

SIU Tells Probers:

SEAMEN NOT CAUSE OF MARITIME ILLS

—Story On Page 3

'Lower Away'. Students in first class of Andrew Furuseth Training School crank boat away from dockside under watchful eye of instructor Bill Wallace. First two-week course of SIU school in Mobile, operated by SIU Welfare Plan, was completed last week. Upgrading and training courses are offered in all departments. School expects to handle a sizable number of seamen yearly. (Additional pictures in centerspread.)



Bills In Congress Seek To End PHS

WASHINGTON—A renewed effort to strip seamen of medical, hospital and dental protection is underway, this time with the introduction of bills in Congress to end the 150-year-old hospital program for merchant seamen. Bills have been introduced in the Senate by

Senators Joseph R. McCarthy

of Wisconsin and H. Alexander Smith of New Jersey to shut the US Public Health Service hospitals. A similar House bill has been submitted by Representative Marguerite Church of Illinois. All three are Republicans.

All of the bills are identical with proposals put forth in 1953-54 by Mrs. Oveta Culp Hobby, then secretary of the Department of Health, Education and Welfare.

The bills have already aroused a storm of opposition from the SIU

with the philosophy of Herbert Hoover and the American Medical Association. The Hoover Commission on Government Reorganization recommended such a course and the AMA has been in the forefront of a noisy campaign against any Government aid in medicine.

Three Would Remain

Under the bill, as under the Hobby proposal before it, all of the general hospitals, clinics, and other medical services of PHS would shut down with the exception of the narcotics hospital in Lexington, Ky.; the Carville, La. leprosanarium; the mental hospital in Fort Worth, Texas, and the National Institute of Health, a research center, in Bethesda, Md.

Total savings of this move would be small, just \$12 million out of a total PHS budget of \$242 million, but a shutdown of the hospitals would be a great victory for opponents of Government-aided health and welfare and a serious blow to those who believe the Federal Government has responsibility in this field.

The resignation of Mrs. Oveta Culp Hobby, secretary of the Department of Health, Education and Welfare, was announced last week. Mrs. Hobby is best known to Seafarers as being the first one to propose that all PHS medical services for seamen be discontinued. She has been a target of much criticism because of the badly-mishandled Salk polio vaccine program.

Pvt. Ships Get MSTs Runaround

WASHINGTON — Additional evidence of competition with privately-owned ships by the nucleus fleet of the Military Sea Transportation Service has been piled up at Senate hearings. Testimony before the Senate Commerce Committee on Senator Warren Magnuson's bill to eliminate such competition showed that MSTs ships actually increased their percentage of both dry and liquid cargoes in the past year.

Further, the testimony showed that MSTs had turned down large amounts of private tonnage offered and carried goods on its own ships instead at greater cost to the Government in many instances.

Meanwhile a Defense Department spokesman at the hearings pleaded for more time to study recommendations made by the Hoover Commission and Congressional committees calling for reduction in MSTs shipping activity at the expense of private shipping.

Higher Costs

Figures brought out at the hearing showed that in the nine months ending March 31, 1955, MSTs tankers transported 60 percent of Government petroleum shipments. The cost was far greater than private operators; \$2.06 per 1,000 long-ton miles compared to \$1.29 on commercial tankers.

During that same period MSTs dry cargo ships greatly increased their percentage of dry cargo, carrying 24.7 percent of outbound cargo as against 16.1 percent in the previous fiscal year. Inbound cargo percentages also increased slightly in the face of rising criticism of MSTs activity.

and other maritime unions, from industry representatives and from many quarters in Congress. The outlook is strong that the bills will be buried in committee this session but it can be expected that they will be revived in 1956.

The Hobby move was roundly defeated after a vigorous campaign in which rank and file Seafarers played a leading role.

Hoover The Villain

Washington observers are agreed that behind these bills is a drive to do away with Government-operated medical services and other health and welfare benefits, in accord

Gov't Meets With Co's On Roll-Ons

WASHINGTON—More action on "roll-on roll-off" ships is in view with shipowners and the Maritime Administration meeting this week on construction of these vessels for long-term Government charter.

The vessels would be in addition to truck trailerships which the SIU-contracted Pan Atlantic Steamship Company plans to build for its coastwise service. Pan Atlantic is now dickering with the Maritime Administration for a trade-in deal and a Government mortgage on the new ships.

Congress Paved Way

The last Congress passed legislation authorizing construction and charter of roll-ons. Maritime Administrator Clarence Morse explained that the Defense Department would like to charter commercial roll-on ships to move Government railway rolling stock and a variety of wheeled vehicles.

A roll-on design for trucks has already been drawn up by MA as a potential prototype vessel.

Ines In Collision



The SIU-manned Ines was delayed several days on her homebound voyage following a minor collision in a fog outside Rotterdam on July 14. The Ines (Bull) and the Norwegian freighter Black Heron collided with each other off the Dutch coast, but all reports indicate that damage was slight. There were no injuries on either ship because of the collision. Company officials said that the ship put back into Rotterdam for

repairs which were expected to take about ten days at the most. Damage was confined to the ship's shell plating, the company said. Shown in the photograph above, which was taken prior to the accident, are (top to bottom) Seafarers Vic Cover, 2nd electrician; Lou "Stacey" Cirignano, wiper; Dom LaLlave, wiper and Dan Guerrero, 3rd cook. The photo was taken by Seafarer Vince Cipriano, wiper.

All Seafarer-Supported Children Covered By Plan

The SIU trustees of the Welfare Plan have announced that all dependent children of Seafarers are eligible for hospital and surgical coverage whether or not they live with their Seafarer-father. The announcement came as an answer to one of several questions that

Specifically, the trustees have decided that as a general rule a Seafarer's children qualify under the Plan if he is supporting them financially.

Previously, in ruling on the question of Seafarers' stepchildren, the trustees decided that they are eligible providing they have lived with the Seafarer in the past calendar year and are receiving the major portion of their support from him.

The new questions arose in instances where a Seafarer might be separated or divorced from his wife and the children would be living with the wife. Also, there were instances where a Seafarer's wife died and the children were being cared for by an institution, foster parents or relatives while he was earning his livelihood. In any case of this kind the question of financial support is the key. If the Seafarer is supporting the children they will be considered eligible for hospital and surgical benefits.

Other questions that have been clarified are the following:

Where a Seafarer and his wife have separated, is she automatically eligible for the benefits?

No, unless the Seafarer specifically enrolls her when he fills out his Welfare Plan enrollment card.

Must a dependent enter a hospital for surgery in order to be eligible under the Plan?

No. Surgery benefits are payable whether surgery is performed in a hospital, in a doctor's office or at home.

If complications arise out of the birth of a child which require hos-



Visiting SIU headquarters in Brooklyn, Seafarer Albert Moshier signs up the family for SIU dependent welfare benefits as his only youngster, Albert Jr., looks on. Moshier, who sails on deck, lives in Jersey City.

room and board bill plus extra hospital expenses is paid by the Seafarer. The \$50 deductible does not apply to the doctor's bill for surgery. Surgery is covered by a list of fees for specific operations up to a maximum of \$300.

These fees are based on average costs in major port cities. However, surgeon's fees vary, and should the Seafarer contract with a surgeon for a fee higher than listed in the schedule, the Plan pays the listed amount and the Seafarer pays the balance.

Are families of Seafarers on the disability benefit list and the hospital list entitled to hospital-surgical coverage?

Yes. They are covered in the same way as any other Seafarer with the seetime eligibility requirements waived in their case.

Are miscarriages and stillbirths covered by the maternity benefit?

Where the infant has been born dead and a birth certificate has been issued, the maternity benefit is payable. No benefits are payable, however, for miscarriages, either under the maternity benefit or the hospital-surgical program.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: July 27, Aug. 10, Aug. 24.

All Seafarers registered on the shipping list are required to attend the meetings

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

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Seamen Not Cause Of Maritime Ills, SIU Tells Probers

WASHINGTON—The SIU A&G District has gone on record unalterably opposed to Government control of maritime labor in testimony before the House Merchant Marine Committee. SIU Secretary-Treasurer Paul Hall informed committee members that the Union believed legislation of this kind would arbitrarily restrict the freedom of seamen to negotiate on wages, manning scales and working conditions.

Taking similar positions were Harry Lundberg for the Sailors Union of the Pacific and Vincent Malone, Marine Firemen's Union, as well as representatives of the Masters, Mates and Pilots and other AFL maritime unions.

Originally, SIU of NA representatives had refused to appear at closed sessions of the committee. However, when shipowners turned the open sessions into a forum for attacks on maritime unions, SIU representatives felt it important to get the union facts into the record.

Labor Not To Blame

In appearing before the committee, Hall criticized this tendency to lay the blame for maritime's ills at labor's door. He recalled that in the 1920's, unions were non-existent. Nevertheless, the merchant marine sank to its lowest point in history at that time.

Contrary to the impression spread by shipowner association spokesmen, Hall said, the SIU A&G District had enjoyed harmonious collective bargaining relationships with the operators. That was because the SIU did not have to deal with associations run by outside advisors jockeying for position in the industry, but dealt directly with the operators themselves.

The associations, he added, were usually the creatures of a few pet subsidized steamship companies whose interests are primarily political.

Chairman Herbert Bonner later announced the committee would check into charges of inefficiency in subsidized lines as well as charges that they were throwing their weight around to put non-subsidized lines at a disadvantage. The committee also intends to check into the relationships between the subsidized lines and officials of the Maritime Administration to see if there is any juggling of cost figures.)

(Committee members sharply questioned a spokesman for the American Merchant Marine Institute when the latter expressed his support of the proposed labor law. When asked why SIU companies opposed the plan, the spokesman admitted there was "wide variation of opinion" among companies within the AMMI on the subject. The AMMI includes both subsidized and non-subsidized companies.)

In attacking the controls proposals, Hall urged the Congressmen to stop fretting over seamen and instead turn their attention to constructive proposals for strengthening the industry. The chairman agreed that the committee should consider other phases of the problem. Hall made a number of recommendations on this score, including the following:

- That the Government steer clear of labor relations because Government interference would only cause delays and unrest and lead to political settlements, remote from the merits of the case.
- That more intelligent use be made of the maritime subsidy pro-

gram to benefit the entire industry instead of a few pet companies. The majority of the favored companies, Hall pointed out, were notorious in the industry for their incompetent and inefficient management. In most instances management is in the hands of non-maritime people who are adept at politicking but little else.

- That the Military Sea Transportation Service get out of the maritime business where it is in direct competition with private operators.

- That the Government put an end to phony registration of US ships under runaway flags.

SIU of NA president, Harry Lundberg, speaking for the SUP, was highly critical of the tactics of the Pacific Maritime Association in its relations with unions. He declared the PMA was interested in preserving big subsidized steamship lines at the expense of small operators and has been playing a double game by utilizing Harry Bridges to harass seagoing unions.

Speaking for the Firemen's Union, Malone pointed out that US ships were manned lightly compared to foreign ships and ships run by the US Government.

Also appearing before the committee was NMU president Joseph Curran. Curran endorsed the idea of some kind of outside control of the industry by proposing that an arbitrator be given complete control over wages and other contract

items. His position in this respect was in direct opposition to the stand taken by the SIU and other sea unions.

New Hiring System No SIU Problem

In effect four months, the SIU's seniority shipping system has been operating smoothly in all ports. No major hitches have developed in any aspect of the program.

Three headquarters officials of the Union are working full time on administration of the seniority system to assure smooth operation. They are Keith Terpe, director of organization, who is handling seniority matters for the district; A. "Frenchy" Michelet, chief dispatcher at headquarters, and Freddie Stewart, working with Michelet as dispatcher.

The seniority system was negotiated by the Union with the shipowners in March and has been incorporated into the contract along with other membership-approved shipping rules.



Assistant Secretary-Treasurer Claude Simmons checks information on visual control index with headquarters employee. Index, a portion of which is shown here, is part of new headquarters system for handling ship's minutes and shipboard beefs.

Beefs Die Quick Under Hq Set-Up

Speedier settlement of shipboard beefs is an everyday accomplishment in the SIU, thanks to a new system of handling crew minutes from the ships. In more than one instance under the new system, beefs on

overtime, transportation and other items have been settled even before the patrolman boarded the ship for payoff, thanks to close liaison between the ships, headquarters and the outports.

The key to the new system is the ship's committee and regular shipboard meetings. The Union encourages meetings on a bi-weekly basis, just as the shoreside meetings are held, with the result that crews are able to act on reports and send in their minutes regularly.

At the same time, these regular minutes' reports contain a record

of all beefs and disputes, arising while the ship is at sea. The ship's committee is encouraged to enter these in the minutes form, along with other items the Union can act on, rather than wait for the payoff.

Minutes received at headquarters are studied by a committee of headquarters officials. Where a beef is pending, an exact copy of the beef is extracted from the minutes and sent via teletype to the port agent of the next port of call. Headquarters maintains an itinerary record of all ships so as to keep track of their movements.

A copy of the notification goes into the active file and is kept there until a reply is received from the port agent involved as to the action taken on the beef.

In addition, where the beef is a serious one, the ship is flagged on the Visual Control Index, a panel board listing of all SIU ships. The flag stays up until the matter is disposed of.

The Visual Control Index also serves to record shipboard action on a variety of reports and issues, giving headquarters the opinions of the men on the ships on these subjects as well as those of the shoreside membership meetings.

The entire set-up establishes a close and continuous contact between the ships and headquarters and enables the Union to give the best possible service to the shipboard membership. Crew reaction to the system has been favorable throughout, especially in those instances where crewmembers found company agents coming aboard at payoff with disputed overtime payments already settled by the Union through prior contact with the company.

The Union has found too, that the new system of flagging beefs, disputes, repair items and the like makes it difficult for the company to squirm out of promises to remedy conditions "next trip."

All ship's minutes also go to the SEAFARERS LOG office for publication in the LOG. At the conclusion of the procedure the minutes are filed in a separate file for easy access.

Last-Ditch Move Against '50-50' Killed In Senate

WASHINGTON—Routed in the House of Representatives earlier this month, the anti "50-50" bloc made its dying move for this session when the Senate Agriculture Committee withdrew a proposal to outlaw "50-50" in agricultural surplus shipments.

The action came after a conference between Senator Warren Magnuson of Washington, chairman of the Senate Interstate and Foreign Commerce Committee, and Senator James Eastland of Mississippi, sponsor of the anti "50-50" amendment. Since the Senate Agriculture Committee is composed exclusively of farm bloc representatives, withdrawal of the amendment meant that the farm bloc-foreign shipowner alliance has been broken for the time being.

Safe Until 1956

This takes the "50-50" law out of danger until next year at the earliest and assures heavy agriculture cargo offerings for American ships and many hundreds of jobs for Seafarers.

Maritime observers agree that the foreign shipowner lobby has suffered a serious defeat and has a lot of fence-mending to do before it can make another attack on "50-50."

Boycott Of US

The attack on "50-50" has been building up for many months. The

kick-off signal was a threatened boycott of US agricultural surplus by foreign nations. Foreign shipping lobbyists then started beating the bushes for farm bloc support by claiming that "50-50" would strangle disposal of agricultural surplus. They were aided in their move by State and Agriculture Department representatives.

In actual fact only one nation, Denmark, has refused to take these commodities.

The climax of the drive came in the House of Representatives with a floor vote on a move to strike "50-50" out of the agricultural surplus program. Had this succeeded it would have endangered all "50-50" shipments and threatened thousands of seamen with loss of jobs.

With the full support of the SIU and the industry, merchant marine supporters in the House struck back vigorously and the attempt was crushed by an overwhelming vote of 181 to 51. Present plans call for a much

larger agricultural surplus program next year, which will mean a great deal in terms of merchant marine employment.

Lakes SIU Man On Port Board

DULUTH, Minn.—Matt Antilla, Duluth port agent of the SIU Great Lakes District, has been appointed a member of the Duluth Port Authority. Antilla was one of two appointees named by the board of commissioners of St. Louis County in which Duluth is located.

Antilla's appointment is in recognition of 31 years' activity on the Duluth waterfront. He has served the SIU Great Lakes District as an organizer from 1943 to 1950 and as port agent in that port since then.

LOG Story Kills ILA Money Grab

Its plans for a fund raising dinner and journal disrupted by publicity in the SEAFARERS LOG, the crimp-rigged ILA "seamen's union" has hastily called off the affair. Instead, it is reported that the crimp-business run by Keith Alsop, defeated SIU Galveston agent, and William Higgs, expelled SIU member, is exploring new sources of revenue.

\$100 Touch

The ILA "United International Seamen's Union" Local 1824, had earlier announced plans for a dinner-dance concurrent with publication of an advertising journal supported by its "friends" in the maritime industry at up to \$100 a page. Publication in the LOG of these plans, with a review of the crimping record of Local 1824, alerted the industry with the result that it turned a deaf ear to the advertising solicitation. Since no money was coming in, the affair had to be cancelled.

With this income source cut off Local 1824 found itself in difficult financial straits. It has been virtually out of business in the foreign seamen's field since the International Transportworkers Union opened its drive on runaway-flag ships and took steps to protect foreign flag seamen from financial shakedowns by the ILA affiliate.

Seek Fast Buck

At latest report Alsop and his partners have turned for quick cash to the platform and warehouse field. Alsop is now working with ILA Local 205 in the warehouse industry. Local 205 shares offices with Local 1824.

Oddly enough, Alsop's participation in Local 205 was signalled by a rash of quickie tie-ups, followed by equally quick settlements involving some kind of "understanding" between the employers and the ILA. Working with Alsop in this new field, is George Barone, vice-president of Local 1824. People in the industry familiar with Barone's past activities have been dubious of his new "union" role.

Meanwhile, former Tampa SIU port agent Ray White and other defendants are still awaiting trial on charges of conspiracy to assassinate SIU Secretary-Treasurer Paul Hall. White, along with Alsop and Higgs, received heavy financing by the ILA in an effort



Attorney Benjamin B. Sterling leaves New York police station after being questioned concerning attempted murder of SIU Secretary-Treasurer Paul Hall last winter.

to unseat Hall in the SIU election. Hall defeated White by a vote of 5,854 to 266.

The trials have been held up until one of the defendants, Steely White, a brother of Ray White, can be located.

Ben Sterling Witness

Important witnesses in the case will be James Cobb, confessed triggerman who has been found guilty and sentenced to five to seven years, and New York attorney Benjamin B. Sterling. The latter is reported to have told the grand jury and Bergen County, New Jersey, police authorities that he handled at least \$27,000 of the more than \$40,000 in funds which ILA President Bradley reportedly gave White and his associates in the last campaign.

Authorities have also quoted Cobb as saying that Sterling was to have paid him the balance of his fee after completion of the murder assignment. Sterling has since been reportedly connected with the ILA's phony seamen's union and ship maintenance rig.

Your SIU Meeting Rights

In order to constantly remind all SIU members of their constitutional rights in SIU membership meetings, the following statement is read at the opening of all SIU meetings throughout the nation.

These are the democratic principles which guide all SIU meetings:

Any member present at this meeting and in good standing, who so desires, has a right to nominate himself to any official meeting job in this meeting. This also applies to a place on any committee that may be elected at this meeting.

Any member present in good standing has the right at any time, if he so desires, to challenge the decision of the chair or ask for a division of the house on any such question. Any member may also request a show of books of each man present, who may vote on any question.

Copies of the minutes of tonight's meeting will be available in advance of the next regular meeting in the business office for the benefit of any member in good standing who wishes to read or study same before the next regular meeting commences.

In addition to tonight's minutes being made available, the membership is advised that in each SIU business office where a Port is maintained in the continental United States, minutes of all SIU meetings, regular, special, financial, or otherwise are always available to any member in good standing who desires and so requests to read and study same.

The officials and committeemen who will be elected at our meeting here tonight as well as all of our other members present will be guided in the conduct of this meeting by the following.

1. The Union constitution.
2. Majority vote of the membership.
3. Robert's rules for order.

If, in the opinion of any member in good standing present, he is denied by this meeting any of the above-mentioned rights, he is requested to call this to the attention of the secretary-treasurer, by registered mail, special delivery, return receipt requested, before the next regular meeting so that the secretary-treasurer will have sufficient time to submit copies of any such protest and a report on same to the membership at the following regular membership meeting for action thereon.

In order to establish whether or not there is a quorum present, will all of those members in good standing please hold their books up so that they can be counted.

The membership count shows that there is a quorum present. Therefore, this meeting will now come to order.

The first point on the agenda tonight will be the election of officials for this meeting.

A. J. Pawlick, SUP Patrolman

SAN FRANCISCO—Co-workers and fellow members in the Sailors Union of the Pacific mourned the death this week of A. J. Pawlick, 3rd patrolman in the SUP headquarters port. Pawlick passed away on Tuesday, July 18, at St. Francis hospital. He was 44 years of age. His wife, Mrs. F. Pawlick, survives him.

Pawlick was a veteran SUP member of 21 years standing, joining the union in the big year of its revival, 1934, and participating in the 1934 and 1936 strikes as well as other major SUP beefs down through the years. He started serving the union as

patrolman shortly after the end of World War II and was working in that capacity up until his fatal illness.

Funeral services took place on Thursday, July 20 from St. Patrick's Cathedral in San Francisco. Burial was at Holy Cross Cemetery.

A delegation from the SUP, as well as other SIU representatives, attended the services.

'50-50' Is US Bargain — Shelley

WASHINGTON—The great value of the US merchant marine to the US economy and the low cost of "50-50" operations were stressed by Representative John Shelley (Dem.-Cal.) at a recent address at American University.

In dealing with "50-50" he de-



Congressman Shelley

bunked arguments that the law made any significant increase in cost of transporting agricultural surplus. Most of the cargo is carried on scheduled liners whose rates are the same as their foreign flag competitors. The remainder would be carried on US and foreign tramps at a total transport cost of \$15.3 million.

The Congressman emphasized that US tramps would receive just \$8.5 million of this and foreign tramps the remainder. The spread of \$1.7 million in a \$700 million program is a very small fraction and, in his view, a cheap way of supporting a US tramp fleet. Withdrawal of "50-50" he stated, would be followed by an immediate rise in foreign tramp rates, so that no money savings would be involved.

Big Purchaser

Speaking of the merchant marine as a whole, Shelley pointed to its consumption of \$55 million worth of food annually, its employment for many thousands of Americans and its purchases of millions of items of stores. Since foreign ships do virtually all their storing overseas, loss of the US merchant fleet market would be a serious blow to the US.

As to the importance of foreign trade, the Congressman spoke of the \$1 billion or more each year in automobile exports, and the huge quantities of wheat, cotton, tobacco, rice, soy beans and meat products sent abroad each year.

He also cited the nation's Korean experience during which 80 percent of cargoes moved on US ships. Without US shipping, he warned, the nation would have suffered a terrible defeat in that arena.

Make Checks To 'SIU-A&G'

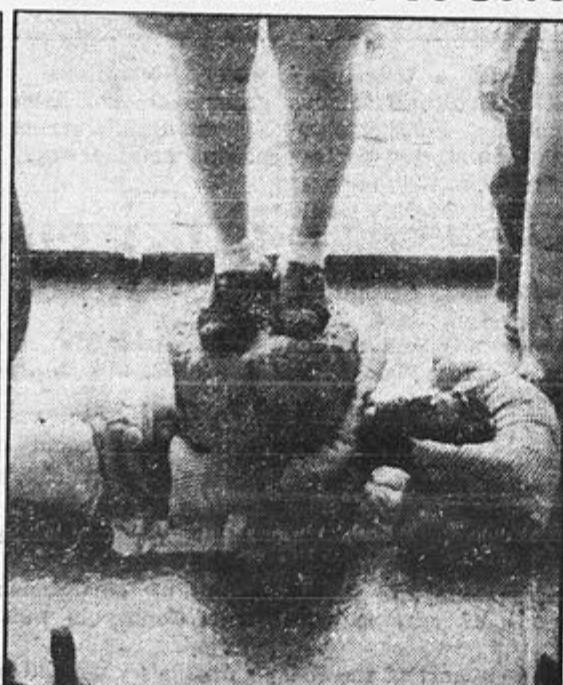
Seafarers mailing in checks or money orders to the Union to cover dues payments are urged to be sure to make all of them payable to the SIU-A&G District.

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

Seafarer Puts Indian Fakir To Severest Trial



Indian fakir (shirtless) prepares bed of broken glass as prelude to his strong-man act on board Steel Fabricator in Calcutta harbor.



Protected only by pillow under head and on chest, fakir lies on broken glass while supporting 150-pound stone and 365-pound James Hand.



Here's rest of Hand, 2nd electrician on the ship. Seafarer Hand was "straight man" for fakir's act at shoreside shows while ship was in port.



Mobile Ship Repair, Inc., a newly-organized firm, signs contract with SIU-affiliated Marine Allied Workers covering 300 workers. Signing are company president John P. Lappington (left) and SIU-MAW representative Louis Neira. Looking on are Bert T. Kimbrough, vice-pres. and Max Harrison, industrial relations counsel for the firm, which purchased yard from Waterman SS Corp.

SIU-MAW Signs New Yard Owners

MOBILE—Purchase of the Waterman Ship Repair Yard by a newly-formed Mobile corporation was followed almost immediately last week by signing of a contract with the SIU-affiliated Marine Allied Workers guaranteeing top wages and working conditions to more than 300 men presently employed in the yard.

The shipbuilding facility, which has a hiring potential of 3,600 men at peak operation, was purchased from the Waterman Steamship Corp. by the new Mobile Ship Repair Inc. Principal officers and stockholders of the new corporation are former Waterman employees of the yard.

Contracts existing between Waterman and the four unions representing personnel in the yard

will be extended by the new owners, said John P. Lappington, former Waterman yard manager who stepped up to become head of the new corporation. The SIU-affiliated MAW, which represents 80 percent of the men now employed, was the first to enter into a contract with the new owners.

Other unions represented in the Waterman yard were the AFL Machinists, Sheet Metal Workers and Boilermakers.

'Best In Relations'

"After all we always have enjoyed the best of relations with the union representatives of employees of the yard," Lappington said. "Our contractual relationship, in which the SIU has played a leading part, has resulted in stable employment for men in the yard at most favorable wage rates and working conditions.

"In seven years we have not had a strike or work stoppage and our contract negotiations with union representatives always have been carried on in an atmosphere of

mutual respect for the interests and welfare of all parties represented at the bargaining table. We intend to run this yard for the benefit of the men out in the yard. We firmly believe that is the way to produce the kind of work that will promote expansion of our operations in accordance with the plans of the new corporation."

SIU port agent Cal Tanner was enthusiastic over prospects for the yard under its new ownership.

"We are enjoying perfect relations with the new management in every way," Tanner said. "Our SIU-MAW members are drawing top wages in comparison with other shipyards in the Gulf area."

SHIPPING ROUND-UP

| JUNE 29 THROUGH JULY 12 | | | | | | | | | | | | | | | | | | | | |
|-------------------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------|------------|------------|-----------|------------|------------|-----------|------------|------------|------------|-------------|----|
| Port | Registered | | | | | | Shipped | | | | | | | | | | | | | |
| | Deck A | Deck B | Eng. A | Eng. B | Stew. A | Stew. B | Deck A | Deck B | Deck C | Eng. A | Eng. B | Eng. C | Stew. A | Stew. B | Stew. C | Total A | Total B | Total C | Total Ship. | |
| Boston | 25 | 6 | 13 | 8 | 10 | 8 | 6 | 5 | 0 | 3 | 7 | 5 | 7 | 0 | 0 | 16 | 12 | 5 | 33 | |
| New York | 104 | 23 | 77 | 37 | 64 | 19 | 112 | 29 | 16 | 86 | 37 | 18 | 64 | 20 | 8 | 262 | 86 | 42 | 390 | |
| Philadelphia | 32 | 7 | 16 | 7 | 12 | 9 | 22 | 3 | 2 | 16 | 8 | 4 | 14 | 4 | 1 | 52 | 15 | 7 | 74 | |
| Baltimore | 50 | 33 | 38 | 24 | 30 | 13 | 57 | 29 | 7 | 39 | 27 | 10 | 31 | 24 | 2 | 127 | 80 | 19 | 226 | |
| Norfolk | 19 | 12 | 14 | 10 | 11 | 9 | 16 | 7 | 11 | 10 | 6 | 14 | 7 | 7 | 15 | 33 | 20 | 40 | 93 | |
| Savannah | 12 | 2 | 6 | 4 | 3 | 1 | 15 | 3 | 0 | 7 | 4 | 3 | 6 | 7 | 0 | 28 | 14 | 3 | 45 | |
| Miami | 3 | 5 | 3 | 0 | 8 | 5 | 5 | 1 | 1 | 0 | 1 | 0 | 1 | 5 | 9 | 0 | 11 | 10 | 2 | 23 |
| Tampa | 4 | 1 | 3 | 3 | 6 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 3 | 4 | 0 | 7 | |
| Mobile | 33 | 10 | 23 | 2 | 27 | 2 | 25 | 15 | 0 | 18 | 9 | 0 | 23 | 22 | 0 | 66 | 46 | 0 | 112 | |
| New Orleans | 46 | 12 | 42 | 10 | 42 | 6 | 41 | 20 | 1 | 28 | 13 | 1 | 37 | 11 | 2 | 106 | 44 | 4 | 154 | |
| Lake Charles | 6 | 7 | 5 | 11 | 6 | 8 | 8 | 19 | 2 | 7 | 26 | 2 | 5 | 10 | 0 | 20 | 55 | 4 | 79 | |
| Houston | 18 | 5 | 25 | 10 | 4 | 11 | 2 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 7 | |
| Wilmington | 6 | 3 | 3 | 4 | 4 | 5 | 5 | 6 | 2 | 2 | 3 | 4 | 0 | 1 | 3 | 7 | 10 | 9 | 26 | |
| San Francisco | 16 | 15 | 14 | 12 | 15 | 10 | 9 | 12 | 1 | 9 | 8 | 0 | 9 | 6 | 0 | 27 | 26 | 1 | 54 | |
| Seattle | 11 | 18 | 6 | 11 | 9 | 8 | 12 | 16 | 9 | 9 | 12 | 12 | 8 | 6 | 9 | 29 | 34 | 30 | 93 | |
| Total | 385 | 159 | 288 | 153 | 251 | 117 | 924 | 429 | 52 | 239 | 161 | 74 | 218 | 130 | 40 | 794 | 456 | 166 | 1416 | |

New Atomic Ship Voted By House

WASHINGTON—Construction of an atom-powered ship designed for commercial operation has been approved by the House of Representatives. The proposal now goes to the Senate for further action.

The ship approved by the House would be an experimental passenger-cargo combination with a newly-designed atomic reactor. It would differ considerably from the "atom peace" ship proposed by the Administration and rejected by the House.

The latter ship would have been built for propaganda purposes and not for commercial operation as it would have been used as a floating museum of atomic energy exhibits. As proposed by the Administration the ship would have been built around the same type of atomic reactor as used in the submarine Nautilus. This reactor is admittedly not practical for regular commercial operation.

Years Away

In any case, an atomic-powered merchant ship is believed to be several years away. Even if the Senate approves the House bill at this session and funds are appropriated, construction of a prototype vessel would take an estimated five years or more. A new atomic power plant would have to be designed from scratch for such a ship.

Tanker Biz Still Peps Lake Chas.

LAKE CHARLES — This may be summertime but you can't tell it by watching the tankers. Summer is usually the slack season in the tanker trade, but in the past two weeks this port enjoyed a shipping boom with the tankwagons piling in from all sides.

Port agent Leroy Clarke reports that, contrary to the usual summertime pattern of slow activity, he really had to beat the bushes to come up with enough men for the 11 tankers and one dry cargo ship that called at the port and the nearby terminals of Port Arthur and Orange, Texas. One cause for all the activity was the crewing up of the Chiwawa, a Cities Service ship which came out of the shipyard well ahead of the tanker shipping season.

Shipping Rise Continues; Best Since End Of 1953

Bolstered by an increase in new jobs gained by the Union in recent weeks, shipping for Seafarers throughout the Atlantic and Gulf District broke all records of the past 19 months as 1,416 SIU men were dispatched to jobs during the past two weeks.

The shipping figures for the period compared very favorably with a total registration of 1,353 for all ports within the District. The peak shipping was the best recorded since December, 1953.

Generally, shipping has been improving steadily in recent weeks, thanks to the all-out organizing effort put forth by the SIU Organizing Department at headquarters. Few weeks have passed without the signing of a couple of new ships or companies to add to the existing total of contracted companies and jobs.

New York Record

The latest figures, in which the headquarters port of New York recorded its best performance of

the last 12 months and all but six of the 15 ports throughout the District showed marked increases, was reflected in the large number of class C men able to obtain jobs during the period.

The boom for class C men indicated a lack of class A and class B men in all the ports involved, particularly in New York, Norfolk and Seattle, which together accounted for three-fourths of the class C shipping.

Class A is 2-1

A breakdown of the figures still showed class A shipping running almost two to one ahead of class B. Percentage-wise, class A accounted for 57 percent of the 1,416 total, class B for 31 percent and class C for 12 percent. A further sign of the record activity showed class B shipping during the period running well ahead of registration in that seniority group.

Port totals showed New York, Baltimore and Norfolk with marked rises in shipping activity during the two-week period, while Philadelphia, Savannah and Mobile continued to maintain their improved position after long periods spent in the doldrums. Boston also showed what amounted to a 500 percent improvement over its previous report. On the other hand, Houston almost dried up completely, shipping only seven men in two weeks. Side by side, the two clearly demonstrate the "feast or famine" nature of the shipping industry today.

The following is the port to port picture right now:

BOSTON: Picked up substantially; outlook still only fair. . . NEW YORK: Broke wide open with best shipping in 12 months. All ratings moving out except chief stewards; engine department

personnel still scarce. ABs in demand. . . PHILADELPHIA: Holding its own but future uncertain. . . BALTIMORE: Very good. Was even hard-pressed for a time due to activity in Norfolk. . . NORFOLK: Port cleaned out; almost half jobs went to class C.

SAVANNAH: Getting better; two payoffs due. . . MIAMI: Holding own; shipping and registration ran even. . . TAMPA: Still slow; not expecting anything. . . MOBILE: shipping stronger. . . NEW ORLEANS: Holds well; outlook good. Eight payoffs due.

LAKE CHARLES: Backlog on beach cleaned up; nearly twice as many shipped as registered. . . HOUSTON: Dead; little in prospect. Try elsewhere. . . WILMINGTON: Dropped off a bit; shipping, registration run even. . . SAN FRANCISCO: Still good despite decline; shipping never problem here for Class A men. . . SEATTLE: Terrific; had to call on San Francisco and Wilmington.

13 BENEFITS
WORTH THOUSANDS OF DOLLARS IN PROTECTION

TO YOU AND YOUR FAMILY!

GET YOUR COPY NOW OF THE NEW SEAFARERS WELFARE PLAN AT ANY SIU HALL!

Happy Family Group In New Orleans



At home in between trips, Seafarer Max Pitre takes time out to pose with family for LOG photographer. Big, husky-looking Carlos, 2, on father's knee, is "chip off the old block" in every sense of the expression. Max Pitre Jr., 7, at left, shows marked resemblance to mother.

Boston's Port Planning Stalled By Legislature

BOSTON—Legislative hearings on Governor Christian Herter's plan for an all-inclusive Massachusetts Port Authority are likely to recess without any definite recommendations this session, due to the scope of the 150-page draft of the proposed law.

A recent all-day session of the House Committee on Ways and Means on the plan failed to come up with any positive conclusions, partly due to the fact that few port representatives were in evidence at the hearing.

Those who did appear, including some union representatives, seemed unable to agree on the proposals, with testimony divided about half and half pro and con.

It now seems likely that the committee will turn over the whole idea to a recess group which

can study all phases of the port plan during the summer and then report back to the legislature at the next session.

Minimum To Rise

In other action, the House itself has approved a 90-cent-an-hour minimum wage for Massachusetts, which would become effective 30 days after Congress raises the national minimum.

On the matter of shipping, SIU Port Agent James Sheehan reported an unexpected upsurge in local activity, which represented statistically a 500 percent increase in shipping over the previous period.

SIU Award Tops In School

Proud holder of the highest scholarship award ever won by a Roosevelt High School graduate, Constance Cole, of Yonkers, New York, is now busily preparing for entrance into the liberal arts college of the University of Connecticut. If all goes well Miss Cole will be back in Yonkers in a few years from now as a teacher in one of the city's high schools.

Constance is the daughter of Seafarer John Cole.

When the good news came on Tuesday, June 21, after weeks of anxious waiting, it hit with the force of a blockbuster. "I was so dumfounded," she said, "that the telephone operator had to read the telegram to me three times before I really understood what it was about."

"All I could say when I called the Welfare Plan office was 'thank you,' 'thank you,'" she recalled.

The studious 18-year-old is the younger of two children of Cole, who is now riding the Seatrain New York. Her older brother, Bruce, also had time on SIU ships before entering the Army.

Miss Cole admitted that as the date for the scholarship awards approached the tension had been pretty heavy. In the balance was the question of whether or not she would be able to complete plans for a college education and all that went with it.

Cover Basic Expense

"The annual tuition at the university is \$500," she said, "so the scholarship will be ample enough to cover all the basic school and living expenses. Otherwise it would have been a real financial problem."

Principal Hugh D. MacIntyre of Roosevelt High School was overjoyed that one of his students should take down such a grand prize. Although the school is an old one with a fine academic tradition and is one of the largest in Westchester County, no scholarship award won by any previous school graduate came close to the \$6,000 figure of the SIU scholarship; this despite the fact that one



Constance Cole

of the country's large industrial concerns with its home plant in Yonkers makes a sizable annual award to one of the city's school graduates.

The Cole family has lived in Yonkers for the past dozen years, and home at the present time is a pleasant tree-shaded garden apartment in the city's Lincoln Park residential section. Connie had all her schooling in the Hudson River city, which is an occasional port of call for SIU ships making the grain run to Albany.

Language Flair

In high school she showed an immediate flair for foreign languages and mathematics, becoming accomplished enough to tutor less successful students in those subjects.

*When not busy with her school books she likes to paint in oils and is proficient at the piano keyboard.

Her present plans call for two years' study in the liberal arts college at the university, after which she intends to go into the school of education for teacher

training in either math or languages.

One aspect of the SIU Scholarship Plan that she particularly likes is the freedom of choice it gives to winners.

"I've found that many of the other scholarships have so many strings attached to them that very few students have a chance. You either have to study a certain subject, come from a certain group or go to a certain college."

"With the Union scholarship I can go to any school of my choice and specialize in the subject I like best. There are very few scholarships I ever heard of which are nearly as liberal both as to conditions and money as the Union plan."

Coast Pays Its First Family \$\$

SAN FRANCISCO—This port handled the first dependent benefits claim on the West Coast when Brother Cecil Gates received payment of hospital and surgical benefits for his wife's recent illness.

Both Gates and his wife were pleased as punch with the new benefit which, as he put it, was a "tremendous help" in meeting the emergency expense.

The shipping picture on the West Coast continues to be satisfactory even though this particular port suffered a letdown from the previous two weeks' activity.

Port agent Leon "Blondie" Johnson was optimistic about the future and saw no reason why the shipping prosperity for SIU men here should not continue.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

Written for
The Seafarers Log
by Sidney Margolius,
leading expert on buying



Don't Get Over Your Head On High-Rate Mortgage

The high-interest, tiny-down-payment, very long-term mortgages in effect the past two years have proved to be a bonanza for lenders and builders, and even the Government is actually making a profit out of them, but they may well prove to be a future headache for home buyers.

Two years ago the Government raised the rate on VA mortgages to 4½ percent from the former 4 percent rate, and on FHA mortgages to 5 percent, from the former 4¾ percent tariff. But at the same time, the raise in interest rates was made temporarily painless by stretching out the period of repayment to as long as 30 years, and cutting the down payment to nothing at all in many cases, and only as little as five or ten percent of the price of the house in many others.

Other Prices Drop

But while this painless method of extracting more money from home buyers has been a potent force behind the present boom in home-building, it has saved builders from pressure to trim price tags on houses as prices have been trimmed on furniture, clothing and other goods in this period, and it has added a new burden for home buyers. The country's total mortgage debt now is the highest in history. It equalled at the end of last year 30 percent of all our disposable income. In time of deflation this debt could be a danger, but even without inflation, it is causing many families to spend a disproportionate amount of their income for housing.

Take a veteran who buys a \$12,000 house with no down payment on a 30-year 4½ percent mortgage. The monthly payments are only \$61. But by the end of the 30 years he repays a total of \$22,000, including the interest. If he

paid \$2,000 down, and got a 20-year mortgage with monthly payment of \$63, his total repayment will be only \$15,000.

For non-vets, the high interest bill caused by high-rate, long-term mortgage is even greater since they pay five percent on FHA mortgages.

Of course, not everyone has \$2,000 to put down on a house, but the above example demonstrates how much you must pay for interest under the present plan. Especially in the early years, the interest portion of your monthly payment is so high that the equity you are supposed to be building up, barely keeps up with the depreciation of the house. For example, after five years you have paid \$3,660 over to the lender at the rate of \$61 a month, but your mortgage debt has been reduced only \$1,000. At the end of ten years, your monthly payments add up to over \$7,300, but you have only \$2,400 of equity, and by that time depreciation has reached the point where you now have to buy heating system replacements, possibly a new roof and other costly components of a house.

Lenders Can't Lose

There is no need for these high interest rates when the lenders are insured against loss by Government agencies. In fact, even the Government is making a nice profit out of the plan. The homeowner, not the lender, pays the FHA a premium of one-half of 1 percent on the reducing balance of the mortgage to insure the lender against loss if the homeowner can't keep up the payments. FHA also collects a premium of 1½ percent from the true interest rate of ten percent homeowners must pay for FHA modernization loans. So profitable are these large premiums charged homeowners, that FHA has not only been able to pay all its expenses, but by last year had accumulated a surplus of \$27 million, with a much larger sum forthcoming from premiums it will collect on mortgages al-

ready in existence.

Until enough homeowners get to understand what's happening, and compel both a return to the lower interest rates in existence before 1953, and a reduction in the FHA premium rate, here are policies that can help you protect yourself:

1—Shop for the lowest interest rate you can get in your area. Generally interest rates are a little lower in large cities than small towns. In large developments of new houses, the builder has generally already arranged the mortgages and the terms. But if any variation is possible, remember the long-run financial advantage of making at least some down payment and/or shortening the period of repayment to less than the 30-year term.

Insist On No-Penalty Prepay

In any case, be sure your mortgage contract includes the right of prepayment without penalty so you can prepay, and reduce your interest cost, as you accumulate spare funds. Remember that the bank that charges you 4½-5 percent for your mortgage pays you only ¾ percent interest on your own savings.

Ironically, while many banks do now permit prepayment without penalty, FHA itself insists on a penalty payment if owners prepay.

2—Don't go over your head on today's higher-priced houses. Lenders and sellers tend to say you can afford monthly carrying charges, including taxes and insurance, equal to one week's income. According to them, you could afford a monthly payment of \$75 if your take-home pay is \$75 a week. This rule is both obsolete and risky in an era when food often commands 30 percent of a family's income. It's safer to keep your monthly payments to not more than 20 percent of income, when you consider you also must pay for fuel and repairs.

JEAN (Bull), May 15—Chairman, W. Moody; Secretary, K. Matgimios. More cooperation is needed on the washing machine from the officers.

LEWIS EMERY JR. (Victory Carriers), April 24—Chairman, C. Lawson; Secretary, V. Harding. Any crewmember giving harsh treatment to the new washing machine and new mattresses will be dealt with strongly. All outstanding beefs are receiving attention. The ship's delegate stated that he hopes this will be a quieter trip, and there will be no further interference from the master on matters best left to department heads.

ROBIN LOCKSLEY (Seas Shipping), May 10—Chairman, W. Lawton; Secretary, W. Trolle. The pantryman was told to get on the ball concerning juices. He was told to make sure they are put in the chill box the day

Digest of ships' Meetings

before serving. Resolutions on the new SIU hiring program and action taken by AFL unions in SAMU dispute were read, discussed, and acted upon. Crew voted to accept.

MARGARET BROWN (Bloomfield), May 1—Chairman, E. Secoy; Secretary, R. Menerall. Suggestion made to keep crew's pantry locked while in port and to leave key with man on gangway watch.

SANTORE (Ore), May 19—Chairman, P. Fox; Secretary, J. Van Sant. The beef regarding the work of the man that missed the ship was settled to the satisfaction of all concerned.

SEATRAN LOUISIANA (Seatrains), Chairman, S. Fridich; Secretary, G. Kaufman. All members in agreement that plan of patrolmen meeting ship each time it is in New York is a very good idea. Crewmembers were asked not to remove communications from bulletin board. The mate will be contacted about putting a glass cover on the board.

SEATRAN SAVANNAH (Seatrains), May 15—Chairman, J. Molendez; Secretary, S. Johnson. A headquarters representative boarded the ship last trip in New York and spoke on new gains in welfare benefits just granted to all Seafarers. An aerial for the radio was purchased.

SEATRAN TEXAS (Seatrains), May 18—Chairman, J. Allen; Secretary, R. Goldstein. Several crewmembers discussed the retirement plan and suggested that it be dropped to 50 years of age, if possible. Headquarters report was read and accepted.

STEEL AGE (Isthmian), May 18—Chairman, L. Johnson; Secretary, F. Langley. All previous communications and reports were acted upon and mailed.

STEEL VOYAGER (Isthmian), May 10—Chairman, M. Magal; Secretary, F. Faulkner. Discussion on air-conditioning for ships making Persian Gulf and other tropical runs. Discussion held on travelers checks and crew went on record to oppose same due to difficulties in exchanging them. Crew adopted resolution on the new seniority system and were in complete agreement with AFL unions in CAMU dispute.

WESTPORT (Arthur), May 19—Chairman, L. Richardson; Secretary, J. Laver. Reports and communications were accepted as read.

SEATRAN NEW JERSEY (Seatrains), May 20—Chairman, J. Faircloth; Secretary, P. Patrick. Discussion on maritime issues. The ship's delegate went to see the mate about list of ship. Captain said it couldn't be straightened out because of stability.

May 21—Chairman, J. Faircloth; Secretary, P. Patrick. Latest reports and communications from SIU were read and discussed.

ROBIN TUXFORD (Seas Shipping), May 1—Chairman, D. Furman; Secretary, J. Hewison. Ship's delegate was given an opportunity to resign, which he refused to do. He insisted on making a speech before the meeting started and was given five minutes, in which time he gave crew a resume of his union activities in 1949. Specific charges against this crewmember will be brought before our shore officials in writing.

May 14—Chairman, Hewison; Secretary, D. Furman. This crew is 100 percent in back of Harry Lundberg in his stand against Joe Curran and his vicious attack against Lundberg. All notices and letters will be posted in both PO mess and crew mess hall so that all members may have an opportunity to read same.

May 20—Chairman, D. Furman; Secretary, J. Hewison. Reports and communications were read and accepted by membership. Motion made by Olson to accept all reports as given by boarding patrolmen and to give a vote of thanks to Union.

CHILORE (Ore), May 16—Chairman, F. Ammonds; Secretary, S. Fulford. A repair list will be made up and handed in at least five days before payoff so that some of the repairs can be taken care of. The new washing machine came aboard and the officers got our

old one. All the passageways were painted, and the mate said that he would get to the decks of the crew's quarters as soon as possible.

DEL SUD (Mississippi), May 8—Chairman, J. Lee; Secretary, G. Metting. Brother Perkins read an article from the LOG about the using of carbon test. Ship's treasurer reported \$152.90 in the ship's fund and \$506.00 in the Del Sud Annual Picnic Fund.

YORKMAR (Calmar), May 16—Chairman, R. Morgan; Secretary, R. McNeil. Discussion on the coming increase of the Seafarers Welfare Plan and the new hiring system.

ROBIN DONCASTER (Seas Shipping), May 13—Chairman, J. Atherton; Secretary, M. Whale. Discussion regarding licensed personnel using washing machine in laundry. Crew decided by a hand vote that the officers should be permitted the use of the laundry facilities Mondays from 7:30 AM till 9 PM.

MARIE HAMILL (Bloomfield), May 19—Chairman, C. Hemby; Secretary, C. Berg. Steward will put up a suggestion box if the fellows will use it seriously and not foolishly. Crew voted to accept resolutions on new SIU seniority system and position taken by AFL unions in CAMU dispute.

FAIRISLE (Waterman), May 8—Chairman, F. Shale; Secretary, C. Wood. Chief cook asked for the cooperation of the entire crew as far as the menus are concerned, and not to keep complaints to themselves. The secretary treasurer's report from headquarters was read.

DEL MAR (Mississippi), April 10—Chairman, E. Caudill; Secretary, H. Gerdes. Talk on getting movies for next trip from donations. Resolutions on new hiring program and position taken by the AFL union on CAMU issue read at a special meeting in New Orleans and crew accepted 100 percent.

ALCOA PARTNER (Alcoa), May 15—Chairman, A. Aaron; Secretary, C. Vorkamp. Motion made by Brother Clem to accept headquarters reports and thank the officials for contracting a new company to the SIU.

DEL MAR (Mississippi), May 15—Chairman, E. Caudill; Secretary, V. Romolo. Brother Anderson thanked crew for donation given to him when he was hospitalized in Santos. A vote of thanks was given to the ship's delegate for an exceptionally good job. Motion made and carried to combine picnic and party funds with the ship's fund and make up the difference in monies for extra movies.

OCEAN BETTY (Maritime Overseas), May 13—Chairman, M. Hitchcock; Secretary, M. Fallon. Ship's delegate reported a beef with the chief engineer concerning palatability of water taken on in Djibouti. Water was run through the evaporator before domestic use.

MICHAEL (Carras), May 19—Chairman, F. Israel; Secretary, D. Nagy. A vote of thanks was given to the ship's delegate for a fine job done.

ALCOA CORSAIR (Alcoa), April 16—Chairman, S. Morris; Secretary, J. Nelson. All communications were read, also some articles from the last issue of the SEAFARERS LOG.

INES (Bull), June 1—Chairman, H. Long; Secretary, J. Murphy. Motion made and carried to accept and concur with welfare communication 100 percent.

OCEAN DEBORAH (Ocean Transportation), May 30—Chairman, L. Snodgrass; Secretary, R. Hernandez. One man missed ship at sailing time. One wiper promoted to fireman. Everything running smooth.

QUEENSTON HEIGHTS (Seatrains), June 10—Chairman, J. Beresford; Secretary, R. Griggs. Motion made and carried unanimously to accept all headquarters communications.

ROBIN TUXFORD (Seas Shipping), No date—Chairman, J. Olsen; Secretary, J. Myers. Communications from headquarters posted, read, accepted and concurred.

SANDCAPTAIN (Const. Aggreg.), June 5—Chairman, J. Barron; Secretary, A. Ferrara. New bulletin board installed for posting Union business. LOG supplement on new welfare benefits on file and may be referred to at any time. Motion made, seconded and carried that if semi-monthly draw is not accompanied with statement it is to be refused and returned to Maracaibo office. No one to accept this draw until cleared through ship's delegate.

SEAMONITOR (Excelsior), April 4—Chairman, J. Fulton; Secretary, C. Foster. Communications from headquarters accepted and concurred in. Steward suggested that officers have their union representative check stores to see that vessel is stored according to union specifications.

June 6—Chairman, F. Macielak; Secretary, C. Foster. Minor beefs to be squared away at payoff, and to have Union contact company to square away mail service. All communications read and accepted. Vote of thanks given to cooks and that anyone aboard ship with Leroy Jackson, chief cook and Alan Williams, night cook and baker are really in for a treat.

SEATRAN NEW YORK (Seatrains), June 10—Chairman, F. Prince; Secretary, T. Keyser. Motion made and carried to accept and concur with headquarters communications.

SIU Victor In 5-Year Battle For Unemployment Pay Rights

An SIU victory protecting the right of Seafarers to collect unemployment insurance in New York State was fully upheld when the State Court of Appeals ruled in favor of the SIU's 60-day shipping rule. The Court of Appeals unanimously affirmed a favorable ruling of the State's Appellate Division that the 60-day rule was fair, reasonable and just.

The ruling, an outgrowth of a

Seattle Job Boom Seen Continuing

SEATTLE—Once again the crewing up of a newly-signed SIU ship helped keep this port booming along. This week it was the Mohican of Trans-Oceanic which came out of lay-up and took a full crew here, adding to a very favorable shipping picture.

Five in-transit ships also took a good number of men with the result that other West Coast ports had to be called upon to fill ratings which were not available in Seattle.

Further, port agent Jeff Gillette is looking forward to more of the same in the future with two more payoffs scheduled in addition to two which came in the past two-week period and are expected to go out again.

Obviously, with this kind of a shipping picture, rated men should have no problem at all getting out of here.

To add to this pleasant outlook, Gillette reports that there are no pending beefs, so that Seattle is a "very smooth port with good weather and good shipping."

case under the old permit shipping system, was against the Calmar Steamship Company. For all practical purposes the ruling no longer has any bearing on SIU shipping, since under the new seniority system all SIU companies have agreed to the 60-day rule as a contract provision. The 60-day rule now applies to men with B and C seniority ratings.

The Calmar challenge to the old SIU permit system began back in December, 1949, when a permitman left the SS Calmar under the 60-day rule. Since New York State has a merit-rating system, under which companies with good employment records pay less to the unemployment fund, Calmar challenged the permitman's unemployment benefits claim.

It was widely recognized throughout the industry that this challenge was an effort by Calmar to save unemployment tax money and deny benefits to permitmen, thus putting a squeeze on the Union's 60-day rule.

In the first test of the case the unemployment insurance referee ruled in favor of the permitman and the SIU on the ground that under the New York State law, compliance with union rules on jobs does not disqualify a man for benefits. Calmar carried this phase of the case to the Unemployment Insurance Appeals Board, the Appellate Division and the Court of Appeals. The latter court upheld the provision of the State law on union rules but said a determination should be made as to whether the rule in question

(in this instance the 60-day rule) was fair, reasonable and just.

That started the procedure all over again. The Unemployment Insurance Appeals Board and the Appellate Division ruled in favor of the Union. Now the Court of Appeals, the state's highest court, has affirmed that ruling.

Calmar has one appeal left if it so desires, to the US Supreme Court. The appeal would be academic as far as Seafarers are concerned because of the fact that Calmar itself is now a signatory party to the 60-day rule. Legal authorities consider it doubtful, in any event, that the Supreme Court would overturn the action of the New York courts in this instance.

Busy Balto Cheers Top SIU Crews

BALTIMORE — Seafarers manning ships out of this port are doing a topnotch job, judging from the smooth-running vessels that have been hitting this area recently. With shipping busting out all over in the port and a heavy work load to handle, port agent Earl Sheppard reports a bare minimum of beefs and trouble.

Considering that the port handled 12 payoffs, 11 sign-ons and 20 in-transits, the performance of Seafarers on this large number of ships "shows fine cooperation," the port agent said. He added, "The brothers manning these ships are to be congratulated on the superb job they are doing."

Still Favorable

While future shipping prospects continue favorable, the port agent warned that the past two week period was on the exceptional side and should not be taken as a sample of what to expect. Almost a dozen different companies contributed to the port's activity giving plenty of choice to the Seafarers there.

Baltimore port patrolman Al Stansbury is out of action for a while because of illness, but is expected to be back in harness in the near future.

Speak Out At SIU Meetings

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

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

Certificates Speed Welfare \$ \$

Payment of cash benefits to Seafarers under the SIU's hospital and surgical benefit plan for Seafarers' families will be speeded up considerably if the Welfare Plan has copies of Seafarers' marriage certificates and birth certificates for their children.

The marriage certificates and children's birth certificates are needed to establish proof of eligibility under the Plan. If Seafarers have photostats of these documents made and turn them in to the nearest Union office, it will eliminate delays in payment of benefits.

All documents will go into the Seafarer's personal file at the office of the Welfare Plan and are strictly confidential.

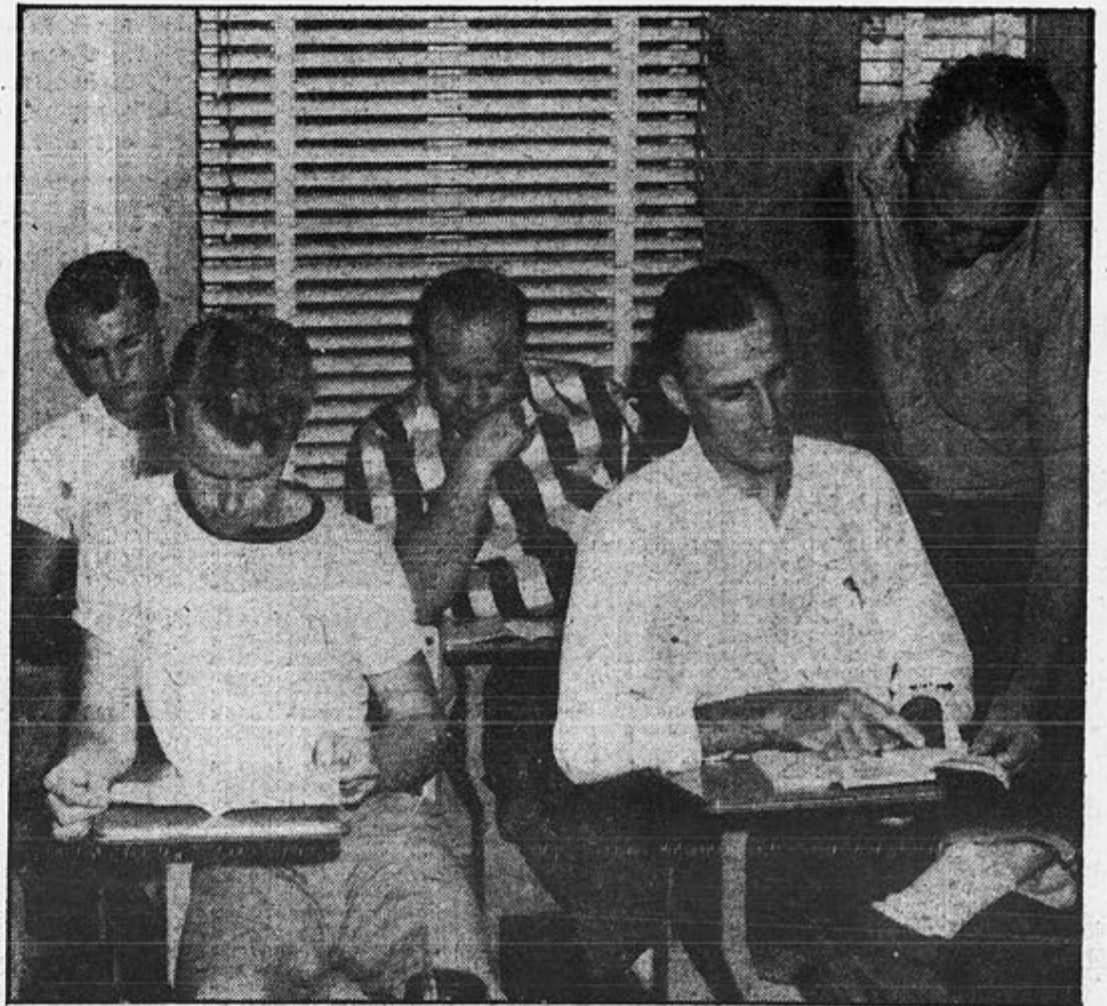
Pakistani Visitor Briefed On Shipping



K. M. Ilyas, assistant general secretary of the Seafarers Federation of Pakistan, gets review of SIU registration and rotary shipping procedure from headquarters chief dispatcher, A. "Frenchy" Michelet.



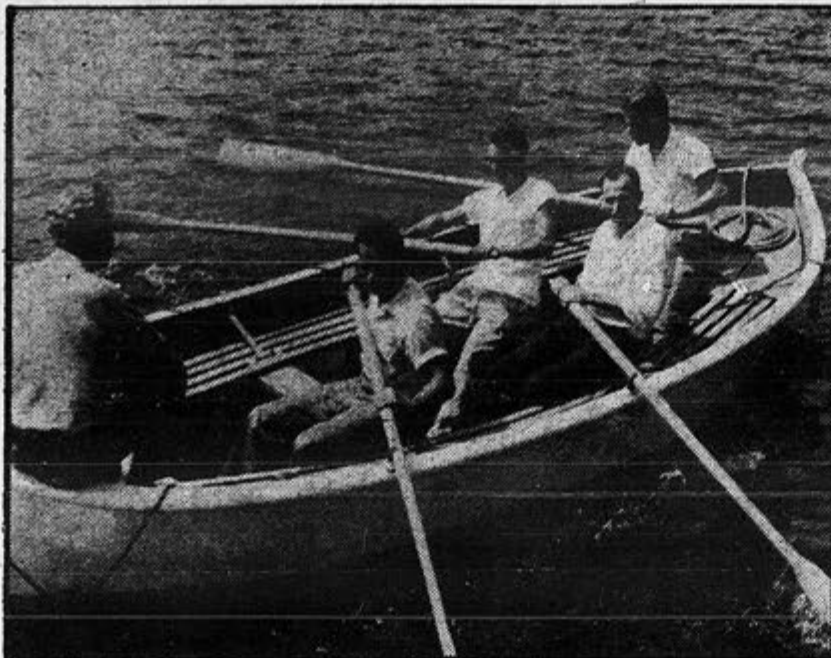
Seafarers Training School



Aboard the SIU training ship Andrew Furuseth, instructor Bill Wallace describes how to read compass to students (l-r) Clifford B. Ivey, Louis "Whitey" Moore, George Williamson, James L. Smith, Wade Russell and Arthur "Red" Witherington. All enrollees learn basic seamanship, regardless of department they choose for specialized study.

Garland Russell, OS, gets clarification of point in first aid manual from instructor Bill Wallace, veteran SIU bosun (standing). Other students in classroom (l-r) are George Bishop, Arthur Witherington and Louis Moore. First Aid is required subject for students in all departments along with lifeboat ticket.

Appearing on these pages are members of the first group of trainees to attend the SIU's Andrew Furuseth Training School in Mobile, Alabama. Jointly operated by the SIU and Union-contracted operators under the SIU Welfare Plan, the school recently graduated this first class as part of its regular two-week schedule of courses.

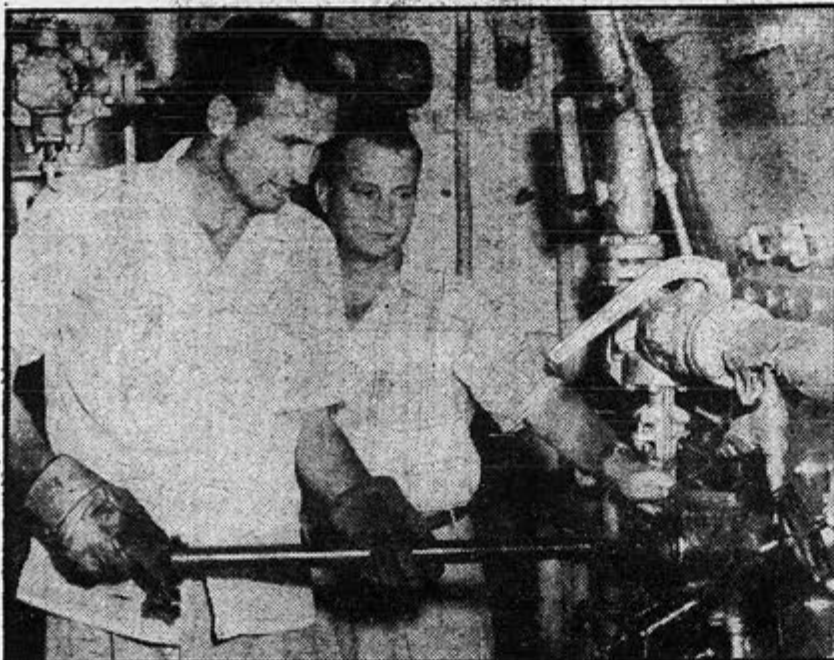


All SIU training school graduates must qualify for life-boat ticket, so George Williamson, James L. Smith, Wade Russell and Arthur Witherington man the oars. Boat isn't freightship size, but fundamentals and orders are the same. Instructor Wallace calls the orders.

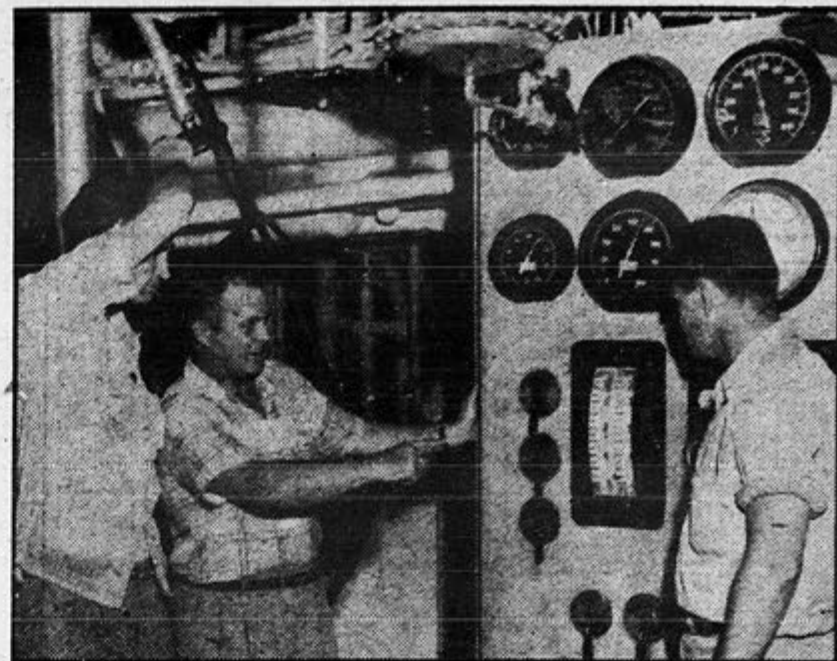
The Furuseth school offers training and upgrading courses in all three shipboard departments for men sailing SIU ships. For these purposes it utilizes the training ship Andrew Furuseth, shoreside installations at Bayou La Batre and the engine rooms of SIU ships in Mobile harbor, when necessary.

The SIU training school is capable of handling a maximum of 30 trainees in each two-week period of initial training or refresher. Instructors at the school are all veteran Seafarers with years of experience in their particular specialties.

For the Seafarer the training school is a place where unrated men can upgrade to a rating and new men entering the industry can learn the basic elements of seamanship. For the operators the training school is assurance that at all times the SIU will be able to supply them with qualified, efficient crewmembers—a feat the SIU has maintained throughout its years of existence.



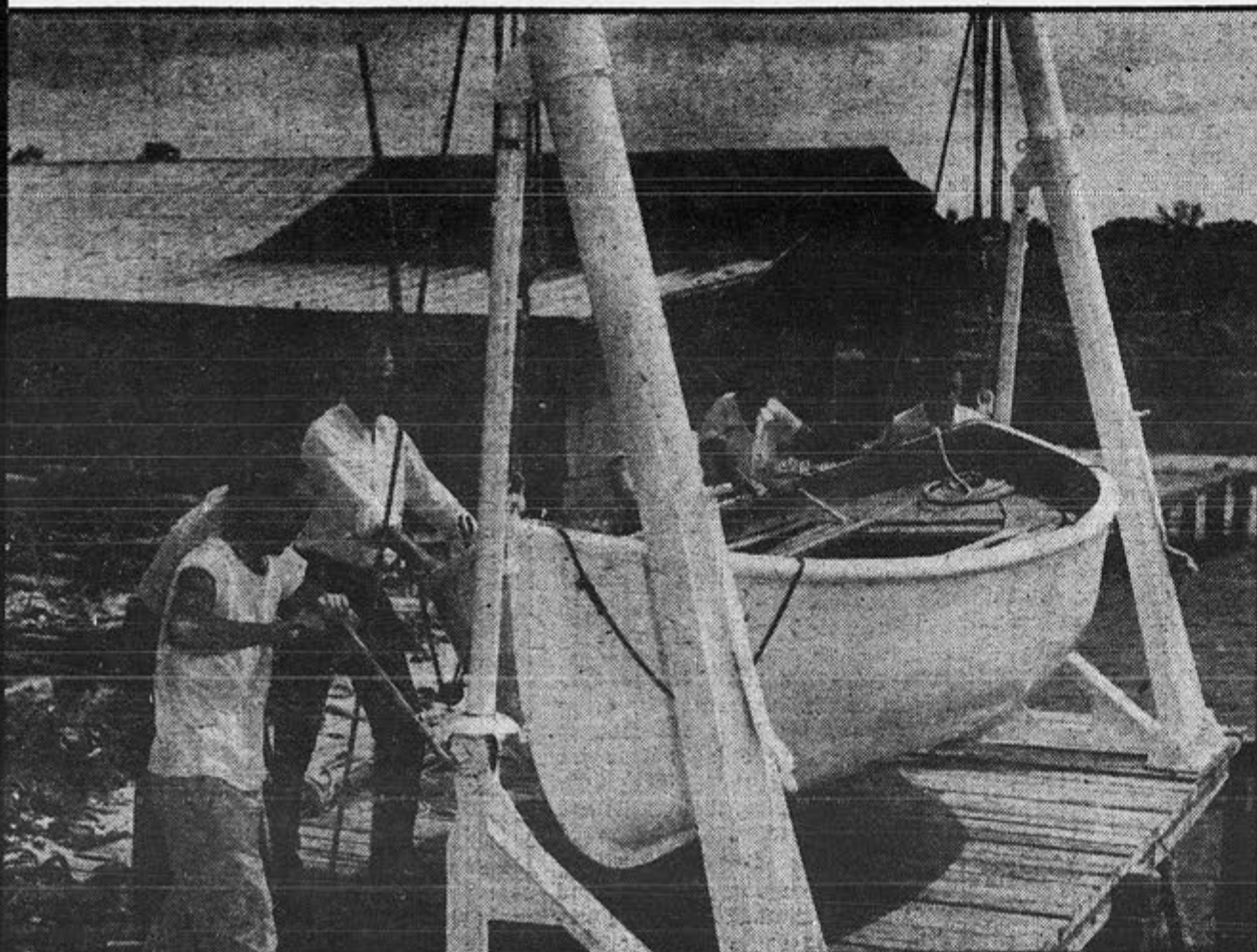
Engaged in pulling a burner, R. H. Orsó, wiper, receives engine room instruction from Mobile patrolman Robert Jordan aboard the Alcoa Clipper. Instructors in all departments are veteran seamen with years of experience in their special fields.



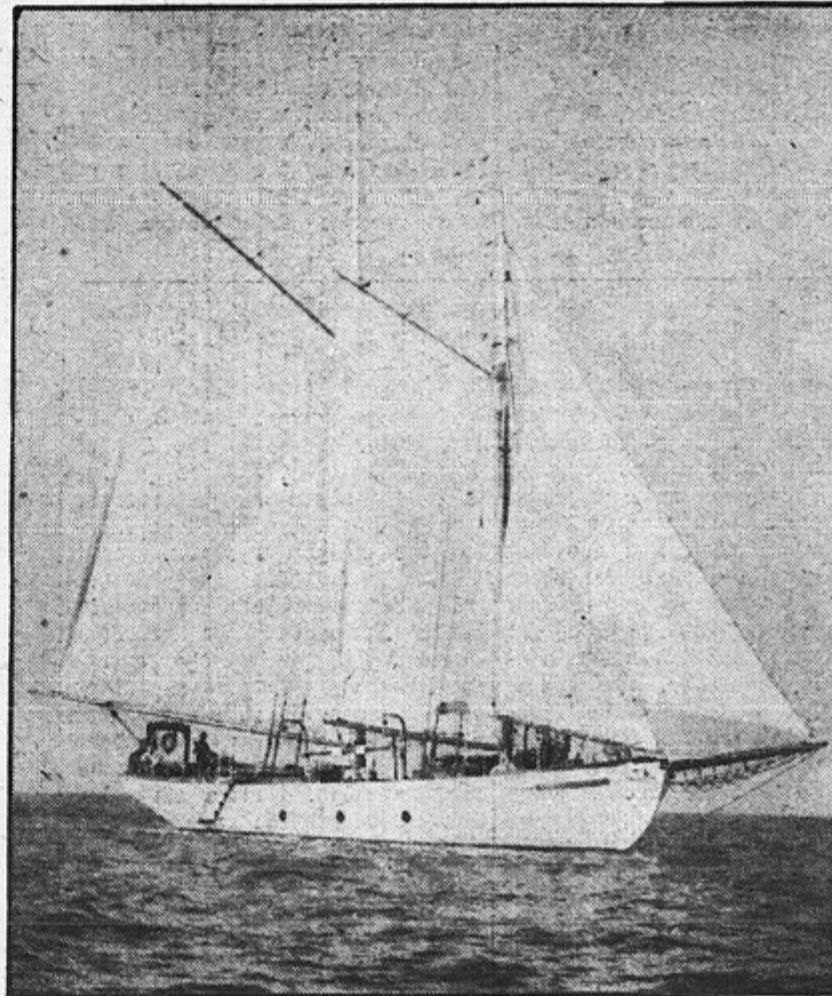
Two-week training course includes workouts on actual vessels, such as session in Alcoa Clipper engine room where SIU engine patrolman Robert Jordan (center) explains function of gauges on engine room board to students R. H. "Slim" Orso (left) and J. Holladay.



"Cut 'em just so thick," says veteran SIU steward Cliff Taggart as he instructs Clifford B. Ivey (left) and George Williamson (center) in the art of cutting meat. They were preparing to advance their steward department ratings to cook.



Seafarer-students crank away the boat from dockside davit at Bayou La Batre site of the SIU's Andrew Furuseth Training School. The group was part of the first contingent to complete studies at the new school developed jointly by the SIU and SIU-contracted steamship companies for upgrading merchant seamen as well as training new men entering the industry. Training site is near Mobile.



View of the SIU training ship Andrew Furuseth in bay during recent cruise. The sleek sailing vessel, equipped with auxiliary engines, provides ideal seagoing training site for all departments, since seamanship is required course for all students.

MEET THE SEAFARERS

GEORGE ROHRING, AB

Bring up the subject "professional sailor" and Seafarer George Rohring fits the category perfectly. A sailor for 37 years, Rohring is proud of his reputation of "being able to do any job, no matter what, in the ship's deck department," as a fellow Seafarer put it.



Rohring

A native of Hamburg, Germany, Rohring is also a veteran union man, since he has been carrying a union book since 1926 in the old ISU, and since 1938 with the Seafarers International Union. He rates as one of that handful of determined seamen who helped build the SIU to its present status.

The 51-year-old Seafarer started his deepwater career out of Hamburg, Germany, when he was 15. It was the end of World War I and Rohring still vividly remembers the post-war inflation and revolution in which thousands died in the streets of hunger and bullets.

Rohring got to the US in an odd way. In 1926 he took a German ship which had been repaired after a serious fire. The repair yard evidently didn't do the job too well because she succumbed to a hurricane her first trip out. Rohring was her only survivor. Right then he took off for the US and has been sailing US ships out of Baltimore ever since.

Another oddity in this veteran sailor's life was that he was never permitted to sail during World War II. When the war broke out he had not yet obtained citizenship which meant that he was considered an enemy alien. While US ships were crying for experienced hands, Rohring worked as a rigger in a Baltimore shipyard.

When the war ended Rohring caught the Baton Rouge Victory out of the SIU Baltimore hall. Subsequently he squared away his troubles with Immigration and now holds US citizenship.

A confirmed bachelor, Rohring claims he will never retire as long as he can make it up a gangplank. Going to sea today with the SIU, he feels, is all a man could ask for.

JAMES COX, Cook

With a ten-year hitch in the US Marine Corps behind him, Seafarer James Cox wanted to see the world from another angle. In 1947 he caught an SIU ship out of Baltimore and decided that seafaring was his dish. Now awaiting a ship at the SIU Baltimore hall, his opinion on going to sea remains unchanged.



Cox

A West Virginia mountaineer by birth, Cox grew up in the town of Beckley in that state. He began his Marine Corps service in 1937 and continued through the hectic days of World War II. Cox emerged from the Corps a master sergeant, the highest rating obtainable by a non-commissioned officer.

Cook In Corps

His many years of experience as a cook in the Corps stood him well on board ships as he has been sailing as a rated man in the steward department ever since.

Strangely enough, this ex-Marine had one of his closest brushes with the grim reaper on board the SIU-manned Edwin Janeway in 1950. It was during one of those vicious North Atlantic winter storms all-too well-known to Seafarers. At the height of the storm the Janeway cracked down the middle and threatened to break in two. Good seamanship and plenty of feverish work succeeded in bringing the ship into port safely.

Like many Seafarers today, Cox is a proud husband and father of three small children, Patricia, 5; James Jr., 2½ and Billy, four months. As such he knows the value of the SIU Welfare Plan, since he has twice collected the Union's \$200 maternity benefit. He and his wife have hopes of seeing their children through college some day with the help of his earnings as a Seafarer.

Seafaring for a married man has its difficulties, as Cox would be the first to admit. But with those good SIU shipboard wages and conditions Cox finds the advantages of sailing more than make up for long absence from home and family.

'No Sale!'



SEAFARERS IN ACTION

Crewmembers of the Seatrain Louisiana know the contents and objectives of the Bonner Bill pretty thoroughly by now thanks to a shipboard discussion led by Selig Freilich, ship's delegate. Freilich went over the proposals at a recent shipboard meeting for benefit of crewmembers who might not be familiar with the bill.

A black gang regular, Freilich has been carrying an SIU Union book since back in March 1, 1947. He's a native New Yorker and is 25 years of age.

Brother J. N. Crews on the Warrior (Waterman) has a proposal which has been kicked around on various occasions in the past few years. The brother proposed that the Welfare Plan consider putting projectors and motion picture films on board each ship, with the ships to exchange films with each other.

The desirability of putting movies on board ship has been recognized by all hands for some time. But the problem is to work out foolproof administrative details and to figure out a way of safeguarding sound projectors and other valuable portable properties involved.

Crews is an Alabaman who sails on deck. He joined the SIU in New York in 1948 and makes Mobile his home town. The generosity of Brother

Charles Pedroso on the William H. Carruth means plenty of reading matter for his shipmates. Pedroso donated a large number of books and magazines to the crew for use as they see fit, which was much appreciated by all hands.

Pedroso comes from New York originally but now makes Galveston his home port. He is 46 years of age and has been sailing with the SIU for a little over two years now.

When a ship new to the SIU is first crewed by Seafarers there are usually a few odds and ends that have to be straightened out before she is shipshape, SIU-style. That was the case on the Mojave, where the steward department had to struggle with a balky galley range and had no mixing machine. Nevertheless, crewmembers noted that the men in the galley were doing a fine job in the face of these difficulties which is a credit to their skills and improvising talents.

Handling meeting chores around the ports at the last June membership meeting were, among others, K. Goldman in Boston; M. Culp in Philadelphia; J. B. Christy and D. Aeker in Savannah; J. Wood and R. Seeburger in Tampa; J. A. Phillips in Lake Charles; O. Fielding in Houston; A. F. Martinez in San Francisco and George Hildreth in Seattle. Regular weekly commit-

tee assignments were handled by the following: In New York, P. Blanco, W. H. Cassidy, S. Handley; in Philadelphia, J. Crowley, N. Paine, W. Pleszczuk; in Baltimore, C. S. Jacks, L. Garabedian and R. Knowles.

In Mobile, committee members were L. Cayton, M. Trehern, and G. W. Dean while in New Orleans they were L. Fuseller, J. S. Montan and R. N. Elliott.

All of these were on weekly auditing committees, which like other committees, are limited by the constitution to rank and file members only.

Ship's delegate S. Vincius of the Orion Star had a request of the crew which has been raised before and seems like a pretty reasonable one. He proposed that when the ship pays off and the patrolman comes aboard, to allow the ship and departmental delegates an opportunity to take up overtime beefs and other matters. If half the crew runs to the patrolman with a variety of individual beefs the patrolman is hard-pressed to get anything settled. In other words, he says, let the delegates have their say, and then if not satisfied with the outcome, come forward on your own.

An engine department man, Vincius joined up in Galveston in 1947. He hails from San Antonio, Texas.

LABOR ROUND-UP

Two legal decisions of importance to the union movement came out of state courts recently. In Wisconsin, the state supreme court ruled out a ban on picketing as unconstitutional. The ban had applied to picketing where there was no labor dispute involved but where a union was advertising the fact that an establishment was non-union. In Nebraska, the courts there ruled that the state "right to work" ban on the union shop took precedence over the union shop provision of the Railway Labor Act.

Building tradesmen in New York are working under a new three-year contract providing 45 cents an hour in total increases. The first 15 cents is immediate and the rest of the increase comes in two more installments on the first of each succeeding year. Approximately 45,000 AFL building trades members are affected.

Washington was still tied up by a transit strike as Congressional

feeling rose against Louis E. Wolfson, major figure in the Capital Transit Company. Wolfson was due to testify about charges that he and his associates had been milking the company's assets.

Florida's hotel strikers are awaiting a National Labor Relations Board decision on whether or not the NLRB would take jurisdiction over their walkout. About 5,000 AFL hotel workers have been striking for over three months for representation. Florida state law does not provide any method whereby a union can get representation through an election.

The next target of the CIO drive for supplemental insurance benefits will be the General Electric Company. The International Union of Electrical Workers, CIO, is opening contract negotiations with this demand on the top of the list. It is heartened by the fact that Henry Ford II is a member of the GE board of directors. Ford was the first to agree to such a plan.



Crews



Hildreth



Vincius

A Second Look... SIU Blasts NMU Bid For New Coast Guard Rule Of Seamen

The campaign by certain elements in Government and in the ranks of steamship associations to put over Government controls on sea unions has received a severe setback as the result of testimony by SIU of NA representatives before the House Merchant Marine Committee.

After hearing the SIU spokesmen, Committee Chairman Herbert Bonner, author of the proposed controls bill, indicated the Committee would take a close second look at the activities of steamship associations and the subsidized companies.

What jolted the Committee was the news that SIU-contracted companies, the majority of them non-subsidized or smaller subsidized companies, unanimously opposed any system of Government control over free collective bargaining. Spokesmen for the Pacific Maritime Association and the American Merchant Marine Institute had taken great pains to make it seem that their views on the subject were representative of the industry as a whole.

Subsequently, Committee members won an admission from the AMMI spokesman that there was a great difference of opinion within the ranks of the AMMI on the subject, while the AMMI was going on record in favor of controls.

What happened was that the fat cats of the industry, the favored few big subsidized companies, were doing all the talking for the shipowners while the great majority of steamship companies, non-subsidized and smaller subsidized operations, were not getting their views across even though they may be members of PMA and AMMI.

This confirms charges made by SIU spokesmen time and again, that outsiders, non-maritime people, in the management of the major subsidized lines have captured the steamship associations and have used them as tools to further their own pet projects at the expense of the industry as a whole.

The SIU also pointed out that these outsiders were not interested in efficient operation, and indeed, could not be efficient if they wanted to, because they have little practical knowledge of the business. The result is that Government aid to the industry is drained off for the benefit of a few.

Committee members were obviously impressed by SIU testimony and indicated they would spend a good deal of time looking into these angles in the near future. Further, it became obvious that the Committee was already shying away from proposals to hamstring maritime labor.

In other words, shipowner plans to use these hearings as a weapon against maritime labor have begun to boomerang. Instead, these same shipowners may find themselves on the Congressional griddle before long.

An attempt by the National Maritime Union to bring the Coast Guard down on the necks of seamen has been assailed by the SIU. Even the Coast Guard itself was reluctant to get involved and had to remind the NMU that the union was violating a long-standing tradition of seamen.

The SIU blast at the NMU for "betraying one of the basic principles of maritime unionism" came after the NMU invited the Coast Guard to deal with an internal, shoreside disciplinary problem. Despite NMU pleas that the Coast Guard do something, pleas which were carried directly to the Commandant, the Coast Guard refused to intervene. Instead the Commandant recalled that it had been the NMU's stated position that the Coast Guard had no business taking jurisdiction over seamen, particularly over acts committed shoreside.

Specifically, the NMU was asking the Government agency to "do something" about seamen who had been using phony discharges to get aboard NMU-contracted ships. Sea unions have always fought any interference by Government police agencies in union affairs.

Here is the way the NMU "Pilot" of July 7 reports the incident (Page 8).

"We have received word . . . that the Commandant of the United States Coast Guard has refused to assist us in the prosecution of seamen . . . Hoyt Haddock . . . was told by the Commandant that it has long been the position of the National Maritime Union that the Coast Guard has no jurisdiction over a merchant seaman for any wrongful acts which he may commit while unattached to a vessel.

"Since the alleged acts . . . occur while a seaman is shoreside the Coast Guard is taking a hands off attitude consistent with the position of the union . . ."

In other words the Coast Guard was telling the NMU "live up to your own policy."

Contradicts Tradition

SIU officials were amazed to learn of the NMU's move which contradicts everything the SIU and other unions have stood for in maritime. Since its very beginnings the SIU has carried on an unending fight to get the Coast Guard off seamen's necks and get rid of Coast Guard controls of working seamen. The NMU's move would extend such Coast Guard control to seamen when they are not even in the employ of a vessel.

It was believed that the move reflected the NMU's complete inability to keep its own house in

order and its willingness to take the help of any Government agency to do so. As a matter of fact, the NMU has already gone to the US Attorney's office for help after being rebuffed by the Coast Guard.

Previous Pattern

In examining the record, it appears that this isn't the first time the NMU has solicited the aid of Government agencies and outside groups in disciplinary matters. On October 22, 1943, NMU President Joseph Curran wrote approvingly of Coast Guard controls by declaring that "The Coast Guard knows what a merchant seaman is really like . . . we can expect the Coast Guard to make a thorough investigation and to take action on all cases of reported misconduct . . ."

Used Communists

On another occasion, Curran made use of an outside group—the Communist Party—to crush an opposition group in the NMU. As reported in the study "The Structure and Government of Labor Unions," published by the Harvard University Press, Curran used the apparatus in 1939 to expel anti-Communist officials and members. "Acting through President Curran," the book says, "the Communist faction launched an offensive against their opponents" and several officers were expelled although they argued "their only offense was opposition to control of the union by the Communist Party."

The current attempt to use the

Coast Guard derives directly from the NMU's abandonment of its hiring hall and subsequent flooding of its registration lists by outsiders. As a result of this and of the chaotic lack of shipping records in the NMU, a number of counterfeit discharges were used in the NMU, so as to win for the bearers some kind of seniority. It is in punishing these men that the NMU has solicited Coast Guard intervention.

Saigon Curbs \$s, Smokes

Authorities in the port city of Saigon, Indo-China, are clamping down once again on the circulation of travelers checks, and US and other foreign currency, in an all-out effort to lick the flourishing black market. All such currency must be declared and secured with the master of the vessel before crewmembers go ashore. Failure to do so means seamen not only run the risk of having their money confiscated, but also face possible fines or additional penalties. The amount of local currency that can be taken ashore at any time is 400 piastres, equivalent to \$11.20 in American money. In addition, the cigarette issue to crewmembers during the entire stay in Saigon must be limited to one carton (200 cigarettes).

Inquiring Seafarer

Question: A Seafarer has suggested that crewmen report to the SEAFARERS LOG unsafe shipboard conditions that are not corrected. What do you think?

Peter Blanco, bosun: If something is unsafe it's the main job of the patrolman to see that the company fixes it. But a write-up in the LOG would be helpful to keep the shipowners on the lookout for unsafe conditions.



David W. Clark, ch. elect: It depends on the individual case. Publicity in the LOG would be very useful against companies who don't act on safety. But if a company cooperates, the repair should be handled the usual way. In serious cases, ships should be held up until repairs are made.



Efraim Sierra, wiper: The important thing is to correct unsafe conditions as fast as possible and only the patrolman can do that, if it isn't taken care of during the trip. It wouldn't hurt any to have stories in the LOG though, because it might make the companies more careful.



Charles Carey, 2nd cook: Any such condition should be handled by the patrolman and the delegates first through the repair lists. After that if the company doesn't take notice and no improvement results from the patrolman's actions, it could be put in the LOG.



Anthony Palino, AB: Unsafe conditions should go on a repair list and be straightened out by the patrolman. The trouble is that after a patrolman settles a beef some companies go back on their promises and send the ship out the same way. That's where LOG stories would be handy.



Carmelo Martinez, utility: The patrolman is the one who is supposed to take care of the crew's beefs about unsafe conditions or anything else. It's up to the delegates to bring the beefs to him if they can't settle them on the ship. That's the way it should be handled.



Hq Reports Beefs Lowest In Years

NEW YORK—The SIU's new system of ship's committees and the new headquarters method of handling beefs reported from ship is paying off for all hands, Claude Simmons, assistant secretary-treasurer, reports. Instead of letting beefs wait until the payoff to be settled, the new system attempts to square away misunderstandings while the ship is

still out on a trip. The result is that payoffs in the headquarters port have been running far smoother than in past years and beefs are not left idle for a number of weeks in which to be constant sources of friction.

New Clarifications

Aiding in obtaining this result, Simmons says, are the new contract clarifications which have been put aboard the ships. The clarifications worked out between the Union and the shipping companies have done much to improve the atmosphere of shipboard work.

Simmons reported that he had been visiting ships personally for the past couple of months and "I was quite surprised to find out how much easier and smoother ships are paying off these days."

The new system depends in large

part on the Union's efficient, interport communications network. Where a beef is reported in the minutes, memos go out immediately to the next port the ship is due to hit where the matter is handled. Or else the communication goes direct to the ship and helps clear up the matter on the spot.

On the shipping side, the headquarters port continues to hold to its hot shipping pace with all ratings except chief stewards having no trouble getting out. As a matter of fact, the port is in need of rated engine department men, and Simmons again advises men to get those pumpman and electricians' ratings, among others.

The port paid off a total of 22 ships, signed seven on articles and serviced 17 coastwise, intercoastal and islands ships, in-transit.

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Wentley Crew Okays 2-Pots--For Washer

Washing machine and laundry rooms generally have been a point of friction aboard many ships for some time. Somebody always forgets to turn the machine off or to clean up the room itself after each use.

The Lawmakers



I would sure hate to have to get a job after some of the labor laws we passed!

In that way, the crew can have its washing machine and the officers can have their own also. Oilers' drawers would no longer mix with the chief mate's dress shirts.

But there are some drawbacks. There would still probably be only one laundry room. Thus, although a new pastime might be added to ship-board entertainments...



Wentling

Digest of ships' Meetings

Thompson. Deck engineer. to give washing machine complete overhaul. Engine department is willing to take turns in the afternoons with the deck department to make coffee.

- REPUBLIC (Trafalgar), May 10—Chairman, R. High; Secretary, W. Barth. Ship's treasury is \$10.30. All communications accepted and concurred.
June 12—Chairman, B. High; Secretary, W. Barth. Recent communication from headquarters accepted and concurred.

Seafarers In The Hospitals

- USPHS HOSPITAL BOSTON, MASS. Peter King Daniel J. Sheehan
USPHS HOSPITAL SAVANNAH, GA. Terrell D. Adams William G. Gregory

- USPHS HOSPITAL NEW ORLEANS, LA. Louis Anderson Frank Martin
USPHS HOSPITAL SEATTLE, WASH. L. Bosley Jack Ryan
USPHS HOSPITAL SAN FRANCISCO, CALIF. Margelo B. Belen William P. Hunt

DEL VIENTO (Mississippi), May 1—Chairman, A. Perez; Secretary, A. Tolentino.

claims this has been the best trip he ever made in the Persian Gulf. The crew was more than satisfactory to him. Crew and delegates thanked Captain and department heads for good cooperation. It was a fine trip for all.

MAIDEN CREEK (Waterman), May 22—Chairman, W. J. Brown; Secretary, L. Wing. Ship's delegate reported he spoke to chief engineer about the days that there was no hot water midship. Vote of thanks to ship's delegate R. Reid for doing a good job.

JULESBURG (Mathiasen), May 11—Chairman, J. Desingue; Secretary, D. Douglas.

ALCOA ROAMER (Alcoa), May 9—Chairman, R. Kienast; Secretary, H. Egelhart.

Southstar Crew Plays Tourist



Southstar crewmembers prepare to tour points in La Pallice, France. Pictured (l-r) are: Ben Shaw, master; Robert Welch, chief mate; Willard Mullings, AB; C. H. Childers, radio operator; William Betgood, OS, and Benny Swearington, AB.

What Makes 'Em Go To Yokohama? It's Not The Food Or The Scenery!

Almost every Seafarer who has sailed to Japan and Korea the past four years has a soft spot in his heart for Yokohama. Some liked Japan so well they returned and entered into business or got jobs with American companies.

Why is it? What has Yokohama got? Seafarer F. J. "Whitey" Johnson on the Del Norte, who's put in some time out there, says it's a lot of things all rolled into one. His personal travelogue runs like this:

"Remember. . . 'Chinatown'. . . how 100 yen got you there in a hurry? . . . The Rose Bar. . . The Marseilles Bar where ex-SIU Brother Freddie Reid operates. . . Richard Kim, who earned great respect while a Union patrolman for

his ability to iron out beefs and create harmony between seamen, steamship agents and Japanese government officials. . .

"Remember those quaint bars where charming, almond-eyed 'baby sans' served you drinks. . . danced with you and listened to your alcoholic ravings, your beefs and your troubles. . . female patrolmen at your service—with interest.

"How about old 'Mike,' the ex-

con man, who's had a little experience in every shady business known to man during the past 2,000 years. In his day, he's been a card shark, dice man, rum runner, pimp, burglar, heist artist and even an under-



Johnson

taker. "Mike" missed a ship seven years ago in Japan, but got along somehow. All the girls know him and, at 63, he's Yokohama's number one 'wolf.'

"Of course, Japan is cheap, but I wonder. . .

"How many ever really took the train and went over to Tokyo. . . Hakone. . . or Kamakura where the oldest Buddha is located?

"I once asked a shipmate why he liked the Japan run so well. . . 'Is it the climate?' I said.

"Lousy climate. Too much rain. Too hot and too cold."

"Do you like the Japanese food," I queried.

"Who likes fish heads and rice?" he shot back.

"How about the scenic panorama of Japan?"

"What scenery?" my man said.

"Listen, why do you keep on this run then?" I asked finally.

"Well, brother, I didn't say anything against the women, did I?"

"And he was right!"

Sea And The Man -- The Seafarer's Destiny

(Because the feelings of most seamen regarding the sea are probably capsulized somewhere in these words by Seafarer Thurston Lewis, the LOG is reprinting them in their entirety.—Ed.)

"There is something about being aboard a ship—miles away from the hubbub of the world—a cleanliness—a peace—a satisfaction—a chance to catch one's breath—that puts the Seafarer in perfect harmony with the surrounding universe.

"At night the stars seem brighter than they are elsewhere. The hungry engulfing ocean is all around—one is only a few feet from certain death—and yet, under proper circumstances, the Seafarer is sustained and supported by that huge loving monster whose eternal hope is to eventually receive him into her ample bosom.

"One doesn't have to be too particular about his manners aboard a ship, nor is he worried about tomorrow, nor even his past. How many a Seafarer has left circumstances and conditions ashore which hampered him whichever way he would turn?

"The sea swallows one's prob-

lems and the breezes sweep them clean. There are no cramping social obligations to be met. The days are long and not too demanding.

"Truly the sea is the Seafarer's destiny. Gone are the old taunting ambitions — those will-o-the-wisp goals that are never obtained, and the mocking failures.

"There is only one port to make. It is no great accomplishment, but even so, there is a vague sense of achievement when each port is reached — when each cargo is loaded or discharged—when each dock is left behind.

"The sea is not the haven for the happily married but it bears a solace for those who have lost in their home and love life.

"Although life aboard a ship does not stress the social amenities it teaches tolerance. The necessity of living together brings about a respect for our fellow man and a recognition of each man's rights. Seafarers know how to enter a foc'sle quietly when others are sleeping and few good Seafarers whistle or sing loudly when they are apt to disturb others.

"The sea is not everybody's destiny, nor should it be. But without a doubt it is the Seafarer's track of least resistance. Though monstrous swells of formidable height confront him, he plunges through them with less resistance than he would find ashore in everyday life.

"It is not without a certain sense of loss that one goes to sea but that which is lost is not as great as that which is gained. One has a better opportunity to see life steadily and to see it whole.

"And so Seafarers are content

to 'sail on, sail on, sail on, and on.' The name of the vessel never matters. Just let there be plenty of cargoes, plenty of ports and plenty of ships."

LOG-A-RHYTHM:

Baby Prayer

By Harry Price

My little girl said, "Daddy dear, "I wonder if you could, "Please come with me my prayer to hear "I want it understood."

As she knelt down beside her bed She clasped her hands with care And then she bowed her curly head And offered up this prayer.

"Dear God, I had a dream last night "I hope it wasn't true "My mom and daddy had a fight "And they said they were through.

"Please, God, don't ever let them part "No matter what you do "I know that it would break my heart "And baby sister's, too."

When she had said her last "Amen," A smile lit up her face She saw her mom and daddy then Clasped in a fond embrace. Her little world secure once more She shyly watched them kiss, And then she tiptoed through the door To tell her baby sis'.

Lawson's Gang



Galley gang on the George A. Lawson poses with GI "mascot" of ship (back row) in Pusan, Korea. Shown (l-r) are Seafarers John Hauser, steward; Jimmy Cox, baker, and Bob Aumiller, BR.

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Burly

Playing It Safe

By Bernard Seaman



Japan-Korea Shuttle? They've Had It



Although the photographer didn't put it to them that way, the expressions of these Seafarers aboard the George Lawson might well be their answer to the question: "How do YOU like the Japan-Korea shuttle after eight months?" The variety of answers pictured (l-r) are supplied by Tom Carter, deck engineer; Joe Brooks, oiler; "Blackie" Peters, OS; Bob Everton, OS.

Persian Dockers Help Seafarer Cheat Death

Thanks to two Persian longshoremen who were alert to a cry for help even during an afternoon siesta, Seafarer Luis G. Figueroa is alive and well today.

Events moved fast—even in 117 degree heat—while the Steel Navigator was in Khorramshahr, Iran, on Memorial Day, May 30.

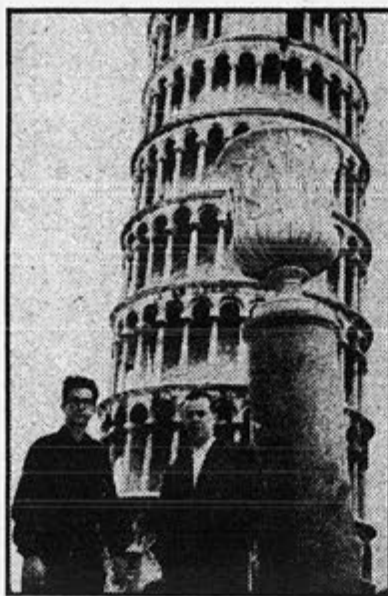
According to Julio Evans, bosun, who was also on the spot, Figueroa was painting over the side at the port side of number one hatch. Gingerly balanced in a sitting position on top of the spring wire of the ship alongside the dock, he had climbed the first four steps of the ladder he was using when the heat

and cramps in his arms and legs teamed up against him. Answering a feeble call for help, Evans stepped down the ladder and helped the stricken Seafarer to a sitting position on top of the spring wire. But the rescue was far from over. A 206-pounder, Figueroa was still "out" while 25 feet above the piles of the dock and at least an equal distance from the deck above. It was here that the longshoremen, two brothers, played the real heroes. Although they and other local dockworkers had been knocked off for their regular afternoon siesta away from the sun, they appeared from out of nowhere to lend Evans a hand. "Within seconds they had gotten



Figueroa

Tower Tour



Visiting nearby Pisa, with the Alcoa Planter in port at Leghorn, Italy, Seafarers Joseph Campbell, AB (left), and Stanley Novack, fireman, pose near tower.

WESTERN TRADER (Western Navigation), April 17—Chairman, M. Gross; Secretary, E. Conrad. House used for the cargo checkers. Crewmembers were asked not to leave linen in bag in passageway where shore workers can "borrow" it.

ALCOA PEGASUS (Alcoa), May 21—Chairman, G. Finkle; Secretary, L. Phillips. All repairs aboard ship have been taken care of except scupper in passage forward, which will be taken care of in Mobile. Crewmembers wanting cigars should order same through mate in charge of slopchest.

ALCOA PIONEER (Alcoa), May 15—Chairman, R. Himel; Secretary, J. Tilley. The latest headquarters report was accepted with a vote of thanks for the ideas set forth, and the way the membership both ashore and at

Digest of ships' Meetings

sea are being kept informed of plans and progress made. The ship's delegate resigned and thanked the crew for their cooperation in making the voyage pleasant for all on board.

KATHRYN (Bull), May 22—Chairman, W. Eklin; Secretary, A. Gonzalez. Longshoremen have been using cups without returning them to the pantry, and crewmembers were asked to return same also.

May 24—Chairman, C. Martin; Secretary, A. Gonzalez. The latest headquarters report was read and accepted.

MASSMAR (Calmar), May 17—Chairman, A. Novak; Secretary, M. Willey. Usual complaints reported on the food situation. Cooks state that not enough food is being placed aboard on arrival on East and West coasts. All departments getting along reasonably well.

OCEAN DINNY (Ocean Trans.), April 23—Chairman, G. Hanson; Secretary, R. Masters. Repairs discussed and a list will be turned into the proper authorities. Gunder H. Hanson elected ship's delegate by acclamation.

May 20—Chairman, R. Coote; Secretary, R. Masters. A vote of thanks was given to the steward department for the good food and service.

OCEAN NIMET (Maritime Overseas), May 9—Chairman, J. McColum; Secretary, S. Ciesiak. A cablegram was sent to the port agent in Seattle. Fifty cents will be contributed by each member for ship's business.

ALCOA PIONEER (Alcoa), May 8—Chairman, R. Himel; Secretary, J. Tilley. Complaint made that there is too much silverware put on the table, and no change was made in the feeding program. The crew made a statement that they want wider sheets for their bunks.

ALCOA POINTER (Alcoa), May 17—Chairman, C. Welsh; Secretary, L. Bruce. Latest bulletin was read and discussed, and a motion was made by Welsh to accept and concur with a vote of thanks to the Union trustees for a job well done.

ALEXANDRA (Carras), May 17—Chairman, V. Szymanski; Secretary, W. Hand. Motion made and carried that the crew go on record and thank the headquarters negotiating committee for the fine job done on the increase in welfare benefits and the hiring clause.

ANN MARIE (Bull), May 5—Chairman, C. MacQueen; Secretary, L. Calderon. Crew agreed to donate for repairing the radio. Ship's delegate reported that with the cooperation of the master we did get the washing machine.

ARIZPA (Pan Atlantic), May 18—Chairman, Garrod; Secretary, N. Davis. Headquarters report and communications were accepted as read.

BEATRICE (Bull), April 17—Chairman, M. Santiago; Secretary, P. Dunphy. Vote taken on whether to establish a ship's fund. It was decided among crew that a fund wasn't necessary on a short run. Repair lists will be turned in.

COE VICTORY (Victory Carriers), May 17—Chairman, R. May; Secretary, L. Hall. Discussions held on the welfare increases, current affairs on renovations of headquarters hall. Crew voted to accept resolutions on the new seniority system and AFL stand on CAMU.

FORT HOSKINS (Cities Service), May 15—Chairman, A. Alexander; Secretary, B. Webb. The blower system in the galley will be fixed this trip. May 18—Chairman, A. Westphall; Secretary, A. Alexander. Motion made by Brother Koch to accept all reports as given by boarding patrolman and to give a vote of thanks to the Union's negotiating committee.

ROBIN GRAY (Seas Shipping), May 1—Chairman, J. Morris; Secretary, R. Knowles. Steward requested that all cots be turned in before ship gets in port. Crew requested that the patrolman contact the shipping company to have the ship's laundry rinsed better, as it smells of soap powder after being laundered.

May 18—Chairman, J. Movis; Secretary, R. Knowles. All communications and reports read and discussed.

SEANAN (Orlon), February 17—Chairman, P. Wilkinson; Secretary, R. Lauger. All hands were asked to keep foc'sles clean when paying off. A motion was carried that all three departments let each delegate see individual patrolman.

March 5—Chairman, J. Calamia; Secretary, J. Telesz. A vote was taken and crew was in favor of rejecting foreign money in Casablanca.

April 8—Chairman, A. Clouse; Secretary, J. Calamia. Crew decided to see what action can be taken for the exchange that the captain wanted to put out in Turkey. The steward asked each delegate to help back him in getting better stores in next port.

May 17—Chairman, Wollinski; Secretary, Nichols. Crew voted to adopt resolutions on newly-established hiring set-up and action taken by AFL union on CAMU dispute.

ANGELINA (Bull), June 12—Chairman, T. Smith; Secretary, W. Reed. Motion made and carried that inventory which is crew property be offered to 1st Assistant Engineer for the sum of \$5. Steward is to get new cots as per captain's orders.

CECIL N. BEAN (Seas Shipping), May 8—Chairman, H. Rode; Secretary, J. Menville. Good officers from captain on down aboard this ship, everything running smooth. Crew 100 percent in accord with Lundeborg's actions. Vote of thanks given to Negotiating Committee for welfare benefits and job well done.

HASTINGS (Waterman), May 21—Chairman, S. Carlisle; Secretary, J. Wells. Recent communication from headquarters accepted and concurred unanimously.

INES (Bull), June 16—Chairman, Vic Couer; Secretary, James Murphy. Ship will arrive in NY clean. Requested improvement in night lunch. Steward department was complimented on "fine work."

June 20—Chairman, J. Bergeria; Secretary, E. Ruz. Recent communications from headquarters read, accepted and carried unanimously.

OCEAN DINNY (Ocean Trans.), June 12—Chairman, J. Paisley; Secretary, R. Masters. Beefs on overtime, spot sougeeing, repairs, fresh milk and vegetables. Master authorized spot sougee only. Motion made and carried to insert clause in agreement to give checkers of cargo, in foreign ports, a space apart from crew's quarters. Motion made and carried to have clarification of boxing gangway watches on day of departure repealed.

ROBIN LOCKSLEY (Seas Shipping), June 18—Chairman, W. Lawton; Secretary, W. Trolle. Recent communication read and accepted unanimously.

SEAMONITOR (Excelsior), June 17—Chairman, Flaherty; Secretary, Moore. Motion made and carried to accept and concur with recent headquarters communications 100 percent.

SEATIGER (Orlon), June 12—Chairman, T. Patriquin; Secretary, A. Carpenter. Reported that captain doesn't know destination of next trip. Will try to replenish slopchest in Japan. Discussion held on posting sailing board; should be posted 8 hours ahead of time. Section 36 of Union contract read.

SEATRAN NEW JERSEY (Seatrains), June 11—Chairman, N. Kirk; Secretary, P. Patrick. Regarding letter written to SIU Welfare Department, the Union will do everything in behalf of Alex Copa that is possible. Communications from headquarters read and accepted unanimously.

June 20—Chairman, P. Patrick; Secretary, N. Kirk. Recent communication from headquarters accepted and concurred unanimously.

STEEL DESIGNER (Isthmian), June 20—Chairman, F. Hurd; Secretary, E. Klingvall. Motion made and carried to accept recent communications from headquarters unanimously.

RAYVAH (Ships & Freights), June 17—Chairman, M. Korchik; Secretary, T. Boarman. Motion made and carried to accept all communications to date, from headquarters, unanimously.

BRADFORD ISLAND (Cities Service), June 8—Chairman, I. Torre; Secretary, G. Fava. Delegate resigned, he is leaving ship in Lake Charles. Recent headquarters communications accepted and concurred unanimously. Enrollment card distributed to be completed by crewmembers.

CHILORE (Ore), June 13—Chairman, R. King; Secretary, S. Fulford. Ship's delegate saw captain about posting a time for sailing instead of sailing when loaded. Motion made and carried to accept and concur in headquarters communication.

DEL MUNDO (Mississippi), June 14—Chairman, George Duncan; Secretary, John Picou. Motion made and carried that ship's delegate see patrolman to have more paint put aboard. It was suggested that all crewmembers complete enrollment cards for welfare plan and that they inform their families about the additional benefits. It was also suggested that ship's delegate see the purser about sending someone or going himself with any sick brother to the hospital.

EDITH (Bull), June 7—Chairman, C. Starling; Secretary, N. Maffie. Recent headquarters communications accepted and concurred unanimously. Bosun urged crewmembers to press captain to have a new washing machine put aboard.

EVELYN (Bull), June 12—Chairman, R. Lundquist; Secretary, T. Foster.

This vessel left Port Sulphur Friday and three crewmembers missed ship. It is to be brought to the patrolman's attention that deck department is doing steward department work.

June 17—Chairman, R. Lundquist; Secretary, T. Foster. Recent communications from headquarters accepted and concurred unanimously. All beefs from previous meetings taken care of.

GEORGE A. LAWSON (Pan-Oceanic Nav.), May 22—Chairman, R. Barker; Secretary, A. Bokan. Report of infractions of crewmember turned over to ship's delegate for his action.

OCEAN NORA (Maritime Overseas), June 5—Chairman, T. Holt; Secretary, E. Kaznowsky. Ship's delegate requested crewmembers to read headquarters communications since they are posted several days prior to meeting. Communications accepted and concurred 100 percent.

RAYVAH (Ships & Freights), May 20—Chairman, E. Demasi; Secretary, N. Hatgimisios. Anyone with beefs is to see his delegate and it was requested that less noise be made in passageway.

June 12—Chairman, F. Demasi; Secretary, N. Hatgimisios. Engineers to be turned into patrolman for doing wiper's work and not turning them to do it. Patrolman to see that a full slopchest is put aboard.

ROBIN KIRK (Seas Shipping), June 5—Chairman, A. Thompson; Secretary, W. Collard. It was recommended that one of the crewmembers be voted off the ship. No beefs or trouble of than the aforementioned.

SOUTHWIND (South Atlantic), June 12—Chairman, T. Burke; Secretary, H. Krohn. Ship's delegate requested that every crewmember be on their good behavior and proceed to go back to the States with a perfect trip. Crew sent flower wreath to funeral of Brother O'Donnell's father. All recent communications read, accepted and concurred unanimously. Superior Laundry in Savannah loses too many clothes and does not make good for them. Suggest that another laundry come on ship.

STEEL CHEMIST (Isthmian), April 14—Chairman, E. Lessor; Secretary, R. Burns. Recent communications read and accepted unanimously. Entire crew backs up Harry Lundeborg on CAMU 100 percent.

May 8—Chairman, R. Beale; Secretary, E. Morris. Very good cooperation from the chief steward and chief mate. Deck department showers have been painted. Vote of thanks to steward department.

ALCOA PEGASUS (Alcoa), June 5—Chairman, G. Finkle; Secretary, L. Phillips. Balance of ship's fund \$25.15. A vote of thanks to Union officials who helped win the new welfare benefits.

ALCOA PENNANT (Alcoa), June 8—Chairman, E. Kelly; Secretary, A. Danne. Motion made and carried to accept and concur with headquarters communications unanimously.

CATHERINE (Dry-Trans), May 15—Chairman, F. Davis; Secretary, J. Block. Communications from headquarters accepted and concurred. Motion made and carried to contact headquarters regarding company's failure to put slopchest aboard. May 29—Chairman, F. Davis; Secretary, J. Block. It was reported by several crewmembers that ship's delegate and steward recommended Coast Guard action against some members of the crew. This was denied and the subject was clarified. It was captain who desired Coast Guard action.

JOHN B. WATERMAN (Waterman), May 30—Chairman, E. Hansen; Secretary, N. Matthey. Motion made and carried to accept and concur in report on additional welfare benefits and a vote of thanks was extended for these benefits. Motion made and carried to request clarification on the moving of meal hours. These hours have been changed as much as twice in a day.

SEAMAR (Calmar), June 8—Chairman, C. Allison; Secretary, J. Clarke. Motion made and carried to accept and concur in all headquarters communications.

STEEL MAKER (Isthmian), June 4—Chairman, B. Wilkens; Secretary, B. Trachin. Chief Engineer requests cooperation of crew to open slop chest once again for inventory purposes. All communications from headquarters accepted and concurred. Vote of thanks given to Negotiating Committee for additional welfare benefits won. It was suggested that Chief Engineer be notified about oil in water and that a file be made up for ship-board meetings.

STEEL VOYAGER (Isthmian), June 14—Chairman, M. Magal; Secretary, T. Faulkner. All communications to date have been read, accepted and concurred 100 percent. Everything running smooth.

ALAMAR (Calmar), June 4—Chairman, J. Nugent; Secretary, E. Mattison. Captain will inspect ice boxes since there were major complaints about food. Motion made and carried that if any crew members sees anything unsanitary aboard, he is to report same to ship's delegate.

GREECE VICTORY (South Atlantic), May 15—Chairman, F. Young; Secretary, F. Melanson. Beef was settled by patrolman regarding who should paint engineer's rooms, in favor of wipers. Deck department is now scraping varnish on woodwork in engineer room. Voskian was re-elected ship's delegate and given a vote of thanks.

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY

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Sailor Jack In Biggest Fight

To the Editor:
Thirty-five years ago I fought some of the best boxers and lost to some of the worst. Right now, though, with the help of the SIU, I hope to win my most important fight—against TB.
I have a lot of managers at the Manhattan Beach Hospital; Dr. Haas, Dr. Whitehead and Dr. Lang, and plenty of nurses in my corner. With their training I'll win this fight. I figure the odds

Letters to the Editor

about five to one I'll come out on top.

Since I'm in training I'm asking my good friend Toby Flynn, the SIU Welfare Services Representative who never fails to visit the hospital, to let everyone know where I am so those who want to root for me can keep in touch.

I'm going to keep my punches high and make it a clean fight. The last one should be the best.

Sailor Jack Denley
The "Baltimore Kid"

Wife Praises Benefit's Speed

To the Editor:
I wish to cordially thank you for the speed, efficiency and care you took in handling my surgical benefit claim. It's a wonderful feeling to know that the families of the seafaring men have such a plan and, I for one, know from my personal experience with this plan that it is a Godsend to have.

My claim, incidentally, was paid off in a matter of two to three weeks from the date I first entered the hospital, which in my opinion is very speedy handling.

Mrs. Ada Frank

Brazil Unions To See SIU Film

To the Editor:
I have just reviewed the film "The Seafarers" with a commentary by Don Hollenbeck, which I thought an excellent presentation of the SIU Atlantic and Gulf Districts. We have recommended here that a Portuguese sound track be made for this film so that it can be fully utilized. I plan to show this film not only to the seafarers' unions in Brazil but also to other labor organizations, and thought you would be interested in knowing that as soon as our Portuguese sound track is complete, we will have a preview here in Rio de Janeiro.

Irving Salert
Labor Attache,
Foreign Service of the US

Frietchie Headed Back To Korea

To the Editor:
After a payoff in New Orleans and another long trip scheduled for the Far East, old faces are as scarce as hens' teeth on the good ship Barbara Frietchie.

The new crew we picked up in New Orleans with the few old hands sprinkled in seem like a nice bunch. We've already had a sample of one another under

a full head of steam in Cristobal. Needless to say a good time was had by all.

Of the old hands no longer with us on this trip we would like to say we hope Allan Thorne's black-eye peas are coming along fine. We also hope Les Ames hasn't missed his chest of drawers, Manuel has shaved and Mac is getting his frog legs on whatever good ship he is on, and that Tesco's wife is making him hot mustard.

As the best deserves the best we wish a wonderful vacation to Captain R. Ransome and promise to celebrate his return with a bowl of cream of mushroom and some fried chicken.

The new crewmembers seem to find Ed Odum's creole cooking to their liking. Carl De Marco rates with all as a fine baker. Jess "Champ" Winfield is still champ but by no means still. Humphrey is still on a diet, and Joe Kumor is still looking for something to eat.

The new faces aren't really new because we find such old-timers as Charley Lowe, Frank Shimelfing, P. Libby as bosun, E. Vance, deck engineer, and "Mr. Hot Cakes," also known as James Sauviac, plus a whole bunch of nice guys making up the rest. We did a pretty fine job in picking Charley Frey as ship's delegate. Am enclosing a few pictures and our Korean address where we would appreciate receiving the LOG.

Oscar Payne
Ship's reporter

(Ed. note: The LOGs will be forwarded as you requested).

SIU Plan Makes It All Simple

To the Editor:
May I, too, add my vote of appreciation for the new hospital coverage for seamen's dependents under the SIU Welfare Plan?

On June 3, 1955, I met with an accident which necessitated a major operation. My doctor got me admitted to Providence Infirmary in Mobile on June 8 for surgery. Later, all the required documents were submitted to Cal Tanner, SIU agent in Mobile, and on July 7, I received a notice of the payments made to the hospital and the doctor.

This was indeed a great help. Again my husband and I say thanks for the new coverage under the Welfare Plan.

Mrs. M. Travis Bell

PHS Doctor Tops With Him

To the Editor:
Just a few lines to let you know I feel fine after my severe illness and am getting along very well. I'm just wishing that the doctors would let me go back to work but they say not yet. My next X-ray will be in October up at the Manhattan Beach Hospital and I sure hope they let me go back then.

I went into Manhattan Beach on February 10, 1954, a very sick man. In September I was put under the care of Dr. Lang of the hospital staff and he was in charge of me until April, 1955. From the very first day until the time I left the hospital he always gave me whatever I asked for.

He certainly looked after all the men in his ward and always had a welcome smile for all. I want to thank him ever so much and let the brothers know what a fine job he does.

P. J. McCann

Mobile Shipping Tempo Inches Up

MOBILE—Shipping finally appears to be inching its way back to normal here, as the number of men on the beach has dipped to the lowest point in almost a year.

The presence of only about 150 class A and 75 class B men on the port's registration list indicates that shipping is really beginning to hold its own after a long slow period. The fact remains that the decline has been in evidence for a couple of weeks would seem to show that the change is not temporary.

Since this is happening now, even before the effects of new state legislation to promote business at the Alabama State Docks is felt, it can probably be taken to mean that the only way shipping here can go is up. This will certainly be welcome.

Meanwhile, SIU Port Agent Cal Tanner noted the arrival of the Lewis Emery, Jr. (Victory Carriers) for payoff, and cited vessel and SIU crew as the cleanest one the port has had in years. He pointed out that in addition to not having a beef of any type, the ship was clean and a real credit to the crew of Seafarers aboard her.

Program Smooth

Tanner also reported the new program of dependents' welfare benefits running smoothly in the port, with only a few minor kinks

PERSONALS

Harold Greenlee
Please contact your wife in Tawas City, Mich.

Marcus Evans
Get in touch with your mother, Mrs. M. V. Roberson, 4218 Lillian St., Houston, Texas, immediately as she is worried about you and needs your help.

Henry E. Hicks
It is urgent you contact your wife at 1608 Park Ave., Baltimore 17, Md., at once.

Andrew Picku Ex-Ocean Ulla
Please get in touch with Z. Videll, 9 Peel Road, Bottle, Liverpool 20, England.

George Frank Flint, Sr.
Get in touch with your son, Frank, Jr., at 505 S. Pulaski St., Baltimore 23, Md.

J. E. Richardson
Please contact M. Richardson, 115 NW 36 St., Miami, Fla.

Joseph Kamienski
Get in touch with your sister, Veronica La Mattina, 22 Mitchell St., Lodi, NJ.

to be straightened out.

He urged all Seafarers to follow these four steps to obtain their benefits in the easiest possible manner: (1) Make sure a properly executed enrollment card is on file at SIU headquarters; (2) Notify the SIU hall nearest home of the hospital to which his wife or child will be going, in advance, so that a letter of credit can be sent out in the Seafarer's name; (3) Obtain claim forms from the Union hall for the doctor and dependent to fill out, and (4) Send all proofs of claims, doctor bills, hospital bills and proofs of dependency such as photostatic copies of marriage and birth certificates to the Union hall.

If these procedures are followed, he noted, prompt payment of all claims can be virtually guaranteed.

The SIU port official further

RECENT ARRIVALS

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

William Davitt Ward, born February 23, 1955. Parents, Mr. and Mrs. William Ward, Astoria, LI, NY.

Charles Edward Slay, born June 17, 1955. Parents, Mr. and Mrs. Alvin Slay, Jr., Atmore, Ala.

Gerald Michael Shaffer, born June 25, 1955. Parents, Mr. and Mrs. Gerald Shaffer, Philadelphia, Pa.

Susan Cene McDonald, born October 22, 1954. Parents, Mr. and Mrs. William J. McDonald, Haskell, Tex.

Anthony Frank Guiliano, Jr., born June 12, 1955. Parents, Mr. and Mrs. Anthony F. Guiliano, Elizabeth, NJ.

William Charles Smith, born July 2, 1955. Parents, Mr. and Mrs. Charles Albert Smith, Mobile, Ala.

Stephen George Bailey, born June 22, 1955. Parents, Mr. and Mrs. Charles Bailey, Mobile, Ala.

Terry John Tolliver, born April 22, 1955. Parents, Mr. and Mrs. George Tolliver, New Orleans, La.

reminded the membership of the firm stand the Union has always taken regarding users or passers of any kind of narcotics. He said there had been reports recently from US Customs officials concerning marijuana found on ships coming into Mobile, especially Alcoa passenger ships.

He declared that it is the duty of every Union member who sees or knows of anything about this narcotics traffic to report it to Union officials.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the \$3,500 death benefits are being paid to their beneficiaries:

John McDavitt, 43: On July 25, 1955, Brother McDavitt died of cancer in the USPHS hospital in New Orleans, La. He had been sailing as a steward aboard SIU ships since 1947, joining the Union in the Port of New Orleans. Place of burial is not known. He is survived by his wife, Mrs. Hazel McDavitt, of New Orleans, La.

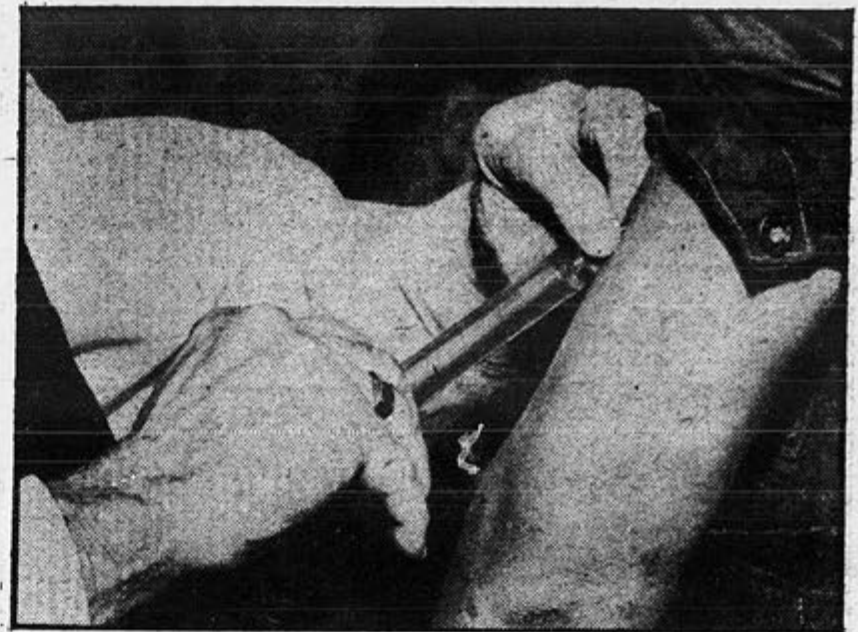
George E. Herrmann, 64: Brother Herrmann died of natural causes on June 2, 1955, in the Staten Island USPHS hospital. Burial took place at the Poughkeepsie Rural Cemetery in Poughkeepsie, New York. Joining the Union in 1942, in Baltimore, Brother Herrmann had been sailing in the deck department. He is survived by his wife, Hilda Herrmann of Poughkeepsie, NY.

Robert Lee Brock, 32: A resident of Eden, Alabama, Brother Brock died as the result of a fractured skull in Norwegian Hospital, Brooklyn, New York on June 28, 1955. Place of burial was Pell City, Alabama. Brother Brock joined the SIU in 1945 in the Port of New York and had been sailing in the steward department since that time. He is survived by his wife, Rosa Lee Brock, of Eden, Alabama.

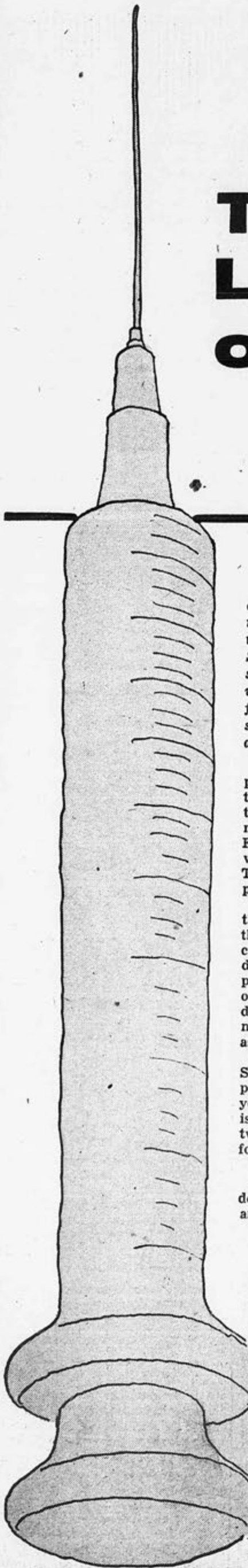
Lorenzo F. Brigidia, 62: A heart ailment proved fatal to Brother Brigidia, who died on May 2, 1955, in the USPHS hospital in Baltimore, Maryland. Burial took place at the Baltimore National Cemetery. Brother Brigidia had been sailing with the SIU since March, 1939, joining the Union in Puerto Rico and sailing in the steward department. He is survived by his wife, Mrs. Amelia Brigidia, of Baltimore, Maryland.



The Lowdown on



“ ALL THOSE SHOTS ”



(Seafarers shipping to the Far East and other areas have often wondered, after getting their arms punched full of needles by the doctor, what all the "shooting" is about. Some Seafarers have complained that they seemed to be getting a few shots too many, which may have happened on occasion. The following is a complete resume of what the shots are for, how many should be given, and how often.)

Seafarers on US-flag ships know from personal experience that not all parts of the world worry about sanitation and health the way the US does. The result is that men on offshore trips, particularly to the Far East, run the risk of deadly diseases which are seldom present in the States. That's the reason for the shots that are periodically given to seamen.

Any seaman who thinks he is so healthy that he can skip the shots should ponder the sad experience of one Seafarer. This crewmember, on a Waterman ship, accidentally fell off the dock in a Far East port. He was fished out of the water without difficulty, but a few weeks later was dead. The water he fell into was contaminated and he contracted typhoid fever. It's as simple as all that.

The shots given before sailing protect a Seafarer against six diseases — bubonic plague, cholera, typhoid, typhus, smallpox, yellow fever. Protection for the first four is for a few months only and for the last two, three and four years, hence the need for repeating shots at intervals.

Deadly Diseases

All six of these diseases are extremely deadly and all are present at one time or another in various parts of the world.

Cholera and typhoid fever are spread by contaminated food and water; the plague and typhus are carried by fleas which, in turn, live on rats. Dead rats are especially suspect because they themselves may have died of the disease. Yellow fever is mosquito-borne while pox is carried from one person to another.

So if you're going someplace where there are rats and poor sanitation, the shots are vital protection for your life.

Here is the standard procedure that should be followed in giving shots:

- Upon signing on and not having received shots before, the Seafarer should get one injection for four diseases (plague, typhus, typhoid, cholera) and a scratch on the arm for smallpox.

- Seven to 10 days later, he should get a second shot for the four diseases. Without the second shot the first series is worthless. If the man is on a ship, the mate is supposed to give him the second shot.

- Seven to 10 days later, he gets a third shot, but only for typhoid.

- Three to six months later he gets a booster shot for the four diseases; this time one shot only. If he skips the booster he must start the series all over again.

- The yellow fever shot is given only by the Public Health Service because the vaccine is extremely tricky to handle. It is given in the form of one shot once every four years.

- All inoculations, vaccinations and booster shots should be entered on his shot card which he should keep as a permanent record.

In other words, the first series of shots

can be handled with three injections and one vaccination, and the booster can be just one shot.

Too Many Shots

Confusion arises though, because some doctors give the shots for each disease separately instead of using the 4-in-1 serum. That means instead of three injections and one smallpox vaccination from the private doctor a man can wind up with nine injections and one vaccine scratch.

Why doctors give the shots separately instead of combining them all in one is questionable. For some, it might be an easy source of added revenue. Since the company pays for the shots, a doctor with a crew of 40 men is tempted to give 160 shots and 40 vaccinations on the first round instead of 40 and 40. This can make quite a difference in his income if he is getting paid by the shot. (The charges vary but the least they are is 50 cents per jab.)

Smallpox involves a somewhat different problem. The immunity is good for three years but only if the vaccination "takes". If it doesn't take, a Seafarer should have the vaccination repeated each time he gets his shots. It's no discomfort unless it takes, which means that the vaccination was needed.

Keep Shot Cards

Keeping all your shot cards instead of throwing them away will assure you of a complete record and save you unnecessary shots. Under no circumstances should the cards be torn up, surrendered or thrown away. If your card is filled, get a new one but keep the old one just as you keep your old ship's discharges.

| DISEASE (and carrier) | 1st Shot | 2nd Shot | 3rd Shot | Booster | Immunity |
|--|--|--------------------|--------------------|---------------------------------------|---------------------|
| PLAGUE (flea & rat) | WHEN MAKING FIRST TRIP OR IF YOU FAILED TO RECEIVE A BOOSTER | 7 TO 10 DAYS LATER | NONE | NEXT TRIP (WITHIN SIX MONTHS) | THREE TO SIX MONTHS |
| TYPHUS (flea & rat) | | | NONE | | |
| CHOLERA (food & water) | | | NONE | | |
| TYPHOID (food & water) | | | 7 TO 10 DAYS LATER | | |
| <i>Shots for above diseases, when given at same time, can be combined in one injection . . .</i> | | | | | |
| SMALLPOX | VACCINATION SCRATCH | NONE | NONE | NOT NEEDED UNLESS SHOT FAILED TO TAKE | UP TO 3 YEARS |
| YELLOW FEVER | VACCINATION BY PHS ONLY EVERY FOUR YEARS . . . | | | | UP TO 4 YEARS |