

'Good Union Men Never Grow Old'



Oldtimers from all SIUNA affiliates in the front-line of the coal beef are once again showing the trade union savvy and spirit with which they helped build today's maritime unions. These are the old-line fighters from the Sailors Union of the Pacific, Marine Firemen's Union, Marine Cooks and Stewards and SIU-A&G District who took part in historic maritime beefs of yesteryear, in the fights for the first union contracts and hiring halls. Like these SIUNA crewmen on the coal ships Cleveland Abbe (above) and Martha Berry (right), they are coming forward again to take part in this joint effort. This is why their brothers in all the districts are applauding their efforts.

Canada SIU Wins:

CO. UNION DEFEATED ON SEAWAY

—Story On Page 3

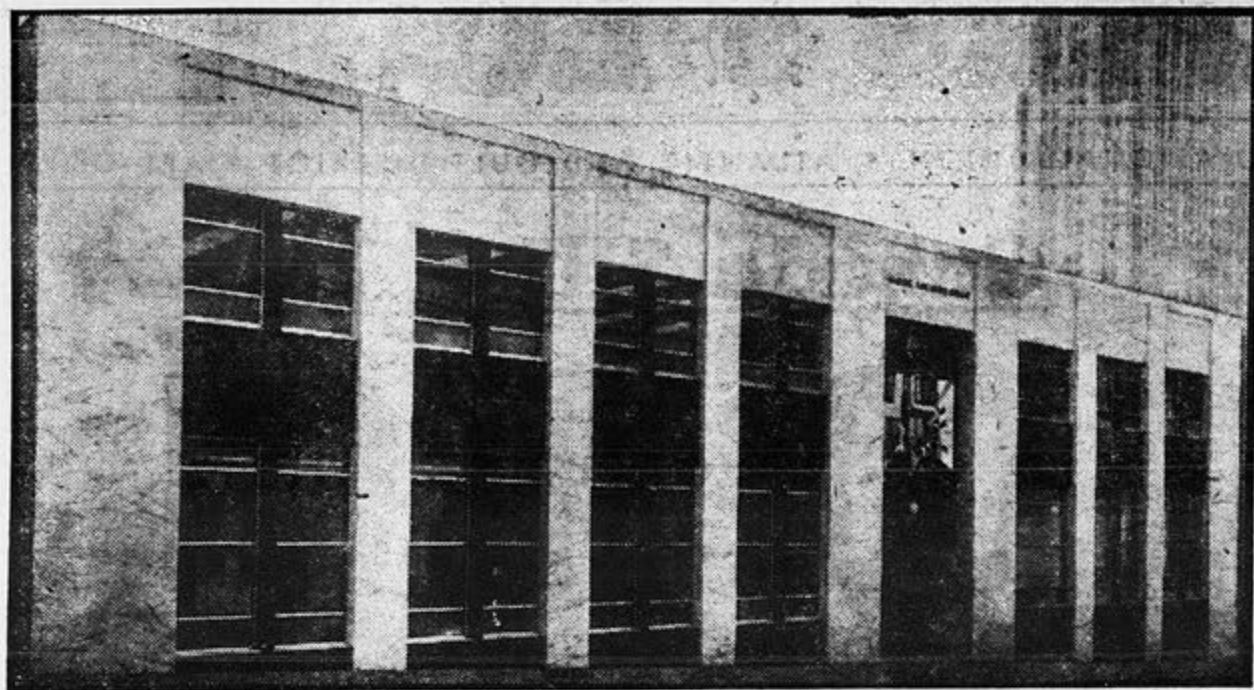
Marine Firemen Open New Hq.

—Story On Page 2

Ask 75-25 Aid Bill

—Story On Page 2





Front view of the new Marine Firemen's Union headquarters in San Francisco, which is to be officially opened today. The new building, located at 240 Second Street, includes a restaurant, recreation facilities and an ample parking lot.

MFOW Dedicates New Hq.

SAN FRANCISCO—The Marine Firemen's Union is now comfortably established in its new headquarters building here after a three-day moving job. Dispatching and operation out of the new hall began last week, with formal dedication of the building taking place this afternoon.

Representatives of the A&G District and all West Coast affiliates are scheduled to attend the dedication as well as a large turnout of the SIU of NA membership.

The new hall is located at 240 Second Street in San Francisco. A two-story affair, it replaces the hall at 150 Broadway which is scheduled to be torn down to make way for a San Francisco highway project.

Constructed of reinforced concrete, the hall includes a restaurant with capacity for 180 people, hiring hall, dispatchers' office and committee room on the first deck. The second deck includes union offices, the MFOW welfare plan offices, a library, recreation room, and office space which can be rented out. A garage is provided in the basement of the building, as well as parking space in the rear. The garage is leased out as a commercial operation.

The old hall was opened in 1949 but was doomed by the State of California when the State decided it wanted the property for a downtown freeway.

Work on the new building was started only last August. Most of the cost is covered by state compensation paid to the union.

'Full Ahead'



It's "full ahead" on the engine room telegraph of the coal ship Martha Berry and ditto for the SIUNA on the whole coal beef, says Seafarer Okal Jones, oiler. At 55, he's the youngest man on the ship.

Spirits High, Coal Ship Old Timers Report

Coming home now from their first voyage to Europe on two ragged old American Coal ships, oldtimers from all SIU of NA affiliates are proving that age and experience can go a long way on any beef.

"Rest assured that we are holding the fort," advises Okal Jones, oiler on the Martha Berry. "Our men conducted themselves very nicely on the voyage and during our short stay in Antwerp. . . Things in general look good."

His view is echoed by cook and baker Marcelino Makatangay, also on the Berry. "The trip is fine indeed," he writes. "The only thing is, this Liberty ship is rocking the whole trip . . . (and) . . . the crew members are very old. The oldest man on here is 86 years old and the youngest is 55. It's kind of funny, but they make out."

Jones and Makatangay are the youngest men on the Berry, weighing in at 55 and 56 respectively.

United Nations Ship

Aboard the Harry L. Gluckman, similar conditions prevail. Veteran Seafarer William I. "Professor" McKay, 69, with a half century of sailing time behind him, reports from France that this is a "regular United Nations ship. The guys who turned out for this beef originally came from all over."

"We have seamen from Ireland, Arabia, Hawaii, India, Sweden, Brooklyn, China, Persia, Chile, West Indies, Norway, Spain, Italy and many more. Everybody is hold-

ing up his end." McKay is steward utility on the Gluckman.

Oldtimers from the Sailors Union of the Pacific, Marine Firemen's Union, Marine Cooks and Stewards and the SIU-A&G are all working together on the coal beef through a coordinating committee consisting of Morris Weisberger, SUP; Sam Bennett, MFOW; Ed Turner, MCS, and Paul Hall, SIU-A&G. "The tremendous front line job" done by sea veterans from all the unions involved has been lauded by them time and time again. "If spirit alone can do it, we'll take this beef hands down," the committee declared this week.

Butler Proposes 75-25 Bill For US Aid Cargoes

WASHINGTON—Senator John Butler, author of the "50-50" cargo preference law, has called for an amendment which would require at least 75 percent of all Government-financed cargoes to be carried on American flag vessels.

In an address to the Propeller Club of Washington, DC, the Maryland Republican offered two reasons for this change. First, he said, it is only fair that cargoes, owned or financed by the US Government should be carried in major, not equal, part by privately-owned vessels flying the American flag. His second justification was his hope that there would be a sharp cut in non-defense foreign aid items in the near future.

"If foreign aid declines," he said, "thereby making it possible to give some long overdue tax relief to our people, there will be less giveaway cargoes carried by our own vessels unless we boost their share."

Can Waive '50-50'

Under the present "50-50" law, 50 percent of Government-financed cargoes must be carried on American-flag vessels. If there are no American vessels free to carry the goods, the agency in charge of the shipment may waive this requirement and ship it by way of a foreign vessel.

Butler also attacked what he termed "administrative abuses" in the handling of the cargo preference law by Government agencies. He said there were rumors that some of them construed the bill to mean only 50 percent of such cargoes and no more, are to go in US bottoms. Others, he claimed, were offering 50 percent of the tonnages to foreign flag vessels first and then offering the balance on a short-notice basis to American ships. Such a practice would not give American ships enough time to prepare schedules, and would, in turn, allow the agency to recommend waivers, thereby permitting the rest of the cargo to go in foreign bottoms.

It was the intention of Congress, he said, that the 50 percent requirement be the minimum and no

the maximum amount to be carried by American vessels. "If administrative abuses are taking place in disregard of the spirit of Congress and the express language of the statute, now is the time for the Congress to take appropriate steps to put an end to these practices and omissions."

Del Monte Wins Award For Safety

NEW ORLEANS—Another SIU-manned ship to enter the charmed circle on shipboard safety is the Del Monte of Mississippi Shipping. The vessel won the Delta Line's 1956 safety award by recording only one lost time accident for the full year.

In doing so, the Del Monte matched the achievement of the Wild Ranger (Waterman) which also recorded just one lost time accident in 1956. This was good enough to take the Waterman fleet honors. The Robin Tuxford (Seas Shipping) was the unchallenged leader in this area with its record of 502 days without a lost time accident. The Tuxford has since been sold to Isbrandtsen.

The Del Monte gang was presented with an engraved plaque by the company's president, H. T. Kelly, commemorating its record. Captain H. C. Brote accepted the award in behalf of the crew. It will hang in the ship's saloon.

Seafarers on the ship's safety committee included chief steward John W. Picou, bosun Wilson Thomas and chief electrician Keith Winsley.



Top 1956 safety award for Delta Line fleet goes to SIU-manned Del Monte, as company president Harry X. Kelly (3rd from left) presents plaque to Capt. Henry C. Brote. The ship had only one lost time accident during the year on the African run. Looking on (l to r) are T. R. Knight, chief mate; Seafarer Keith "Honolulu" Winsley, chief electrician; Capt. Edgar Seamen, safety director; Seafarer John Picou, steward; chief engineer N. Esquerre; J. V. Thorton, 1st assistant; Seafarer Wilson Thomas, bosun (rear), and E. Hansen, 2d mate (kneeling).

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Over 400 years of seafaring is represented by these SIUNA oldtimers who are in Norfolk to pitch in on the coal beef. The men, members of all three ship's departments, are (l to r) Moses A. Lucas, H. W. Muches, Jesse W. Puckett, James D. Parker, Joseph Green, Tom Bubar, John Auslipz, Charles Hartman, and Walter J. Wright. They are standing by to throw in for jobs as replacements on incoming coal ships.

Replacements Join Four Coal Ships; SIU Leading 100-96

A temporary breather has been reached in the American Coal Shipping struggle as the last of four ships in for replacements completed crewing on Thursday, May 30. The supplying of replacement crewmembers to the Thomas Paine finished a week of grim battling for the SIU still maintaining a lead, now 100 to 96, despite the built-in NMU handicap of six jobs aboard the Coal Miner.

The six jobs on the Miner were frozen in under the terms of the court order governing hiring. In actual competition then, the SIU, bolstered by oldtimers from the Pacific District unions, is leading the NMU 100 to 90.

The Miner itself was delayed for five days while necessary repairs were taken care of, including repairs to a large number of burned out tubes in the boilers. It was one of the four ships in for replacements.

The next ship will be in about a week from tomorrow according to present schedules, which, of course, are subject to change.

AFL-CIO Committee

Meanwhile, AFL-CIO President George Meany has appointed a committee of two to mediate the dispute. The committee consists of Jacob Potofsky, president of the Amalgamated Clothing Workers of America and George Harrison, president of the Brotherhood of

Railway Clerks. Meany's action came after the last AFL-CIO Council meeting heard a full report on the dispute from Meany and from representatives of all the AFL-CIO unions involved in the fight.

On the legal side, the National

Labor Relations Board has again postponed action on the SIU's complaint against the company. It was this complaint which led to the court order governing the hiring of oldtimers for the American

(Continued on page 15)

Behind On Jobs, NMU Calls For NLRB Election

The National Maritime Union announced this Wednesday it had called for a National Labor Relations Board vote in the American Coal Shipping fleet. The vote would determine whether the SIU or the NMU has a majority of the unlicensed crews on the coal ships. At present the count stands SIU 100, NMU 96.

The vote is the inevitable outcome of the action initiated by the SIU last November in its complaint against American Coal for discriminating in hiring against Seafarers. It was the SIU's position from the outset that the men in the fleet should be entitled to the right to choose the union of their preference via the ballot.

Attacked SIU

The NMU at the time viciously attacked the SIU for proceeding against the company with a collective bargaining election in mind. In fact, NMU President Joseph Curran charged that such SIU action for fair and equitable hiring leading to an election was "attacking the hiring hall."

Maritime observers were at a loss to explain why the NMU had filed its petition at this time when it was trailing in the fleet instead of at an earlier date before the SIU had steadily cut down and surpassed the NMU in total membership on the ships. In fact, the NMU tacitly admitted it is trailing in the competition for coal ship jobs, since according to the "New York Herald Tribune" report, "NMU officials are counting on defections from the SIU ranks to give them the majority."

If NMU had a "clear majority" as it claimed in another news story, it would have no need to count on SIU "defections."

If all the men now on the seven coal ships are able to cast their ballots the outcome can be predicted in advance as 100 SIU to 96 NMU. However, these figures are subject to change in the light of possible replacements, illnesses and other factors which could change the composition of the crews before the Labor Board sets a cutoff date on eligible voters.

Pension Facts

NMU President Curran's total inability to stare a fact in the face was again revealed in the last "NMU Pilot." On page 3, the "Pilot" reported that the coal ship score was tied 98 to 98. On page 13 the story was "NMU Pulls Ahead." Actually, of course, neither of these statements was true since the SIU was leading at the time and still does at this writing.

Similarly the "Pilot" announced that the SIU has "no pension," and then went on to laud the NMU's pension plan while carefully omitting any details. The facts of the pension situation are as follows:

- A&G District — \$150 a month disability-pension payable at any age.
- SUP, MPOW, MCS — \$100 a month pension, with an increase now in the works.
- NMU — \$65 a month pension.

No wonder Curran feels it necessary to falsify, in light of the record.



Seafarer Don R. Catlin, fireman, back from Norfolk after trying for coal ship job, hits the deck at SIU New York membership meeting. Though he started sailing in 1920, he said he was "a baby" compared to the oldtimers taking part in the beef.

SIU Routs Co. Union In Canada

MONTREAL, Canada—Another major victory over company unionism was won this week by the SIU Canadian District in its drive to organize St. Lawrence Seaway operations. The Quebec Labor Relations Board, meeting in Ottawa, has thrown out a certification bid by a company union and ordered Marine Industries Ltd., a major Seaway operator, to stop promoting the company union with the intent of depriving its employees of their bargaining rights.

The Labor Relations Board action came after hundreds of seamen aboard tugs, barges, dredges and other miscellaneous craft walked off their jobs in protest against the efforts of the company

St. Lawrence Seaway. It has a large number of boats in operation on the job, including some big dredges with crews of 65 to 70 men each.

Seafarer Is Stanford U. News Head

STANFORD, Calif. — Seafarer Wallace M. Simpson, a 1954 SIU scholarship award winner, will start his senior year at Stanford University this fall as editor of the student-published "Stanford Daily."

Simpson had been associate editor of the college newspaper this semester and won the top editorial post in staff elections last week. The paper is an eight-column, four-page "standard" published five days a week. It covers campus and local news.

This recognition for the 26-year-old sea veteran climaxes a varied career. A major in international relations at Stanford, he spent eight of his first nine years in China with his missionary parents. Returning from there just before World War II, the family relocated periodically in various US cities before finally settling in Baltimore.

Accepted In 1947

Originally accepted at Stanford ten years ago when he graduated from high school, he found himself unable to enroll because of financial needs and turned to the sea to earn his way on the advice of a Baltimore tug skipper. Before long he was sailing on deck with Ore Line, Calmar and other SIU outfits, and later from the West Coast, where his family lives now at Riverbank, Calif.

His success in winning a \$6,000 SIU scholarship settled his problem in 1954, after a seven-year wait. He started school finally that September.

Simpson's journalistic bent showed itself at Sparrows Point High, where he worked on the school paper and was editor of the first graduate yearbook ever published at the school. He promoted the publication among the students and faculty until the idea won acceptance. He concedes that his interest in it grew out of the fact that all four of the other high schools he attended had published yearbooks and he didn't intend to leave without one when he was finally due for his sheepskin.

Right now, Simpson is also vice-president of the Institute of International Relations at Stanford and is hopeful of a journalistic or foreign service career upon graduation next year.

SCHEDULE OF SIU MEETINGS

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

June 12
June 26
July 10
July 24
August 7

SIU Backs Raises For PO Workers

NEW YORK—SIU Secretary-Treasurer Paul Hall has urged members of the House of Representatives to support a measure which would increase salaries for postal employees.

The measure, the Morrison Bill (HR 2474) would give postal workers their second increase in salary in the last six years. The last increase came only after two presidential vetoes.

"We understand and appreciate the efforts being made by Congress to hold Federal expenses at reasonable levels," Hall wrote. "But it is only fair that the post office worker, who must buy his necessities in today's inflated market, receives his due consideration."

The measure, at present, is side-tracked in the House and will not come out for action unless the members sign a discharge petition. So far 147 members have signed the petition. A total of 218 is required to bring out the bill.

Father And Daughter Act



Not a bit camera shy, Patrice Pierce, 3, shows off her dimples in a big smile for a LOG photographer. Dad Jimmy Pierce also got a kick out of the proceedings during recent visit to SIU headquarters. Patrice was just three.

Drive On For Ship Giveaways

WASHINGTON—"The dam has busted" as they say, and foreign nations are pouring through the breach with requests for US surplus tonnage. Apparently feeling that the time is ripe, foreign countries have various Congressmen sponsoring sale of no less than 86 Government-owned vessels, with more to come.

US maritime unions and the maritime industry are alarmed by the swelling scope of foreign tonnage bids and are preparing to put up a hard fight against the sales when the Senate Commerce Committee opens hearings on the measure.

At present, six countries have bids before Congress—India, West Germany, Turkey, Guatemala, Mexico and Italy. Countries expected to be heard from are Peru, Brazil (which already was sold a dozen C-1s) and Austria (which has no coastline and no merchant marine).

Shipyards Choked

Two reasons are given for the wholesale bids at this time. One is the fact that shipyards overseas are choked with orders and it is tough to get any kind of new tonnage built. The second is that the foreign nations are hopeful of making a quick profit by getting US ships at less than world market prices.

A Liberty, for example, is quoted on the market for anything from \$725,000 up. The statutory price under which they have been sold under the Ship Sales Act is about \$639,000.

Propose High Price

The administration is reported preparing an omnibus bill which would set a price under law closer to what the ships can actually command on the market.

Tonnage bids already in include the following:

- Twelve ships for India's coastwise trade.
- Thirty ships to carry coal to West Germany.
- Fifteen ships for Turkey's coastwise trade.
- Fifteen ships, including eight Liberties, four C-1s, two Victories

and one Liberty tanker for unrestricted use by Guatemala, a country without any marine industry to speak of.

- Four ships for Mexico which would run into California and Texas ports.
- Ten ships for Italy.

AMONG OUR AFFILIATES

Employees aboard Montreal harbor craft owned and operated by the Montreal Harbor Board have unanimously voted the SIU Canadian District as their bargaining agent in an election held by the Canadian Labor Relations Board. The group consist of crewmen aboard the tugs Sir Hugh Allan, Glenkeen, a floating derrick and a floating crane, the launch Messenger N. IV, and watchmen who guard the Harbor Board properties. Since all Canadian harbors are under federal government jurisdiction, actual control over the harbor and employees is under the Department of Transport at Ottawa.

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The Brotherhood of Marine Engineers announced that the first payment under its retirement benefit was made to former chief engineer Fred Wickdahl. Wickdahl, who retired at the age of 66 after a sea-going career dating back to 1901, received a check for \$500, covering payments from January to May, 1957. The plan, initiated in 1955, pays a benefit of \$100 a month, exclusive of Social Security payments. It was the first retirement program for marine officers set up by an American maritime union.

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The membership has unanimously approved the installation of a new modern electric hiring hall board for the Sailors Union of the Pacific headquarters in San Francisco, reports the "West Coast Sailor." Also adopted was a recommendation that modern boards be placed in the other ports at a later date.

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Pension payments for the month of April, 1957, the Marine Firemen's Union reports, reached a

total of \$12,576.40 paid to 134 members. The payments are now fixed to yield a maximum monthly payment of \$100. In addition, a total of \$13,940.72 was paid in pensioner surgical and hospital benefit claims for the month and \$11,937 in dependent surgical and hospital benefit claims. Other figures released by the MPOW welfare department include the payment of \$6,000 in life insurance claims, and \$1,500 in burial claims.

CG Oreship Load Rules Under Study

WASHINGTON—Coast Guard plans to establish new regulations for the stowage of ore and ore concentrates have been delayed pending appointment of a committee to study the entire subject of ore carriage. The action was voted by the Coast Guard's Merchant Marine Council meeting May 7.

May Ban Cork Preservers

At the same time, the Council postponed action to ban the use of cork and balsa wood in life preservers. The action was taken to give manufacturers time to see if they could develop cork and balsa preservers that would meet international safety regulations.

The ore stowage committee will consist of Coast Guard officials and industry representatives. It will develop a "code of good practice" for the carriage of ore cargoes.

The proposed new regulations were drawn up in response to the sinking of several US-flag ore ships in recent years. Among them were the SIU-manned Southern Isles and Southern Districts, and the Mormackite and Pelagia.

ALCOA RUNNER (Alcoa), April 22—Chairman, T. Wasiluk; Secretary, R. Griffith. San Juan agent wishes to commend crew in recent cooperation in trade union movement action in San Juan. Largest fish caught by Vante, (red snapper). Clem and Tony were second. \$14.15 in ship's fund. Discussion on safety meeting, suggestions not acted on. Ch. mate says it is too expensive, to make suggested changes. Bos'n requested porthole to be in starboard bulkhead. Ch. mate is not the one to decide which are the suggestions on safety to change. Company and union should decide.

ALMENA (Pan Atlantic), April 21—Chairman, J. Sweeney; Secretary, A. Wilburn. Repair lists have been turned in and some of the work has been done. Checked headquarters concerning disputed overtime, and

Safety committee resigned as beefs are not taken care of. New salt and pepper shakers needed. Deck dept. asked to replace deck chair covers after washing down. Steward dept. asked to be sure to take garbage aft. Please keep feet off chairs and settees. Check with patrolman about repairs not being done.

BEATRICE (Bull), May 5—Secretary, A. Isaac. Chairs to be replaced or repaired. Locks also. Crew insist that Ivory soap be changed as other Bull line ships carry Lifebuoy, Lux and Palmolive soaps. Patrolman to check with delegates about replacing mattresses.

BRADFORD ISLAND (Cities Service), April 28—Chairman, J. Molloy; Secretary, D. Knight. Ship's delegate elected. Have mail to SIU Hall in Lake Charles. Talked about smoking on deck. Also about ruffing up clean laundry when coming aboard ship. And they should be reminded not to carry fire arms aboard ships.

CITIES SERVICE MIAMI (Cities Service), May 7—Secretary, A. Kosinski. There will be a cot for each man and benches will be made for hot run. \$10 in ship's fund. Medicine chest to be checked and to have menus typed.

CITY OF ALMA (Waterman), April 21—Chairman, F. Airey; Secretary, C. Crabtree. To raffle off ship's radio. All small change at payoff is to go into ship's fund. Ship's delegate to remain same till next crew up. Coffee to be made in urn. This is one of the best crews in a long time.

COALINGA HILLS (Pan-Atlantic), April 28—Chairman, R. Arnold; Secretary, P. Sheldrake. Vote of thanks to steward department.

COEUR D'ALENE VICTORY (Victory Carr.), April 21—Chairman, R. McCulloch; Secretary, L. Lewis. Read letter concerning safety meetings. \$5 in ship's fund. Vote of thanks to steward and department for good chow and service.

COUNCIL GROVE (Cities Service), April 28—Chairman, K. Hellman; Secretary, E. Caudill. A beef delayed sailing several hours. \$2.46 in ship's fund. Ship to have fans according to agreement. Check of locker and screens.

DEL MAR (Mississippi), April 28—Chairman, E. J. Rivers; Secretary, C. Dowling. Elected new ship's delegate. \$174.35 in ship's fund. Elected athletic director. Motion to give sick crew member \$50. He is unlicensed and had to get off ship in foreign port. Have two ball games coming up and anyone wanting to play ball to see director. Turn off washing machine when through with it.

DEL NORTE (Mississippi), April 28—Secretary, H. Crane. \$50 to be given to Brother in New Orleans who is sick. Beef in engine and steward departments. To be brought to patrolman. Ship's projector is available to us if one of the electricians will handle it. Four movies ordered for next trip. \$22 left over in movie fund. Donations as follows: deck, \$42, engine, \$40, steward, \$60, \$154.18 on hand from last trip. \$50 given to brother when taken to hospital in Buenos Aires. Donations: engine, \$19, delegate, \$20, steward, waiters and messmen, \$16, galley delegate, \$15, \$30 derived from selling arrival pools.

STEEL EXECUTIVE (Isthmian), April 27—Deck department doing a lot of work in evenings. Shortage of cigarettes. Stewards requested to be in mess hall at meal time. To go on record that this vessel is the worst feeder in the Isthmian fleet. Bad menus, no baked meats.

MV DEL VIENTO (Mississippi), March 4—Chairman, E. Fain; Secretary, P. Plascik. Reports on icebox, washing machine and other repairs. Reported the donation of \$27.50 to tugboatmen on strike in Gulf area. Discussed safety first items and asked the crew to observe safety first at all times. The incumbent ship's delegate reelected with a vote of thanks for a job well done. It was agreed that an arrival pool was to be made to raise money for ship's fund. All hands were asked to stop smoking near hay and cattle. New washing machine was requested. Old one is constantly on repair list.

GOVERNMENT CAMP (Cities Service), May 2—Chairman, J. Tanner; Secretary, H. Westphall. New washing machine needed very badly. Agitator welded too many times. No money in ship's fund.

JOHN B. KULUKUNDIS (Martins), May 3—Collection for widow of Bill Hood taken. \$10 collected. Crew proposed new washing machine. One refused to donate to widow. Juices available in port upon request. Dump garbage. Declare soap and matches in France.

JOSEFINA (Liberty Nav. Co.), April 24—Chairman, L. Carreon; Secretary, B. Wentworth. Delegate to check stewards' store list next time ship takes stores. Captain to get ship fumigated as it is overdue. Captain also to replenish slop chest.

MONTEBELLO HILLS (Western Tankers), April 7—Chairman, E. Goings; Secretary, C. Rasmussen. \$17.25 in ship's fund.

April 25—Chairman, E. Goings; Secretary, L. McNair. \$17.25 in ship's fund. Discussion on steward department and concluded to have all hands try for harmonious relations.

Digest Of SIU Ship Meetings

also storing in Houston. Safety conditions have greatly improved during the past few weeks aboard this ship. Suggestion by all to keep water fountains clean. Discussion on dates on shipping cards when leaving the Union hall.

ALICE BROWN (Bloomfield) April 3—Chairman, T. Fleming; Secretary, T. Zielinski. Bought tape, dominos and wire. \$6.82 left in ship's fund. Give ship's fund to patrolman to give to some orphanage as ship is laying up. Repair list to be made up to turn in tomorrow.

AMES VICTORY (Victory), April 7—Chairman, C. Starling; Secretary, B. Felly. Repairs taken care of. Water tanks to be cleaned in Japan.

BALTORE (Ore), April 14—Chairman, N. Welch; Secretary, J. Mehalov. Repair list made up and turned in. \$8.25 in ship's fund. Tubs in laundry to be kept clean. Discussion on recreation room, suggestion to put extra bench in. Linen change hours to be changed so 12 to 4 watch may get linen without losing their morning sleep.

BIENVILLE (Pan Atlantic), March 3—Chairman, C. Hughart; Secretary, C. Martin. Telegram was sent to SUP headquarters—to SUP officers and members and to H. Lundeburg's family, in sympathy in the passing of H. Lundeburg, and we all mourned a great loss in maritime labor. Man made pierhead jump in Port of Tampa, this man was cleared by patrolman on arrival in New York as being class A seniority man. 2nd cook missed ship in Tampa. Discussion on early payoff in the port of New Orleans.

CARIB QUEEN (TMT), March 31—Chairman, P. Dwyer; Secretary, S. Schuyler. No beefs as of now, everything seems to be going along alright. Would like to have department repair lists to be turned in as soon as possible by the respective delegates. Minor repairs to be fixed aboard. Discussion on ship's heat to be taken up with boarding patrolman.

CAROLYN (Bull), April 14—Chairman, W. Smith; Secretary, M. Wright. Dump trash in one barrel at a time in port—see ch. engineer about water pressure on toilets. No hot water after 6:00 PM. Return all free towels to steward. A better variety of night lunch. Also, cold platters in hot climate. Port hole screens without scoops.

CITIES SERVICE MIAMI (CS), April 4—Chairman, G. Pease; Secretary, L. Doty. All repairs being taken care of, except messhall menu board. Will see patrolman about it again. \$11 in ship's fund. Suggestion made to buy checker board and cribbage board for all hands to use.

April 14—Chairman, J. Barton; Secretary, J. Curry. Two men missed ship at Lake Charles. Checker board was bought. \$10 left in fund. Ship's delegate resigned. New ship's delegate elected. Coffee pot to be moved out of way of draft. Washing machine is not being cleaned properly. Benches to be made for sitting outside of messroom in nice weather.

STEEL FLYER (Isthmian), Feb. 3—Chairman, M. Machel; Secretary, R. Ferrandiz. \$59 in bank. Election of ship's delegate. Wringer on washing machine in need of repair. Same machine needs strainer. Vote of thanks to third cook for taking care of TV.

April 14—Chairman, H. Thomas; Secretary, L. McLendon. Captain will put out a blanket draw of \$50 before we arrive in New Orleans. \$59 in ship's funds. Crew needs new washing machine. Ship infested with roaches. Recommend fumigation.

ALCOA PILGRIM (Alcoa), April 20—Chairman, D. Disel; Secretary, W. Thomson. Matter of ship coming into port light from foreign voyage to load. Doesn't have to pay off. Ship's delegate to ask patrolman why.

ALCOA RANGER (Alcoa), May 5—Chairman, J. Jones; Secretary, A. Carpenter. Ship's delegate elected.

INQUIRING SEAFARER

QUESTION: SIU ships may soon be going to Polish ports. Would you be interested in going there? How do you feel about this trade with an Iron Curtain nation?

Dan Butts, bosun: Since I was in the port of Danzig in 1933, I would like to revisit it and see how the people fared under Communist control. This food might be just the thing necessary to advance democracy, and the Seafarers who go there should conduct themselves in the proper manner and not leave a bad impression.



John Liston, AB: If the cargo is food, I would be interested in going to Poland. Since the Commies are over here trying to influence us, why not send food over to influence them? Poland did not want to go Communist, and I think that the country can be turned toward democracy.



John Jackson, OS: I am not so sure I would like to sail food to Poland. Why should we send food to a nation that is supporting Red China? If the food was for the Polish people only, and would not go to Russia in any way, then I might think it worthwhile to carry it to them.



J. B. Garrison, bosun: If the Government and Union agree to it I would like to sail for Poland. It may be good advertising for the US. So long as the cargo does not contain something that could be thrown back at us later, or aid in the build-up of any other Communist nation, I would not object.



Duke Livingston, AB: If it is the national policy to send food to Poland, who am I to argue and not man the vessels? It's the Union's policy to do what the Government thinks best, and so we should ship them. Besides, we are feeding everyone else, so why not the Polish people? I have no beef with them.



Adrian Remyn, bosun: Why not? It's a job. Just as long as we are delivering food only, I don't care where the ship goes, even if it is to Mao Tse-tung's backyard. If the Government OK's it, I'll sail it. I would object though if they were sending ammo, and not something for the common good of the people.



Balt. Tug Talks Underway; Crews Ignore District 50

BALTIMORE—Organizational activities in the Port of Baltimore are continuing in high gear, reports Earl Sheppard, port agent. The SIU's Harbor and Inland Waterways Division now represents most of the port's major tug and small craft companies, he said, and is currently in negotiations for an agreement.

There is still some die-hard opposition from United Mine Workers District 50 which has set up picket lines around Curtis Bay, Baltimore Towage and Harper Bros., but to no avail. Although there was some confusion at Curtis Bay, Sheppard continued, nearly all of their tugs are now sailing. None of the other companies were affected, he added.

The UMW catch-all local had gone all out last month urging crewmembers of the tugs to vote "no union." But despite their efforts, the tug men voted 146 to 9 in favor of the SIU, at six tug companies.

Job activity also has continued in high gear even though registration has outnumbered shipping. But most of those registering, he reported, were new "C" cards.

There were 35 vessels in port during the last period. Fourteen paid off, 7 signed on and 14 were in transit.

The Mankato Victory (Victory Carriers); Evelyn, Emilia, Edith, Mae, Jean (Bull); Massmar, Texmar, Losmar, Bethcoaster (Calmar); Venore, Cubore (Ore); Hurricane

(Waterman) and Council Grove (Cities Service) paid off while the Baltimore, Venore, Cubore (Ore); Massmar, Losmar (Calmar); CS Baltimore (Cities Service) and the Carib Queen (TMT) signed on. The Bethcoaster, Alamar (Calmar); Valley Forge (Penn. Nav.); Cubore, Chilore, Santore, Marore, Baltore (Ore); CS Baltimore (Cities Service); Alcoa Pegasus, Alcoa Partner, Alcoa Runner, Alcoa Partner (Alcoa) and the Robin Sherwood (Robin) were in port to be serviced.

Operator Of Runaway Tankers Named To Top Cabinet Post

The operator of a large-scale runaway-flag tanker venture has been named by President Eisenhower to be the next Secretary of the Treasury. In that post, he will be in direct charge of the Bureau of Internal Revenue and have a major voice in the administration's tax and budget policies.

The runaway flag operator is Robert B. Anderson, who formerly was Secretary of the Navy and Deputy Secretary of Defense before he resigned his Government post in 1955 and went into the runaway shipping business. Anderson is also active in several other business enterprises, including a Canadian holding company, Ventures Ltd., and is a trustee of the Ford Foundation.

It was in May, 1956, that the newspapers carried an announcement telling of the formation of Trinity Tankers, a new tax-dodging runaway flag operation with ambitious plans and extensive financial backing. The company was formed by Anderson; Roger Kyes, another former Deputy Secretary of Defense and a General Motors man who went back to that corporation as vice-president (Secretary of Defense Charles Wilson is also from General Motors), and Lee White, former Assistant Secretary of the Air Force.

\$42 Million Program

The new corporation said it was undertaking a \$42 million construction program involving six 40,500-ton supertankers to be built in Sweden. It purchased another 20,000-ton tanker then under construction in Japan and took options for construction of four more supers in the Swedish yards.

All this was before the Suez crisis broke out. The press for tanker shipbuilding space since then has undoubtedly put Trinity Tankers in a very enviable position.

A check by the SEAFARERS LOG at the time indicated that the new venture was privately financed as there were no public bond or stock issues outstanding. The likely source of such enormous sums as the company had available would be one of the major American oil companies. As the LOG said at the time, "Some of the circumstances surrounding the deal have a hint of unusual 'business' dealing inasmuch as all three men as Government officials were in the position of being the world's biggest customers for oil. The 'Gov't Alumni' company already has charters from an unnamed major American oil company for the tankers it has yet to build."

Actually, not only is the US Government the world's biggest oil customer but the Defense Department, representing the armed forces, is by far the largest consumer of oil in the Government.

Under the circumstances, it would

How Runaway Gimmick Operates

Uncle Sam is losing enormous quantities of revenue because of the operations of runaway fleets by American citizens. The way the gimmick works is this:

A US citizen pays a trivial registration fee to a Liberian office (Liberia maintains an office in New York just for maritime affairs) and places a foreign flag on his vessel, which is operated under a Liberian corporation.

That immediately exempts him from payment of taxes on the ship's earnings to the United States government. He pays no taxes to Liberia either because his ship never touches that country.

As the Internal Revenue Bureau has pointed out, taxes are only paid on such earnings where the actual earnings are transferred as cash to the United States owner or owners. But the clever runaway operator escapes this impost. He can—

- Withhold earnings and reinvest them foreign.
- Have the earnings transferred to him here as an interest-free "loan" and invest the proceedings of the "loan."
- Sell stock in the parent corporation to the Liberian corporation and get the profits that way.
- Escape the capital gains tax on a transferred ship which he "sells" by accepting a stock transfer instead of cash, with the stock value grossly understated at less than true value.

As a consequence, over 229 tankers and untold hundreds of dry cargo ships have been transferred foreign, plus millions of tons of new shipping built for runaway flags. The greatest bulk of this shipping is owned by Americans.

be reasonable to expect that the oil company which gave Trinity the charters would supply a good deal of the financing for the operations.

Anderson himself was a practicing attorney representing a major Texas oil operator for a number of years and subsequently was the general manager of the same oil enterprise from 1941 until 1953 when he was appointed to the post of Navy Secretary.

Two Years In Gov't

After two years in the Defense Department, he went back to private business and engaged in the runaway shipping venture among others. Now he is heading back to Government service again.

With Anderson riding herd in the Treasury Department, chances are that runaway operators will have little to fear in the way of a tax crackdown on their operations and others will be tempted to exploit the same tax loopholes which have made these operations immensely profitable.

Just a week before the Ander-

son appointment, Secretary of Labor James P. Mitchell assailed the runaways as undermining American shipping and the wage standards of seamen. "Unrestricted transfers . . . could serve to intensify the reduction of shipping opportunities for United States flag ships," he declared.

However, the Navy, which Anderson previously represented, and the Maritime Administration of the Department of Commerce have taken the position that it's okay to transfer ships as long as they are under the "effective" control of the US. Neither has shown much concern over the tax-loss to the US, or the impossible competitive position in which American-flag shipping is placed by the runaways.

Now with an ex-runaway operator in charge of the Treasury Department, objections of the Bureau of Internal Revenue to the tax losses will slowly "fade away," leaving Mitchell the only top Government official to support the Magnuson bill restricting ship transfers.

La. Senate Nips Attempt To Revive 'Wreck' Law

Attempts to enact "right to work" laws in Connecticut and Louisiana were overwhelmingly defeated in both state legislatures. In Louisiana, the senate voted down by a 25 to 8 margin an attempt to restore the "wreck" law that had been repealed last year. In Connecticut, a large turnout of labor representatives at early hearings helped swing sentiment against the proposal which was rejected by the Republican-controlled house, 150-88.

The Louisiana action was a last echo of the campaign by the SIU and other AFL-CIO organizations which put an end to Louisiana's two-year experiment with the wreck law last year. Labor's League for Political Education, which had set up headquarters in the SIU New Orleans hall, started the federation's political operations right after the adoption of the measure. In 1954 SIU Port Agent Lindsey Williams had served as Chairman on the League's executive board. Union leaders and members

strove continuously to present the facts of the Louisiana law to the public. Candidates for election were urged to make public commitments of their stand, so the issue would be clear cut for the voters. As the State elections drew near, Seafarers and members of other unions started a door-to-door campaign to bring labor's case before the public.

The result of the campaign was an almost complete revamping of the Louisiana State legislature. Voters elected new pro-labor representatives to almost 50 percent of the House seats, while only 13 out of 39 senators were reelected. Most of the senators and representatives were elected on the right to work issue. In June, 1956, the repeal cleared the state senate by a vote of 21 to 18, and the house by 57 to 44.

SEAFARERS

PORT O' CALL

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

Limit Doctor Fees, Frisco Unions Urge

SAN FRANCISCO—The San Francisco Labor Council has called upon doctors and medical societies to set limits on fees charged to union members and their dependents.

The council urged doctors to set a schedule limit maximum of \$300 as a reasonable figure "under present economic conditions." George Johns, council secretary, reported that the council was very concerned with the constantly rising cost of medical services. "Unions compromise important wage increases," he said, "in order to negotiate health insurance plans, only to find the

negotiated benefits insufficient."

The San Francisco Medical Society, an affiliate of the American Medical Association, retorted that such a limit is "neither reasonable, adequate, nor realistic, and interferes in the relation between doctor and patient." The medical groups have long opposed any type of limit on medical costs.

Over 100 physicians, Johns announced, have already agreed to accept a more realistic schedule limit.

Charge Any Rate

In a study of average medical fees across the country early last year, Redbook Magazine reported that it is the practice of most physicians to charge what the traffic will bear. Patients, the magazine suggested, should discuss fees with their doctor in advance of surgery or any prolonged medical treatment. They should, if possible, shop around among other doctors and surgeons and compare fees.

Jack Up Fees

Some doctors, on finding that the patient has hospitalization and surgery insurance, have jacked up their fees to take in this added benefit.

In discussing the amount of the fees, the report stated that doctors averaged better than \$13,000 a year as compared with \$7,800 for a dentist and \$8,700 for a lawyer.

Learn About Hiring At The Source



Brooklyn staff examiners and officials who process seamen's claims for New York State unemployment benefits tour SIU hiring hall to learn about rotary shipping first hand. SIU headquarters dispatcher Scotty Aubusson (behind counter) explains hiring procedure to them, while Seafarer Joseph Sullivan (foreground, wearing dark glasses) takes it all in.

P-A Permit On Coastal Run Upheld

WASHINGTON — The US Supreme Court has upheld an Interstate Commerce Commission ruling extending a temporary operating certificate for Pan-Atlantic Steamship Corp. on its intercoastal run.

The SIU-contracted operator had been granted a temporary certificate to operate its vessels in intercoastal trade for 180 days while awaiting approval of its application for a permanent certificate. When the ICC found that it would not be able to complete its consideration of the approval within the 180 days, it granted another extension.

A group of railroad companies filed suits charging that the commission had overstepped its authority under the law in giving an extension over the 180-day limit. They were upheld by a lower court.

Justice William O. Douglas, speaking for the court, overruled the lower decision and upheld the commission's extension. The act, he said, could be invoked "to protect a person with a license from the damage he would suffer by being compelled to discontinue a business of a continuing nature, only to start it anew after the Administrative hearing is concluded."

Under the act, the Commission can grant extensions up to a maximum of 180 days.

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of June 6, 1957, and are subject to change without notice.

England, New Zealand, South Africa: \$2.80 per pound sterling.
Australia: \$2.24 per pound sterling.
Belgium: 50 francs to the dollar.
Denmark: 14.45 cents per krone.
France: 350 francs to the dollar.
Germany: 4.2 marks to the dollar.
Holland: 3.7-3.8 guilders to the dollar.
Italy: 624.8 lire to the dollar.
Norway: 14 cents per krone.
Portugal: 28.75 escudos to the dollar.
Sweden: 19.33 cents per krona.
India: 21 cents per rupee.
Pakistan: 21 cents per rupee.
Argentina: 18 pesos to the dollar.
Brazil: 5.4 cents per cruzeiro.
Uruguay: 52.63 cents per peso.
Venezuela: 29.85 cents per bolivar.

Painters Still Out In Lk. Chas.

LAKE CHARLES—The Painters Union has voted to continue picketing contractors here after a failure to reach an agreement. The painters have turned down two employer offers as unsatisfactory. The Retail Clerks, however, have pulled off their lines.

While shipping has picked up a bit in this area during the past two weeks, reports Leroy Clarke, port agent, it is still a bit slow with plenty of men available to fill any expected jobs.

The Bradford Island, Council

Grove, Cantigny, Chiwawa, Government Camp, Winter Hill (Cities Service), Val Chem (Valentine), and The Cabins (Texas City Refinery) were in port during the past period. Also calling in were the Ideal X and Almema (Waterman) on the piggy-back run. All were reported in good shape.

WIPE 'EM UP!

Whenever anyone gets around to collecting figures on shipboard accidents, he is sure to come up with one melancholy total. It represents the number of bruises, and broken bones which came from slipping on a wet deck.

When it comes to safety, this is one area when a little precaution goes a long way. It's simple—so simple in fact, that it often gets overlooked. That precaution is, "wipe 'em up!"

That slogan applies to all slick spots, great or small—an oil dripping on an engine room grating, a water puddle on deck, a bit of mashed potato underfoot in the messroom. Even a single green pea can cause an accident. Ask the man who slipped on one.

Keep the decks skid-proof wherever you work, and you will be saving yourself and your shipmates from painful injury.

An SIU Ship is a Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Answers To Buying Questions

CAR TRANSMISSIONS: I want to buy a new car. I can't afford a new car every year and want to know if I should buy the standard shift or the automatic transmission. I know we would get a better trade-in on the automatic transmission but would it give us a lot of trouble?"—Mrs. F. B., Quincy, Ill.

Repair experts report automatic transmissions are standing up well, so you need not fear a lot of trouble. Cars with automatic transmission have better trade-in value than standard transmission. However, they do cost more to buy, operate and service. The suggested list prices of automatic transmission on the three most popular makes of cars is \$100 to \$188. According to a specialist, periodic adjustment of an automatic transmission costs about \$7.50, and as much as \$12.50, compared to \$1.50 for adjusting an ordinary clutch. You also have to follow carefully the factory recommendations on changes of fluid and adjustments, and have your mechanic inspect the fluid level periodically. The major advantage of automatic transmission is in driving in city traffic.

RENT CRISIS: "A reader from Canada wants to know about the cost of living in San Diego. We are a family with three children. If you have children it is almost impossible to get a decent rental. When one finally is found it costs \$95 to \$110 a month, rather high rent for a man making \$80 a week, and with actual take-home pay of \$69 after all deductions. A man making \$80 cannot buy a house unless he has \$5,000 for a down payment. Mortgages are very tight here. We came here from Boston eight months ago and money for housing is easy to get there. Another problem is medical expense. We are covered for hospital bills, but not for ordinary illnesses that require visits to the doctor's office. Seven dollars for an office call is about average here plus \$7 more for the smallest amount of medicines. Dental bills are very high."—Mrs. W. C., San Diego, Calif.

This report portrays the growing housing crisis in industrial centers on the Pacific Coast, Midwest, Southwest and some parts of the South.

For the country as a whole, rents have risen on the average of about five per cent a year for the past seven years. But increases have been especially sharp in such cities as Cleveland, Seattle, Houston, Detroit and other industrial centers. Sol Shaviro, assistant secretary of Amalgamated Housing Corp., reports that the national average cost of constructing a four-room apartment in 1950 was \$8,450. Today it is close to \$12,000. In 1950 mortgage money was available at an interest rate of 3½ per cent for large apartment cooperatives. Today the prevailing rate for such buildings is 5 per cent. The increase in the interest rate alone adds \$12 a month to the rental cost of a four-room apartment.

Building of rental apartments has been sharply curtailed by high interest rates, Shaviro reports. In

1954, 90,000 rental units were built; in 1955, 86,700 and last year, only 75,000. Many of these were luxury apartments priced far beyond the means of working people. The reduction in moderate-price apartment building, coupled with a curtailed public housing program, has accentuated the housing shortage.

FOOD COSTS: "Your column, 'Money More than Education Needed for Good Eating' opened my eyes to a lot of things. We have seven children. My husband brings home \$65 a week. I have been trying to feed my children and pay all other bills with it. I wondered why my children aren't fat like other children and why they are always tired. Could you give me some advice on what food I could buy for about \$25 a week that would be the most nourishing for them? The \$25 must include milk."—Mrs. M. T., Rossville, Ga.

If you fear your children actually are suffering from nutritional deficiency you should take them to the nearest clinic or a local doctor for examination. This is not something you can determine or treat yourself. The only way to feed this large family on \$25 a week, which is far below the average cost of \$9 a week per person, is to rely heavily on certain foods which generally provide the most nourishment for the money. These include white potatoes, whole wheat bread, rolled oats, beef and pork liver, peas, beans, rutabagas, carrots by the pound, frozen spinach, milk (fresh, evaporated and non-fat milk powder), dried prunes, canned peas, American cheese, cottage cheese, canned tuna fish, canned corned beef hash, codfish or haddock, eggs and hamburger.

That doesn't mean your family needs only these foods. You need to include in your meals every day foods from each of these seven groups: (1) milk; (2) tomatoes, oranges, grapefruit or green cabbage; (3) leafy green or yellow vegetables; (4) other vegetables or fruit; (5) eggs, lean meat, poultry or fish; (6) cereals and bread; (7) fats and sweets. The low-cost list above does include some of the best values in most of the seven groups. Milk is your big problem. Since the 60-65 quarts a week your family needs alone would take over \$15 of your \$25, you need to supplement what whole milk you can buy with evaporated and non-fat dry milk. The dry milk can be a big nutritional help at small cost if you add it to other dishes such as soups, casseroles, baked goods, meat loaf, etc. You can get a free copy of a useful booklet "Getting Enough Milk" by writing the Office of Information, U S Agriculture Department, Washington 25, DC.

House Holds Up US Aid For Poland

WASHINGTON—A last-minute snag in the House of Representatives has delayed signing of a \$95 million aid program agreement between the US and Poland. A series of parliamentary maneuvers by opponents of the program has blocked approval, but it is expected to be cleared in the next few days.

Of the total, \$75 million will go under the farm surplus program, with the rest financed as a long term loan. As with other Government aid programs, all shipments will be covered by the "50-50" law. This will mean the arrival of American-flag ships at Polish ports for the first time since before World War II.

The aid program for Poland makes it the second Communist nation to receive US Government assistance. Yugoslavia was first when the Tito regime there broke with Joseph Stalin, the late Russian dictator.

Combat Communism

Supporters of the Polish aid program have argued that assistance to the Red puppet states will succeed in weaning them away from Moscow domination and also will fulfill a basic humanitarian need to avoid hunger.

Opponents of the program, including Senator William Knowland, the GOP majority leader, have argued that such aid only serves to salvage collapsing Communist economic systems.

Even supporters of the aid program are cautious about results it might achieve, since it is pointed out that Russian troops are still stationed in Poland as well as in East Germany, and are in a position to stamp out any drift away from Communism.

It Looks Like Ladies' Day



Decked out in their Easter finery, Seafarer Millard B. Elliott's four daughters (above) make a pretty picture. The young ladies (l to r) are Frankie Mae, 8; Patricia Ann, 6; Linda Diane, 7, and baby Deborah Paige, 20 months, front and center. Elliott, whose home is in Mobile, is now steward on the Warrior. The ship is heading out on a Far East run. At right, Harriet Marie Svendsen of Baltimore, age 2, holds the stage. Dad Viktor Svendsen is fireman on the Portmar.



MEBA Votes \$\$ For Coal Beef

NEW ORLEANS—The Marine Engineers Beneficial Association has stepped up its campaign to organize the engineering officer jobs in the American Coal Shipping Company.

The MEBA, meeting at its national convention here, voted to appropriate \$40,000 to help finance its drive in the company. The union's action decisively discredited reports from the National Maritime Union that MEBA had tossed in the sponge in the beef, and was secretly advising its members to take jobs on the coal ships.

At the same time, the MEBA adopted new procedures to screen out Communists and fellow travelers who have applied for readmission to MEBA locals. The changes, written into the Union's constitution, provide for the creation of three-man screening committees to review the applicants' qualifications. The committees are empowered to question the applicants in person and to make recommendations to the local. Appeals from the committee's ruling may be taken to the annual MEBA convention. The procedure is expected to prevent screened-out members from rejoining the Union.

The demand for readmission follows from a 1955 court order outlawing the Coast Guard's screening procedure for merchant seamen. The court ruled that the procedure was illegal because it used informants and denied the accused the right to face their accusers. MEBA said a number of engineers expelled for Communist activities had asked for the right to rejoin the locals.

The Convention also established a \$202,000 organizing fund, raised dues from \$6 to \$10 a month, and voted to penalize shipboard performers. The organizing fund will allocate \$117,000 for general organizing, \$45,000 for the Great Lakes drive, and \$40,000 for the American Coal beef.

Suez Seen Normal; Canal On Isthmian Route Again

Further evidence of a return to normal, for the time being, in the Suez Canal zone is the announcement that all Isthmian ships are now transiting the canal again. The Steel Traveler, heading westbound to Karachi, Pakistan, was the first of the company's ship to make it through the Mediterranean and Suez.

Previously several other American companies had started using the canal again, including the American President Lines and many of the tanker operators. In fact, ships of all nations with the exception of France and Israel are back on the route.

Final disposal of the canal problem is still a long way off and shipowners are keeping their fingers crossed. The Israelis have been threatening to send a ship through the canal as a test of their passage rights, but so far have not carried out the move. Nor has any further word been heard from the Kern Hills, the SIU-manned tanker which made one trip through the Gulf of Aqaba to the Israeli port of Elath and touched off a storm in the Arab world. The Kern Hills was supposed to go back with more oil cargoes.

Talk of additional pipelines to bypass Suez has not yet been translated into anything substantial in the way of announced construction plans. The latest move in this area

was a reported proposal by Saudi Arabia for the Arabian nations to organize their own pipeline company and build their own lines which would tend to compete with any lines built by western oil companies.

Pick Up 'Shot' Card At Payoff

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

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

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

Growing Giant Frogs' Legs Is SIU Electrician's Meat

Messroom coffeetime sessions on ships are almost guaranteed to turn up one Seafarer who talks about the chicken farm he is going to retire to. But Seafarer Douglas Reynolds has come with quite a switch on the old saw. Instead of raising chicken and hen fruit, Reynolds is doing fabulously well with a five-acre bull frog farm.

With frogs' legs a popular eating delicacy in many restaurants, Reynolds quick-frozen bullfrogs are very much in demand. Those frogs who can't make the grade for the dinner table are sold to laboratories where frogs are traditionally used for tests and medical experiments.

Reynolds got into the frog-raising business by accident—his accident. An electrician on board SIU ships, he was working ashore as a lineman in 1952 when he took a jolt of 13,000 volts. Somehow he survived, but he spent many months in Johns Hopkins Hospital in Baltimore.

Learned In Hospital

While recuperating at the hospital he became friendly with one of the physical therapists who was convinced that frog farming could become a profitable enterprise. Reynolds happened to own some tobacco acreage in Whiteville, North Carolina, which he figured would be ideal for that purpose, as there was plenty of water close to the surface.

Arkansas-Newfoundland Cross

He dug the first of his frog ponds in 1953 and then set about finding the proper kind of frog for his project. "Most of the frog legs you eat in restaurants are gigged wild in Southern swamps. A great many legs are imported from Cuba and some from Japan. What I did was to get hold of a big frog called the Newfoundland which had been bred by a frog farmer in New Orleans. I bred this with an Arkansas swamp frog and mated the offspring with an imported breed



A gentleman frog farmer, Seafarer Douglas Reynolds shows off a 15-inch specimen bred on his North Carolina frog farm. Some of the frogs he produces have legs weighing a half-pound each. The legs are frozen and packed for sale to restaurants.

... Eventually we came up with the frog my father and I now raise. We call it the Giant Food Frog."

Now Reynolds produces frogs which weigh up to two pounds, some having legs weighing a half-pound each. At any given time he will have as many as 30,000 bullfrogs croaking in the ponds—not conducive to sleep, perhaps, but soothing to the pocketbook.

Each of the frog ponds is divided into breeding and growing areas. The tadpoles live off vegetation while the larger frogs eat carp minnows. The ponds are seeded with the carp, which do very well on stale bread and produce huge quantities of minnows to keep the frogs happy.

Commutes By Air

When the frogs are ready for market, they are dressed, quick-frozen and packed in five-pound boxes which wholesale at \$1.65 to \$2 a pound. The business is doing so well that Reynolds now commutes in his own airplane between his farm and Baltimore, where he operates an electrical business.

Reynolds sailed with the SIU from 1946, when he came out of

the Navy, until 1952, when he went to work ashore. He still maintains his membership in the Union.

Any Seafarer who is interested in frog farming instead of chicken farming is invited to write him at Box 3556, Baltimore 14, Maryland, or at the Carolina Frog Farms, Route 4, Whiteville, NC. "I will be glad to send a free brochure about my frog farm and answer any questions," he concludes.

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.



Frog breeding farm owned by Seafarer Douglas Reynolds near Whiteville, NC, sometimes has as many as 30,000 bullfrogs on tap. Tadpoles live off vegetation, while larger frogs eat carp minnows. The ponds are seeded with carp.

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

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

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



the **SEA CHEST**

LABOR ROUND-UP

Labor and management bargaining representatives for 45 Pacific Coast pulp and paper mills have reached agreement for an average wage increase of 9½ cents per hour for some 19,500 employees in Oregon, Washington and California. The agreement, which will go into effect June 1 if approved, will also increase employer contributions to the health and welfare plans to about 80 percent of the cost. The bargaining was between representatives of the United Papermakers and Paperworkers, the International Brotherhood of Pulp, Sulphite and Paper Mill Workers, and the Pacific Coast Association of Pulp and Paper Manufacturers.

Members of the Air Line Pilots Association in good standing shared a cash dividend of \$314,000 on dues paid into the union. The association constitution places a ceiling of \$2.5 million or \$275 per active member, whichever is the greater, on ALPA net worth. Any surplus over operating expenses is to be returned to the membership as dividends. This year's return was estimated at 17 percent.

Workers in the General Electric Tube Plant at Anniston, Alabama, members of the International Union of Electrical Workers, adopted a strike authorization vote in protest to the company's plan to make them wear "monkey suits." The company plans to dress the 700 employees in prescribed uniforms; girls in all

white, and the men in either a white shirt with gray, blue or tan pants, or a gray shirt with gray pants, blue shirt with blue pants, tan shirt with tan pants. Each employee was to be given two \$10 certificates with which to purchase their "monkey suits."

Construction has begun on the \$2.6 million ILGWU - financed Puerto Rican housing development program. It will consist of 250 houses at a cost of \$1.6 million in the Reparto Santiago Iglesias, honoring Santiago Iglesias Pantin, a founder of the Puerto Rican labor movement. The other \$1 million will go into units being built in the adjoining Altamira project. About one half of the 400 homes being built will be available to ILG members on the island.

About 150,000 members of Georgia labor unions have merged their former state federation and industrial council, into a statewide AFL-CIO central federation. Under the terms of their new charter, William A. Cetti, former president of the state federation, was elected president and W. H. Montague, former head of the state CIO group, executive vice-president. In presenting the charter, R. J. Thomas, special assistant to AFL-CIO President George Meany, emphasized that despite the "delicate problem of equality of the races," in the south, "the policy of the AFL-CIO is that anybody who pays dues has equal rights."

Free Polish Fleet Plan In Lay-Up

The first post-war ship to fly the flag of free Poland has gone out of operation after 15 months of worldwide tramping. The Liberty Wolna Polska (Free Poland) paid off last month and was returned to the American owners it had been chartered from last year. The operators said they were giving it up because current cargo rates had made profitable operation impossible.

At the same time, the operators said that plans for keeping a free Polish merchant marine alive had not been dropped entirely, and that the company was scouting for another ship.

The Wolna Polska was operated under Liberian registry, and manned by an all Polish crew. It was supported by a group of Polish business men from New York and Philadelphia. The ship had a manning scale of 40, and paid wages higher than standard on European ships. Crewmembers were also paid overtime rates.

The crew was recruited from Polish seamen who had fled Communist Poland. Some had sailed on American ships, and others were working in the British merchant fleet, and on ships of other European nations.

The Wolna Polska always flew the flag of pre-Communist Poland.

SIU AFFILIATES CREW NEW PASSENGER SHIP



Bright, comfortable crew messrooms are a feature of ship's accommodations. This is steward dept. chowroom.

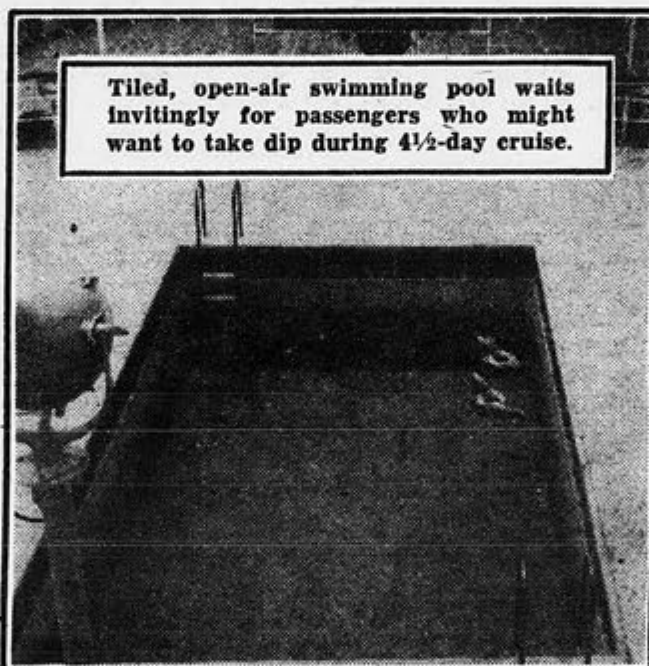


Waitresses in crew messrooms (above) as well as passenger dining rooms help perk up mealtime for all hands.

The fourth new US-flag Pacific liner to come out in six months, the new Matsonia, like the rest, is manned by SIU Pacific District crews. Deck chores are handled by the Sailors Union of the Pacific, black gang jobs by the Marine Firemen's Union, and the Marine Cooks and Stewards Union mans the galley and dining rooms.

Due to start on her maiden voyage from Los Angeles to Hawaii next week, the 26,150-ton liner features a \$20 million beautifying job and is fully air-conditioned throughout her seven decks. She has a speed of 20.5 knots. Her dimensions are 638 feet bow to stern, and 82 feet in the beam.

The new luxury ship is the former Monterey which Matson bought from the US.



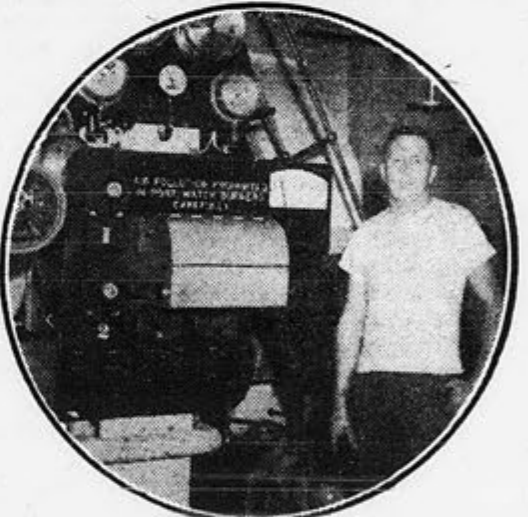
Tiled, open-air swimming pool waits invitingly for passengers who might want to take dip during 4½-day cruise.



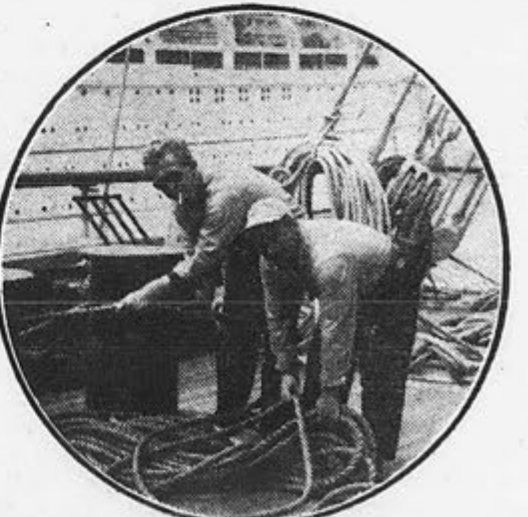
Bosun Stan Kalino (left) and Pete De Catte, AB, both SUP men, apparently find plush liner to their liking.



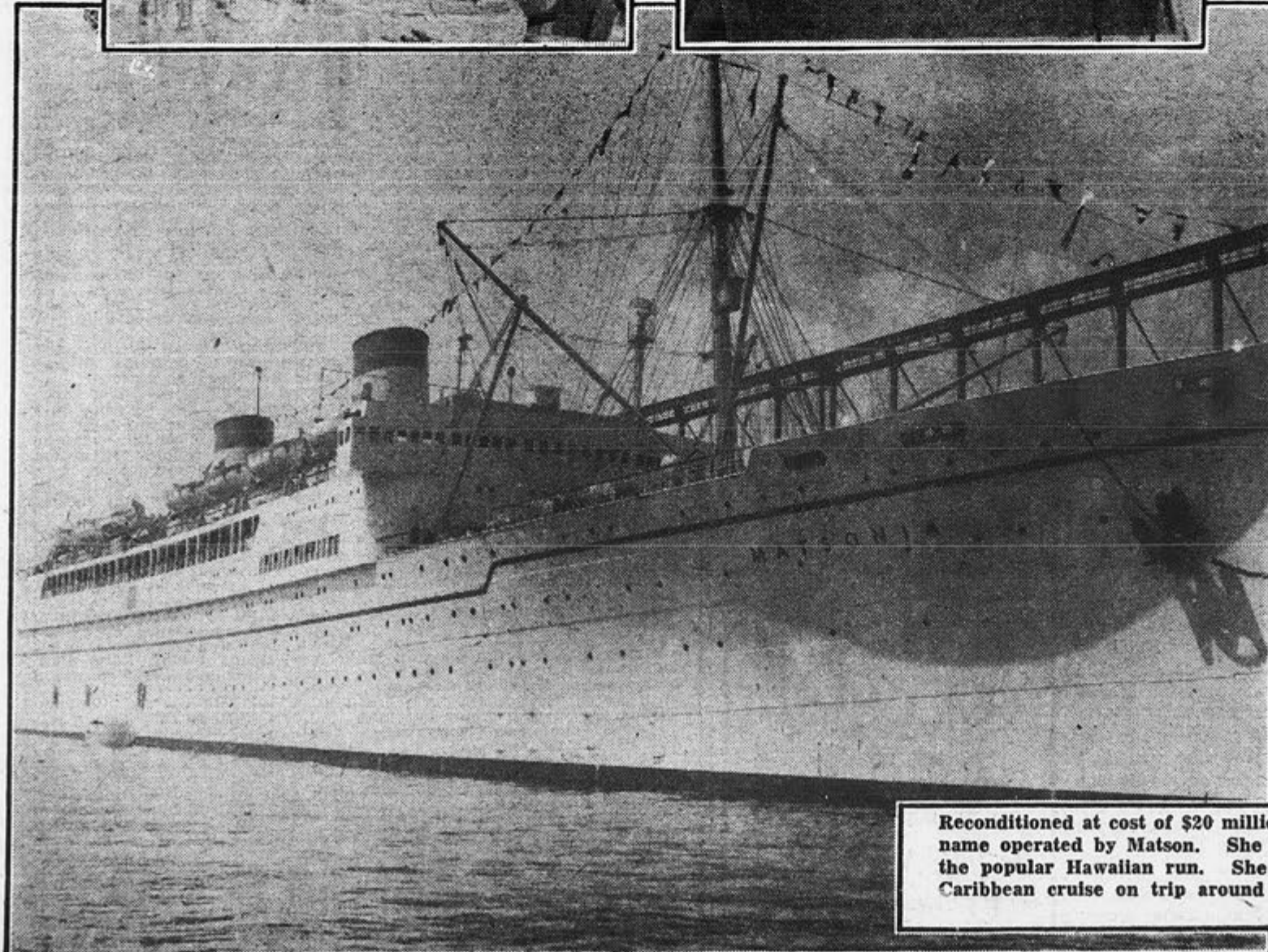
MCS cook Albert Tatton (front) and large galley staff prepare three meals daily for 760 passengers, crew of 400.



Bill Kimbel in boiler room, helps keep ship steaming at 20.5 knots. She has twin screws geared to turbines.



K. Andersen (left) and G. D'Orio of the Sailors Union handle lines.



Reconditioned at cost of \$20 million, the new Matsonia is the third ship of that name operated by Matson. She will be a companion ship to the Lurline on the popular Hawaiian run. She is shown in NY before leaving for special Caribbean cruise on trip around to West Coast.

Three More Onassis Ships Go, MA Gives Final Approval

NEW YORK—Three more Onassis-controlled vessels, the Heywood Broun, the Lake George, and the last of the Western Tankers fleet, the Montebello Hills, have transferred to the Liberian flag, reports Claude Simmons, port agent. The Heywood Broun, of Victory Carriers, as reported in the last SEAFARERS LOG, switched while in Pireaus, Greece, the Lake George (US Petroleum) while in South America, and the Montebello Hills while in Corpus Christi, Texas. The run-arounds were authorized under a transfer-and-build agreement between the Maritime Administration and an Onassis-controlled group of companies.

Under the agreement, the group is authorized to transfer 12 tankers and 2 Libertys to the Liberian flag. In return, Onassis is to build three supertankers, two of 50,000 tons and one of 100,000 tons.

The MA, on May 23 of this year, gave final approval for the transfers, after the companies had already switched most of the 14 vessels to the Liberian flag. Under the terms of the final approval, the receipts of the Liberian corporation which will own the ships, the Alexander S. Onassis Corporation, will be deposited with the Grace National Bank, New York, and held in trust until the fulfillment of the contract for the building of the three tankers.

Final approval, and the setting up of the trust agreement, came after sharp criticism at recent Congressional hearings over the lack of adequate guarantees that construction of the promised vessels would be carried through. The three "supers" are still on the drawing board according to latest reports.

Added to this, the Office of Defense Mobilization has granted the Onassis group a 40 percent fast tax write-off on the construction of the 100,000-ton ship. The 40 percent allowance is on an estimated expenditure of \$51,300,000.

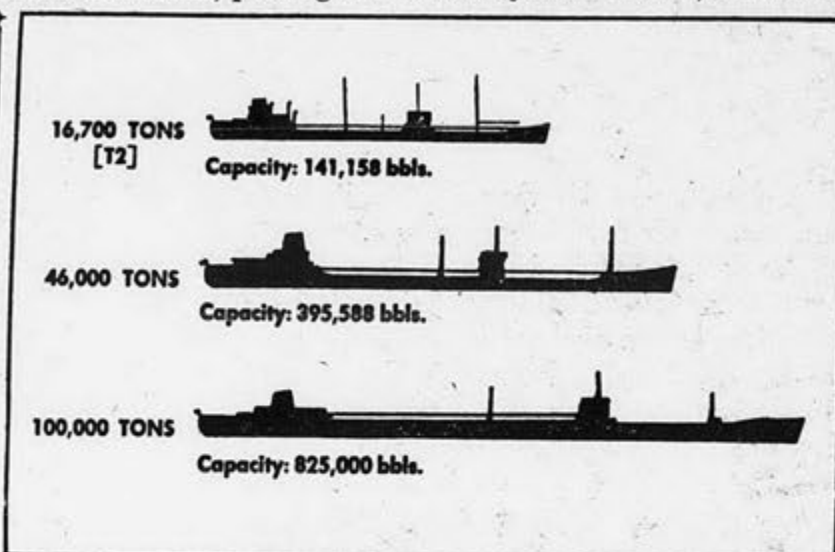
The companies involved are Victory Carriers, US Petroleum Carriers, Western Tankers, and Trefalgar Steamship Company. With these latest exchanges there are only two ships left to be transferred. They are the Louis Emery Jr. (Victory Carriers) and the Battle Rock (USPC). They are expected to switch flags within a few weeks.

There was some difficulty filling jobs and obtaining replacements during the past period, Simmons announced. Although shipping has not been booming, it has held its own and is now normal in this port. "Registration and shipping have been running neck and neck," he said. We paid off a total of 23 vessels, signed on five, and serviced 10 in-transit ships.

The ships paying off were Alcoa Puritan, Alcoa Partner, Alcoa Planter, Alcoa Runner, Alcoa Pegasus (Alcoa); Seatrain's Georgia, Savannah, Texas, Louisiana; CS Norfolk, Bents Fort (Cities Service); Dorothy, Beatrice, John C. Kendall, Elizabeth, Ines, Frances, Kathryn (Bull); Steel Artisan, (Isthmian); Seatiger (Colonial); Maxton (Pan-Atlantic); Mary Adams (Bloomfield) and the Robin Good-fellow (Seas).

The John C. Kendall, Ines (Bull); Robin Mowbray (Seas); Mankato Victory (Victory Carriers) and the Hurricane (Waterman) signed on.

The Seatrain New Jersey, Seatrain New York (Seatrain); Robin Mowbray (Seas); Alamar, Texmar, Losmar, Marymar (Calmar); Coal-linga Hills (Pan-Atlantic) and the Alcoa Runner and Alcoa Partner (Alcoa) were in transit.



Strides in tanker construction since World War II are typified in scale reproductions of the war-built T-2s, present-day 46,000-ton supertankers and the proposed Onassis super-supertanker of 100,000 tons. Onassis has won approval for transfer of 12 tankers, mostly T-2s, plus two Libertys in exchange for construction of one 100,000-tonner and two of about 46,000 tons.

Rebs Hot As Yank Ship Steals Show

The Mayflower II, beating its way leisurely across the Atlantic at two to five knots is liable to get a somewhat mixed welcome in the States, the "Wall Street Journal" reports. Rebels from down Virginia way are a little miffed at the impression left by Bostonians that they got to America first, and the New England Yankees are a little unhappy over the way New York promoters are cashing in on the show.

The Virginians have been making some nasty remarks in public and private about the Mayflower II because it's pretty well taken away the play from the 350th anniversary of Jamestown, Virginia, the first permanent English settlement in the New World. The Jamestown people have worked up quite a promotion including pageants and other tourist attractions but find that the Mayflower is stealing much of their thunder.

Long After Pocahontas

An indignant Richmond newspaper editor has blasted the whole Mayflower sailing as a "phony." After all, the Virginians point out, Captain John Smith's head had already been saved by Pocahontas years before the Pilgrims weighed anchor and headed for Plymouth.

So far, no word has been heard yet from St. Augustine, Florida, which can sneer down the end of its nose at both Jamestown and Plymouth since it was settled in 1565 by the Spaniards, 42 years before the English got around to the New World.

The New Englander's peeve at New York comes from the fact that the ship will stop at Plymouth for just one week on her arrival here and will spend the summer at a Manhattan pier entertaining visitors at 90 cents a throw. Feelings have been partially soothed by the knowledge that the ship will dock at Plymouth permanently, with one New England paper declaring, "Any Yankee who condemns the British for wanting the vessel to spend some time in New York for the clear and time-tested and admirable purpose of making money isn't much of a Yankee."

As for the ship itself, after ten-

tatively testing the North Atlantic route, she hastily veered south and set her course in semi-tropic latitudes. Any Seafarer who has ridden an empty Liberty back from Northern Europe can tell you that her skipper made a very sensible decision.

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SHORE WEAR & SEA GEAR SEA GEAR & SHORE WEAR IN THE NEW YORK & BALTIMORE HALLS

ROBIN HOOD (Seas), April 19—Chairman, M. Kopenhagen; Secretary, M. R. Dombrowski. Disputed overtime, men logged for going to hospital and time off for the steward department to be taken up with the patrolman at the payoff. The department was not run very efficiently at first but the steward looked into it and there has been an improvement. Motion that the steward's department be able to have time off by doubling up and making sure that the work is done properly. Discussion on the motion: This is so that the steward can be able to give his men time off without interference from topside. This can be done as the steward department has a certain amount of work to be done and as long as it is done to everyone's satisfaction there is no reason why the men can't have time off. Anyone fouling up to be subject to action by the Union. This

room, so all could see notices. The water taken on board in Guanica should be changed if possible.

WARRIOR (Waterman), April 27—Chairman, K. Beckerich; Secretary, M. Elliott. Discussion on water pressure aft. Ship came out of shipyard repair and water tanks were cleaned, water to be flushed out and changed in New Orleans. Discussion on operating of washing machines. Vote of thanks to steward department for good food and service.

May 7—Chairman, K. Beckerich; Secretary, M. Elliott. Quarters need painting. Suggested that the patrolman see quarters and check on hospital. Ship's delegate to show patrolman toilets and showers aft. Discussion on washing machines, that curfew should be made on it for 10 PM. Suggested that garbage can not be washed in sinks in laundry.

CHICKASAW (Pan Atlantic), May 8—Chairman, J. Smith; Secretary, M. B. Hastings. The ice making machine is going to be repaired in port if it is possible. If not here, it will be fixed in Port Newark. Request to have leak from water line, in crew passage-way fixed. New delegate elected. Please turn off motor in washing machine when finished. Vote of thanks to steward's department for fine food and service. Vote of thanks to Brother Ballard for a job well done as our ship's delegate for the past 2½ months.

CITIES SERVICE BALTIMORE (CS), May 5—Chairman, G. E. Phillips; Secretary, M. Jamson. All disputed overtime has been straightened out. All repairs have been brought to the captain's attention. All men are asked to leave their rooms clean and take any beef through their delegate so as not to hold up payoff. Laundry is on shipyard list. Clean rooms, bring all beefs to delegate. No drinking or fouling up on payoff.

ALCOA CLIPPER (Alcoa), May 5—Chairman, E. Moyd; Secretary, L. Nicholas. Special meeting was called to order by the ship's delegate in regards to the Trinidad shoregang work. Also a general discussion on whether there is any overtime lost due to their work. Engine department finds no discrepancies. Steward the same. M/S/C that all if any shoregang be stopped in Trinidad, only bauxite be allowed aboard.

ALCOA PEGASUS (Alcoa), May 12—Chairman, R. Daniels; Secretary, R. J. Wendell. No beefs. Ship safety meeting held. Repair list turned in. \$30 in ship's fund. \$39.37 spent for baseball equipment and chessboard. \$10.63 left in ship's fund.

ALCOA PLANTER (Alcoa), May 13—Chairman, C. Majette; Secretary, A. Anderson. Everything running smoothly. New washing machine placed in Port of New York, at last voyage, no major beefs. \$63.23 in ship's fund. Vote of thanks to steward department for good show and service suggesting steward not to use the washing machine for ship's linen. Steward asked to request for more bath towels, and to order more army cots.

COE VICTORY (Victory Carriers), April 27—Chairman, J. Nicholson; Secretary, J. Brighan. No beefs. \$14.30 originally in ship's fund. \$30 spent for stamps and telephone calls. Now \$14.00 in fund. New delegate elected. Storm doors in need of repair. Keep Koreans out of passage ways. Repair lists to be turned in as soon as possible.

DEL SANTOS (Mississippi), March 3—Chairman, J. Bates; Secretary, E. Sahuque. No beefs. New delegate elected. \$27.35 in ship's fund. Brother Ernest Janosko was elected ship delegate by all brothers and Brother Sahuque was elected in a secret meeting. Put all excess linen in linen bags. A vote of thanks to all brothers from the steward for the flowers they sent to his mother when she passed away on 3-26-57.

May 12—Chairman, Jack Bates; Secretary, E. Sahuque. No beefs. so far but will see agent in New Orleans about putting 120 days' stores on all Delta Line ships instead of 85 or 90 days. Africa runs need 120 days and lots of extra fresh vegetables.

HEYWOOD BROUN (Victory Carriers), March 24—Chairman, F. Melherich; Secretary, S. Schroter. Our washing machine is new and the main beefs are that they have to leave it clean for the next fellow. Ask ship's delegate to get in touch with radio operator to have loudspeaker repaired in crew mess for the news. Inform about what kind of money the captain will put in the next port.

WILD RANGER (Waterman), May 5—Chairman, C. Lawson; Secretary, D. Ruddy. Brother Black asked all delegates to cooperate in handing in repair lists. \$17.27 in ship's fund. A motion was made and accepted unanimously, to extend a vote of thanks and appreciation to all the Union officials who participated in the recent eighth biennial convention. Also to concur and accept minutes of same.

ALCOA RUNNER (Alcoa), April 18—Chairman, T. Wasiluk; Secretary, D. W. Frank. Everything is running smoothly. No beefs. Ask the brothers not to bring any mangos or trees into the States unless the okay is given by the Agriculture Department in San Juan. The fishing was very bad this trip, we did not go to St. Croix. Everybody was very sad, better luck next trip. Motion made by Brother John that supper be put in laundry room also install port hole in box for sale. Brother John elected ship's reporter.

motion was passed unanimously. Motion that the ship's delegate write HQ and explain all the logs for men going to hospital, and all other incidents so that they may have an idea of what is going on this trip. Also, that the ship's delegate write about the first assistant turning him to on day work after his arm was put in a cast. One minute of silence for our departed brothers. It was decided that the department heads should know right after the election who the delegates are. Deck delegate suggested that deck head and showers be scraped and painted. Discussion was held about the menus. Steward said that we had plenty of meat but were short on vegetables and fruit because they had a flood in Lourenco Marques and he couldn't get any there. Suggested that screen doors be locked and everyone help keep steevedores out of passageways. A vote of thanks given to the crew mess for doing a good job under trying conditions. Also thanks given to the passenger mess for helping out and thanks also given to the chief cook.

CALMAR (Calmar), March 5—Chairman, T. Jackson; Secretary, A. Bryant. New delegates elected. Discussion on fans in mess room, also on washing machine being fixed. Also see if a fan can be put in ship's laundry.

April 13—Chairman, Zaleski; Secretary, T. Jackson. Washing machine has been repaired. Some fans to be fixed. Have officers mess room door repaired so that it can be closed without slamming. Turbs in laundry to be clean after use. There is a leak in deck dept. toilet.

HILTON (Bull), May 4—Chairman, P. Calebough; Secretary, M. Dombrowski. Engine dept. repairs being taken care of as fast as possible. Painting foc'sles and showers being done and mess hall and pantry painted. Many other repairs completed. New list presented to mate. Wiper took sick from ptomaine poisoning while in San Juan and was under doctor's care. Reported to chief engineer and first assistant with doctor's affidavit and was excused for having missed ship to Ponce. Safety meeting to be held the second of each month and all members of all departments are asked to cooperate with ideas concerning safety.

STEEL AGE (Isthmian), May 5—Chairman, J. Samsel; Secretary, F. Motus. NMU workaway died at sea of a heart attack. Headquarters was notified by radiogram. Repair list turned in to dept. head. Few beefs to be squared by patrolmen at payoff.

NATIONAL LIBERTY (American Waterways), April 21—Chairman, P. Lofess; Secretary, B. Bryant Jr. Laundry and recreation rooms to be kept clean. Repair list to be turned in two (2) weeks ahead.

EMILIA (Bull), April 5—Chairman, N. Remley; Secretary, H. Pierce. \$18.25 in ship's fund. \$13.25 of this money was taken to buy flowers for one of the crew's kin who died. Ship's delegate to see patrolman at payoff about getting a better grade of meat. Discussion about preparation of soups and menus. Discussion pro and con pertaining to relocation of washing machine. Crew not to sit in doorways. Discussion about safety aboard ship.

ALCOA PURITAN (Alcoa), April 20—Chairman, Daiman. Bosun spoke on cooperation on flushing of toilets. Explanation on ordering milk so there will be enough of a supply for sailing. Keys needed for mess rooms. See delegate for repairs.

May 4—Chairman, A. Daiman; Secretary, T. Vaughan. One meeting only should be held on short trips.

ANGELINA (Bull), March 17—Chairman, G. Walter; Secretary, J. Gallagher. Safety committee elected with one member from each department. Vote of thanks to the steward's department especially the chief cook and baker. Discussions were held on lockers needing repairs. Bulletin boards to be moved in to the mess-

'Over The Side'

Seafarers
In Action

"We have a top notch chief electrician on board this tub," reports Steve Bergeria, ship's reporter of the Robin Kirk. The electrician, Jim Hanners, picked up three extra



movies to show the men, and between reels entertained them with lively chatter and cokes. "He even ran the movies two nights in a row, so all of the men would have a chance to see them." You can't beat that for service.

~ ~ ~

Stewards again made most of the ships' minutes news. Delegate M. E. Mullins of the DeSoto writes that the crew gave a vote of thanks to "Scotty" Malvenan and the entire stewards department for "excellent meals and service." From the Florida State came a note of appreciation to the galley department for a job well done and for their culinary efforts. Others also mentioned were stewards on the Wild Ranger, Mankato Victory, Alcoa Pegasus, Ocean Evelyn, Charles C. Dunalf, Seatrain Louisiana, Andrew Jackson, Rebecca, Kenmare and the Seagarden. It looks like the eating and service is good wherever Seafarers are.



Malvenan

In the few short years of its existence, the SIU Canadian District has compiled a notable record. After breaking the Communist grip on Canadian seamen, the Canadian District has driven ahead on both coasts and on the Lakes in an area that has been infested in the past with an assortment of company unions and "independent" outfits.

The tremendous growth of Canadian industry has been fertile soil for the "independents" as Canadian workers come off the farms, out of the fishing villages and the lumber camps to get jobs in industry. With the development of the St. Lawrence Seaway, a whole new area was opened up in which the danger of company union penetration was very real.

The Canadian District, however, has moved rapidly in this area, as it has many times in the past few years, to assure that Canadian seamen and boatmen get proper union representation. The issue has not yet been decided, but it looks like the eventual outcome will be a contract and union protection for another group of Canadians under the Canadian District banner.

~ ~ ~

In Doubt? Blame Unions

Operating on the theory that there is a little good in everything, a "Reader's Digest" article this month ponders what "good" may yet result from the Stockholm-Andrea Doria collision last July. The tragic loss of the Titanic, it recalls, produced the International Safety Patrol and consequent lessening of the ice hazard for ships at sea.

The article then notes the general agreement among marine investigators that a lack of internationally accepted safety rules, too great reliance on radar and the companies' desire for speed above all else all contributed heavily to the smash-up off Nantucket last July 25. But now it abruptly sidetracks. In a "smash" finish, it heaps the blame for ship safety problems on American maritime unions, quoting the usual anonymous disgruntled skippers who find it hard to accept the fact that crewmembers have rights.

This is a tired old formula admittedly, for just where do American sailors fit into the picture when an Italian liner and a Swedish liner hit each other in mid-Atlantic? The SIU, in fact, negotiated its own safety program over 18 months ago. Isn't it too early for the silly season, even up at Pleasantville?

MA Orders Hearing
On Waterman Subsidy

WASHINGTON—An application for subsidy on five services by the Waterman Steamship Company has started on its slow grind through the Governmental machinery. The Federal Maritime Board has taken the initial step by ordering a hearing on the application, but no date has been set for the hearing to begin.

Meanwhile, however, the Board has directed one of its subsidiary offices to gather information and make a preliminary recommendation before the actual hearings open.

If past subsidy hearings are any indication, it will be many months before final action is taken on the subsidy bid.

The SIU-contracted operator is asking for subsidy on the following trade routes:

- US Gulf to the United Kingdom and northern Europe, 30 to 42 sailings annually.
- Atlantic and Gulf-California service to the Far East, 18 to 30 sailings annually.
- Pacific Coast to the Far East, 30 to 42 sailings annually.
- North Atlantic to Northern Europe, 18 to 30 sailings annually.
- US Gulf to Mediterranean and Black Sea, 18 to 39 sailings annually.

Since many of the Waterman subsidy requests would overlap routes already served by other subsidized lines, it can be expected that these other companies will

object strenuously to the Waterman bid. A key element in any subsidy is whether the service currently provided by US operators is adequate.

Along with Waterman, other major unsubsidized operators now seeking Government aid are Isthmian, Isbrandtsen and States Marine. If subsidies were granted to all of these companies, the action would eliminate, for practical purposes, any unsubsidized offshore operation in the dry cargo liner field.

Jobs Plentiful,
Seattle Claims

SEATTLE—Although not coming close to last period's four-year record high shipping total, job activity in this area has continued to be very good. Shipping ran way ahead of A and B registration with more C cards taking jobs than Class A men.

The Ocean Dinny (Ocean Clippers), Fairport (Waterman) and John C (Atlantic Carriers) paid off and signed on. The Flomar, Calmar, Yorkmar, and Pennmar (Calmar) were in transit. All were reported in good shape.

List Details In
Cables To Union

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

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

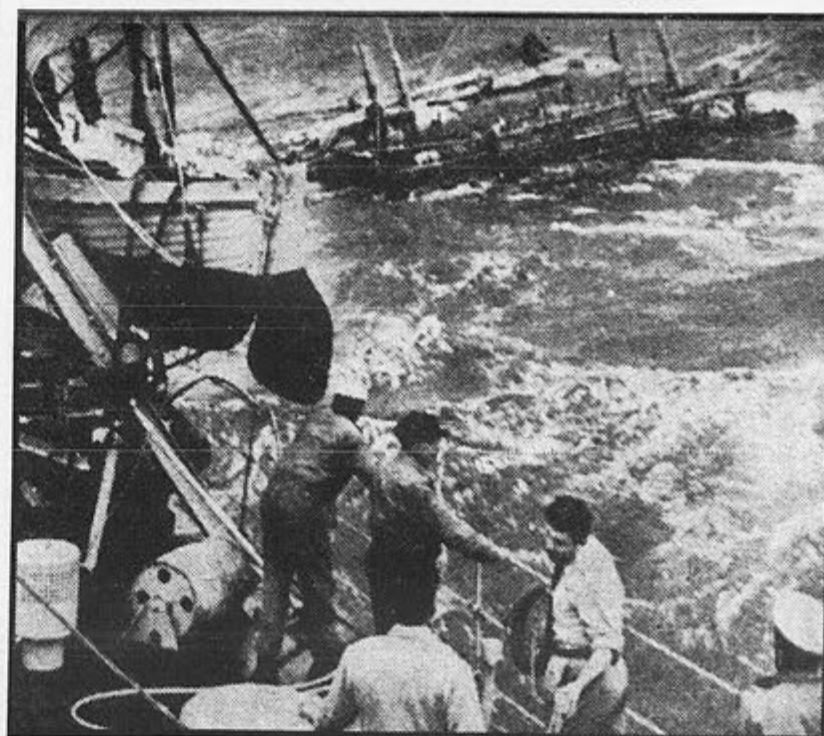
The response of ship's crews to the Union's request for these notifications has been very good. Sometimes though, not all of the above information has been included. Be sure to list all of this data so that the SIU can act as promptly as possible.

'Fair' Shipping
In San Fran.

SAN FRANCISCO—Shipping in the bay area has continued to be fair with little change expected.

The Jean LaFitte, Wild Ranger (Waterman) and Longview Victory (Victory Carriers) signed on while the Chickasaw, Andrew Jackson (Waterman); Steel Vendor, Steel Flyer (Isthmian); Longview Victory (Victory Carriers), Calmar (Calmar) and Ocean Dinny (Ocean Transport) were in transit.

Raft Sinks Short Of Goal



An attempt at a sort of reverse "Kon-Tiki" comes to an end as the bamboo raft Tahiti-Nui (top, right) begins to break up while under tow by the Chilean frigate Baquedano. Five crewmen on the raft, which later sank, tried to sail from Tahiti to South America to prove that Polynesians could have migrated to South America in the pre-Christian era. The raft was disabled about 400 miles from the coast of Chile.

FOLK MUSIC?

Crew Can't
Take It Or
Leave It

Music may have its merits on a ship, but some of it isn't going over too well with SIU crewmen on the Afoundria.

The gang that lives back aft doesn't mind too much when ship's delegate Robert Walton treats them to Beethoven, Bach or Schubert through his hi-fi system. They just figure he's going a little too far when he makes his captive audience listen to Japanese folk music, "especially when the ship isn't going to Japan."

They went just about everywhere else on the Far East circuit, however, and hit different extremes in weather each time. Takao, Formosa, was hot; Keelung, Formosa, was wet; Naha, Okinawa, was just right (the girls were nice, too, they say), and Kusan, Korea, was too cold. The cargo was assorted enough to match the weather; they carried a variety of vehicles ranging from new '57 Chryslers and Olds cars to light tanks.

"The crew has been cooperating fully on the safety program," Walton adds, "but that's as far as it's going. Topside just doesn't seem to care if any suggestion involves spending a dollar, although the company will scream when someone gets hurt and sues."

Meeting Is
Like A Tonic

There's nothing like a good skull session to clear the air aboard ship. This was aptly demonstrated recently on the Robin Hood, "as everybody got 'inta'dact' . . . discussions ranged from gripes about present purser to the price of eggs," said ship's delegate Harold E. Rosencrans. "It was acknowledged by most members to be the most comprehensive meeting called in many a day. Everybody had a small quarrel and now that the meeting's over everybody feels better." A less cheerful note concerned the death of 2nd electrician Sam Cornog at Beira, PEA, in whose memory the traditional one minute of silence was observed. Cornog's body was due to be returned on the Robin Grey, which was in Beira at the same time.

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Tribute To A Skipper



A solemn gathering attended by all hands marked the recent "Scattering of the Ashes" services held aboard the Texmar for the late Capt. John Dunn, formerly of the Oremar. The ceremony was conducted by Capt. Charles B. Dunn of the Texmar (reading in foreground, left), a cousin of the deceased, southeast of Cape Hatteras while the vessel was stopped. Below is a poem sent along with the photo, which aptly suits the occasion. No names were given.

Change Of Command

Proud the vessel, as it lies alight,
Still and solemn on this quiet night,
Save for nature's scattered sounds of might
As hawsers stir within their bight.
Fore and aft surge the lines,
Rhythmic, gentle swaying, to soundless chimes;
In tribute they sound their lasting tone
Farewell to a captain, who now sails alone.
Alone, no longer commanding an earthly ship,
Passage only granted, on this his final trip,
Pilot of pilots guides his spread of sail
Hands steady and firm, at the Downeaster's wheel.
The winds and weather will trouble him no more,
Nor need he look again to that faraway shore,
Or be beckoned by a familiar whistle buoy's moan
And the soft whispering of a friendly diaphone;
His profession no longer can demand,
For God is now captain, and in command.

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Sal Colls, Agent Phone 2-5996
SAN FRANCISCO.....450 Harrison St.
Marty Breithoff, Agent Douglas 2-5475
SAVANNAH.....3 Abercorn St.
E. B. McAuley, Agent Adams 3-1728
SEATTLE.....2505 1st Ave.
Jeff Gillette, Agent Elliott 4334
TAMPA.....1809-1811 N. Franklin St.
Tom Banning, Agent Phone 2-1323
WILMINGTON, Calif.....505 Marine Ave.
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SEAFARERS LOG
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Canadian District

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MONTREAL.....634 St. James St. West
PLateau 8161
FORT WILLIAM.....130 Simpson St.
Ontario Phone 3-3221
PORT COLBORNE.....103 Durham St.
Ontario Phone 5591
TORONTO, Ontario.....272 King St. E.
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EMpire 4531
VANCOUVER, BC.....298 Main St.
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BAGOTVILLE, Quebec.....20 Elgin St.
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THOROLD, Ontario.....52 St. Davids St.
Canal 7-3202
QUEBEC.....83 St. Pierre St.
Quebec Phone 3-1569
SAINT JOHN.....83 Germain St.
NB Phone 2-5232

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Phone 713-J
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Phone: Cleveland 7391
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Headquarters Phone: Woodward 1-6857
DULUTH.....531 W. Michigan St.
Phone: Randolph 2-4110
SOUTH CHICAGO.....3261 E. 92nd St.
Phone: Essex 5-2410

Passenger Lauds
Artisan Galley

To the Editor:

Enclosed is a letter from one of our passengers, Dr. Louis H. Jentgen, who, with his wife, made a trip around the world on this vessel, the Steel Artisan, along with other friends of his.

Dr. Jentgen was a friend of every member of this crew. He went all the way out to treat men who were sick and provided many types of medicines which he carried along for this

ing the same. Even if it takes all around the clock we will be right behind our officials here to help them put it over.

The reason I sat down to write this is because I would like to convey something to our younger members. I know you are sorry you can't help at this time, because of your youth, as you would gladly come forward with the same spirit.

There are a great many men down here, and I won't reveal how many, but of the vast number of them from all over America I can truthfully say that they are all acting like gentlemen. None are drunk, all are orderly and they all have respect for what they stand for. They know they have a job to do and they do it.

There were two police cars at the company office but the police sitting in those cars were bored; they knew they weren't needed. Even the police remarked how orderly the SIU men were.

The next morning we returned for standby hiring, but before the SIU left with its buses full of men, we policed the grounds by picking up all the trash, paper cups and wrappers that might damage the standing of the SIU.

In closing, I would like to say it is a privilege to be an SIU man and a pleasure to be an oldtimer. Everything that can be done is being done, and is a credit to our Union.

Charles J. Hartman

✶ ✶ ✶

Union Welfare
Service Cheered

To the Editor:

As someone who has had occasion to call upon the Welfare Services Department for help I can say that we are fortunate to have this kind of set-up in our union.

I was aboard the Hastings in Europe when our son was born. Two days after birth he suffered a ruptured blood vessel in his head and had to be hospitalized promptly. Although I was not around to file the benefits form, Welfare Services saw to it that the hospital bill was taken care of promptly by checking on my seafaring through the headquarters records.

Now the boy is getting special treatment in a clinic back home in Jacksonville for the condi-



Now 16 months, Ralph Jr.
is pictured in an early
photo.

tion that he developed as a result of this injury. But I can ship out regularly, knowing that while I am out at sea my family will be taken care of if any emergency should come up.

It certainly is a great comfort to know that we have such service in the SIU and that we can leave our families knowing they are fully protected.

Ralph Burnsed

Letters To
The Editor

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

purpose. We are indeed grateful to him.

Harry Benner
Ship's delegate

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"To whom it may concern:

"My association with the steward and his department on the Steel Artisan on our round the world cruise leaving New York on January 25th will be a lasting, memorable occasion.

"Richard Grant, the steward, was the optimum of helpfulness. His associates in the galley were also helpful, kindly men always solicitous of the welfare of the passengers and crew. It will be a long time till I could forget Ambrose, Dario and Harry, the 1st, 2nd and 3rd cooks, and I must not forget Fernando and Collins also.

"I would sure like to go to sea with such men again."

Dr. L. N. Jentgen
Columbus, Ohio

✶ ✶ ✶

Coal Oldtimers
Dig In On Beef

To the Editor:

I am writing from Norfolk as one of the younger oldtimers down here on American Coal, trying to help our Union put this beef over for good.

I must say the Union is doing its utmost to please the men who are answering the call. I left my ship in Good Hope, La., reported to SIU headquarters in New York, was flown down here and put in a good hotel with excellent meals.

The special SIU coal beef office on Colley Street has all the coffee, coke, sandwiches, cake, cigars, cigarettes and even snuff (for those who use it) you can possibly use. There's free transportation to and from the hotel when we have to report to the Colley St. office.

Men still arrive every day from New York, Mobile, Frisco, Seattle and all parts of United States to help this Union of ours put it over.

On Thursday (May 16—Ed.) two city transit buses were hired to transport us for an interview regarding jobs open on the coal ship Casimir Pulaski. The buses full of men were held up until midnight before the hiring was finished, but we did have all kinds of refreshments brought in for us. There were smokes, sandwiches, coffee, soft drinks, ice cream, etc., while the rival union had nothing for its men. All next week we will be do-

MORNING LIGHT (Waterman), May 3—Chairman, D. Claussen; Secretary, W. Morse. Proper clothing, cigarettes and tobacco to be put aboard before leaving port. Ship's delegate to get in touch with library for new books. Vote of thanks to steward department for a job well done.

OCEAN EVA (Maritime Overseas), March 3—Chairman, W. Johnson; Secretary, J. Doyle. \$10.45 in ship's fund. Saw captain in regard to getting more cigarettes for crew, as officers are receiving more than crew. Captain will see purser on issue. Discussion on alien riding ship. To see if we can get him off at end of voyage.

PENNMAR (Calmar), April 28—Chairman, V. Monte; Secretary, W. Kohut. Report on coal ships by delegate and his inspiring talks on trying for this new organizing jobs for our future

a vote of thanks for the good food and service. To raffle off radio and iron.

TOPA TOPA (Waterman), May 3—Chairman, P. Van Wygerden; Secretary, F. Kustura. \$20 in ship's fund. Discussion on getting wind shutters for quarters aft. All dirty linen to be turned in immediately.

VALCHEM (Valentine Tankers), April 28—Chairman, T. Hinson; Secretary, W. Nests. \$30 in ship's fund. Water fountain to be checked. All crew members that do not have bulkhead shelves and locker shelves to report to the ship's delegate and he will see the captain about it. All crew members to come to messhall dressed properly. There will be no drinking and performing on vessel. Check soap dishes and towel racks.

FELTORE (Ore), May 5—Chairman, A. Rosenbapt; Secretary, Q. Strickland. Few beefs squared away. Repair list to be made out. Crew members should be back one hour before sailing time. Sanitary equipment needed by the engine department. Steward should have enough silverware and china for the crew. Congratulations to headquarters for opening the new SIU Health Clinic.

JEAN LAFITTE (Waterman), March 28—Chairman, J. Touart; Secretary, W. LeVeon. The ship's delegate paid off on our arrival in Stockton, California. William LeVeon elected this trip. Crew notified that draw in Korea will be in hwan, at the \$500 to 1 dollar, exchange rate. A vote of thanks extended to Brother Jake Hansen for his generous contribution, to the ship's fund.

May 5—Chairman, T. Touart; Secretary, F. Amora. \$16.55 in ship's fund. Instruct New York to have arrangements for passenger workways to have better accommodations on ship's such as staterooms, when available as poor, unsanitary rooms, are sometimes given to these men. Library books and magazines received. Brother Touart volunteers to be ship's librarian, temporarily. Also members requested not to go over the ship's delegate's head, about ships business. Repair list discussed.

MAE (Bull), April 18—Chairman, Hipp; Secretary, J. Jakelski. Chief engineer promised to cover bare steam lines on deck, some of the crew got burned. Aluminum ladder for gangway ordered. One man missed ship in Baltimore. Have patrolman to check with chief engineer and make sure steam lines are covered. Check with headquarters and make sure new ladder for gangway is in Baltimore. Agreed to get a new TV set since the old one is pretty well worn out. "We the crew on here are 100% with the Union on whatever action may make in order to secure American coal for the SIU. And to hell with all the baloney Joe Curran may put in the Pilot."

May 10—Chairman, J. Jakelski; Secretary, F. Bischoff. Everything seems to be running smoothly. Repairs from last trip are all in order. Aluminum ladder for the gangway is on the dock waiting in Baltimore. New delegate elected. Purchased new TV set in New York and a new TV antenna in Houston and had radio repaired. \$48.67 left in the fund. Better care to be taken of TV set and radio. Screen for portholes needed.

FLORIDA STATE (Ponce Cement), May 7—Chairman, B. Varn; Secretary, J. Sersey. So far two men received transportation to port of engagement, other four men also will receive same before arrival in Ponce. It was mentioned that for safety purposes, lines should be stowed aft, also to get small wooden gangway replaced as someone may slip, or capsize the old one; and fall overboard. Also a couple of rafts were requested. A vote of thanks to the cooks for excellent food served. Our old ship's delegate was re-elected.

CAROLYN (Bull), May 5—Chairman, E. Smith; Secretary, V. Laine. \$27 in ship's fund. Suggestion made by engine delegate that the sbd. ventilator in top deck be extended to get more air; also that the umbrella on top stack be removed for the same purpose. Ice cream had to be condemned due to rising temperature in ice cream box.

CHILORE (Ore), May 1—Chairman, D. Watters; Secretary, J. Grimes. \$21.71 in ship's fund. Money owed to oiler which missed the ship, can give it to patrolman, or to the bosun. The bosun's room and the quartermaster's room to be fumigated. Not enough cups and glasses.

Digest Of SIU Ship Meetings

job security. He encouraged the old timers to take a hand in it. This has been a very pleasant trip because every one is doing their share in making it a pleasant trip. Discussion of steward department heads. Discussion on salads.

MICHAEL (Carras), April 22—Chairman, J. Nugel; Secretary, P. Cathcart. Used ship's fund to wire for flowers. Oiler got burned on washing machine. New delegate elected.

ROBIN MOWBRAY (Seas), April 28—Chairman, N. Flowers; Secretary, W. Hendershot. Suggestion that each man contributes to ship's fund at payoff. Request clarification on who has responsibility of issuing property passes. Members of deck department asked not to use laundry for paint storage. Note presence of cockroaches. Request fumigation. Discussed poor menu for Easter Sunday.

ROBIN WENTLEY (Seas), May 4—Chairman, L. Karalunas; Secretary, C. Mathews. Elected ship's delegate. Each man to give \$1 to ship's fund. Coffee to be drawn from urn at night. Two hour limit suggested for clothes drying in sidley. Quiet requested in passageways during day to protect sleepers. Lookout changed to bridge because of danger on deck cargo.

STEEL CHEMIST (Isthmian), Dec. 23—Chairman, P. Spencer; Secretary, W. Thompson. \$5.20 in ship's fund. The steward asks that any old torn linen found on change day or time of issue, be turned over to him and he will issue new ones. The washing machine is in bad shape. In order to make it last, the crew is asked to go easy on heavy washing.

Jan. 20—Chairman, W. LaNasa; Secretary, W. Gillespie. Crew to cut out drinking and arguing. Steward asked about keeping leftovers in tin cans over 48 hours limit. Said nothing can be done about it. \$5.20 in ship's fund. Name calling to cease. A-B-C men all have equal voice in meeting.

Feb. 22—Chairman, J. Norgaard. Beef on night lunch. Stores seem to be short. Food too highly seasoned. Discussion on rationing cigarettes. Liquor prohibited to the crew but not to officers. Taxi passes given to officers, and not to crew in foreign ports. Sanitary work not being done. Crew to come into messhall dressed properly.

STEEL TRAVELER (Isthmian), April 14—Chairman, R. Wentling; Secretary, J. Gregory. Medical check-up for crew. New mattresses are available. Proper clothes to be worn at mealtime. \$11 in ship's fund. \$5 used for communication in Cochín, India. Donation to be made by crew for ship's fund. Vote of thanks to steward department, and baker for his coffee time snacks. Vote of thanks also to captain and all topside officers.

STONY POINT (USPC), May 1—Chairman, E. Riley; Secretary, D. Sheehan. Steward department given

LOOKOUT ON THE BOW

By Seafarer Richard Law

(Ed. note: The following will probably ring true with most deck gang men. It was recently published in the "The Literary Quad," an annual publication of State Teachers College at West Chester, Pa., which Law now attends.)

It is raining harder now than it was when you first went on watch. It always rains harder after you relieve the lookout.

For two hours you stand on the slick, black deck of the bow and look for other miserable ships out in the storm with yours. The stinging drops of water pelt your face and eyes until they force you to stare down momentarily at the gray, restless, riddled ocean. The deep, penetrating ship's whistle moans scoldingly, chiding you because you relaxed.

You are sharp again until a gust of wet wind slaps your face. Its salt irritates your skin, and you curse loudly. You trudge the narrow breadth of the forecastle deck several times until lifting your boots gets tiresome. They contain so much water now that you consider heaving them overboard. Somebody must be responsible for your hateful situation. You would like whoever he is to suffer your punishment for awhile.

Now the steady downpour finds a little hole or rip in your jacket and begins to leak through it. The cold water tickles your skin for a few minutes until you want to scream. Then it stops because your wet shirt's so cold against your back that you can't feel a

mere trickle of water. The water stays cold, and it seeps down into your dungarees. They become so saturated that your rubber over-

alls just make motion more uncomfortable. You wish you were naked.

The whistle groans again, and you demand it to stop. You're satisfied when it does, until you visualize the mate sitting up in the wheelhouse drinking a cup of hot coffee, and releasing the whistle switch every minute or so. It's an inequitable system. His being sheltered makes your exposure worse.

You could use a cup of coffee, too. Now you wonder how long you must wait to be relieved. Your partner should have arrived long ago; so you muse uncharitably about him, and curse to yourself because he overslept. You get angrier when you picture him unconcernedly drinking a second cup of coffee while you are drowning in his stead.

You are past rational exasperation now. For no sensible reason you sing to yourself. You sing some simple, annoying, repetitious lyric like, "Roly-poly ball, a penny a pitch," or "You ain't nothin' but a houn' dog," until you remember that you're out here to listen also for whistle signals. You know now that anybody on any ship must be crazy.

Now you imagine yourself relaxing in a comfortable cocktail lounge in Baltimore or Galveston. The tantalizing illusion aggravates your disposition, and you curse again. You are cursing things so readily now that you are emitting a profane soliloquy.

"Pretty bad morning, huh?" Your relief man tells you that it's 4 AM, and that there is fresh coffee back aft.

Immediately you are amiable and cheerful. You think he's a good shipmate, and you don't hesitate to tell him courageously that the storm isn't bad compared with what it was. Now you hurry aft for coffee and a sandwich. A hot shower will make you feel like a new man.

When A Fella Needs A Friend

It happened on the Northwestern Victory. A large sea flooded the oiler's foc'sle. He immediately yelled "where's the delegate?" Due to his discomfort, it took a moment's hesitation before he exclaimed "by God! I'm the delegate!" and took things over from there. What particular function would fall to the delegate in this situation is not disclosed, but it can be assumed that delegate Charles W. Brinton handled the emergency with dispatch from then on. R. E. Charroin was secretary of the meeting at which the incident was reported.

Echo Of 1492



Seafarer Star Wells, carpenter on the John C. Kendall, looks over a replica of Columbus' flagship Santa Maria at Barcelona, Spain. The original Santa Maria was wrecked on the first voyage to the US.

Rx Via Radio Hook-Up Saves Sherwood Man

A rash of mishaps dogged the Robin Sherwood all the way from the US to East Africa, but the SIU ship managed to come home last week in good shape.

The melee got underway in New York last winter, when the stern swung out while the bowline was still on the dock and struck a submerged object. In Capetown the anchor windlass went "kaput," and all along the coast delays stretched every one-day stop into a week or more.

"Back in East London on the return voyage, we had a big 15 tons to pick up but arrived there in the middle of a four-day Easter holiday for the port tugs and pilots. The ship to shore phone got so hot we had fire and boat drill," ship's delegate Joseph P. Wise commented. Twenty hours later they finally got the stuff aboard and sailed on.

All was serene again on the way home until saloon messman Bob Powell got cramps in his right side, started vomiting, and Capt. H. M. Scholder "really started to wear out a path from the radio shack to the ship's hospital. Purser T. D. Davies took over here and began sharpening his needles, chief mate C. McNatt kept busy applying ice packs and radio operator Henry Flack filled the air

with calls for medical assistance.

"He got the Argentine liner Pres. Peron, but it was sending in Spanish. Nobody could make it out until a Spanish-speaking deck man was roused and put to work as interpreter. The Peron's diagnosis was later confirmed by the Moore-mac liner Brazil 1,000 miles away and, eventually, by the US Public Health Service in New York, which verified the doctor on the Brazil.

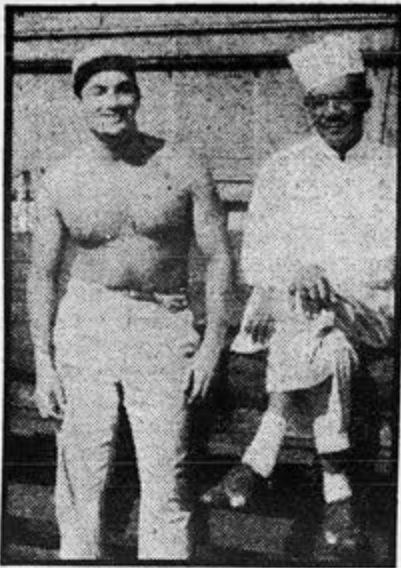
"Following treatment, Powell came out of it under the watchful eyes of the purser and a night watch manned by the crew. We know we owe deep thanks to our captain and others here on the Sherwood, as well as the other ships and the USPHS, who all turned to in this medical emergency," Wise added.

Acknowledging the crew's thanks, Capt. Scholder replied: "Every task performed aboard ship is a matter of teamwork . . . To those crewmembers who stood by all night while the patient was receiving treatment and sweating it out, my sincere thanks. All's well that end's well."

Burly



By Bernard Seaman



A. Aronica, DM (left), and night cook & baker F. Oliver team up for a photo on deck.

Ex-SIU Mate Keeps John B. In Top Shape

"A seaman has to look around a long, long time before he finds a ship as good as the John B. Waterman," reports Anthony C. Aronica. "Morale and working conditions aboard our ship are excellent."

One of the men responsible for this pleasant condition is chief mate C. Kean, a former SIU member, Aronica points out. This adds force to the long-held SIU view that the best ship's officers generally come out of the foc'sle. The practical knowledge they can bring to bear from their experience on the other side of the fence is always a valuable asset.

Kean first joined the SIU in 1941, and retired in good standing in 1950.

Better Relations

"Crewmembers aboard this ship are proud to be shipmates with him," says Aronica. "We all believe that he is an asset not only for the company, but for our Union as well. His years of experience, plus his thorough understanding of the working agreement makes disputed overtime unheard of."

"Most of the fellows are homesteading the ship. It's a home away from home," he adds.

All The World's A Dish For Cooks Aboard Jean

It's a three-ring culinary circus on the SS Jean these days, with Danny Picarelli calling the shots as ringmaster and chief cook.

"When things are going a little rough out there on deck or in any other department, it sure takes the pressure off to sit down in that messhall and be treated to some of that tasty chow," ship's delegate Dick Cummings reports. "As we all know, the garbage on a ship is half the battle anyway."

"We have corned beef and cabbage for the Irish; cabasse and pancakes for the Poles; sauerkraut and speck for the Germans, and of course, with due regard for his own nationality, a host of specialties for the Italians."

"I was on one ship with Danny when we even had wonton soup for our Chinese AB!"

Much of the credit for this happy state of culinary affairs is given to Juan Sanchez, 2nd cook. "Danny's very lucky (and so are we) to have Juan on his side. All his vegetables are well-seasoned and cooked with the finesse of a first-class culinary artist," Cummings noted.

Dieters and ulcer cases get a break, too. "The meats are almost always roasted or broiled, so that even the guys with a few ulcers can enjoy them."

The passengers and even a finicky-eating skipper are going for the chow in a big way. "Capt. Willie Tausendschoen, who used to be known as 'the scourge of the galley,' is just sitting back taking it easy, and getting fat as a butterball."



Picarelli

"There are no 'short-cuts' taken in this galley either. Everything is prepared the way it should be even when some of these special creations take a little extra time. We just hope Danny's 'love-life' in Philly doesn't interrupt his staying with us on here."

Man Behind The Bar



Seafarer Frank Bernotas mixes a few for friends at the Show Bar he just opened with his brother, next to the Troc Burlesque House in Philadelphia. The lady is Marilyn Marshall, one of the headliners from the nearby Troc. The bar's a union house, but Frank sometimes pinch-hits. He recently got out of the Army.

SEAFARERS IN THE HOSPITALS

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BROOKLYN, NY

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Eladio Aris
Fortunato Bacomo
Frank T. Campbell
John Driscoll
Robert E. Gilbert
William Guenther
Bart E. Guaranic
John Haas
Howard Hailey
Percy Harrelson
Taib Hassen
Billy R. Hill
Thomas Isaksen
Ira H. Kilgore
Ludwig Kristiansen
Frederick Landry
Leonard Leidig
A. McGuigan
H. C. Melissac

BELLEVUE HOSPITAL
NEW YORK, NY

Loyd McGee

USPHS HOSPITAL
NORFOLK, VA.

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Julius Ekman
James H. Fisher
Richard V. Geiling
Burl Haire
R. Hansen
Thomas Horan
Alfred Kaju

D. Ryan-McNeill
Ahmed Mehasin
Thomas Moncho
Chas. Montgomery
Haakon Moum
Jan E. Mozdren
John O'Connor
J. Olabarrieta
C. Palmer
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L. A. Strickland
A. E. Swenson
Gerald L. Thaxton
Lonnie R. Tickle
Manuel R. Traba
Dolphus Walker
Herman Winborn
David Witty
Clifford Wueriz
D. G. Zerrudo
Jacob Zimmer

Homesteaders Taken To Task

To the Editor:

This is all about "homesteaderitis," a little-known disease that is actually killing many of our brothers (mentally, of course).

But it is in no way intended to refer to many of our brothers who, due to family financial commitments are compelled to stay on the ship, often against their wishes. I am referring

Letters To The Editor

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only to the true "homo sapiens homesteaderitis," who usually is single and without family commitments.

Rarely is this specimen married, for wives cost money. But if he is, he is sure to make life so miserable that she is happy to oblige him with a divorce.

He can be spotted very easily. Once he makes his nest on a ship nothing can get him off short of a disaster; even then he'll compete with the captain to uphold the tradition of being the last man overboard.

He'll introduce himself to new crewmembers with a sorrowful face and tell them how he's been on this ship so many years. He can't get off because his dear grandmother suffers from a confection of the confection, or some such fanciful tale when, as a matter of fact, his relatives are counting the days until he kicks the bucket so they can split the loot.

He is an expert scavenger and will pick up discarded clothing and patch same with others; he acts as barber or does washing and ironing as well—for money of course. Invariably he is a favor-carrying stool-pigeon for the officers.

Two or three times a day he'll stick out his chest and inform his department head that he has just completed such and such a task which is only part of his regular duties anyway, just to show what a good man he is. His only recreation is to lock himself in his foc'sle in port when he can be alone and then you'll hear strange sounds and quite often the clink of coins.

He is an expert mathematician and can figure in his head the interest and compound interest on three cents at 2½ percent for eight years, seven months, three weeks, four days and 12 hours. But at the mere mention of a loan he'll double up with violent cramps.

In spite of previous disappointments, he'll bury some silver eagles in a safe place and feel very sad when they fail to produce offspring. And whenever he's in a mellow mood you will see him stroking the nearest bulkhead tenderly. Any rumor that his ship is to be sold or transferred is bound to throw him into severe shock.

Eventually he must retire, since all things come to an end by the laws of nature. He'll then buy a small plot of swamp-land and construct a tarpaper shack where his only pastime is to figure his loot daily down to a penny. Occasionally he'll keep

a few chickens—if the neighboring farmer grows grain.

All of this sums up the arrogant homesteader who never really was a good Union man in the first place. "There ought to be a law," as someone once said.

M. Gottschalk

Del Norte Aid Is Appreciated

To the Editor:

I would appreciate very much if you would print this message of thanks to the entire crew of the Del Norte for their generous contribution to me during my illness aboard ship.

It made me feel good to know that I belong to an organization that helps a brother when he really is in need. Thanks also to Brother Joe Vaccaro who devoted his time to enable me to receive benefits.

In closing, to all the brothers on the ship, thanks a million.

Louis Guarino

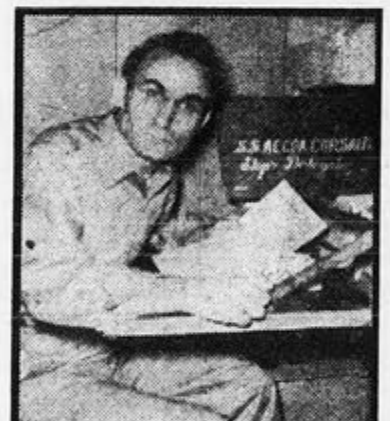
Safety Plan Spurs Interest

To the Editor:

As ship's delegate on this ship I would like to say that the crew is getting along fine and keeping the Alcoa Corsair sailing SIU-style. You might say the crew is just one big happy family.

Too, the brothers are taking an all-out interest in our safety meetings. Special thanks go to Major Costello and Jim Cravey for their work in preparing and conducting the meetings.

I can say also that the brothers are taking more interest in the Union meetings aboard ship. I



An "on the ball" ship's delegate, according to engine delegate Thomas W. Keyser, Forrest C. King is shown in his foc'sle checking over meeting minutes. Photo by Keyser.

can see the change from year to year. I was on the maiden voyage of this ship some years back, so I'm in a position to know.

We all appreciate the LOGs you send, and the SIU headquarters reports.

Forrest C. King

Youngster, 53, Hails Oldtimers

To the Editor:

Enclosed are a few news clippings telling what is happening here in Norfolk on the coal beef, although you probably know the score by now anyway.

The fellows in this beef are really getting treated nice. We're also meeting a lot of oldtimers. I have 40 years—I started in '17—but I am a young boy down here at 53 years old. If I happen to make a ship on this beef I'll bet no one will call me "pop"; they'll probably say "hey, son."

But there is a swell bunch of West Coast boys here. Hats off to the SUP and MCS.

Jesse W. Puckett

PERSONALS AND NOTICES

Earl G. McNab

A. Carroll is holding important mail for you. Write to 117 E. Lafayette Ave., Baltimore 2, Md. or phone—VE 7-0329R; business phone—SA 7-9703.

Dickens, oiler Sander, wiper,

Paul "Art" Arthofer would like you to get in touch with him concerning the money he owes you. His address is 1419 Ryan St., Lake Charles, La.

Robert Orin Smith

Contact your wife Helen at 918 Lincoln St. Wilmington, Calif. Telephone—Terminal 5-3593.

Plutt

ex-Algonkin

Get in touch with Rocky Adams, MV Alamo, Coyle Lines, Inc., New Orleans, La.

D. Xekukis

Jacob B. Malenke wants you to contact him at Box 31, Parker Ford, Pa. in regard to a set of china picked up by mistake aboard the

Wild Ranger in January, 1957, in San Francisco.

Audly Foster

Your wife injured her hand and is in need of aid. Please contact her.

ex-SS National Liberty

Would the crewmembers of the SS National Liberty who signed on after March 6, 1956, please contact Michael Toth at US Public Health Hospital, Manhattan Beach, Brooklyn 35, NY. Toth was taken off the vessel in Pusan, Korea, on June 8, 1956.

Julius J. Swykert

R. Osorio would like you to write them at 4726 Vermont Ave., Los Angeles 37, California.

Newton E. Baker

Kindly get in touch with your wife, Mrs. E. Baker, Salmon, Idaho.

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

Mass. Labor Grumbles On Sales Taxes

BOSTON—Many Massachusetts' unions are still up in arms over the sales tax, reports James Sheehan, port agent. The pros and cons of this revenue-increasing device, proposed by Governor Foster Furcolo, were again argued before union membership at a Central Trades meeting, but nothing was proposed about combatting it.

"Unpredictable and slow" is the shipping report from this area, Sheehan said. The Council Grove (Cities Service) paid off and signed on. The Arthur M. Huddell, Bull Lines floating cable warehouse, also signed on. She is on her way to Seattle with a load of telephone and telegraph cable.

The Robin Sherwood, Robin Goodfellow (Robin); Steel Artisan, Steel Director (Isthmian); Government Camp (Cities Service) and Arthur M. Huddell (Bull) were in port to be serviced.

RECENT ARRIVALS

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

Stephen Benjamin Nelson, born March 15, 1957, to Seafarer and Mrs. John R. Nelson, Roslindale, Mass.

George William Dean Jr., born March 27, 1957, to Seafarer and Mrs. George Dean, Whistler, Ala.

David Keith Myers, born February 27, 1957, to Seafarer and Mrs. William F. Myers, Jr., Savannah, Ga.

Debra Jean Stanford, born February 21, 1957, to Seafarer and Mrs. Glen Stanford, Picayune, Miss.

Emily Jayne Maldonado, born March 18, 1957, to Seafarer and Mrs. Rafael R. Maldonado, Wilmington, Calif.

Gerald Zananski, born March 28, 1957, to Seafarer and Mrs. Frank Zananski, Brooklyn, NY.

Allessandro Francis, born March 12, 1957, to Seafarer and Mrs. Willard A. Francis, San Pedro, Calif.

Warren David Thorp, born May 16, 1957, to Seafarer and Mrs. Warren Thorp, Seattle Wash.

Lawrence Robert Zalenski, born December 11, 1956, to Seafarer and Mrs. Lawrence Zalenski, Baltimore, Md.

Marta Munster, born April 11, 1957, to Seafarer and Mrs. Martin Munster, Cairo, Ill.

Suzanne Gazic, born May 19, 1957, to Seafarer and Mrs. Paul T. Gazic, Maplewood, La.

John Edward Loper, born April 11, 1957, to Seafarer and Mrs. Colle Loper, Jr., Mobile, Ala.

Joy Marie Baker, born May 4, 1957, to Seafarer and Mrs. Conrad E. Baker, Port Angeles, Wash.

Anthony Revard Pierre, born March 5, 1957, to Seafarer and Mrs. George C. Pierre, Spring Hill, Ala.

Rose Esther Napoleonis, born March 25, 1957, to Seafarer and Mrs. Julio Napoleonis, Brooklyn, NY.

Rosana Margie Henry, born May

18, 1957, to Seafarer and Mrs. Harold J. Henry, New Orleans, La.

Jeneen Marie Gannon, born April 15, 1957, to Seafarer and Mrs. Robert Gannon, San Pedro, Calif.

Lillian Marie Lynch, born April 24, 1957, to Seafarer and Mrs. Eugene J. Lynch, Mobile Ala.

Michael Raymond Holbrook, born May 6, 1957, to Seafarer and Mrs. William Holbrook, Baltimore, Md.

Cheryl Ann Langston, born April 25, 1957, to Seafarer and Mrs. Joshua Glenn Langston, Timmonsville, SC.

Silvana Elena Manard, born April 30, 1957, to Seafarer and Mrs. Selden F. Manard, Brooklyn, NY.

SIU Holds Coal Lead

(Continued from page 3)

Coal ships.

Pending arrival of additional ships with calls for replacements, oldtimers from the SIU and from the Pacific District—Sailors, Firemen and Cooks—are coming into Norfolk from all over the US to compete for the coal jobs. Many of them have been sporting discharges dating back into the early 1900's, and it appears that few men with a discharge dated later than 1920 have a chance to make these ships.

All of the SIU of NA deep sea unions on both coasts are continuing to urge oldtimers to turn out in force for the coal ships.

Squelch Fire On SIU Ship

TRIESTE—Port firemen and Seafarers fought for more than a week before being able to extinguish a smoldering fire in the grain cargo of the SS Matthew Thornton (Grainfleet).

The fire, which was caused by fermenting corn, was first noticed while the ship was unloading in this port. The ship was enroute to Europe from San Francisco with a cargo of 9,000 tons of grain.

Although the company reports that actual damage was very slight, newspaper accounts state that the fire ruined some 500 tons of grain. There were no reported injuries.

Use Only One Mail Address

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

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ica, West Coast of
Mexico and US East
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WFK-95, 15700 KCs
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area, North Atlantic,
European and US East
Coast.



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West Coast South America
WCO-22407 KCs

EVERY MONDAY, 0315 GMT
(10:15 PM EST Sunday)
Australia
WMM 25-15607 KCs
Northwest Pacific
WMM 81-11037.5

Final Dispatch

Birdie W. Biggs, 45: On April 28, 1957, Brother Biggs met with a fatal accident in Jacksonville, Fla. He joined the Union on September 2, 1947, and was sailing in the deck department. Brother Biggs is survived by Mrs. Mary E. Mack of Jacksonville, Fla.



William L. Rapp, 65: Brother Rapp died on March 18, 1957, in New Orleans, La. Cause of death is unknown. He joined the Union July 6, 1953, and sailed in the engine department. Brother Rapp is survived by Margaret L. Rapp of Picayune, Miss.

Tough Welfare Bill Covers Boss Also

WASHINGTON—A toughened-up bill putting Government controls over employer as well as union welfare funds has now been proposed by the Administration. The revised Government proposal would require practically every pension and welfare fund in the country to file annual financial reports. Further it would call for fines up to \$5,000 and prison terms up to five years for anybody falsifying welfare fund data or destroying welfare fund records.

Follows AFL-CIO View

A basic change in the bill requiring employer-administered funds to report, would bring it more into conformity with legislative proposals supported by the AFL-CIO. The original administration proposal would have made it mandatory for union funds or joint union-employer funds to report, but would have allowed the Secretary of Labor to waive that requirement for funds that are solely administered by employers.

A number of large corporations, including some of the major oil companies, have such funds in operation.

The new bill would put the same requirements on employer funds as on funds in which unions play a role. The employer requirement

has drawn the fire of the National Association of Manufacturers. The NAM, evidently, is anxious to see union participation controlled by law but wants to leave employers with a free hand in situations where no union is involved.

The administration proposal, put forth by James P. Mitchell, Secretary of labor, is similar to a bill which was offered by Senator Paul Douglas (Dem.-Ill.). Both bills would provide that the reports would be made public in the press.

The one major difference between the two measures would be in the coverage of very small funds involving fewer than 25 workers. The administration bill would require reports from about 250,000 funds covering 29 million workers, while the Douglas bill, by exempting small units, would limit the paper work to 30,000 funds.

Two Republican Senators, Barry Goldwater of Arizona and Gordon Allott of Colorado, have introduced a third measure along the lines sought by the NAM.

There is little doubt that Congress will pass some kind of welfare fund controls bill. However, there is certain to be a dispute over the employer fund issue.

YOUR SEAFARERS WELFARE PLAN

Disability Benefit

Seafarers of any age who can no longer work because of permanent disability are entitled to receive \$150 monthly in disability pension benefits. This benefit has been in effect since May, 1952. Those Seafarers who are over 50 collect US disability benefits in addition, or US Social Security benefits if over 65. The monthly package can run as high as \$258.50. Twelve years' seetime with SIU companies is the basic requirement, plus 90 days in the previous calendar year and one day in the last 90.

SEAFARERS
INT'L UNION,
A&G DISTRICT

Shipping Round-Up & Forecast

May 15 Through May 28

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	5	8	4	4	5	2	14	14	28
New York	85	15	71	18	56	8	212	41	253
Philadelphia	28	4	13	5	18	6	57	15	72
Baltimore	45	18	50	18	31	10	126	46	172
Norfolk	6	4	6	7	4	8	16	19	35
Savannah	13	2	6	2	15	4	34	8	42
Tampa	1	4	3	1	8	1	12	6	18
Mobile	25	10	24	6	30	7	79	23	102
New Orleans	44	8	40	12	27	7	111	27	138
Lake Charles	7	6	6	1	3	1	16	8	24
Houston	36	14	38	9	18	10	92	33	125
Wilmington	17	10	12	14	13	5	42	29	71
San Francisco	23	11	20	9	16	8	59	28	87
Seattle	29	11	14	25	9	9	52	45	97
Total	362	125	307	131	253	86	922	342	1264

Port	Shipped						Total A	Total B	Total Ship.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	5	2	5	1	3	0	13	3	16
New York	74	15	53	19	44	9	173	43	216
Philadelphia	24	4	13	4	8	3	45	11	56
Baltimore	49	23	34	20	28	10	111	53	164
Norfolk	2	1	3	3	1	1	4	5	9
Savannah	2	1	3	0	1	1	6	2	8
Tampa	3	2	2	3	0	1	9	6	15
Mobile	14	7	2	5	6	7	38	19	57
New Orleans	31	8	27	14	6	5	90	27	117
Lake Charles	14	3	0	1	3	7	30	14	44
Houston	19	14	4	11	7	11	50	36	86
Wilmington	6	5	7	5	7	5	47	15	62
San Francisco	20	5	15	5	3	9	44	13	57
Seattle	12	10	13	7	4	9	23	33	56
Total	275	100	64	216	112	73	653	285	938

Job activity fell off again during the past two weeks, thus continuing the steady rise and fall pattern of the last few months. It still represented a fair level of shipping, with 1,136 men dispatched to jobs.

Registration also declined somewhat, but maintained a lead over shipping. A total of 1,264 SIU men registered during the period. Minor gains were shown by Norfolk and Lake Charles, while Boston and Wilmington remained the same. All other ports fell behind.

The deck department showed the widest gap between registra-

tion and shipping, but the most jobs for class C men, as usual, were in the black gang. Job activity was slowest in the steward department.

The drop in total jobs also produced a decline in the proportion of class A men taking jobs. The class A figure dropped to 58 percent which, in turn, produced a rise to 25 percent for class B. Class C shipping was the same as before: 17 percent.

The following is the forecast port by port:

Boston: Fair ... New York: Good ... Philadelphia: Good ... Baltimore: Good ... Norfolk: Quiet ... Savannah: Slow ... Tampa: Fair ... Mobile: Slow, especially for ABs, electricians and cooks ...

New Orleans: Good ... Lake Charles: Fair ... Houston: Good ... Wilmington: Good ... San Francisco: Good ... Seattle: Good.

TMT Bidding For 6 C-1s

WASHINGTON — Two separate bills each authorizing the sale of up to six C-1 diesels to TMT Trailer Ferry have been introduced in the House of Representatives. The ships would be converted into roll-on-roll-off trailerships for use in TMT's services to the West Indies and for a run into Mexico.

At present, the SIU-contracted company is operating the TMT Carib Queen, a converted landing ship dock, as well as two deep sea V-4 tugs in its trailership service. Another LSD, the Florida Queen, is currently undergoing conversion for trailership service.

One bill, offered by Rep. Garmatz (Dem.-Md.) would authorize sale of six of the C-1 MAV-1s for use between Atlantic ports, Mexico and Cuba. The second bill, authored by Rep. Dorn (Rep.-NY) would allot up to four of the C-1s for the run between the east coast, Puerto Rico and the Virgin Islands.

The ships would be sold to TMT on a fixed price of \$693,862 with the requirement that they be modified in US shipyards for roll-on-service.

The Carib Queen is currently operating on the Puerto Rico run after making two transatlantic crossings under charter to the Military Sea Transportation Service. The company expects to resume its transatlantic operation when the Florida Queen comes out of the shipyard.

MTD Starts Magazine

WASHINGTON—A new monthly magazine serving the interests of Seafarers and other maritime union members has been launched here by the Maritime Trades Department, AFL-CIO. The "Maritime Register" will print items of maritime news, and news and features about the unions affiliated with the department. It is edited by Harry E. O'Reilly, MTD Executive Secretary-Treasurer.

Vol. 1, No. 1, released in June, carries news of the MTD's second 10 years, stories about Harry Lundberg, the St. Lawrence Seaway and shipping in the Middle East, and several photos of the opening of the Pete Larsen Memorial Clinic.

Subscriptions are \$2 a year. The "Maritime Register" is published at Room 501, AFL-CIO Building, 815 Sixteenth St., NW, Washington 6, DC.

