft. Money draws will be put out in green backs and yen. Safety record on here is at its highest. No injuries due to working conditions have been reported for many months. The crew and skipper Bernardo working together on safety precautions.

TRANSATLANTIC (Pacific Waterways), May 17—Chairman, P. Conley; Secretary, L. W. Pepper. Keep keys of crew quarters on person to prevent unauthorized persons from entering lockers. Cautioned on feeding natives, especially baked bread, as bread is made fresh daily. Remove all cots and blankets, pillows, etc., from hatches prior arrival in India. Doors to passageways to be locked. Crew's recreation room not to be used.

VALCHEM (Valentine), May 25—Chairman, G. L. Kersey; Secretary, W. Nests. \$30 used out of ship's fund to send important documents to seaman. Balance on hand \$29.50. All crewmembers requested to keep the messhall clean when eating between meals. A discussion was held concerning ordinary seaman and dayman. Requested to have patrolman in Philadelphia settle situation.

VENORE (Ore), May 18—Chairman, J. Wlaszk; Secretary, R. Kelly. Discussion on keeping night pantry clean.

WINTER HILL (Cities Service), May 29—Chairman, H. Grant; Secretary, F. Reese. Discussion on burned out washing machine. \$16 in ship's fund. New iron in possession. Discussion on a change to assorted jams.

IRENESTAR (Traders), June 2—Chairman, B. Hay; Secretary, R. Avers. \$11.52 in ship's fund. Steward asked to get new sugar bowls for crew messhall. Discussion about money draws. Not enough American money aboard. Had to take half Italian money and half American money. A hearty vote of thanks given to stewards department on job well done.

MARGARET BROWN (Bloomfield), June 1—Chairman, J. Allen; Secretary, B. Porter. Money collected for ship's fund \$28.33, for magazines cost, \$15.09, telegrams, \$14.81. \$.57 in red. To obtain new garbage cans for galley. To have icebox moved to messhall. Dump ashtrays and put cups in sink. Have dirty linen laundered in Europe.

DEL SUD (Mississippi), May 26—Chairman, T. Liber; Secretary, W. Perkins. No bottles to be brought aboard in St. Thomas and the beer would be taken away if anyone fouls up. Ship's fund contains \$109. Need an additional washing machine. Movie projector to be given complete overhauling. Bartender asked all members to help conserve bottles this trip by returning as soon as empty.

STEEL FLYER (Isthmian), June 2—Chairman, C. E. Reynolds; Secretary, D. Dryden. Suggestion to keep washing machine clean at all times. \$59 in ship's fund. Baker to put out more bakery goods at coffee time. A vote of thanks to steward department.

LAWRENCE VICTORY (Mississippi), May 24—Chairman, P. Fox; Sec. S. Rivera. All have been well. Repair list has been turned in. Most repairs have been done. Others will be done while the ship is in port. Some disputed overtime on deck and engine dept.

Digest Of SIU Ship Meetings

not to be tampered with. Vote of thanks to ship's delegate Orlando.

BALTORE (Ore), May 5—Chairman, R. King; Secretary, J. Mohalev. \$8.25 in ship's fund. Election of ship's delegate. Fan in recreation room to be repaired. Night pantry to be kept clean. Washing machine wringer to be repaired. Additional bench needed in recreation room. Linen change hours to be altered to suit the 12 to 4 watch.

CANTIGNY (Cities Service), June 2—Chairman, J. Phillips; Secretary, R. Deran. Safety reports to be made to delegate.

CHIWAWA (Cities Service), June 3—Chairman, F. Reid; Secretary, F. Keelan. Beef on discussing ship's and Union's business in gin mills. Deck delegate reported that brother had discussed ship and Union business in said gin mill. Union business should not be discussed while drinking.

June 8—Chairman, J. Maloney; Secretary, F. Reid. Suggested that any brother leaving for ACS duty should have cash donation. Asked that privilege of swapping watches should not be abused. Fans to be installed in galley. Meat block to be refinished. Larger variety of fresh fruit promised. Fruit and vegetables to be ordered oftener and in smaller quantities to avoid spoilage. All crew passageways were painted as promised. \$30.15 in ship's fund. Request for instructions on freighting equipment. Delegate instructed to investigate fast loading at Lake Charles. All are satisfied with the Union's effort on ACS beef.

COALINGA HILLS (Pan-Atlantic), June 2—Chairman, P. Sheldrake; Secretary, S. W. Nolan. Poor menu. Crew made complaint to steward about poor chow.

DEL MONTE (Mississippi), May 24—Chairman, K. Winsely; Secretary, J. McPhee. \$81.55 in ship's fund. Expense for voyage \$20 for shrimp party. Same old ice-box meef. Motion made to advance funds for baseball equipment. Suggestion made to help keep pantry cleaner. Steward asked to turn in all supply lists.

EVELYN (Bull), June 5—Chairman, J. Tutwiler; Secretary, J. Yuknes. \$54.36 in ship's fund. Talk of repairs to be done that have been neglected.

IRENESTAR (Traders), May 5—Chairman, V. D'Angelo; Secretary, H. A. Denton. Quite a few brothers are sick. The captain says he will give either American money or travelers' checks. \$15.70 in ship's fund. Suggest that ship's delegate see captain about repairing decks in cook's room. Old stack for galley range was blown off. Everybody on ship is happy. Good food. Vote of thanks to steward department.

JEFFERSON CITY VICTORY (Victory Carriers), May 24—Chairman, C. Makuch; Secretary, E. Goodwin. Suggestion to settle all beefs with boarding patrolman. Vote of thanks to steward department for job well done.

OREMAR (Ore), May 19—Chairman, D. Waters. Asked to have new refrigerator for crew pantry. \$39.65 in ship's fund. Vote of thanks given to sanitary men who cleaned recreation room. Less noise in passageway so that those off watch will not be disturbed.

ROBIN GRAY (Seas), June 3—Chairman, D. Hall; Secretary, R. O'Brian. To turn ship's fund to O'Brian for wedding present. New ship's delegate elected.

ROBIN TRENT (Seas), May 12—Chairman, W. Walker; Secretary, H. W. Clemens. Discussion on why there had to be fire drill over weekend. Chief mate promised to paint rooms and showers at beginning of trip. Vote of thanks to steward department.

SANTORE (Ore), May 23—Chairman, C. Just; Secretary, C. E. Rawlings. \$4.00 in ship's fund. Poor mattresses is present problem. Members com-

'Giant Step'



An overwhelming demonstration of SIU support among Baltimore tugboat crews has produced outstanding economic gains for the tugmen in short order. The dollars-and-cents victory follows a double-barrelled ballot win by convincing scores of 64-0 and 146-9 over District 50 of the United Mine Workers.

The latest advances by the tugmen are a far cry from the nickel and dime handouts they've been accustomed to for years. Out of an estimated 63-cent-an-hour package of pay gains and other improvements in their new contract, 50 cents represents direct wage increases. Of this, 30 cents goes into effect immediately to help bring the wages of the Baltimore workers in line with those in other Atlantic and Gulf ports. Baltimore previously had the worst conditions of any comparable harbor.

These gains by the SIU Harbor and Inland Waterways Division on behalf of the tug workers follow the pattern of progressive improvements by the SIU down through the years for workers in other harbors as well as deep-sea sailors. Support for the SIU in organizing campaigns and bargaining elections has always resulted in vastly improved conditions and benefits for unorganized workers.

New-Style 'Security'

Somebody in Washington, whether in the Coast Guard or some other agency, just refuses to give up hope that someday they will be able to apply Annapolis-type standards to merchant seamen. Three years ago, the Coast Guard came forward with an elaborate physical-mental "profile" examination of seamen which would have barred all who didn't emerge as Sir Galahads with muscles. That scheme quickly evaporated following outraged protests by the SIU and other maritime unions.

Now, under the guise of a revised security program, a special commission is proposing that seamen be screened off the ships as "security risks" for unspecified physical and mental defects, for their personal associations and for vaguely defined indecent conduct, immorality and "excessive" drinking.

The SIU has always supported the principle of a screening program, with appropriate safeguards, when it is aimed at keeping genuine subversives off American ships. But when this program is broadened to include personal habits, personality and character, it is time to call a halt. The job of weeding out gashounds, performers and similar undesirables is one which the Union recognizes as a private affair between itself, the men and the shipping companies. It is no business of Government, call it "security" or by any other name.

Honor Memory Of Lundeberg

Newly-christened the SS Harry Lundeberg, the huge Kaiser Industries gypsum carrier rests at anchor in Redwood City, California. At right, SUP Secretary-Treasurer Morris Weisberger is shown with plaque presented by the SUP to be placed aboard the ship. Below, Msgr. Matthew Connolly conducts invocation. Behind him is Mrs. Lundeberg and children; center foreground, C. E. Harper of Kaiser Industries, who was master of ceremonies. At far right is Jack Hatton, Marine Firemen's Union vice-president. Many personal friends of the late SIU of NA president and labor representatives were among the crowd at the christening.

Unlimited US Travel Via Aqaba Endorsed By Gov't

WASHINGTON—US-flag shipping companies and captains of US vessels have been notified by the State Department that in the Government's view, all ships have the right to "free and innocent passage"

into the Gulf of Aqaba at the head of the Red Sea. The statement stressed that "The United States position is that the Gulf of Aqaba comprehends international water. That no nation has the right to prevent free and innocent passage in the gulf and through the straits giving access thereto.

"A denial of free and innocent passage through those waters to vessels of United States registry should be reported to the nearest United States diplomatic or consular officer . . ."

The statement came after Russian naval units passed through the Suez Canal headed for the Red Sea, leading to rumors that they would be used to support Egyptian blockade operations in the Gulf.

Kern Hills First

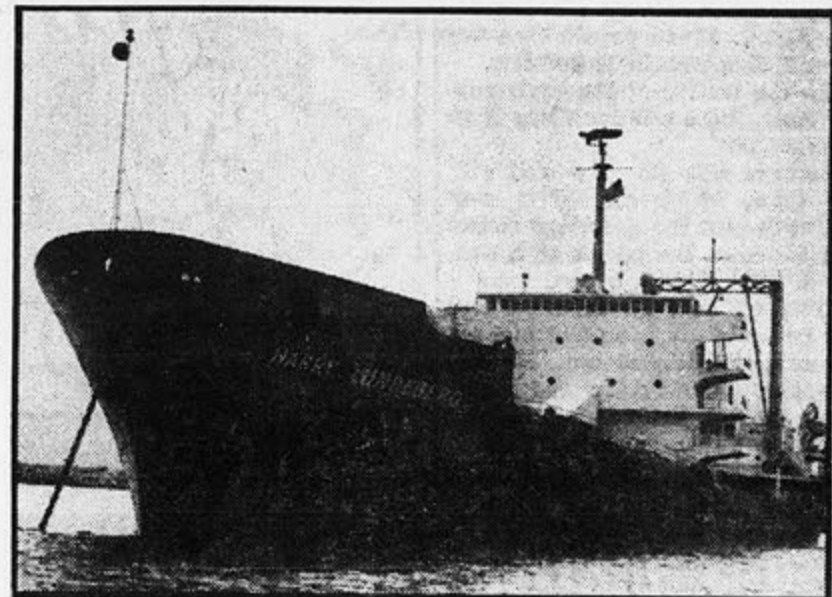
The SIU-manned tanker Kern Hills was the first major ship to pass through the Gulf into the Israeli port of Eilat on April 7. It

carried a cargo of oil from Iran. News of the Kern Hills voyage came a few days after the SIU of NA convention called for freedom of the seas in the Suez Canal and the Gulf of Aqaba.

The passage of the Kern Hills raised a furore in the Arab world and since then her activities have been under wraps. But word was received at SIU headquarters from the ship that she was due to make three or four more trips into the Israeli port. Newspaper reports last week confirmed that the Kern Hills has carried a number of cargoes of Iranian oil to Israel.

As a result of these voyages, the Kern Hills has been blacklisted by Saudi Arabia. Egypt and the other Arab nations have followed a policy of blacklisting vessels which service Israeli ports.

The Gulf of Aqaba had been closed to shipping since 1950, except for vessels going to the Jordanian port of Aqaba.



Steel Seafarer Takes A Beef By The Horns

SIU crewmen on the Steel Seafarer successfully licked a restriction beef affecting half the crew and may have eased the way for better treatment of seamen at Khorramshahr, Iran, in the process.

Drab as the Persian Gulf ports may be, they do offer a change of pace from the ship. Besides, a guy likes to be able to make the choice himself on whether he'll stick on the ship or try his luck ashore. That way he's got no squawk coming unless it's to kick himself for taking the PG run in the first place.

A special ship's meeting on the Seafarer set things in motion for an inquiry into the cause of the restriction to ship in Kuwait and the reason for the allotment of only 15 passes in Khorramshahr. An added mystery was the reason for supper at 4:30 on weekends in port.

The chief mate, who was called into the meeting, was unable to come up with an excuse either on the Kuwait restriction or the short rations on passes. It seems the mate got the word from the captain who was told by the agent, etc. Unfortunately, he didn't have anything in writing, but they'd try to have "something" by the time of the payoff. Since payoff time was far off, this was little comfort.

On the matter of the early supper hour, there was even less of an explanation.

None of this sat very well with the crew, which elected a committee to visit the American consul and check on the passes as a matter of immediate concern.

"Passes?" said the consul. There are no restrictions on the number per ship, he pointed out. He also extended greetings to the whole crew through its committee, and issued a "warm welcome" to all

merchant seamen, which the gang accepted with thanks. The consul also delivered the goods in short order.

"Passes for the entire crew delivered aboard ship at 11 the next day," noted Calvin James, meeting secretary. Eddie Parr was chairman. The overall restriction beef will naturally be taken up in due course at the payoff.

'Sea-Spray'

-By Seafarer Robert 'Red' Fink



"Best damn baker I ever sailed with . . .!"

List Details In Cables To Union

When notifying headquarters by cable or wireless that a Seafarer has paid off in a foreign port because of injury or illness, ships' delegates should include the following information:

The man's full name, his SIU book number, name of the ship, the port of payoff and the hospital where he is being treated.

The response of ships' crews to the Union's request for these notifications has been very good. Sometimes though, not all of the above information has been included. Be sure to list all of this data so that the SIU can act as promptly as possible.

Chiwawa Backs Coal Beef Fight

To the Editor:

Brother Allen W. Fitts gave a first-hand account of what is going on at Norfolk regarding the American Coal beef at the last ship's meeting on the Chiwawa. Fitts spent several weeks waiting for employment there but failed to score with a 1921 discharge.

A full discussion of the ACS beef was held on here, which

here, plus 14 officers and rooms for 12 passengers. There are 11 men in the deck department, 12 in the engine and 11 in the steward, but she seems to be a little short in the steward department as there are so many decks and it is very inconvenient to get around. Stan Schuyler, the steward, is doing a fine job getting the ship in shape with the men he's got but he could use at least one more utility man.

We are hoping to bring her back to Jacksonville in fine shape as she was a mess when we joined her in Baltimore.

Eddie Eriksen

Letters To The Editor

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

disclosed that all brothers are completely satisfied with the Union's efforts on this drive.

A motion was carried by a 100 percent hand vote to donate cash for any brother leaving for ACS duty.

Jesse Henry
Ship's reporter

Offers Thanks To Blood Donors

To the Editor:

The family of Mrs. Mamie Lee and the George P. Libby family wishes to sincerely thank the members of the SIU who so kindly offered to contribute blood for Mrs. Lee.

We want to specially thank Max E. Nims, who gave a pint of blood, and Luther Mason, who offered to keep an appointment on May 22nd if he did not get a ship in the meantime.

Although Mrs. Lee passed away on May 23rd, everyone has the everlasting gratitude of the family.

Winifred Murphy

Carib Queen Is Getting In Shape

To the Editor:

We finally crewed the Carib Queen in Baltimore on May 25th. She had been in the Maryland shipyard for over a month due to a breakdown on her last voyage back from Europe.

She is quite a ship, a converted LSD, that carries truck trailers and automobiles. It's quite a thing to find your way around the ship. It took the average new crewmember a half hour to locate his foc'sle. Before we left Baltimore, SIU patrolman Eli Hanover came aboard to see if everything was in shape. We almost carried him with us to Jacksonville before he finally found his way back to the dock.

We are now on our second run to Puerto Rico and it looks like we will have this ship in fine shape once everybody gets used to her. The skipper is Capt. Alexander Stewart and the chief officer E. Olsen was the former captain on the SS Southport. We expect to make a round trip between San Juan and Jacksonville on a ten-day schedule once everything is set up right.

There is a large crew on

Urges Visitors To Disabled Men

To the Editor:

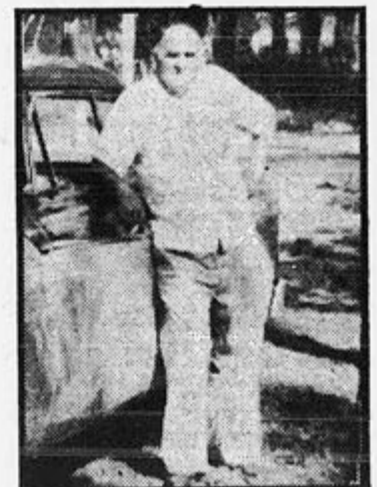
Well, I am out of the hospital again for a while. I am staying with my sister here in Florida, and like it very much.

I don't see any of my shipmates since this place is off the beaten path, but my heart is still in New Orleans. The doctors and nurses there are tops. They kept me alive when it didn't seem at all possible.

I would like to make a suggestion that when the Union welfare representatives visit the hospitals they should report the brothers there who are on the disability list. Otherwise, no one knows we are there and we get no visitors.

Believe me, I am proud to belong to the SIU and grateful for the assistance I receive. Without it, I would be at a complete loss. I cannot do any work of any kind and may have to return to the hospital at any time.

I sure have lost quite a little weight. My normal weight was



Taking it easy down in Florida, "Blackie" Mason sends regards to all hands.

210 or more, but at present I am down to 155 and feel very weak. I cannot walk a block unless I stop to rest in between, so I don't walk much.

Here in Green Cove Springs, the water is full of sulphur. It tastes horrible to me and smells worse, but I think it may help me, so here I am. My brother-in-law is a naval officer stationed here, and I think he is one swell guy. I spend most of my time by the TV and also take a short ride now and then, though I could do just as well without it.

In closing, let me wish all the officers and members the best of luck. Keep up the good work, as we are still back of you and pulling the best we can.

James "Blackie" Mason

SEAFARERS IN THE HOSPITALS

USPHS HOSPITAL
MANHATTAN BEACH
BROOKLYN, NY

Manuel Antonana
Eladio Aris
Fortunato Bacomo
Frank T. Campbell
John J. Driscoll
Robert E. Gilbert
William Guenther
Bart E. Guranick
John Haas
Howard Halley
Percy Harrelson
Taib Hassen
Billy R. Hill
Thomas Isaksen
Ira H. Kilgore
Ludwig Kristiansen
Frederick Landry
Leonard Leidig
Archibald McGuigan
H. C. McIssac

B. J. Martin
Albert Martinelli
Vic Milazzo
Joaquin Miniz
W. P. O'dea
George G. Phifer
G. A. Puissegur
George E. Renale
Winston E. Renny
Samuel B. Saunders
George Shumaker
Kevin B. Skelly
E. R. Smallwood
Henry E. Smith
Stanley F. Sokol
Michael Toth
Harry S. Tuttle
Virgil E. Wilmoth
Pon P. Wing
Dexter Worrell

VA HOSPITAL
NEW YORK, NY

Loyd McGee

USPHS HOSPITAL
STATEN ISLAND, NY

Willard Blumen
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OCEAN DEBORAH (Ocean Trans.) April 28—Chairman, Harding; Sec. Weinberg. Motion to try and obtain canned milk aboard and wherever possible to obtain fresh milk in cans. Discussion on various items. Two men leaving ship. Keep quarters clean on leaving ship or else be turned in to the Union. Have arrangements made for drinking water in foreign ports for labor gangs.

OCEAN EVA (Ocean Clippers) March 31—Chairman, W. Johnson; Sec. John J. Doyle. Last ship's treasurer left \$10.45 in the ship's fund with delegate. Seen captain in regards to crew getting more cigarettes than crew (he said it was the purser's doing and he will have him issue the same amount to all from now on).

May 26—Chairman, W. J. Anderson;

(3) men paid off ill and two (2) men in Japan and the deck engineer taken off at sea and put aboard USNS Ed Patrick. Repair list to be made up day of payoff. All linen to be sent below as soon as possible. Steward department was complemented.

PENNMAR (Calmar), May 24—Chairman, V. E. Monte; Secretary, James McLinden. The deck department is working in harmony as a unit. There is no beef and very little disputed overtime. All communications are taken care of. Each and every one are on their best behavior so there is nothing to report. Brother Noreb was elected ship's delegate by acclamation, a job he held temporarily till he was officially elected. Everything is in order so there is no comment or suggestion in good and well-fare.

REBECCA (Intercontinental), May 10—Chairman, S. Rosoff; Secretary, R. Hernandez. Nothing to report. Everything is running smooth. Recommend to every one to clean their foc'sles before leaving and to stay sober for payoff. Paint deck dept. shower and heads; also to finish painting the port holes at the crew mess hall. To fumigate the ship for rats and roaches. Ask the company for another room for either the chief cook or night cook and baker, as the one now in use is too crowded with the three cooks. To pick up books when the patrolman comes to the ship and not before; to let the ship delegate talk to the boarding patrolman without any one interrupting in their conversations. Vote of thanks to the stewards department.

No date—Chairman, John Matkosko; Secretary, Marty Culp. Deck department controversy over sandblasting overtime. Is this overtime and a half or what? Cleaning of laundry to be done by departments. Question on floor regarding conversion of steward's head to electrician's repair shop, also three cooks crowded in one room. Electricians have separate rooms.

ROBIN HOOD (Robin), May 9—Chairman, D. Hightower; Secretary, Red Brady. Ship's delegate reported on the death of 2nd elect, giving details as to the disposition of the body after the ship leaves this port. It will be noted that body will be returned to the USA aboard the SS Robin Grey, now in the port of Beira. A letter to headquarters in detail is now undertaken.

ROBIN KIRK (Robin), May 4—Chairman, R. Collins; Secretary, R. V. Anderson. A few minor beefs all taken care of to everyone's satisfaction. Brought up the condition of the ship's fund. It was suggested that a voluntary donation of \$2 be made to the ship's fund to bring it up to strength. Hand vote 23 for. Practice of throwing butts on the deck to be discontinued. Each watch leaves the mess-hall clean for the next man coming on.

ROBIN MOWBRAY (Robin), March 3—Chairman, M. Flowers; Secretary, A. Goncalves. The chief electrician called a special meeting and reported the following to the membership. "On March 26th the chief engineer knocked both electricians off cargo watches between the hours of 5 PM and 8 AM, stating that they could go ashore or go to sleep as they wished and that the electrician concerned would receive the normal overtime involved between those hours. He said the purpose of this was to eliminate rest periods the next day and that he had been instructed by the Robin Line NY office to follow this course thereby making it a test case against rest periods, etc. Since the above is a direct violation of our SIU contract and without precedent in my long experience, I felt that the membership should be informed so that Headquarters can be notified accordingly." The membership after discussing the above at length agreed and concurred that since the matter is of direct concern to every SIU man, it should be referred to Headquarters for immediate action.

May 5—Chairman, F. Shea; Secretary, S. V. Johnson. One man missed ship. Letter to be sent to LOG concerning treatment given to Brother Powell during illness on board en route to home. Few hours' disputed overtime. All brothers ask to return cups to messhall after use. All brothers were asked to wear pants when entering messhall. Brothers were also reminded to return all cups to messhall or pantry after using same. A vote of thanks to the steward's department. Steward asked membership to back delegate up in trying to get more frozen food per voyage as same was pretty low this trip.

WACOSTA (Waterman), April 28—Chairman, J. Burchinal; Secretary, E. Ray. Repairs are being attended, have new skipper this trip. Ports of call are Yokosuka, Yokohama, Incheon, Yawata, back to Pacific coast, in that order. Due to the shortage of hot water in crew's shower aft, chief engineer is keeping log on his adjustments to determine cause so as to know if tank needs replacing. Ship's laundry to be kept clean by the individual in conjunction with a schedule to be placed by the dept. delegates, also to have bulkheads and deck clean. Vote of thanks go to acting ship's delegate Scott for doing a fine job. All beefs to be settled through the respective delegates of the departments. A vote of thanks was given to the Union officials, and the OLD-TIMERS, for the splendid job they are doing on the American Coal

STEEL APPRENTICE (Ishman), May 12—Chairman, E. Doris; Secretary, F. Perez. All repairs have been done.

A Boatman's Life on the Hooghly

By Seafarer James "Pat" Conley

"The Hooghly is my life, my home. I love this great river." And Rasool, who owns his boat and has lived on this river all his life, stroked his white beard as he smilingly scanned the row of boats lining the bank and, past them, the great ships that come from far-away places.

Life for the boatmen on the Hooghly is varied and interesting; it is never dull. Early morning finds them cleaning and washing their boats, getting ready for the day's work and preparing their mid-day meal. The rice is already boiling in the pot and the smell of spices is in the air.

Their work mainly concerns the ferrying of passengers and transporting cargo up and down the river. Country craft bring in an



Indian boatman and partner try to peddle off some "bargains" in souvenir ware to the Alice Brown. A wooden chest and some decorative platters were among the offerings, but no one would say just how they made out. Photo by William Calefato.

"On the Transatlantic discharging grain in Calcutta, with a back-load of iron ore for Moji, Japan. Probable sailing date July 2nd, but the monsoon season is now prevailing and seeing the start of the rains noted for India. Port time has been up to the present time three weeks, with 15 days to go. The heat is terrific and the city stinks with filth, having a cholera and flu epidemic with many fatal cases . . ."

"Have watched these Hooghly River boatmen for days living and sleeping on their sampans and dhows. It is remarkable how they survive on a handful of rice and jug of water . . ."

assortment of merchandise from the country and bring back all kinds of goods for the villages. Boatloads of green vegetables and fruits such as bananas and melons come by river. During the summer it is usual to see boats heavily laden with water pots of various sizes and shapes.

Riverside Hay Market

A wholesale market for hay has been conveniently established on the bank of the Hooghly. What looks like a row of floating huts from a distance, turns out to be boats laden with this commodity. Transactions between merchants are carried out while the unloading is being done.

It is fascinating to observe boatmen hauling logs on the water. Some of them, standing on the

floating logs chained together, display considerable skill. Their agility and sense of balance are delightful to watch.

A strong community spirit prevails. Hindus and Moslems work side by side in perfect harmony, whether they come from Bihar, Orissa or West Bengal. If a boat is in need of repairs, willing hands do the job.

Afternoon Siesta

Mid-day is siesta time on the Hooghly. The boatmen, after their meal and a smoke, relax. All activity ceases and the boats are at rest. Dhosis tied to the masts to dry flutter in the soft breeze.

As the sun goes down Moslem boatmen stand on their boats—it is time for namaz or prayer. The setting sun casts a reddish glow on the praying figures. Then the boats are anchored for the night.

With the coming of night on the river, lights are lit on boats and ships, sending their gleams over the darkening waters. Howrah Bridge wears a garland of lights. This is the moment for the artist and lovers of beauty.

In the words of Whistler: "The evening mist clothes the riverside with poetry, as with a veil, and the poor buildings lose themselves

in the dim sky, and the tall chimneys become campanilli, and the warehouses are palaces in the night, and the whole city hangs in the heavens, and fairyland is before us, and Nature sings her exquisite song to the artist alone, her son and her master—her son in that he loves her, her master in that he knows her."

Now Rasool's day is done and so to sleep, a rest hard-earned and well-deserved is the boatmen's life on the Hooghly.

LOG-A-RHYTHM:

Sail Away

By William I. Terry

Are you blue, merchant seaman?
Are you homesick?
Do you long for a deck beneath
your feet?
Seems to me
There is nothing here can cheer
you,
Since you've been on this shore-
bound retreat.

Cast off all your spring-lines, me
hearty,
Make haste for the sea and away,
Then I'm sure you'll be happy
again, lad,
And your heart sing at each break
of day.

Just climb that familiar old gang-
way,
To the seamen's own heaven of
rest;
Where the smile of God's glory
beams on you,
And your seamen's heart fills with
a zest,
For the rain, and the wind
And the sunshine,
And the life you know you love
best!

So here's to Godspeed on your
trip, mate,
May you sail in His graces and
care,
And when you return from your
voyage,
Welcome home to a family that
cares.

Yes, welcome to friends and rela-
tions,
Who envy your gait and your dare,
But, who, when you're out on the
ocean
Whisper your name in each prayer.

Where Do You Start?



Pile of dishes from the passenger dining room inspires mixed feelings from Seafarers on the Del Norte. Brother Williams behind the counter (he's the dishwasher) leaves no doubt about his views on the matter, as galley delegate Bob Brown, butcher Felix Jarocinski, ship's delegate Joe Collins and reporter George McFall (right) look on. The boys feel Williams "earns every bit and then some" of his two hours per day OT and that there ought to be a sliding scale for the job, based on the number of passengers aboard. Photo by Leroy Rinker

Digest Of SIU Ship Meetings

Sec. W. Tregembo. Ship's delegate read American Coal reports. Vote of thanks to men taking jobs on these ships, and Union brothers helping out with this beef, also vote of thanks to the SIU brothers from headquarters. Ship's delegate to see captain about painting crews foc'sles. Vote of thanks to the steward's department for very good food and menu. Steward F. Fletcher and chief cook W. J. Anderson to keep up the good work.

MARY ADAMS (Bloomfield) May 5—Chairman, W. Rhone; Sec. J. F. Austin. Everything is okay and all repairs were made at the end of the last voyage from the Far East. Some disputed overtime in the steward dept. Have it clarified in the LOG as to whose duty it is to secure the linen for the engine and deck departments. Vote of thanks to the crew for its cooperation with the service and keeping the messroom clean.

MARYMAR (Calmar), May 19—Chairman, M. Flood; Sec. W. Glegg. Report on food situation, agreed food has improved since new steward has been aboard. No disputed overtime in any department. Suggested repair list to be sent to headquarters from Panama, also a letter to be sent to New York in regard to safety conditions aboard this ship.

MAXTON (Pan Atlantic) April 19—Chairman, J. Oltse; Sec. M. Eschenko. Suggested to buy Pepsi-Cola with ship's fund. A hand vote was taken and the majority accepted. The ship has been sold and will be taken over by another company in the near future. Repair list to be made out by all delegates.

MOUNT VERNON (North Atlantic Marine) May 25—Chairman, None at present. Former ship's delegate hospitalized in Haifa, Israel. Meeting of department delegates to be had prior to next regular shipboard meeting. Discussion on disputed overtime and the division of overtime in the deck dept. New York to be notified of the man hospitalized in Haifa. Repair list to be sent to New York as the needed repairs have not been taken care of.

OCEAN EVELYN (Ocean Trans.) April 14—Chairman, C. Ainsworth; Sec. R. O. Masters. Everything running smooth, disputed overtime, to be left to patrolman at payoff. Discussion on bigger or more percolators for coffee time. One solution to have officers make own coffee or use their pots. Silx mentioned, but voted down. Left up to steward to correct situation. Men leaving vessel to strip bunks, and leave foc'sles clean. Vote of thanks to steward department.

OCEAN JOYCE (Ocean Clippers) April 28—Chairman, D. Edwards; Sec. S. Malkin. The former ship's delegate having left the ship, there was no report. A new ship's delegate was duly elected. The chief electrician requested that all electric fans needing repair, or overhauling to be reported to him personally, to save time. The second electrician was instructed to adjust the washing machine so that it was again in good working order. It was voted by the membership present that in Korea all doors leading to outer decks are to be kept closed; and wired fast, at all times while the ship is in port. Any "trading" done by the crew, with the Koreans is to be done outside on the deck and not in the foc'sles.

OCEAN NIMET (Maritime Overseas Corp.) Nov. 4—Chairman, W. Kenny; Sec. L. B. Bryant. Food situation was corrected. The steward claims now we have a new chief cook and improvement will be made. Good food is on the ship and will be put out. The last cook was incompetent and ruining good food. The steward is willing to work with ship's delegate on suggestions.

December 20—Chairman, Wm. D. Kenny; Sec. L. B. Bryant. We have had a pretty pleasant trip and there has been no performing. Going in with a clean payoff no beefs. Three

Lose Your Razors, Fellas?



Arriving in India after a 51-day trip the long way around from NY, this SIU quartet sports a variety of facial underbrush for a photo by Capt. James Pinkias. Pictured (l to r) are Bill Shaw, FWT; Nickel Powell, AB; Charlie Shirah, baker and steward delegate, and Vance Reid, deck engineer and ship's delegate.

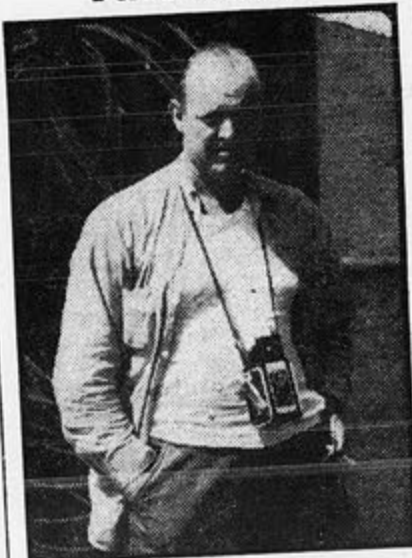
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Turnabout



"Shutter-bug" T. W. Rogers, wiper, has the tables turned on him as shipmate Merwyn E. Watson catches him during the last trip of the Fairland as a conventional C-2. The ship is to be converted into a special containership.

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Poetry Volume Hails Late Son

To the Editor:
Please send the LOG to our home address. As a general rule my husband, Richard R. Kohls, brings the LOG home when he's in, but when he goes to sea I don't get to read it, and I do miss it.
I would also like to state that I have a book being published by the Pageant Press of New York which will be out late in

Bernardi are working together on safety precautions and hope to keep things this way.
Photography is the number one hobby of this crew. But sports cars, baseball, foreign affairs and Union activity generally count for their share of the discussions on this long voyage.
We especially want to thank the LOG for clarifying the origin of the ship's name in the April 26 issue. It helped spice up the conversation for a spell.
Sam Joseph
Ship's reporter

Sees Travelers' Checks Useless

To the Editor:
We of the SS John C. in a general meeting under good and welfare recently discussed the use of travelers' checks for draws, which this ship has been doing.
We believe this provision should be taken out of the agreement now that there is no big demand for American money. It is a lot of bother for the crew to cash these checks, as we have found in lots of the ports of the world.
In Rouen, France, for instance, there is only one hotel where you can cash a check and you have to have your seamen's papers to do that. In Dunkerque no small bar will cash them. Only one nightclub that doesn't open until 8 PM will handle them. Even if you buy a drink they still do you a big favor by taking them.
In Turkey things were a little better. You can go to the legal exchange with them, but you lose by not having the green stuff.
Then we went to Peru, where we arrived on a Sunday afternoon, when the banks are closed. It was just lucky there was a souvenir shop that would cash them. Otherwise we would have had to stay aboard the ship.

Letters To The Editor

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

(Ed. Note: Okay, now how about some photos from all you YAKA hobbyists. You must have some we could use in print.)

Robin Trent In Good Shape

To the Editor:
Enclosed are the minutes of our last meeting here on the Robin Trent. Everything is fine on board, as you will notice when you read the minutes.
Our meals are superb, prepared by Danny Lippy, Nick Gaylord and Bill Hand, our baker. Our steward is Harry Trash, and very capable at it. After arriving at Trinidad we sailed on to Capetown, South Africa, and will make every port up to Mombasa, BEA.

We are looking forward to receiving our LOGs and also the "Report to Seafarers" from Secretary-Treasurer Paul Hall, which I trust you will send to us in Capetown. Until we hear from you, the best to you and your staff on behalf of the crew of the Robin Trent.
Peter Karas
Ship's delegate

In Kamaishi, Japan, even the bank wouldn't take travelers' checks. We had to wait two days for the yens to come from Yokohama. In all or most ports, US currency must be declared and exchanged through legitimate channels, which are only open during our working hours.
Such things as ship's treasury pools are virtually impossible because there is no small currency available. There also is always some confusion about signing the checks, etc., and someone always ends up with a check with only one signature on it.
In short, these checks may have been a good deal a few years ago, but times and conditions have changed, and they are now a pain in the neck.
Steve Szanto, Jr.
Ship's reporter

A Helping Hand Is Appreciated

To the Editor:
Recently I again had to call for assistance from the SIU and again the Union came through with flying colors.

On May 16 I was rushed to the hospital. My son called Leroy Clarke, port agent at the Lake Charles SIU hall, explained to him that my husband was in the Persian Gulf and he took care of all particulars. He advised my son what to do and was a mountain of strength to us. I was in the hospital until May 29 and it was a wonderful feeling to know you have a friend when in need. I know my husband will be very grateful to know what the Union did for me, and I want everybody else to know, too.
So once again thanks to Leroy Clarke and to the SIU for the helping hand. It is a comforting thing to know there is that hand to help you while your husband is so far from home.
Florence Adams

Lauds Claiborne, Pioneer Crews

To the Editor:
We would appreciate if you would send our thanks through the LOG to the crewmembers and captains of the SS Claiborne and SS Alcoa Pioneer.
We are very thankful to them for the beautiful flowers and the expressions of sympathy they sent upon the loss of our beloved mother and wife, Mrs. G. Danzey Vandersall. She died on May 8, 1957.
W. C. Vandersall

Yaka Boasts Top Safety Record

To the Editor:
The safety record here on the Yaka is at its highest. No injuries due to working conditions have been reported for many months. The crew and Capt.

Burly



By Bernard Seaman

RECENT ARRIVALS

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

- Susie Virginia Jones, born June 5, 1957, to Seafarer and Mrs. Carl D. Jones, Mobile, Ala.
- ⚡ ⚡ ⚡
- Ronald Battaglia, born May 30, 1957, to Seafarer and Mrs. Joseph Battaglia, New Orleans, La.
- ⚡ ⚡ ⚡
- Paula E. Buck and Beverly A. Buck born May 11, 1957, to Seafarer and Mrs. Ben D. Buck, Everett, Pa.
- ⚡ ⚡ ⚡
- Gloria M. Cubano Mercado, born June 3, 1957, to Seafarer and Mrs. Jose Cubano, San Juan, PR.
- ⚡ ⚡ ⚡
- Diane LaVerne Barnette, born May 13, 1957, to Seafarer and Mrs. Floyd G. Barnette, Baltimore, Md.
- ⚡ ⚡ ⚡
- Carlotta Estella Greaux, born May 16, 1957, to Seafarer and Mrs. Louis F. Greaux, Texas City, Tex.
- ⚡ ⚡ ⚡
- John D. Milton, Jr., born June 7, 1957, to Seafarer and Mrs. John D. Milton, Roanoke, Va.
- ⚡ ⚡ ⚡
- Eileen Josephine O'Brien, born May 31, 1957, to Seafarer and Mrs. Francis J. O'Brien, New York City.
- ⚡ ⚡ ⚡
- Martha Rae Wilson, born June 7, 1957, to Seafarer and Mrs. John Ray Wilson, Hickory, NC.
- ⚡ ⚡ ⚡
- Norbert J. Violante, born May 31, 1957, to Seafarer and Mrs. Joseph Violante, New York City.
- ⚡ ⚡ ⚡
- Denise Ellen Forster, born May 30, 1957, to Seafarer and Mrs. Keith Forster, Rochester, NY.
- ⚡ ⚡ ⚡
- Randall Neal Bartlett, born June 7, 1957, to Seafarer and Mrs. Frank L. Bartlett, Mobile, Ala.
- ⚡ ⚡ ⚡
- Jerry Paul Jackson, born June 9, 1957, to Seafarer and Mrs. Jimmie Lee Jackson, Houston, Tex.
- ⚡ ⚡ ⚡
- William Daniels, born February 7, 1957, to Seafarer and Mrs. Peter Daniels, Brooklyn, NY.
- ⚡ ⚡ ⚡
- Dorothy May Viera, born May 27, 1957, to Seafarer and Mrs. John Viera, New Orleans, La.

Good 'n Welfare



Seafarer Jack Farrand takes the floor under Good and Welfare at hq meeting to voice his satisfaction at the complete medical examination he received in the health center.

Navy Opposed To Liberty Ship Sales To US Allies

WASHINGTON—With foreign interests now bombarding this country with bids for surplus tonnage, and a number of bills now pending in Congress to authorize such sales, the Navy has come out in opposition to the sale of any reserve fleet Libertys to friendly foreign countries.

The Navy contends that there is already an indicated shortage of 110 dry cargo ships for mobilization purposes, and it says that in case of an emergency, the US would stand a better chance of recovering ships transferred to the so-called "flags of convenience" like those of Liberia, Panama and Honduras.

These ships, the Navy claims, remain under effective American control, but this is not true of the ships sold to "friendly" countries like Belgium, West Germany and Italy.

One of the Congressional bills

now pending would authorize the sale of ships to Belgium to carry coal from Philadelphia to Antwerp, and Germany and Italy, among other countries, are also seeking tonnage.

The Navy testimony was given by Rear Admiral Thomas Burrowes in a hearing on bills which would authorize the sale of reserve fleet vessels to American citizens as well as to foreigners.

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:

Joseph I. Stringfellow, 45: On March 19, 1957, Brother Stringfellow died of a heart ailment in the Duval Medical Center, Jacksonville, Fla. He joined the Union on November 28, 1938, and sailed in the steward department. Brother Stringfellow is survived by his wife, Margaret Stringfellow, of Mobile, Ala.

Orville E. Abrams, 64: Brother Abrams, died on April 22, 1957 in the USPHS Hospital, San Francisco, Calif. Death was caused by a malignancy. He joined the Union May 1, 1956, and sailed in the steward department. Brother Abrams is survived by Ray Pedersen of Seattle, Wash. Burial took place in Golden Gate National Cemetery, San Francisco, Calif.

Set Waterman Subsidy Study

WASHINGTON—A pre-hearing conference on the Waterman Steamship Corp.'s subsidy application has been set for July 17 by the Federal Maritime Board. The meeting will determine what kind of information the SIU-contracted operator will have to produce at the public hearings, which will probably be held early next year.

Waterman is asking for subsidy on runs between the Gulf Coast and the United Kingdom and Europe; the Atlantic and Gulf Coasts and California and the Far East; the Pacific Coast and the Far East; the North Atlantic Coast and Europe; and the Gulf Coast and the Mediterranean.

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight.

Mayflower II Gets Hoopla Reception In NY Harbor

The Mayflower II, picturesque reproduction of the original vessel of the Pilgrims, completed another stage of her good will journey to the United States pulling into the Port of New York, with the aid of a tugboat.

The vessel received a tremendous harbor reception from tugs, small craft, and pleasure ships as she rounded the Statue of Liberty. As she pulled away from the Statue, two helicopters dropped in close to her sides. The uptake from their blades emptied the wind in the sails of the ship causing her to lose speed and turn around. Within minutes the Mayflower II was reluctantly heading back to Staten Island, and the open sea.

Police launches accompanying the vessel radioed the pilots to keep clear after they heard Captain Alan Villiers request the 'copters, in nautical language to "go away."

Villiers then ordered all sails furled and called for the tug which had towed them from Plymouth.

The city gave an official welcome to the captain and his 21 man crew

with a ticker parade up Broadway to city hall. Mayor Wagner extended the city's greetings and presented citations to the pilgrim costumed seamen.

The vessel and its backers have had much publicity lately with accusations of excessive commercialism in the handling of the project. It was originally intended as a good will gesture from the people of England to the United States. Villiers implied that those responsible for the criticism of the scheme were jealous of its success.

The Mayflower II is being exhibited at the Hudson Day Line pier at the foot of West 42 st. where exhibits and a reproduction of a Pilgrim village have been set up. There is an admission charge of 95c for adults.

Personals And Notices

Tremaine, Oiler

Would this man and other Seafarers who sailed in World War II convoy PQ-17 please get in touch with Edward F. Oliver, 2216 F Street, Eureka, Calif.

⚡ ⚡ ⚡

Al Case

Please get in touch with Lyne Bailey at 12029 Aurora Ave., Seattle, or phone—Emerson 9878.

⚡ ⚡ ⚡

Oscar Kalep

Get in touch with Walter Nelson at TA 3-9517. He has information concerning Arnold Raymond.

⚡ ⚡ ⚡

Jerry King

Contact your wife at 35 John Street, Amityville, LI, NY.

⚡ ⚡ ⚡

Julius J. Swykert

Get in touch with Rafaela Osorio at 4726 Vermont Ave., Los Angeles 37, Calif.

⚡ ⚡ ⚡

Would Seafarers who have color slides of life at sea please get in touch with Laurence Stern, Christian Science Monitor, 1 Norway Street, Boston, Mass.

50-Cent Raise On Balt. Tugs

(Continued from page 3)

frantic attempts on the part of District 50 to wreck the SIU campaign. When the unlicensed men voted in favor of the SIU, the "catchall" district called a strike and set up pickets around the tug companies. But within a few days, most of the tugs were sailing.

Some of the mates and engineers later reported phone threats warning them not to sail on the tugs. Paint bombs were also thrown at the homes of two officers who ignored the threats.

Then, on the eve of the officers' election, police officers raided the Baltimore hall and arrested port agent Earl Sheppard on charges of gambling. The barber in the hall's barbershop was also taken into custody. The warrant, police said, was signed after they received an anonymous phone call.

When Sheppard appeared before the court the police admitted that they had no evidence against him and the charges were dropped.

The Baltimore Federation of Labor has demanded an investigation of the phony charges against Sheppard.

EVERY
SUNDAY DIRECT VOICE
BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN
AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

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

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

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

WCO-16908.8 KCs
East Coast South America

WCO-22407 KCs
West Coast South America

Every Monday, 0315 GMT
(10:15 PM EST Sunday)

WMM 25-15607 KCs
Australia

WMM 81-11037.5
Northwest Pacific

MARITIME TRADES DEPARTMENT

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

Seafarer-Crews Protect Offshore Oil Supply Line

MORGAN CITY, La.—Seafarers are playing an important role in one of the nation's newest and most significant industries—the development of fabulously rich oil resources off the Louisiana coast under the floor of the Gulf of Mexico.

The tidelands oil operation, as it is known, may, in the long run, prove to be the country's primary source of petroleum products. Already tentative plans have been announced for exploiting possible tidelands oil deposits off Alabama and other states, and many in the industry are convinced that we have just scratched the surface of the offshore operation.

Should the tidelands oil industry reach major proportions in the next few years, it would mean that seamen would play a key role in the huge oil production industry. That is why the SIU Harbor and Inland Waterways Division has undertaken an organizing drive in the tidelands area and already has a contractual relationship with a major oil company—Phillips Petroleum.

Won NLRB Election

The contract with Phillips was executed after the SIU won a National Labor Relations Board election among the marine employees of Phillips, a fast-growing industrial giant whose "Phillips 66" trademark is well-known throughout the midwest and southwest.

The SIU, incidentally, is the only union to succeed in establishing such a contractual relationship so far.

In the offshore operation, prospecting, drilling and maintaining a steady flow of oil is the job of landlubber crews of geologists, drillers, roughnecks and gaugers, but the task of safeguarding the lives of personnel at sea and maintaining the vital lines of supply falls to experienced seamen.

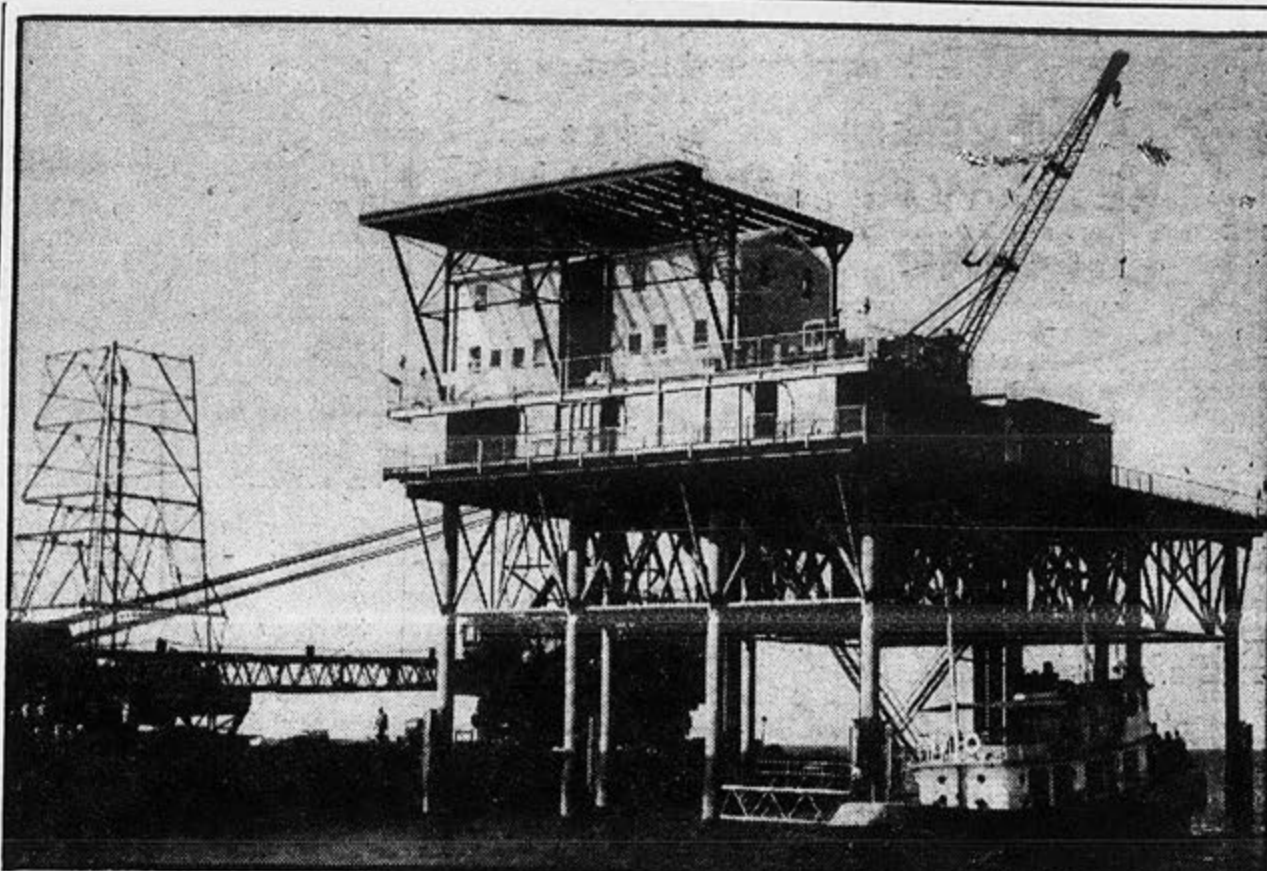
The Phillips Seafarers serve as AB's, deckhands and engineers aboard the company's non-self-propelled drilling tender, the barge K. S. Adams, and as crewmembers of tugs, small cargo ships and launches that transport personnel and such materials as fuel, water,

pipe and various supplies used in drilling operations.

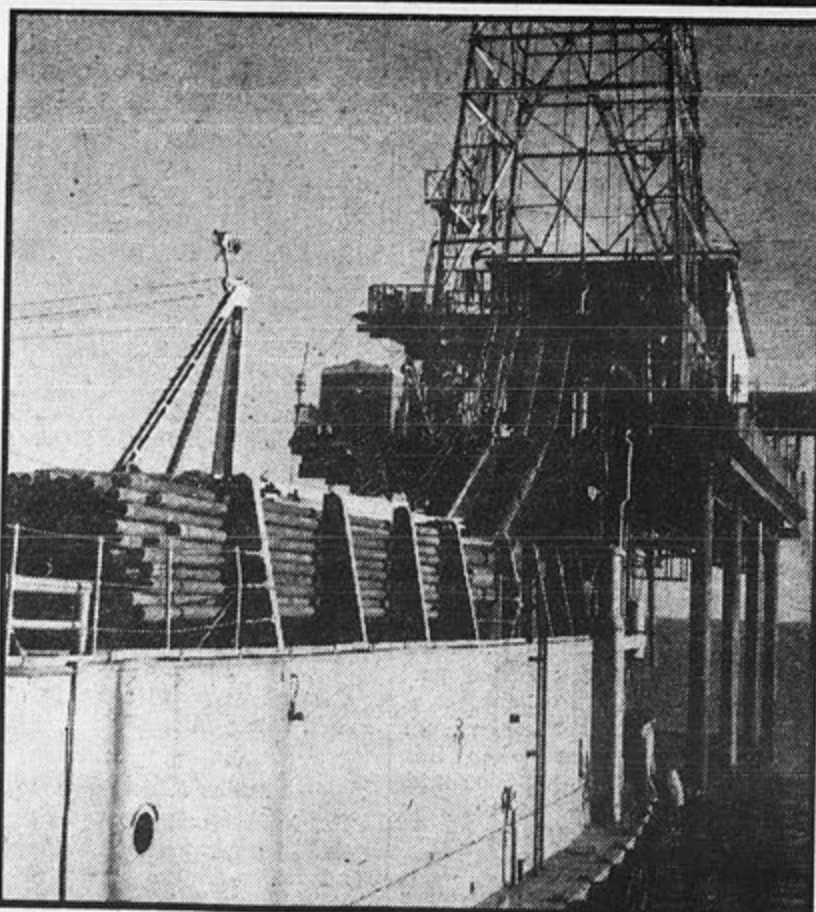
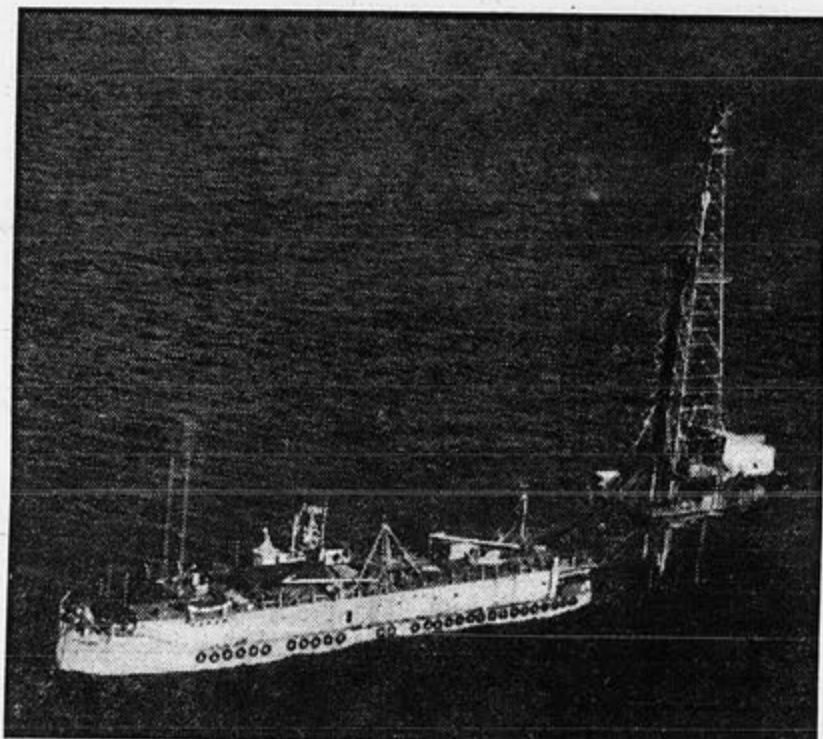
SIU men on the fleet of small boats work a schedule of seven days on, seven days off. Tender crewmen work ten days on and five off.

The SIU has been working for some time in this area to secure union representation for unorganized seamen and assist them in obtaining improved working conditions and greater job security in this booming industry.

In order to service the Phillips fleet and to facilitate the organizational campaign in the area, the SIU has opened a hall in Morgan City, La.



SIU-manned tug moors alongside self-contained Phillips Petroleum drilling platform 40 miles offshore in 85 feet of water. The 690-ton platform supports the drilling rig (partially-assembled at left) storage, crew quarters and helicopter landing deck. Pilings support the platform.



Airview (above) shows supply barge K. S. Adams, manned by SIU men, moored alongside Phillips drill rig five miles offshore from Cameron Parish, La. Below, close-up reveals gangway and ramp hook-up between barge and the rig.

New Attack Bonus Pact

A new agreement covering attack bonuses and war risk insurance has been reached by all maritime unions and shipowner groups. The new pact also increases coverage for loss of personal effects from \$300 to \$500.

Area bonuses have been dropped and have been replaced by a new scale of attack bonuses covering such waters as Saigon, China coast, Formosa and the Suez Canal area, including the Red Sea, Gulf of Suez and Aqaba.

In discontinuing the bonuses the maritime unions made it clear that they reserved the right to ask for their resumption in the event of the outbreak of hostilities. Attack bonuses remaining under the revised program provide for \$100 and \$150 for attacks in port and at sea.

Shippers Drool For Open Door To Red China

There have been plenty of clear indications in recent weeks that the US Government is edging toward resumption of trade with the Chinese mainland—and the shipping industry can hardly wait for the day.

Shipowners aren't talking out loud, but it's no secret that they are becoming restive at the sight of British, French and other Allied ships steaming heavy-laden in and out of Chinese ports, from which US ships are barred. The recent relaxation of trade restrictions by the British has made it pretty obvious that the day of US trading with Red China is coming closer. The SIU has always opposed trade with Red China.

West Coast shipowners, whose natural trade routes take in the Far East, are champing at the bit. The "Pacific Shipper," a West Coast maritime magazine, has been outspoken in demanding that the administration face up to trade with China. The publication holds that there is no sense in maintaining a US embargo while other nations, who are allies of the United States, grab off a lion's share of trade by supplying the Chinese with items we refuse to sell them.

Congress Sentiment

President Eisenhower at a recent press conference indicated a degree of sympathy with demands for relaxation of trade bans. In addition, sentiment seems to be building up in Congress for re-examination of the China trade policy with Senator Warren Magnuson stating that his Senate Foreign Relations Committee intends to look into the matter.

Although the Korean armistice was signed four years ago, establishment of peaceful trade relations has been stymied by the refusal of the Chinese to free imprisoned Americans and the build-up of Chinese forces in the vicinity of North Korea and Formosa.

Of course, the new moves for

trade with Red China have been welcomed vociferously by the domestic Communist press and by Harry Bridges' International Longshoremen's and Warehousemen's Union.

Opponents of trade with Red China have argued that any relaxation of existing trade bans would of necessity mean recognition of the Red Chinese government. Normal trading would mean that US businessmen and US consular representatives would have to be established once more on the Chinese mainland. They further claim that such trade would only serve to strengthen the shaky Communist economy.

US representation on the Chinese mainland would weaken barriers to the admission of Red China to the United Nations. Keeping Red China out of the UN has been a basic fixture of US foreign policy.

At present, US ships are permitted to trade with the British colony of Hong Kong which is a spit and a holler from the Chinese mainland. Theoretically, trading regulations keep US goods in Hong Kong and out of Red China, but for practical purposes it is hard to see how leakages of such goods could be prevented.

Shorthanded?

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

THE SEAFARERS WELFARE PLAN

1950

\$31,733

CASH BENEFITS

**3,123
BENEFIT
PAYMENTS**

This supplement carries the 1956 Report filed by the Seafarers Welfare Plan with the Superintendent of Insurance of the State of New York. It includes a graphic presentation of the nature and number of benefits the Plan provides. The unusual variety of these benefits was made possible by the fact that the Plan has been self-insured from its inception.

Self-insurance was adopted for two reasons: 1) It possessed the flexibility to cope with the special circumstances under which seamen live and work (some of these benefits could not be offered under insurance company operation), and 2) It made possible operation at lower cost than a company-insured plan, thus effecting savings that were put into expanded benefits.

Starting payments July 1, 1950, with two modest benefits, the Seafarers Welfare Plan has vastly increased the scope of its coverage. Last year, the plan offered more than a dozen benefits to take care of the needs of seamen who spend most of their lives away from home and their dependents.

1956

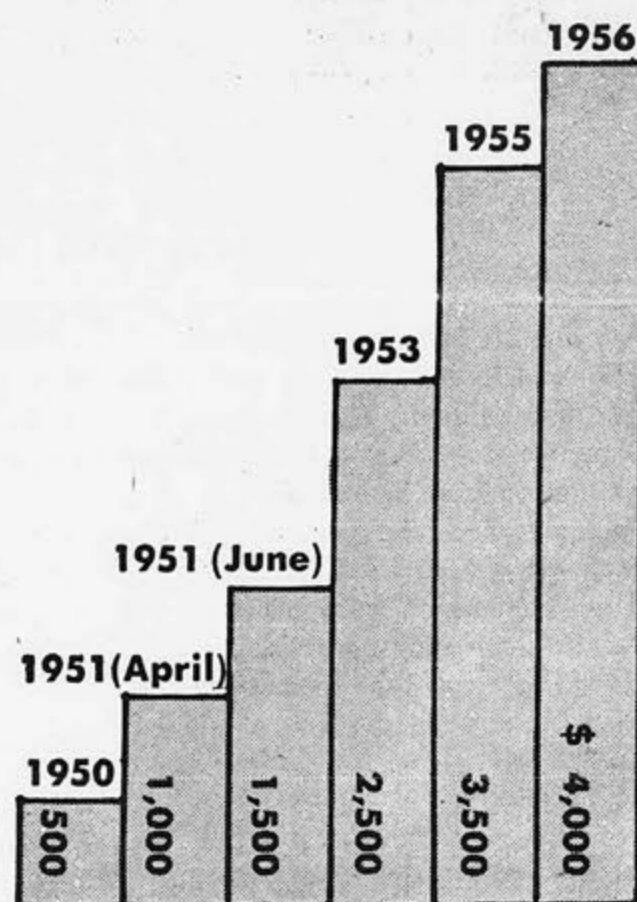
\$1,301,898.82

CASH BENEFITS

**16,457
BENEFIT
PAYMENTS**

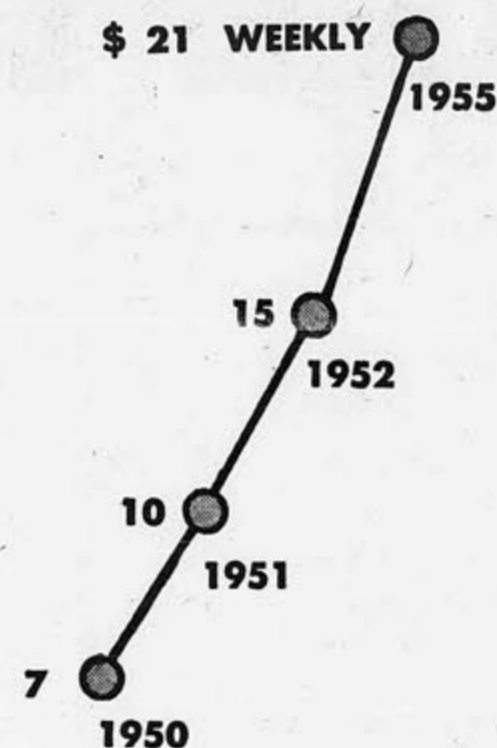
DEATH BENEFIT

The death benefit started at a modest \$500 figure in 1950 and has been increased several times since then to the present \$4,000 level. It is payable directly to beneficiaries named on the Seafarer's beneficiary card upon presentation of a death certificate.



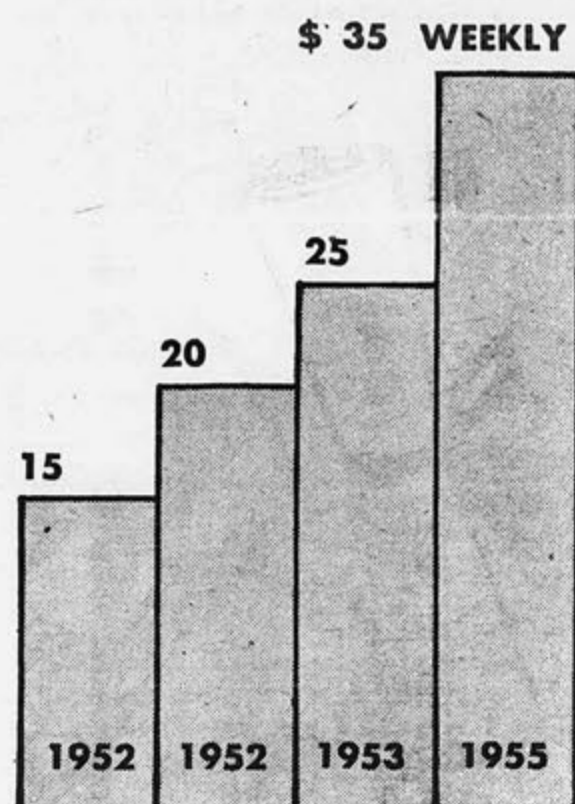
HOSPITAL BENEFIT

The SIU hospital benefit plan for Seafarers was the first to pay seamen weekly benefits for as long as they were hospitalized. Present payment levels are \$21 a week compared to the original \$7 weekly.



DISABILITY-PENSION

Disability-Pensions go to Seafarers of any age who are unable to work because of permanently-disabling injury or illness. The original \$15 weekly benefit has since been increased to \$35. In combination with Social Security it can provide benefits as high as \$258 monthly.



FAMILY HOSPITAL-SURGICAL

Among the more recent SIU Welfare benefits (it went into effect in 1955) the family hospital-surgical benefit has proven of great value in helping meet the cost of medical emergencies. Benefits are provided to cover hospital costs and hospital extras, surgical fees and doctor's visits to the hospital. In 1956, the plan was expanded to provide hospital coverage past 31 days and to include dependent parents of Seafarers under the plan, as well as the wives and children.



LOAN PROGRAM

A unique and popular feature of the Seafarers Welfare Plan is the interest-free loan program for Seafarers on the beach. Qualified Seafarers registered on the shipping list are entitled to these loans which are repaid after the man ships out. In 1956 these loans amounted to \$104,385.65. In addition to the loans, Seafarers waiting to ship can take advantage of temporary lodging and low-cost meals in the ports which offer these facilities. This is particularly vital in light of the fact that Seafarers are often shipping from ports which are distant from their permanent homes.

SCHOLARSHIPS

Each year a board of college administrators selects five scholarship award winners entitling them to the \$6,000 four-year college scholarships. Both Seafarers and children of Seafarers are eligible for the awards which are based upon their school records and their performance on standard college entrance examinations. The SIU scholarships leave the students free to pursue any course of study at any recognized college or university and ask only that they maintain a high level of academic performance.



MATERNITY BENEFITS

Over half-a-million had been paid by the end of 1956 under the SIU maternity benefit program which first started in 1952. The flat \$200 benefit, far more than provided by comparable plans, is paid upon the birth of every Seafarer's child. Twins and triplets receive doubled and tripled benefits accordingly. In addition the Union, out of its own funds, awards a \$25 U.S. Defense Bond to each child.



STATE OF NEW YORK
INSURANCE DEPARTMENT

ANNUAL REPORT

Filed with the Superintendent of Insurance
for the calendar year 1956
or the fiscal year ended _____ 1956

SEAFARERS WELFARE FUND
Name of fund

11 Broadway, New York 4, N.Y.
Address

Pursuant to
Article IIIA of the New York Insurance Law

Robert T. Creasey
Administrator

Robert T. Creasey
Fiscal Officer

Note: The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, Welfare Fund Bureau, 61 Broadway, New York 6, N. Y.

Annual Report of the
SEAFARERS WELFARE FUND

PAGE 3.

CONDENSED STATEMENT OF ASSETS, LIABILITIES AND UNASSIGNED FUNDS

Assets	
Invested assets	\$ 2,477,307.84
Cash	1,555,870.09
Contributions from employers and employee-members due and unpaid, including \$ 1,0574.25 more than two months past due.	661,600.57
Other assets	197,254.15
Total	\$ 4,892,032.65

Liabilities and Unassigned Funds	
Reserves for benefits not insured	\$ 1,574,885.95
Other liabilities	17,377.34
Unassigned Funds	3,299,769.36
Total	\$ 4,892,032.65

Annual Report of the
SEAFARERS WELFARE FUND

PAGE 4.

SUMMARY OF OPERATIONS

1. Contributions from employers	\$ 3,041,012.12
2. Contributions from employee-members	57,373.92
3. Interest, dividends and real estate net income	0
4. Profit on disposal of investments	1,214.26
5. Increase by adjustment in asset values of investments	0
6. Dividends and experience rating refunds from insurance companies in connection with member benefits	2,925.86
Other income:	
7. Miscellaneous	
8.	
9.	
10. Total	\$ 3,102,526.16

DEDUCT:

11. Premiums and annuity considerations to insurance companies for member benefits	\$ 0
12. Benefits directly provided to members	1,301,898.82
13. General expenses	148,637.88
14. Loss on disposal of investments	458.24
15. Decrease by adjustment in asset values of investments	3,442.25
Other:	
16. Trustees Expenses	5,108.62
17. Maintenance of Real Estate	
18.	
19. Total (Lines 11-18 incl.)	\$ 1,459,545.81
20. Net increase or decrease before reserves (Line 10 less Line 19)	\$ 1,642,980.35
21. Increase or decrease in reserves for benefits not insured	135,050.18
22. Net increase or decrease after reserves (Line 20 plus or minus Line 21)	\$ 1,507,930.17

UNASSIGNED FUNDS ACCOUNT

23. Unassigned Funds at beginning of year	\$ 1,789,759.94
24. Net increase or decrease from Item 22 above	1,507,930.17
Other charges or credits to Unassigned Funds (itemize)	
25. Amortization of cost of bonds to Dec. 31, 1955	2,079.25
26.	
27.	
28. Unassigned Funds at end of year	\$ 3,299,769.36

Annual Report of the
SEAFARERS WELFARE FUND

PAGE 5.

Experience Under Insurance Contracts
(Based on Information Obtained From Insurance Companies)

(NO INSURANCE CARRIED)

Benefits Directly Provided to Members—Current Year	
TYPE OF BENEFIT	Total Amount
1. Death	\$ 306,170.04
2. Cash Disability	130,785.00
3. Hospital	285,888.88
4. Surgical	37,406.50
5. Medical	100,840.00
6. Unemployment	320,107.77
7. Vacation	0
8. Seamen's Training Schools	23,661.69
9. Motion Pictures at Marine Hospitals	467.28
10. Scholarship Program	19,497.82
11. Medical and Safety Program	14,861.60
12. Reserves Cost of fixed assets acquired for the purpose of providing specific benefits.	60,210.24
13. Total (per Line 12, Page 4)	\$ 1,301,898.82

State of New York
County of New York

R. B. Creasey, and Claude Simmons
Trustees of the Fund, being duly sworn, each for himself deposes and says that this Annual Report is true to the best of his information, knowledge and belief.

Subscribed and sworn to before me
this 28 day of July, 1957
J. J. [Signature]
Notary Public, State of New York
Qualified in [County] County

Note: If the Trustees are representatives of both employer and employee (or labor organization) representatives, the above affidavit must be signed by one from each group.

Expansion of the SEAFARERS' WELFARE PLAN

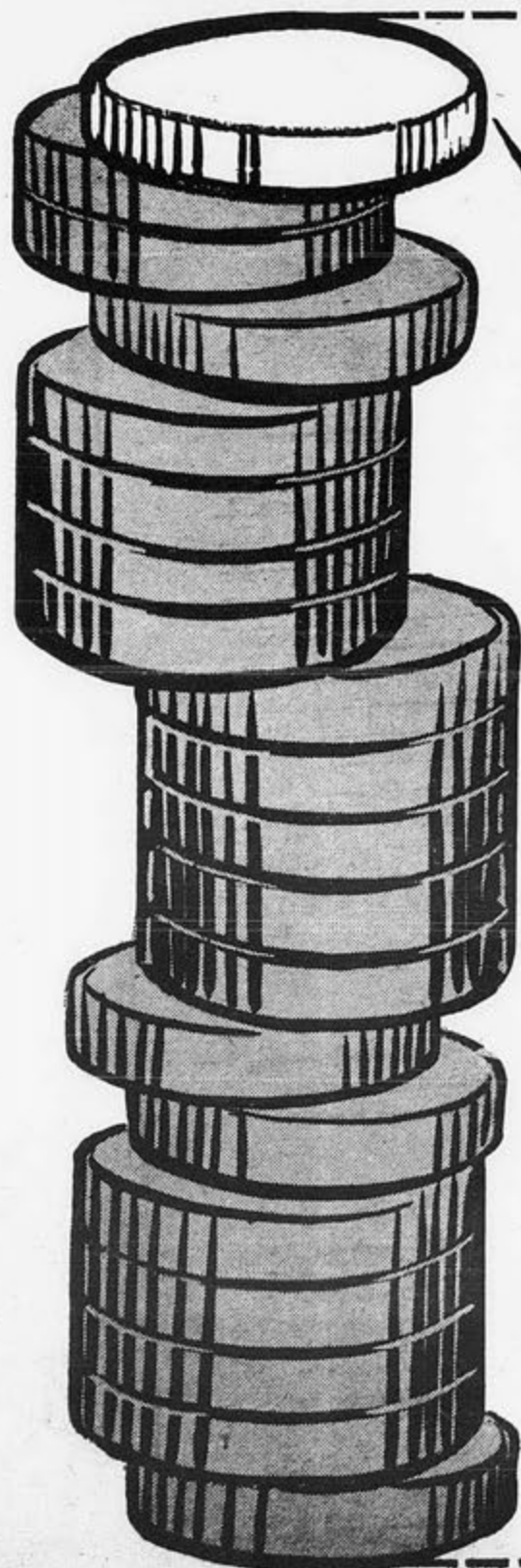
The nature of seafaring life has led the Seafarers Welfare Plan to provide types of coverage for which there were no precedents. As the chart shows, the Plan began in 1950 with two benefits. But then, year by year, it has consistently broadened its operations. In the process, the Plan has not only greatly expanded the size of individual benefit payments but has also instituted a wide variety of useful benefits not normally provided by conventional fund programs.

1950 1951 1952 1953 1954 1955 1956

							DEATH
							HOSPITAL
							MATERNITY
							SCHOLARSHIP
							DISABILITY-PENSION
							MEAL PROGRAM
							RECREATIONAL FACILITIES
							TRAINING SCHOOL
							LOANS
							LODGING
							DEPENDENTS' HOSPITAL & SURGERY
							SPECIAL AIDS
							HEALTH CENTER
							HOSPITAL MOVIES

ADMINISTRATION EXPENSES

4.9% IS SPENT FOR ADMINISTRATION EXPENSE



TOTAL WELFARE FUNDS

DEPENDENTS' HOSPITAL BENEFITS • SURGICAL BENEFITS • MEDICAL CENTER • DEATH BENEFITS • SCHOLARSHIPS • LOANS • MATERNITY BENEFITS • DISABILITY-PENSIONS • UNEMPLOYMENT BENEFITS



THE SEAFARERS WELFARE PLAN
for my security - for their security!