

# 71 Seafarers Qualify For Office

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Vol. XX  
No. 20

## SEAFARERS LOG

September 26  
1958

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

# CUBA PULLS MEN OFF STRUCK SHIPS

## SIUNA Action Halts Scabbing

Story On Page 3



**Death Ride.** Seafarers aboard Sandcaptain rescued four persons from this Jersey Central coach hanging onto open Newark Bay lift bridge in disaster that took 48 lives. One other person was pulled from the water. (Story on Page 5.)



**Rap Scabbing.** Mass protest of Cuban government's strikebreaking against Canadian SIU strikers at Cuban consulate in New York helped win withdrawal of Cuban seamen forced to work struck ships. White-capped, placard-bearing marchers surround costumed "Cuban police" toting effigy of "the seaman Batista wants." (Story on Page 8; Pictures, Page 9.)

# 71 Seafarers Running For 38 Union Offices

A total of 71 Seafarers have been found fully qualified to run for Union office and will vie for 38 elective posts open in the coming Atlantic and Gulf District election. Sixty-eight of the candidates passed the credentials committee of rank and file Seafarers after submitting proof of seetime, membership in good standing and citizenship as required by the Union constitution. Three other qualified on appeal. (See story below.)

In all, 84 Seafarers nominated themselves for office, but 12 were disqualified for failing to meet the constitutional requirements, and one withdrew his name from the race shortly after submitting his credentials. Two years ago, although there were 39 open posts—one more than in this year's elections—there were only 72 qualified candidates on the ballot.

Voting in the SIU biennial election will begin on November 1 and will continue for two months, through the end of December. Under the provisions of the constitution, the newly elected officers will take their posts as soon as they have been certified elected by membership approval of the tallying committee report on the voting.

To familiarize the membership with the candidates and their back-

grounds in advance of the voting, the SEAFARERS LOG, in its issue of October 10, 1958, will print a special supplement containing pictures and statements from all of the candidates for office. In addition the LOG will carry a sample ballot which will be an exact duplicate of the actual ballots. These copies will be available in all ports and will be airmailed to the ships so that Seafarers can acquaint themselves with the candidates and election procedure before voting.

Of the disqualified candidates, 10 were found by the committee not in continuous good standing for the two year required period, two failed to produce the necessary four months seetime in the current year, two had their books in retirement during the two years previous to nominations and one did not submit his credentials to the committee by the midnight, September 12, deadline.

A number of the candidates who

were disqualified, the committee reported, could have been able to qualify if they had followed the rules and procedures set forth in the constitution. "The Committee," they said, "is bound by the constitution and had to decide on the basis of the constitution . . . The cases of disqualification cited are especially regrettable because of the fact that the Union, this year, as in every election year, went to such lengths to set forth the procedures and requirements to be followed by those seeking a place on the ballot."

The qualified candidates and the posts for which they are competing are as follows:

Secretary-treasurer: Paul Hall.  
Deck assistant secretary-treasurer: Joseph Algina.  
Engine assistant secretary-treasurer: Claude Simmons.  
Steward assistant secretary-treasurer: Edward (Eddie) Mooney.

Joint assistant secretary-treasurer: (two posts open) William Hall, Joseph Volplan.

Boston agent: Al Tanner.  
Boston Joint Patrolman: Gene Dakin, William John Smith, James Sweeney.

New York Joint Patrolman: (eight posts open) Ernest (Scottie) Aubusson, Robert Barrett, Arni Bjornsson, William Burke, Daniel Butts, Malcolm M. Cross, Carlos M. Diaz, Joseph Di Giorgio, Paul Drozak, Thomas H. Fleming, Vincent Genco, Louis Goffin, W. Paul Gonsorchik, Howard Guinier, Frank J. Jankowski, Casimer Kaust, William Scott Porter, Eugene Ray, Charles J. Scofield, Freddie Stewart, Joseph Teicher, Keith Terpe, James L. Tucker, Van Whitney.

Philadelphia agent: Stosh (Stanley) Bojko, Steve (Blackie) Cardullo, Harry Gerie.

Philadelphia joint patrolman: John Hetzell.

Baltimore agent: Earl Sheppard.  
Baltimore joint patrolman: (three posts open) Rexford E. Dickey, Eli Hanover, Clifton H. Jackson, Ralph W. Murry, Flaye (Al) Stansbury.

Norfolk agent: James A. Bullock.  
Savannah agent: William J. Morris.

Tampa agent: A. W. (Andy) Gowder, Louis (Blackie) Neira, F. F. Reid, Jr.

Mobile agent: Cal Tanner.  
Mobile joint patrolman: (three posts open) Durwood Dees, Harold J. Fischer, Robert Jordan, Leo Patrick Marsh.

New Orleans agent: Walter (Rusty) Beyeler, Lindsey J. Williams.

New Orleans joint patrolman: (three posts open) George E. Annis, Tom Gould, Sylvester Monardo, C. J. (Buck) Stephens, Frank (Red Sully) Sullivan, Charles M. Tannehill, John L. White, Keith (Honolulu) Winsley.

Houston agent: Robert A. Matthews.

Houston joint patrolman: James L. Allen, Charles M. Kimball, James Arthur McConathy, W. (Bill) Mitchell.

Wilmington agent: Reed Humphries.

San Francisco agent: Martin (Marty) Breitloff.

Seattle agent: Theodore (Ted) Babkowski.



John Stathis, Marine Cooks and Stewards dispatcher, calls jobs while Wilder Smith, MCS New York agent, stands by. SIU Pacific District affiliate recently moved its New York operation into SIU headquarters.

## MCS New York Office Moves Into SIU's Hall

NEW YORK—The merging of Marine Cooks and Stewards-Sailors Union of the Pacific halls in the major outports was completed last week when four MCS replacements were shipped to the SS President Adams from the SIU A&G hiring hall in New York. The two Pacific District affiliates use joint hiring halls in the ports of New Orleans, Seattle, Portland, Wilmington and Honolulu.

**Step Up Joint Action**  
The use of joint hiring halls is another step in the general plan to coordinate the activities of the three unions which form the SIU's Pacific District—the MCS, SUP and the Marine Firemen and Water-tenders Union. Only recently the three West Coast affiliates joined their pension plans into a single fund and later announced plans for the future publication of a single Pacific District newspaper.

The move into the A&G headquarters hall was well liked by the MCS membership. As MCS messman Tony Locicero put it, "We have everything we need right here in the one building, a new shipping board, a cafeteria and a

recreation hall. We don't have to go outside for anything." The rotary shipping board, which is located on the second deck in the hall, is divided so that the upper half will be used by members of the A & G District, and the lower half by the Pacific District sailors and cooks. MCS and SUP registration will be handled at the dispatch counter in front of the board.

## Advocate In Crash With Houston Tug

HOUSTON—The SIU-ran Steel Advocate (Isthmian) rammed an oil barge and a tugboat in the Houston Ship Channel early Sept. 16. There were no casualties aboard the ship.

On engineer on the tugboat Ox, operated by Bludworth Construction Co., was missing and presumed drowned. Three other men aboard the tug were injured. The tug capsized and sank.

The Steel Advocate ran aground following the collision. She was pulled off with no apparent damage by two G&H tugs, manned by members of the SIU Harbor and Inland Waterways Division, and sailed to Houston for inspection.

The ship was inbound from India when the collision occurred.

## Canadian SIU Signs 2 Co's

MONTREAL—Last minute contract talks between the SIU Canadian District and two major Great Lakes operators have averted the threat of a 60-ship strike and set the pattern for further negotiations with six remaining Canadian companies on the Lakes.

The new two-year contract, which covers some 2,400 Canadian seafarers, provides for a ten percent package increase, five percent retroactive to June and another five percent next year.

**Held Separate Talks**  
Separate talks were held with the two operators, N. M. Patterson & Sons, Ltd., and the Upper Lakes and St. Lawrence Transportation Co., after formal negotiations with the Lakes Carriers' Association which represents all of the major Canadian Great Lakes' companies, failed to produce a new agreement. It is expected that the new contract, which covers the two largest Canadian fleets on the Great Lakes, will be followed by the other operators.

## Membership Okays 3 Men On Appeal

Three Seafarers have qualified as candidates in the forthcoming SIU general election as a result of membership action upholding their appeals from rulings by the credentials committee. The appeals are the first ones taken under the new SIU constitution adopted in 1952.

The additions increase the number of qualified candidates to 71. The trio includes William Burke, Carlos M. Diaz and Casey Kaust, all running for posts as New York joint patrolman. A total of 24 candidates will now compete for the eight open posts on the ballot, instead of only 21, who were originally qualified by the committee.

Based on provisions spelled out in the SIU constitution, the disqualifications were reversed by the vote of the shoreside membership at regular meetings in all ports

had been at headquarters all the time for the processing of a vacation payment and thus he couldn't produce it for the committee until it had been returned to him.

**No Seetime Proof**  
In turn, Kaust had been disqualified for failing to show proof of three years seetime, although it was found later he actually had the necessary time. However, since he was aboard ship prior to the close of nominations, he had no knowledge of the committee's ruling. A further ground for disqualification, again due to a late dues payment, was also waived when he showed it was due to his participation in the Bull Line strike last year.

All of these situations are specifically recognized in the Union constitution.

Texts of the appeals acted on in all ports are on page 10.

on September 17. It was emphasized in the appeals that the credentials committee had acted properly in all cases, based on the documents submitted by the candidates at the time to establish their eligibility under the constitution.

**Lacked Seetime**  
The disqualification in the case of Burke was based on his failure to show four months seetime in the current year. However, his wife appealed on his behalf, pointing out that he was aboard ship and that this time (September 5 to September 12—closing date for nominations) would give him the seetime necessary. He already had shown 112 days on discharges.

Diaz was disqualified for not maintaining the two years of continuous good standing in the Union required by the constitution due to a late dues payment. In this case, it was determined that Diaz had been on a ship at the time and thus was not liable for the dues until he paid off. It was shown further that his discharge covering the period in question

## 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:

- October 1
- October 15
- October 29
- November 12

## SEAFARERS LOG

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PAUL HALL, Secretary-Treasurer  
HERBERT BRAND, Editor, BERNARD SEAMAN, Art Editor, HERMAN ARTHUR, IRVING SUTVAC, AL MARRIN, JOHN BRADY, HERMAN MARLER, Staff Writers, BILL MOONEY, Gulf Area Representative.

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# Cuba Bows On Struck Ships

## China Coast Now 100% Bonus Area

In light of the active hostilities between Communist and Nationalist Chinese along the China coast, the SIU has negotiated a 100 percent area bonus agreement in Formosan waters. The agreement actually covers four bonus areas beginning at a point south of Formosa and extending northward to Manchuria, but for practical purposes, it will only involve those SIU ships sailing in Formosan waters as no American ships go into Chinese ports.

The agreement calls for a 100 percent bonus on base pay, a \$150 vessel attack bonus or a \$100 harbor attack bonus in case of direct attack while in a 100 percent area and \$10,000 life insurance for each crewmember.

The bonus area begins at 23 degrees north latitude and extends eastward as far as 124 degrees east longitude along some portions of the area.

The area involved off Formosa reaches about 12 miles east off the island and starts at its southern tip.

Ships which have entered the area since September 5 are covered by the bonus agreement. The bonus agreement is similar to one reached by SIU Pacific District Unions with West Coast operators.

## Tampa Still Slow

TAMPA—Port activity here continues on the sleepy side with the usual run of in-transits providing a handful of jobs. The Del Sol (Mississippi); Arizpa, Topa Topa and Jean Lafitte (Waterman); Gateway City and Raphael Semmes (Pan Atlantic) and Alcoa Polaris (Alcoa) were the ships calling here, according to Port Agent Tom Banning.



SIUNA Vice-President Hal Banks (above) expresses thanks for aid in Canadian beef at SIU meeting in NY. Right, CNS strikers Bill Zinuck and L. Engleman discuss strike news with Halifax Port Agent Stan Devine (center) after meeting here.

## Four Tanker-Trailerships Shift To SIU Operator

MOBILE—Idle here for many months, Pan Atlantic's four combination tanker-box ships have been chartered to an SIU-contracted company, Cal Tanner, port agent, reported.

The four tankers, the Ideal-X, Almena, Maxton and Coalinga Hills, will carry grain on their first outbound voyage and oil coming back.

The ships were the forerunners of Pan Atlantic's trailer box operation but have been idle for some time now. With the crewing of these four vessels only one ship, the Morning Light, will be left in idle status in this port.

### Tanker Trend

The trend on tankers carrying grain was emphasized when another SIU tanker, the Captain Nicholas Sittinas, formerly the Government Camp, took a load of grain out of here for India. She too will pick up oil on the inbound trip. This was the second SIU-contracted ship to take grain at the State Dock grain elevators recent-

ly, the first one being Waterman's Hastings.

The chartering of the four tankers came against a background of only fair shipping in this port. There were 14 ships calling for payoff or in transit, among them the Chickasaw, Arizpa, Clalborne, Monarch of the Seas, Hastings and Jean Lafitte (Waterman); the Alcoa Cavalier, Roamer, Clipper and Ranger (Alcoa); the Del Ore (Mississippi); Steel Recorder (Isthmian) and the Captain Sittinas.

### Vacations Gains Hailed

Seafarers here are commenting favorably on the new SIU Vacation Plan. Aside from the increase in benefits, the men see the Plan as increasing the turnover in shipping because a crewmember will get off a ship more readily when he knows he can have some extra vacation money to tide him over in between jobs.

The Harbor and Inland Waterways Division is expecting more activity in the coming months as the proposed state road-building program gets under way. A number of HIWD-contracted operators handle sand, shell and gravel which are widely used in road construction. The program has been marking time pending removal of legal obstacles such as securing right of ways and condemning properties, but it is expected to be in full swing by the beginning of 1959.

## 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.

## Yields To SIU, Pulls Men Off

Faced with demonstrations up and down the coast protesting its strikebreaking against Canadian SIU members, the Cuban government threw in the towel on Saturday morning, September 13, and pulled Cuban seamen off the struck Canadian National ships.

Demonstrations from Halifax, Nova Scotia, down to New Orleans, on the Gulf Coast on Thursday, September 12, precipitated rapid action by Cuban government representatives. The Cuban consul general in New York, Alfredo Hernandez, announced Friday night that the Cuban seamen would be withdrawn from the ships.

The following Thursday, a meeting was held in Washington attended by SIU of NA President Paul Hall, Vice-President Hal Banks from Canada and four representatives of the Cuban labor federation. As a result of the meeting it was agreed that an

arrangement would be made for the International Transportworkers Federation to mediate the dispute.

This was the second time an attempt to work the struck ships had failed. The initial effort, involving transfer of the ships to the Trinidad flag and importation of West Indian and British crews, flopped in the face of the refusal of the West Indians and British to man the ships.

The coastwide demonstrations by the SIU Canadian District, supported by the A&G District and other SIU affiliates, were touched off when Cuban seamen were flown into Halifax to man the eight struck ships formerly owned by the Canadian National Steamship Company. The eight vessels, strikebound since July 4, 1957, had been sold to a Cuban government bank.

Cuban seamen at first refused to work the vessels, but subsequently they took one ship, the Ciudad de la Habana (ex-Canadian Challenger) out of Halifax and into Maryland Drydock in Baltimore. Members of the Marine and Shipbuilders Union in Halifax had also refused to touch the vessel.

The arrival of the scab ship in Baltimore harbor touched off the protest demonstrations. They were climaxed when three hundred SIU demonstrators appeared at Maryland Drydock on Thursday morning to be met by a large covey of Baltimore police fully-equipped with paddy wagons. Fifty-nine men were arrested for "blocking the highway" and a number of them clubbed by the police. Among those arrested was Jack Gerson, regional Director of the Marine and Shipbuilders Union.

Following the police action, an-

(Continued on page 15)

## Onassis May Get US Aid For Supers

WASHINGTON—The Maritime Administration has offered to "turn the other cheek" and guarantee loans to help Greek shipping magnate Aristotle Onassis complete his previously-breached contract to build three supertankers for American-flag operation.

Under an earlier contract with the MA, Onassis interests promised to build the three vessels, two 46,000-ton tankers and one of 106,000 tons, in return for permission to transfer 14 US vessels to foreign registry. The earnings from the use of the vessels under foreign flags were to be reserved to finance the construction of the three tankers.

However last June the company announced that it would not be able to complete its contract and construct the three vessels because of a depressed tanker market. In an effort to enforce the contract, the Department of Justice filed charges for the return of the 14 ships and their profits, or the forfeiture of some \$8,000,000 in performance bonds.

Subsequent hearings by the House Merchant Marine Committee found that the profits from the operation of the 14 vessels under foreign flags were diverted to pay off back taxes and fines owed to the US government by Onassis interests.

Under this new guarantee agreement, the terms of which are being kept secret, the Government will guarantee the \$51.3 million construction loan which will be financed by two banks. The terms of this agreement, Clarence Morse, Maritime Administrator, said, will be stricter than those normally used by the Government in guaranteeing ship construction to guard against a default in the contract.

## Public Health Gets SIU Assist



Staff physicians at Staten Island Public Health Service Hospital examine tape recorder, an SIU gift to the hospital. Recorder will be used in hospital's training program for internes and technicians. Doctors are (l to r) W. B. Ferguson, L. Levy, J. M. Buckness, deputy chief, Medical Services; V. R. Warbasse, R. T. Browne.

## Low Tanker Turnover In Lake Charles

LAKE CHARLES—Tankerland hasn't had much action to boast about the past two weeks, Port Agent Leroy Clarke writes. "There are plenty of ships calling here," he comments, "but few of the men are getting off."

Six Cities Service vessels provided the port's business, the Royal Oak, Chihuahua, Bradford Island, Council Grove, Winter Hill and Cities Service Baltimore. One other ship, the Petro-Chem (Valentine) called at nearby Port Nueches, Texas.

Further details are available on the memorial for the victims of Hurricane Audrey which hit here on June 27, 1957. The Marble Workers Union will donate labor free for this purpose, and contributions are coming in at a very rapid rate. The dedication had been set for June 27, 1959, the second anniversary of the big blow.

Seafarers here were saddened to learn of the death of Morris H. Ward, of a heart attack in Port Arthur, Texas. He was well known to men shipping out of this port.

# A&G Credentials Report

We, the undersigned committee on credentials, duly elected at the first regular business meeting at headquarters on September 3, 1958, in accordance with the constitution, have examined the credentials of the candidates for elective office or job in the Seafarers International Union of North America, Atlantic and Gulf District, for the years of 1959-1960, as per Article XI, Section 1, and submit the following report:

We qualified or disqualified those men who submitted for office by the rules of our constitution as contained in Article XII, known as Qualifications For Officers, Port Agents, Patrolmen, and Other Elective Jobs. The article reads as follows:

"Section 1. Any member of the Union is eligible to be a candidate for, and hold any office or the job of port agent or patrolman, provided:

"(a) He has at least three (3) years of seetime, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels; if he is seeking the job of patrolman or assistant secretary-treasurer in a specified department, this seetime must be in that department, and

"(b) He has at least four (4) months of seetime, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels, covered by contract with this Union, or four (4) months of employment with, or in any office or job of, the Union, its subsidiaries, or affiliates, or at the Union's direction, or a combination of these, between January 1 and the time of nomination, and

"(c) He has been in continuous good standing in the Union for at least two (2) years immediately prior to his nomination, and

"(d) He is a citizen of the United States of America."

"Section 2. All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be members of the Union.

"Section 3. All candidates for and holders of elective offices and jobs, whether elected or appointed in accordance with this constitution, shall maintain membership in good standing. Failure to do so shall result in ineligibility to hold such office or job and shall constitute an incapacity with regard to such office or job." (End of quote from constitution.)

It is to be pointed out to the membership that the SEAFARERS LOG issue of July 18, 1958, carried an article of information, on the matter of the pre-balloting report, on page 3, as well as giving the requirements for office.

We further point out to the membership that the full notice of opening of nominations, necessary qualifications for same, and an appeal for all interested members to qualify themselves are contained in the SEAFARERS LOG, in the issue of August 1, 1958, on page three. Also in the August 1, 1958, issue of the SEAFARERS LOG, on page eleven, was an editorial on the opening of nominations, as well as a cartoon on same.

The SEAFARERS LOG issue of August 15, 1958, carried an article of information on the matter of nominations on page two, as well as all the offices that are open in the Seafarers International Union, Atlantic and Gulf District, election. Also in the August 15, 1958, issue of the SEAFARERS LOG, on page eight, was the secretary-treasurer's pre-balloting report, which report gave the depository required by Article X, Section 1 (d) of the Union constitution.

The official records of the Seafarers International Union of North America, Atlantic and Gulf District, show that the pre-balloting report of the secretary-treasurer was given in the headquarters meeting of August 8, 1958, in conformity with Article X, Section 1,

Paragraph (d) of our Union constitution. This same pre-balloting report was acted on in all ports holding regular membership meetings, on the same night, August 8, 1958. The pre-balloting report was again concurred in by the membership in all ports holding regular membership meetings on the date of August 20, 1958, when the minutes of the meetings of August 8, 1958, were accepted in all ports. The pre-balloting report had been reproduced verbatim in the August 15th issue of the SEAFARERS LOG as mentioned previously.

We further point out to the membership, that the August 29, 1958, issue of the SEAFARERS LOG carried an article of information that all Seafarers still had time until September 12, 1958, to nominate themselves for office.

We find that, by referring to the issues of the SEAFARERS LOG mentioned above and to the minutes of the regular membership meetings, in all the Atlantic and Gulf District ports, that every possible effort was not only made to advise the membership of the qualifications to run for office but in addition, a plea was made that any man who thought he may be capable of holding any elective office was urged to submit his credentials for same.

We, this committee, as well as our rank and file members, are aware of the fact that copies of the constitution, wherein all the qualifications for submitting for office

## Three More Qualify

Three candidates listed by the committee as disqualified were declared qualified by action of the member in all ports on their appeals from the decisions of the credentials committee. The three, all candidates for New York joint patrolman, are Carlos M. Diaz, William Burke and Casey Kaust. See page 10 for reasons for the appeals.

were contained, were and have been made available to all of the membership of our Union. In this constitution, we, as good Union members, know that it fully outlines all qualifications necessary for office and the steps and the manner in which to qualify for office.

The following is a complete listing of all men who submitted their credentials to the committee. The men's names and jobs for which they submitted such credentials are listed in the order which this committee feels they should be placed on the general ballot. That is, in alphabetical form under the offices for which they run, and that the ports, following the headquarters offices, beginning with Boston, be arranged on the ballot geographically as has been done in the past. Following each man's name and book number in his qualification or disqualification, followed by the reason for same.

### SECRETARY-TREASURER

Paul Hall, H-1 Qualified Credentials in order.

### DECK ASSISTANT SECRETARY-TREASURER

Joseph Algina, A-1 Qualified Credentials in order.

### ENGINE ASSISTANT SECRETARY-TREASURER

Anthony Melanson, M-367 Disqualified Was not in continuous good standing for two (2) years previous to nomination.

Claude Simmons, S-1 Qualified Credentials in order.

### STEWARD ASSISTANT SECRETARY-TREASURER

Edward (Eddie) Mooney, M-7 Qualified Credentials in order.

### JOINT ASSISTANT SECRETARY-TREASURER

William Hall, H-272 Qualified Credentials in order.  
Joseph Volplan, V-1 Qualified Credentials in order.

### BOSTON AGENT

Al Tanner, T-12 Qualified Credentials in order.

### BOSTON JOINT PATROLMAN

Gene Dakin, D-9 Qualified Credentials in order.  
William John Smith, S-80 Qualified Credentials in order.  
James Sweeney, S-6 Qualified Credentials in order.

### NEW YORK JOINT PATROLMAN

Ernest (Scottie) Aubusson, A-8 Qualified Credentials in order.  
Robert Barrett, B-86 Qualified Credentials in order.  
Arni Bjornsson, B-34 Qualified Credentials in order.  
Joseph G. Bracht, B-45 Disqualified Submitted credentials prior to opening of nominations. Was not in continuous good standing for two (2) years previous to nomination.  
W. D. (Billy) Burke, B-586 Disqualified Did not show four (4) months seetime for current year.  
Daniel Butts, B-628 Qualified Credentials in order.  
Malcolm M. Cross, C-443 Qualified Credentials in order.  
Carlos M. Diaz, D-91 Disqualified Was not in continuous good standing for two (2) years previous to nomination.  
Joseph Di Giorgio, D-2 Qualified Credentials in order.  
Paul Drozak, D-180 Qualified Credentials in order.  
Thomas H. Fleming, F-241 Qualified Credentials in order.  
Vincent Genco, G-79 Qualified Credentials in order.  
Louis Goffin, G-7 Qualified Credentials in order.  
W. Paul Gonsorchik, G-2 Qualified Credentials in order.  
Howard Guinier, G-3 Qualified Credentials in order.  
Frank J. Jankowski, J-74 Qualified Credentials in order.  
C. (Casey) Kaust, K-309 Disqualified Did not show proper seetime as required by the Constitution. Was not in continuous good standing for two (2) years previous to nomination.  
Fred Oestman, O-41 Disqualified Had book in retirement in the two (2) year period previous to nomination.  
William Scott Porter, P-93 Qualified Credentials in order.  
Eugene Ray, R-321 Qualified Credentials in order.

Charles J. Scofield, S-188 Qualified Credentials in order.  
Johannes Sorel, S-349 Disqualified Was not in continuous good standing for two (2) years previous to nomination.  
Freddie Stewart, S-6 Qualified Credentials in order.  
Joseph Teicher, T-132 Qualified Credentials in order.  
Keith Terpe, T-3 Qualified Credentials in order.  
James L. Tucker, T-22 Qualified Credentials in order.  
Alan (Honest Al) Whitmer, W-316 Disqualified Was not in continuous good standing for two (2) years previous to nomination.  
Van Whitney, W-11 Qualified Credentials in order.

### PHILADELPHIA AGENT

S. (Stanley) Bolko, B-33 Qualified Credentials in order.  
S. (Blackie) Cardullo, C-1 Qualified Credentials in order.  
Harry Gerie, G-269 Qualified Credentials in order.

### PHILADELPHIA JOINT PATROLMAN

John Hetzell, H-6 Qualified Credentials in order.

### BALTIMORE AGENT

Earl Sheppard, S-2 Qualified Credentials in order.

### BALTIMORE JOINT PATROLMAN

Rexford E. Dickey, D-6 Qualified Credentials in order.  
Eli Hanover, H-313 Qualified Credentials in order.  
Clifton H. Jackson, J-235 Qualified Credentials in order.  
Ralph W. Murry, M-374 Qualified Credentials in order.  
Flaye (Al) Stansbury, S-22 Qualified Credentials in order.

### NORFOLK AGENT

James A. Bullock, B-7 Qualified Credentials in order.

### SAVANNAH AGENT

William J. Morris, M-4 Qualified Credentials in order.

### TAMPA AGENT

W. Cunningham, C-305 Disqualified Credentials received after the close of the nomination period.  
A. W. (Andy) Gowder G-352 Qualified Credentials in order.  
Jack M. McCranie, M-604 Disqualified Was not in continuous good standing for two (2) years previous to nomination.  
Louis (Blackie) Neira, N-1 Qualified Credentials in order.  
F. F. Reid, Jr., R-432 Qualified Credentials in order.  
C. E. (Buster) Wells, W-441 Disqualified Was not in continuous good standing for two (2) years previous to nomination.

### MOBILE AGENT

Cal Tanner, T-1 Qualified Credentials in order.

### MOBILE JOINT PATROLMAN

Durwood Dees, D-42 Qualified Credentials in order.  
Harold J. Fischer, F-1 Qualified Credentials in order.  
James M. Foster, F-248 Disqualified Was not in continuous good standing for two (2) years previous to nomination.  
James W. Hunt, H-363 Withdrew Withdrew his credentials.  
Robert Jordan, J-1 Qualified Credentials in order.  
Jack D. Kennedy, K-228 Disqualified Did not submit proper seetime as required by the constitution.  
Leo Patrick Marsh, M-9 Qualified Credentials in order.

### NEW ORLEANS AGENT

W. (Rusty) Beyeler, B-81 Qualified Credentials in order.  
Lindsey J. Williams, W-1 Qualified Credentials in order.

### NEW ORLEANS JOINT PATROLMAN

George E. Annis, A-330 Qualified Credentials in order.  
Tom Gould, G-367 Qualified Credentials in order.  
Sylvester Monardo, M-734 Qualified Credentials in order.  
C. J. (Buck) Stephens, S-4 Qualified Credentials in order.  
Frank (Red Sally) Sullivan, S-621 Qualified Credentials in order.  
Charles M. Tannehill, T-4 Qualified Credentials in order.  
John L. White, W-282 Qualified Credentials in order.  
Keith (Honolulu) Winsley, W-289 Qualified Credentials in order.

### HOUSTON AGENT

Robert A. Matthews, M-1 Qualified Credentials in order.

### HOUSTON JOINT PATROLMAN

James L. Allen, A-90 Qualified Credentials in order.  
C. O. (Chuck) Faircloth, F-416 Disqualified Was not in continuous good standing for the two years previous to nomination.  
Charles M. Kimball, K-2 Qualified Credentials in order.  
Jax A. McConathy, M-454 Qualified Credentials in order.  
W. (Bill) Mitchell, M-22 Qualified Credentials in order.

### WILMINGTON AGENT

Reed Humphries, H-4 Qualified Credentials in order.

### SAN FRANCISCO AGENT

M. (Marty) Breithoff, B-2 Qualified Credentials in order.  
Francis E. McCall, M-790 Disqualified Had book in retirement in the two (2) year period previous to nomination.

### SEATTLE AGENT

T. (Ted) Babkowski, B-1 Qualified Credentials in order.

As will be noted in the foregoing sections of the committee's report, the provisions of the SIU constitution governing election procedure made it mandatory that several of the men who had been nominated be disqualified. The committee is bound by the constitution and had to decide on the basis of the constitution. It has no other choice. The committee feels that the cases of

disqualification cited above are especially regrettable because of the fact that the Union, this year, as in every election year, went to such lengths to set forth the procedures and requirements to be followed by those seeking a place on the ballot. Had some of the disqualified men followed these rules and procedures, it is the committee feels that the cases of

(Continued on page 10)

**New Addition To SIU Ranks**



After attending SIU headquarters meeting with his father, Seafarer Alfonso Vallejo, AB; Alfonso Jr., 6, proclaimed, "I'm a seaman now." He has two sisters, Diana, 5, and Lourdes, 8, who couldn't make the meeting.

**Charges Upheld, Union Resumes Bay Line Drive**

BALTIMORE—With eight former Old Bay Line crewmembers winning three years' back pay and reinstatement to their jobs, SIU's Harbor and Inland Waterways Division has stepped up its organizing drive in the fleet which operates on Chesapeake Bay between Maryland and Virginia ports.

Two of the fired men have already been reinstated to their former positions and are currently aiding the Union organizing drive. The reinstatements followed a National Labor Relations Board finding that the company was guilty of unfair labor practices because it coerced its employees and threatened them with reprisals if they joined the SIU; discriminated against SIU supporters in the fleet and interfered with Union organizing activities.

Earl Sheppard, Baltimore port agent, said that the decision has lifted the atmosphere of fear and coercion which existed in the fleet and shown crewmembers that the SIU would take all necessary action to protect their jobs. In a letter to Old Bay Line employees dated September 11, notifying them of the resumption of the drive, Sheppard declared in part: "In the past, some of the Old Bay Line employees were afraid to support the Union due to the fact that the company was using firings as a weapon to discourage membership in our Union. . . . The Union took these firings to the National Labor Relations Board and the result was that all of the unfair labor charges were upheld and the men fired were reinstated. . . ."

"the Union will not rest until such time as Old Bay Line has been organized under the banner of the HIWD-SIU. The Union promises the Old Bay Line employees all of its financial and economic protection and the support of the entire might of the AFL-CIO. Make your contribution to organized labor by becoming a member of a family of 16 million people now enjoying the benefits and privileges of belonging to a trade union."

The two former Bay Line employees now working in the fleet are George Willoughby of the SS City of Richmond and William Dawson on the SS City of Norfolk.

Their return, Sheppard said, has been a great stimulus in reviving the campaign in this fleet. Members of other HIWD-contracted companies as well as the shoreside organizing staff of the Union are now at work contacting Bay Line employees with a view toward petitioning for an early collective bargaining election.

**Recent Arrivals**

Therese Crabtree, born September 1, 1958, to Seafarer and Mrs. Calvin A. Crabtree, Crighton, Ala.

Cheryl Ann Christopher, born August 20, 1958, to Seafarer and Mrs. Peter Christopher, Beverly, Mass.

Phillip Boyd Howell, born August 12, 1958, to Seafarer and Mrs. Earl M. Howell, Houston, Tex.

Ralph Arthur Piehet Jr., born August 26, 1958, to Seafarer and Mrs. Ralph A. Piehet, New Orleans, La.

Rosemary Dawn Fulford, born June 19, 1958, to Seafarer and Mrs. Roger W. Fulford, Lowland, NC.

Allen Dale Davenport, born May 11, 1958, to Seafarer and Mrs. Odie B. Davenport, Prichard, Ala.

Ivone Mercedes DeLaPena, born July 10, 1958, to Seafarer and Mrs. Eduardo DeLaPena, Baltimore, Md.

Kathryn Michele Layko, born August 1, 1958, to Seafarer and Mrs. Robert Layko, Portland, Ore.

Andrew Pickur, Jr., born June 21, 1958, to Seafarer and Mrs. Andrew Pickur, Pittsburg, Pa.

**Sandcaptain Crew Saves Five In NJ Train Wreck**

Quick action on the part of the crew of the Sandcaptain was credited with saving five lives from a New Jersey commuter coach after the train plunged off an open drawbridge into Newark Bay last week. Forty-eight passengers were reported dead or missing and a number of others hurt when their train, for reasons still unknown, drove through the open span into the river. The Sandcaptain was the innocent cause of the accident in that it happened to be the ship passing under the open draw at the time.

A lifeboat launched by the Sandcaptain quickly drew alongside the sinking coach and while Seafarers Ruppert Daniels and Keith Forster held her to the swaying car, crewmembers George Irvine, James Hanners and John Norgaard climbed in and pulled out four passengers, two of them dead. One other survivor was picked up in the water.

The accident occurred early Tuesday morning, September 18, when the vessel, heading for Coney Island to pick up sand for its dredging operations, signaled the bridge to open its draw.

The draw was just open when the Jersey Central train, heading towards the city, ran through three warning lights and crashed into the river. Later investigations indicated that the engineer of the train may have suffered a heart attack and died just before the train came to the bridge opening.

The vessel was about 500 feet from the draw, Sandcaptain pilot Daniel Oszucik told a Hudson County Investigator, when he realized the train was in trouble.

**Blew Distress Signal**

When the ship was about 400 feet from the draw, the train fell in, Oszucik swung the vessel hard right, gave the distress signal on the vessel's horn and signaled the crew to come topside.

Captain Peder Peterson, who was below at the time of the wreck, immediately ordered the crew to lower the forward lifeboat. In a matter of seconds the boat, with the five Seafarers manning her, was heading towards the wreck.

"There were people all over in the water," Forster said. "It was a sight I'll never forget. Many went under before we could get to them."

They managed to pick up one person from the water and one of



At left, Daniel Oszucik, vessel's pilot and member of the Sailors Union of the Pacific, who was at helm when the disaster occurred. Seafarer Keith Forster (right) was member of boat crew which rescued five victims of Jersey train crash in Newark Bay.

the lifeboat crew started giving him artificial respiration.

All they could see of the wreck was a section of one of the passenger coaches which stood up at a ninety-degree angle and was swaying from side to side. There were a number of bodies floating around it, Forster said.

While they held the boat to the train, Forster continued, Irvine and Hanners broke a window just above the waterline and climbed in. They took one woman and two men from the car, he reported, before they came out.

Then John Norgaard climbed in. He found one man way up in the coach hanging on to the seats and helped him down to the waterline and out through the window into the boat. He then checked to make sure there were no more

survivors alive inside. The lifeboat crew took back two more bodies from the wreck, and then, because the swaying was making it impossible to stay in the coach, turned back to the ship.

A police launch and a private boat took the survivors and bodies from the lifeboat and the crew returned to their vessel. The Sandcaptain, which passes under the bridge twice a day, was lucky, Daniels said, for if it was 30 seconds earlier the train would have landed on top of the ship.

Investigations are being held to determine the actual cause of the accident. The train was equipped with special braking devices which can be set off by either the engineer or the fireman, but they were not used.

**PENSIONERS' CORNER**



Seafarers shipping out of the Baltimore and Philadelphia halls must know oldtimer Patrick Lynch pretty well, since he spends a good deal of time since retirement in January of this year visiting them. For those who don't know him and want to get acquainted, all they have to do is look for an expert pinochle player and they've found him.

Starting to ship in 1919, on American ships of various kinds—tankers, freighters, passengers and diesel tugs—the 65-year-old Seafarer joined the SIU in 1941, sailing in the engine department as oiler and FWT. During the war he was in the thick of battle as a crewmember aboard the tug Black Rock, which, on D-Day, hauled con-

crete blocks to the Normandy beachhead. The blocks were used in the construction of a seawall for the protection of landing troops.

Earlier in the war, Lynch spent sixteen days adrift in a lifeboat when all there was to do was "to pray for drinking water."

Lynch, who is single, lives at 5834 North Fairhill St. in Philadelphia, with a brother and his family. When he is not playing cards or shooting the breeze with the boys at the Philadelphia or Baltimore halls, he is usually out fishing or occasionally at the races.

**Seattle Skimpy On Job Activity**

SEATTLE—A slowdown has hit shipping in this port and the immediate future doesn't show much prospect of improvement. The Rebecca (Intercontinental) paid off and signed on but other than that, there were just six in-transit vessels.

They were the Calmar, Yorkmar, Portmar and Alamar (Calmar) and the Fairport and Antinous (Waterman). Fortunately, there is an extremely light registration on the beach here so that there should not be much of a problem for any of the men who want to get out.



Eligibility requirements for the \$35 weekly SIU disability-pension consist of the following:

Seafarers physically unable to work, no matter what their age, who have 12 years of seetime plus the Plan's standard eligibility requirement, can apply for and receive the benefit. The seetime has to be with SIU-contracted companies.

Seafarers who are of age 65 or over, and also meet the 12-year seetime requirement plus the Plan's standard eligibility provision, can also obtain coverage under this benefit.



SEAFARERS ROTARY SHIPPING BOARD



September 3 Through September 16, 1958

SIU shipping reversed the downward trend of the past month and began climbing again this period. The gain was mostly in the steward department. Total number of jobs dispatched was 1,069; registration, 1,149, remained virtually the same as before.

The ratio of jobs shipped to men left on the beach remains largely the same as it has been for over six months. One SIU man was shipped for every 2.2 top seniority (class A) men on the beach.

Eight of the 14 SIU ports reported gains in shipping during the period, particularly New York, which dispatched 391 jobs. Improvement was also evident in Norfolk, Savannah, Tampa, Mobile, New Orleans, Houston and San Francisco.

Philadelphia also fell off quite a bit, and the Formosa crisis is apparently having no effect on West Coast shipping so far.

The breakdown by seniority groups indicated a gain for class A, which accounted for 68 percent of the total jobs shipped, with a corresponding decline for the other two seniority groups.

Figures for men registered on the beach at the end of the period show that Philadelphia, Norfolk, Savannah, Tampa, Lake Charles and Wilmington had less than 100 men on hand in all departments.

The following is the forecast port by port: Boston: Very slow... New York: Good... Philadelphia: Should be good... Baltimore: Good; lull this period should be over... Norfolk: Fair... Savannah: Slow... Tampa: Quiet... Mobile: Good... New Orleans: Busy again... Lake Charles: Not much doing... Houston: Good and steady... Wilmington: Should pick up... San Francisco: Fair... Seattle: Fair.

Ship Activity

Table with columns: Pay Offs, Sign Ons, In Trans, TOTAL. Rows list various ports like Boston, New York, Philadelphia, Baltimore, Norfolk, Savannah, Tampa, Mobile, New Orleans, Lake Charles, Houston, Wilmington, San Francisco, Seattle.

DECK DEPARTMENT

Table with columns: Registered CLASS A, Registered CLASS B, Shipped CLASS A, Shipped CLASS B, Shipped CLASS C, TOTAL SHIPPED, Registered On The Beach CLASS A, Registered On The Beach CLASS B. Rows list various ports.

ENGINE DEPARTMENT

Table with columns: Registered CLASS A, Registered CLASS B, Shipped CLASS A, Shipped CLASS B, Shipped CLASS C, TOTAL SHIPPED, Registered On The Beach CLASS A, Registered On The Beach CLASS B. Rows list various ports.

STEWARD DEPARTMENT

Table with columns: Registered CLASS A, Registered CLASS B, Shipped CLASS A, Shipped CLASS B, Shipped CLASS C, TOTAL SHIPPED, Registered On The Beach CLASS A, Registered On The Beach CLASS B. Rows list various ports.

SUMMARY

Summary table with columns: Registered CLASS A, Registered CLASS B, Shipped CLASS A, Shipped CLASS B, Shipped CLASS C, TOTAL SHIPPED, Registered On The Beach CLASS A, Registered On The Beach CLASS B. Rows: DECK, ENGINE, STEWARD, GRAND TOTALS.

# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### Promoters Exploiting The Elderly

Several times in recent years, Government programs designed to help moderate-income families get homes or improve them, have been subverted into high-pressure promotions and even outright frauds.

Most notorious was the FHA home-improvement loan situation several years ago. This was used by "dynamiters," as they are known in the building trade, to sell modernization and repair jobs at excessive prices. Another scandal was the windfall profits resulting from the building of big postwar developments with Government backing. A number of speculative bullcans made millions overnight from FHA-backed mortgages.

Now promoters have seized on the Government's new Elderly Persons Housing Program for flamboyant promotions of developments in Florida and other regions, sometimes at not very reasonable prices, and sometimes in out-of-the-way locations. You may have seen some of these ads on television, and in magazines and newspapers. The worst feature is that plots in some of the new developments are being sold by mail, sight unseen. The come-on is low down payments and not much a month. You can put as little as \$10 down and pay only

\$10 a month for a plot with a price tag of \$700-\$1,000.

There are several other dubious features of these promotions:

- The buyer doesn't get a deed until his property is paid for. At \$10 a month, that will be six to eight years. Moreover, there sometimes is no assurance the seller will be able to deliver a proper deed after you are all paid up.

- Many of the Florida developments are advertised as "waterfront" communities. In inland tracts thus advertised, the developers merely dig canals, or big holes for "lakes," and allow them to fill with water. That's the "waterfront." The building lots within sight of such "waterfronts" are called "waterview" sites. They cost as much as three times more than the ordinary lot.

- The promoters send out glamorous sketches of the developments as they will look completed, with yacht basin, swimming pool, beach golf course, etc. But they don't actually promise they will pay for these improvements. It may be up to the buyers.



Some of the "retirement" houses being offered are very small and costly for the square footage provided. For example, one big Florida developer is offering houses for \$7,000. The house turns out to have three small rooms. The kitchen is 6½x10; one bedroom, 9½x10½; living room, 10½x13, plus a porch. Total living room space is about 300 square feet. The cost is actually close to \$14 a square foot. The larger models, around the \$11,000 bracket, offer somewhat better value, ranging from under \$11 a square foot in Florida and other warm climates, to \$11.50-\$12 in Northern developments where central heating and full insulation are required.

- Some of these developments are being built in remote new areas at a distance from towns. Retirees and other buyers expecting to work even part time may find they have a lot of traveling to find jobs.

The Elderly Persons Housing Act actually is a potentially valuable program. It would be a shame to see it subverted into another high-pressure promotion scheme. Senior citizens, whose fixed incomes have been eroded by inflation, need this help provided by Congress for securing retirement dwellings. It gives older folks the same chance for low down payments and long-term mortgages that young families have. Some community groups, retired teachers' organizations and others, are taking advantage of the new program to develop worthwhile projects.

For example, in Portola Valley, California, the new "Sequoia Homes" is being sponsored by the Presbytery of Northern California on a non-profit basis with FHA mortgage backing. The development will be open to all, regardless of race or religion. It will provide one story apartments in garden-court arrangement for 175 elderly couples and single people.

People who do want to locate in Florida should investigate properties before they buy. The National Better Business Bureau, 405 Lexington Avenue, New York City, has prepared a bulletin suggesting points to consider in the purchase of real estate lots. It will be available after October 1. You can get a free copy if you enclose a stamped, self-addressed envelope (the large No. 10 size).

You also can get guidance in selecting property, from the Florida Real Estate Commission, Orlando, Florida. Your local Better Business Bureau or Chamber of Commerce also may be able to advise you on the reputation of individual promoters of Florida developments.

It also would be well to discuss any prospective property purchase with your lawyer, especially if you're buying sight unseen, at best a risky procedure. It may be safer to have your payments held in escrow to make sure you do get a deed when you've completed paying. Other safeguards recommended by experts include finding out if the developer has put up a bond or other guarantee that he will make the advertised improvements, and comparing prices asked for similar properties in the area.

One real-estate authority reports that a 100x100 foot plot on drained land, improved with town facilities such as streets and schools, does cost at least \$1,000 in Florida today. Speculative properties away from the population centers, and often on undrained land, can be bought for as little as \$50 an acre but are extremely speculative.

# ACS Finding: 'Pact Follows Ship'

WASHINGTON—No further action has been taken by the National Labor Relations Board here on the intermediate report issued by NLRB Trial Examiner Thomas Wilson last month in the American Coal Shipping Company beef. SIU attorneys are currently preparing exceptions to the report for Board consideration.

Despite the National Maritime Union's heated claims to the contrary, the hiring hall was never an issue in the case, since it was never brought under attack either by the SIU or the labor board. At the same time, interesting observations on the ACS case come to light in a study of the examiner's findings.

Characteristic of the twists and turns in National Maritime Union policy, in the ACS case NMU conveniently took an exactly opposite position to its stand in similar ship sale situations such as the earlier sale of South Atlantic to US Lines and subsequent developments involving Robin Line, the ex-SS Lion and others.

The coal beef was made complex by the sheer magnitude of the company's proposed operations, in which an 80-ship fleet was contemplated, raising the question whether a previous contract on one ship could decide bargaining rights for 79 others.

Another major complicating factor in ACS was the company's decision to deal with District 50 of the United Mine Workers in securing licensed ship's officers, which, as the examiner noted, "amounted almost to an act of genius in fomenting labor strife . . . If it had not been for the agreement with District 50," he said, "this whole

mixed-up mess would probably have been straightened out amicably between the parties."

A non-maritime union, District 50 is part of John L. Lewis' United Mine Workers. The UMW was part owner of the company and Lewis is on its board of directors.

The intermediate report of the trial examiner found that ACS had made an unlawful contract for all ships other than the Coal Miner, but that, as to the Coal Miner, the contract was valid. He also found that, for the purposes of the case, the NMU hiring hall was legal, since neither the board nor the SIU attacked it.

Thus he found that the 324 SIU applicants were not the victims of illegal discrimination since the company had the right to go to the NMU hall for men.

The trial examiner found that

the contract with ACS was a "technical violation" only, presumably meaning to say that if ACS had not signed the contract but had simply gotten the men from the NMU hall, it could have eventually received the contract after a proper vote.

Both the general counsel of the board and the SIU had contended that the entire collective bargaining agreement with the NMU, entered into before ACS had owned or operated any ships, including the Coal Miner, and before ACS had hired anybody, was illegal for all its ships, including the Coal Miner. Also, notwithstanding that the NMU hiring hall, like the SIU's hiring hall, was not in and of itself discriminatory, it was argued that ignoring SIU's hall and going to NMU's hall was discriminatory, and that this also applied to fore-

(Continued on page 15)

### Letters From Home



Mail call just before the payoff of the Steel Executive in New York find Seafarer Dimas Cortez (left) checking on news from home, while shipmate Walter Nash looks on. From the looks of things, the news was all to the good.

## Milk, Not Whiskey, Kills 'Em

ALBANY—Contrary to popular belief, tobacco and liquor are not the cause of every human ailment and disease. According to the findings of a five-year study of 1,911 middle-aged men by a team of Albany Medical College doctors, two of man's oldest pleasures, drinking and smoking, have been cleared as a cause of heart disease.

As a matter of fact, the report indicated milk is more dangerous than whiskey in this respect.

The report, which will be read at the Third Health Congress of Cardiology in Brussels, Belgium, said that no relation could be found between coronary heart disease and smoking or drinking. Too much weight, high distolic blood pressure and a high level of cholesterol in the blood stream were blamed as the leading factors in heart disease.

Distolic blood pressure, the report said, is created in the blood stream when the heart's chambers fill with blood. Cholesterol is a fatty white crystalline alcohol found in animal fats, oil and milk—but not in whiskey. It is also frequently found in gallstones.

The team's study was made at the Cardiovascular Health Center, which is sponsored by the New York State Health Department. The center specializes in detecting early signs of heart and circulatory diseases.

Of course, these findings have no relation to other studies which have indicated a relationship between heavy smoking and cancer, and between heavy drinking and a number of ailments, including cirrhosis of the liver.

## Notes From Other SIUNA Affiliates

If the passengers want a birthday party, there's no objection from the Marine Cooks and Stewards Union, SIU Pacific District, provided the baker gets a little overtime for same. The "Stewards News" reported that eight hours of overtime was collected for the baker on the President Coolidge for baking and decorating a few "happy birthday" items.

Work is progressing on the addition of three more floors to the SIU Canadian District's headquarters. Much of the steel superstructure is already in place and twin boilers and additional oil tanks have been installed. A new, enlarged galley is also coming into operation shortly.

There's exactly \$16,646 waiting for members of the Sailors Union of the Pacific, SIU Pacific District, at American President Lines headquarters in San Francisco. The September 13 issue of the "West Coast Sailor" has a listing of

names, with many of the men entitled to \$100 or more. The money represents unclaimed wages on the books for a number of years.

SUP member Edward B. Allen, now 66, has decided to call it quits and take life easy in San Francisco on his union pension. He's been an SUP union member since way back in 1912. Another retired SUP oldtimer, Ole Grindahl writes from Norway that he has a nice little house "20 kilometers from the nearest railroad station and store, in this quiet, clean mountain valley," but is still keeping in close touch with union affairs.

The lack of job protection for non-union seamen was pointed out by Quebec port agent Ray Doucet of the SIU Canadian District in the "Canadian Sailor." He reports that Clarke Steamship Company, a target of Canadian District organizing, laid off 18 unlicensed men, some with 20 years' service, when putting new ships on its run which require less men.



## SIU SHIPS AT SEA

A recent meeting aboard the Steel Seafarer brought favorable comment from that vessel's crew. "This meeting was considered very beneficial and enlightening by all hands," Cyril Magnan, ship's delegate noted. "It was especially interesting to the various 'B' and 'C' members aboard who participated freely in the various discussions."



Magnan

With a few passengers on board and the captain due to take his vacation at the next trip, the crew of the Alice Brown is shaping up for the captain's dinner. The steward department should have an opportunity to put its best foot forward, Harry Scholes, meeting secretary, reports promising to send

### 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.

a copy of the menu along to the LOG.

There was quite a bit of discussion on various topics of interest at the last shipboard meeting on the SS Pennmar, John Risbeck, meeting chairman reported. Special interest was given to the article on page 12 of the August 15th LOG dealing with pension benefits. (Ed. note—This was a letter from Seafarer Paul Art-hofer offering pointers for a pension plan based solely on seetime.) "The popular belief aboard here is that something could be done along this line," Risbeck said.



Risbeck

The last voyage was a "good trip" for the crew of the Alcoa Pointer according to S. Krawnski, meeting chairman. The membership was very pleased with the vessel, fine weather, smooth seas and six days in Rijeka, all of which added up to a good time and an enjoyable trip.

Steward departments again came into the reports for well deserved "votes of thanks for a job well done." Among them were the galley gangs on the Carolyn, Robin Trent, Santa Venetia, Del Monte and the Texmar. Special thanks were given Brother Miller, "glory-hole" steward on the Alcoa Corsair, for an outstanding job during the past trip.

### MTD Protests:

## Runaway Enters Domestic Trade

WASHINGTON—Reaping vast profits with a green light from the Treasury Department's Bureau of Customs, a runaway former American liner invaded US domestic trade last week, openly flouting US maritime law while President Eisenhower looked on.

The occasion for this spectacle within a spectacle was the opening race last Saturday of the 17th challenge for the America's Cup, the "world series" of yachting now being held off Newport, RI. The President viewed the race from the deck of a Navy destroyer which is part of the force of Navy and Coast Guard vessels patrolling the racing course to keep spectator boats out of the way.

Largest of the latter is the trans-Atlantic liner Arosa Star, Swiss-owned, registered in Panama and manned by a predominantly German crew. She is the former American-flag SS Puerto Rico, manned by Seafarers until she was sold by Bull Line and transferred foreign in 1953.

A sharp protest by the AFL-CIO Maritime Trades Department against the use of a foreign vessel as a "floating hotel" and excursion ship in American waters has been directed to Commissioner Ralph Kelly of the Bureau of Customs.

The MTD protest has also been circulated among members of Congress, many of whom have remarked on the irony of allowing a runaway US ship to make a moneymaker out of the America's Cup competition. The races have been going on all week off Newport.

Citing the provision of maritime law which the Treasury agency's ruling seems to have overlooked, MTD Executive Secretary-Treasurer Harry O'Reilly declared: "...The only deterrent to foreign transfers is the law which prohibits foreign ships from participating in the domestic commerce of the United States. . . . By this decision you have opened up a loophole in the law through which fleets of foreign ships may sail into the profits of the domestic commerce of the United States. . . ."

O'Reilly cited how the ship was docked at Newport, solicited American passengers through an American travel agency and American newspapers, carried

these American passengers through American waters to positions in international waters where the races can be observed, how other passengers are brought aboard by tender "and that after eight full days of extracting American currency from American citizens, it will transport them back to Newport."

"This, in spite of the plain language of a law which has been law since 1886," barring foreign vessels from transporting passengers "between ports or places in the United States, either directly or by way of a foreign port, under a penalty of \$200 for each passenger so transported and landed."

The magnitude of the operation, according to 'The New York Times,' involves "400 passengers

who are living aboard for part or all of the four-out-of-seven race series and who are paying \$144 to \$410 for the privilege." Three hundred additional passengers are taken aboard by tender each racing day at a cost of \$16.50 per day. Another big moneymaker for the ship, according to newsmen, is the bar where Scotch whiskey and martinis are being sold at 30 cents a drink because the liquor is not subject to US taxes.

An American yacht, Columbia, is defending the America's Cup against the British challenger Sceptre. The competition dates back to 1851 when the first race off the British Isles was won by the yacht America. The cup has remained on this side of the Atlantic ever since.

## LABOR ROUND-UP

Members of the Textile Workers Union of America will start picketing stores selling P. H. Hanes Knitting Co. products in a drive to draw attention to the company's "attempt to break the union." The picketing will be in support of a strike by 500 Hanes Workers in Winston-Salem, NC, started last August 14 when the company refused to renew a contract which had been in effect since 1944. The workers had made no demands on the company prior to the contract's expiration, but merely wanted an extension of the old terms. However, the company demanded an end to arbitration and to union security, and an insertion of a no-strike clause which would subject the workers to ruinous damage suits.

Increased production with fewer workers will be the backbone of the United Steelworkers demands for a shorter work week in 1959. The union will also seek higher

wages and a comprehensive list of other contract improvements from the nation's major steel producers next July 1. The announcement of next year's goals was made at the union's biennial convention which opened in Atlantic City last week. The union said that it was basing its request for increased wages on the grounds that the industry has made "exorbitant profits" on every pay raise by increasing their prices on each ton of steel produced.

Rhode Island became the 41st state to merge its state AFL and CIO councils into a unified organization. Over 550 delegates, representing 52,000 state union members, unanimously elected officers and adopted a new constitution for the merged council. Only seven states—Massachusetts, New York, New Jersey, Pennsylvania, California, Illinois and Idaho—have yet to merge their state councils. However, four of them have set dates for merger conventions in the near future.

# Two Men To Every Door



The doors on reefer boxes and storerooms can be pretty destructive, as anybody unlucky to be hit by one can testify. Add to the weight of a swinging door the roll of a ship and you have the combination for a pretty serious accident.

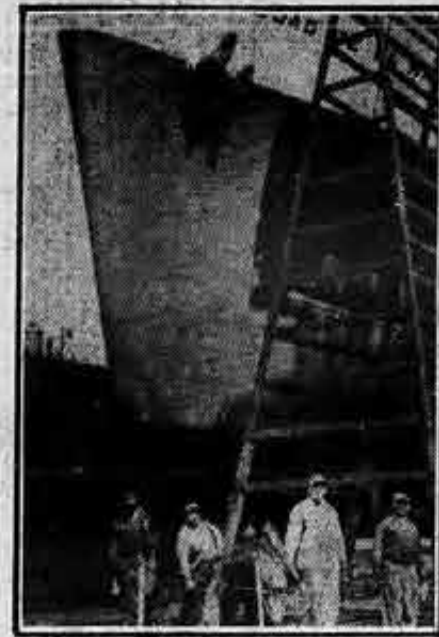
The standing safety procedure calls for every such door to have a hook so that it can be hooked back on the bulkhead when open. In addition, the suggested procedure calls for two men to handle these doors, especially if the ship is running into heavy weather. That means whenever entering or leaving these boxes, both men, not just one, hold back the door until it is hooked. It may be a little extra effort in terms of putting down and picking up packages, but it is insurance against possible serious injury.

**An SIU Ship is a Safe Ship**

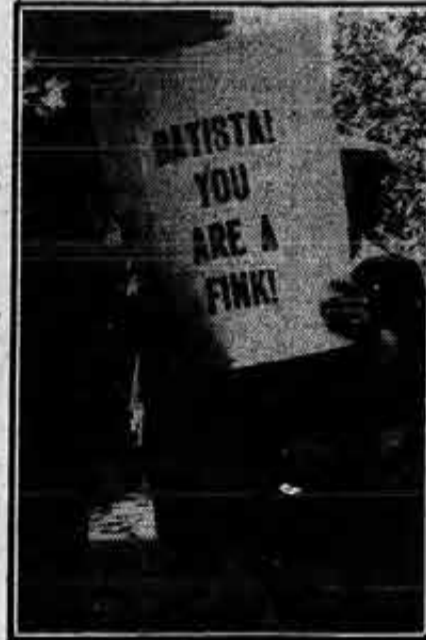




United Nations Plaza was one site of mass protest demonstration against strikebreaking move.



Shipyards workers in Maryland Drydock quit jobs in protest. Scab ship Canadian Challenger (now Ciudad de la Habana) berthed there.



Oldtimer leads march in front of Cuban consulate on Madison Avenue, another demonstration target.

# SIUNA PICKETS HALT BATISTA'S SHIP DEAL

An experiment in international strike-breaking came to an abrupt end on Saturday, September 13, when the Cuban government pulled Cuban seamen off ships of the strikebound Canadian National fleet. The Cuban government's action came after SIU of NA protest demonstrations had been staged before four Cuban-flag ships in New York and New Orleans as well as the Ciudad de

la Habana (ex-Canadian Challenger) in Maryland Drydock.

Demonstrators also paraded in front of the Cuban consulate in New York and the United Nations denouncing Cuba's president, Fulgencio Batista.

Pictured here are some phases of the demonstrations on behalf of the SIU's Canadian District, which has been on strike against CNS for 14 months.



Four ex-CNS seamen joined in, (front to back), M. Houlihan, L. Engelman, W. Zinuck, R. Johnstone.



Chained dummy representing enslavement of seamen under strikebreaking deal is escorted by mock Cuban police. Demonstration referred to report that Cubans were forced to work struck ships under armed guard.



Passersby on Madison Avenue showed considerable interest in details of beef. Some recalled SIU participation in Wall Street strike.

# Credentials Report

(Continued from page 4)  
 mittee's feeling that they could have been able to qualify.

In light of these circumstances, the committee wishes to call to the attention of all members, the necessity of following all requirements and procedures, which are established by our Constitution to govern eligibility to candidacy to Union office.

The committee particularly desires to point out the provisions of Article XIII, Section 2 (c) of the constitution, where is spelled out in detail the right of a disqualified candidate to appeal from a decision of the credentials committee and how he does it.

Your committee wishes to bring to the attention of the membership, the fact that the Union constitution in Article XII, Section 1 (b) requires that a nominee have

MAN'S NAME	SHIP	TIME EMPLOYED
W. (Bill) Mitchell, M-22	SS DEL MUNDO	8-5-58 to 9-8-58
Charles E. (Buster) Wells, W-441	SS STEEL AGE	7-18-58 to 9-12-58
Arni Bjornsson, B-34	SS KATHRYN	4-5-58 to 9-9-58
Casmier (Casey) Kaust, K-309	SS BEATRICE	7-24-58 to 9-9-58
Sylvester Monardo, M-734	SS DEL NORTE	7-19-49 to 9-12-58
Carlos Diaz, D-91	SS CAROLYN	3-20-58 to 9-10-58

Your committee also wishes to bring to the attention of the membership, that Article XII, Section 1, (b) of the constitution reads as follows:

"(b) He has at least four (4) months of seetime, in an unlicensed capacity, aboard an American flag merchant vessel or vessels, covered by contract with this Union, or four (4) months of employment with, or in any office or job of, the Union, its subsidiaries, or affiliates, or at the Union's direction, or a combination of these, between January 1st and the time of nomination, and" (end of quote).

Your committee at this time, wishes to point out to the membership, that our interpretation of the aforementioned portion of the constitution served as the basis for the following action of your credentials committee on the credentials of Joseph Teicher, T-132, and Eugene Ray, R-321.

Brother Teicher submitted the following seetime to qualify under the aforementioned section of the constitution:

SS STEEL ADVOCATE, September 12, 1957, to February 4, 1958.

SS ATLANTIC, May 31, 1958, to September 5, 1958.

Brother Ray submitted the following seetime to qualify under the aforementioned section of the constitution:

SS WACOSTA, December 23, 1957, to February 27, 1958.

SS ATLANTIC, June 11, 1958, to September 5, 1958.

Although the previously-mentioned section of the constitution calls for the four (4) months seetime in the current year to be aboard an American flag merchant vessel or vessels, covered by contract with this Union, it also states, or at the Union's direction. Your committee, knowing that the seetime turned in by these two brothers for time sailed on the SS ATLANTIC, is seetime from a vessel that wasn't under contract to this Union, we have qualified them under the phrase "or at the Union's direction," that also appears in this section of the constitution.

In checking of the continuous good standing for the two year period previous to nomination of the various candidates, your committee found that numerous candidates had paid their dues late. The committee found in each instance, however, that the member so affected had been on a ship during the period, thereby preventing him from

at least four (4) months seetime, between January 1st and the time of nomination. During the course of examining the various credentials of those members who had submitted for office, it was found that some of our brothers had failed to submit sufficient seetime in the current year to meet the requirements of the constitution. However, in sending in their letter of acceptance of their nomination, they had made mention of the fact that they were presently employed aboard ship and due to the voyage not being completed, they were unable to secure a discharge covering the time. In each of these instances, your committee verified such employment with the steamship company operating the particular vessel. The men and the vessels they are on, that had this type of seetime verified, are as follows:

MAN'S NAME	SHIP	TIME EMPLOYED
W. (Bill) Mitchell, M-22	SS DEL MUNDO	8-5-58 to 9-8-58
Charles E. (Buster) Wells, W-441	SS STEEL AGE	7-18-58 to 9-12-58
Arni Bjornsson, B-34	SS KATHRYN	4-5-58 to 9-9-58
Casmier (Casey) Kaust, K-309	SS BEATRICE	7-24-58 to 9-9-58
Sylvester Monardo, M-734	SS DEL NORTE	7-19-49 to 9-12-58
Carlos Diaz, D-91	SS CAROLYN	3-20-58 to 9-10-58

paying his dues. As we the membership know, it has always been the practice of the Union to consider anyone who has been unable to pay dues due to being on a voyage, to be in good standing until the time of their payoff. More important, the constitution so provides, in Article III, Section 3 (e).

Under the terms of our constitution, specifically in Article XIII, Section 1 (f), it clearly states that the letter of nomination must reach headquarters no earlier than August 12th and no later than September 12th of the election year. Based on this section, it was necessary for your committee to disqualify Brother Joseph G. Bracht, B-45, inasmuch as his credentials reached headquarters on July 7, 1958. In addition, it was also necessary to disqualify Brother Wesley Cunningham, C-305, based on this same section, inasmuch as his letter did not reach headquarters until September 13th, 1958. In an attempt to give every nominee every consideration and to try to prevent any disqualifications such as in the case of Brother Cunningham, William C. Brown, B-796, of this committee, the Credentials Committee, remained at the entrance of the headquarters building of the Union until midnight of September 12, 1958, to receive any credentials that might have been delivered either by mail or by hand after the closing of business hours by the Union.

The committee would like to point out to the membership, that although the secretary-treasurer clearly specified in his pre-balloting report the exact offices for which nominations were to be made, some credentials were received for offices other than those carried in the pre-balloting report. The following are the names of the nominees so involved as well as the job titles for which they actually submitted:

NAME	JOB TITLE
J. G. Bracht	Deck Patrolman
W. Mitchell	Patrolman
James W. Hunt	Deck Joint Patrolman
S. Monardo	Deck Patrolman
Arni Bjornsson	Deck or Joint Patrolman
Ralph W. Murry	Deck Joint Patrolman
John Hetzell	Patrolman

However, your committee did not feel that a man should be disqualified on such small technicalities as given above. Each nominee listed above had specified a patrolman's job of some department in the port for which he wished to be

nominated. Inasmuch as the pre-balloting report only listed joint patrolman in each port, this committee therefore processed the aforementioned credentials for the joint patrolman's job in the port for which they had nominated themselves.

Your committee received telegrams from E. B. McAuley, M-20; Nevin Ellis, E-70, and James W. Hunt, H-363, withdrawing their credentials from nomination. Since the committee hadn't processed the credentials of McAuley and Ellis, their names don't appear in the prior part of this report. But inasmuch as Brother Hunt's credentials had been processed, he is carried in the prior part of this report.

In checking the credentials of the various nominees, this committee had disqualified James L. Allen, A-90, a nominee for Houston joint patrolman, as well as Joseph Teicher, T-132, a nominee for New York joint patrolman. A telegram was sent to each of these two brothers by your committee, notifying them of their disqualification as per the constitution. However, before sending out the letters containing the full details of disqualification, the credentials of each man so disqualified were gone over by this committee to avoid any possible error. In making this recheck of these brothers' credentials, it was the opinion of the committee that these brothers were qualified. At that time they were each sent another telegram by the committee, informing them that they had been qualified.

Your Committee received credentials from Brothers Stosh (Stanley) Bojko, B-33, and Vincent Genco, G-79, who had failed to list what port they were submitting for, although they had given the job for which they wished to submit. Your committee contacted these men by telegram telling them of this deficiency in the submitting of their credentials. The committee later received by telegram, the information as to what port these brothers wished to submit for, and we have carried them in this report as they have designated by telegram that they wanted to be carried.

Your committee also had two letters of nomination submitted, that were undated. James L. Tucker, T-22, failed to date his letter of nomination. However, since the registered stamp put on the outside of his envelope by the New Orleans Post Office was September 10th, it was stamped by the Brooklyn, New York, Post Office on September 11th and received by your Committee before nine (9) AM on the morning of September 12th, we have carried him in this report as being qualified.

Charles J. Scofield, S-186, also failed to date his letter of nomination. However, since his letter was sent by registered mail, special delivery, and received by committee member William C. Brown, B-796, at the door of the headquarters building sometime between the hours of seven (7) and nine (9) PM on September 12th, your committee has carried him in this report as being qualified.

Telegrams were sent to each man who was disqualified by the committee telling him of his disqualification as well as a detailed letter being sent to each man so disqualified, all in compliance with our constitution. In addition, each man disqualified received a copy of our constitution, so that the disqualified nominee would have available the procedure to be used in appeal from the decision of the credentials committee.

The membership can readily see from the foregoing report that your committee has made every effort possible within the confines of our constitution to qualify every nominee.

All credentials were turned over to the committee in good order at

# Action On Appeals

(Ed. note: The following is the text of teletype message to all ports on the appeals of Brothers Carlos Diaz, William Burke and Casey Kaust from disqualification by the credentials committee. Their appeals were upheld by membership vote in all ports and their names will appear on the ballot.)

Re: Carlos M. Diaz, Book No. D-91—Disqualified by the credentials committee.

He is running for New York joint patrolman. The reason for disqualification was that he had paid his 4th quarter dues for the year 1957 in January of 1958. However, this man was on a ship and, pursuant to the constitution, his lateness in paying is excused. He also had a discharge to prove he was on a ship and, in fact, his discharge was in headquarters. Unfortunately, however, it was in another department and so he could not furnish it until it was returned to him. He has taken an appeal and has specifically requested that this means of communication to all ports be used.

Please see to it that this appeal from the ruling of the credentials committee is brought before the regular meeting of the membership on Wednesday, September 17, 1958. Headquarters, for your information, intends to ask the membership to honor the appeal of Brother Diaz and declare him qualified to run for office, since it feels that the circumstances show he is entitled to his place on the ballot.

Re: William Burke, Book No. B-586—Disqualified by the credentials committee.

He is running for New York joint patrolman. The reason for disqualification was that he did not show proof of four months of seetime for this year when he sent in his papers. However, prior to the close of nominations, Brother Burke was aboard a vessel, and could have had sufficient seetime actually proven if he had not been at sea. His wife has pointed this out and, acting on his behalf, has asked that appropriate measures be taken with respect to appeal. Proof has been submitted that Burke was in fact on a vessel from September 5 to date and the eight days between the 5th and the 12th, the day nominations closed, are sufficient to give Burke adequate seetime as of the close of nominations. He had already produced proof of 112 days this year. Of course, the credentials committee had not been made aware of all this and therefore did not act improperly. However, for your information, headquarters intends to ask the membership to ignore this extreme technicality, to honor the appeal of Brother Burke, and to declare him qualified to run for office, at the regular meeting of September 17, 1958. The circumstances show that he is entitled to his place on the ballot. You are requested to bring this appeal from the ruling of the credentials committee before the regular meeting of the membership on Wednesday, September 17, 1958.

Re: Casey Kaust, Book No. K-309—Disqualified by the credentials committee.

He is running for New York joint patrolman. The reason for disqualification by the committee was that he did not submit proof of three years seetime when he sent in his papers. Prior to the close of nominations, Brother Kaust was aboard a vessel and did not receive the credentials committee's telegram or registered letter in time to present himself to the committee prior to its adjournment. He does, in fact, have the three years seetime and submitted proof thereof to headquarters today. In addition, the committee had disqualified him because his third quarter dues for the year 1957 was paid in the fourth quarter of 1957. However, Kaust's failure to pay dues was caused by his participating in the Bull Line strike, and he was under an incapacity due to activity in behalf of the Union, reasons specifically recognized by the constitution. Brother Kaust has taken an appeal and has requested that this means of communication to all ports be used.

Please see to it that this appeal from the ruling of the credentials committee is brought before the regular meeting of the membership on Wednesday, September 17, 1958.

For your information, headquarters, in view of the circumstances of this case, and in line with headquarters policy of having as many candidates as possible run for office, intends to ask the membership to honor Brother Kaust's appeal and declare him qualified to run for office.

All ports are requested to act on these men immediately and to show the action in your minutes.  
 Please acknowledge this message all ports and thank you.

9:00 AM, Thursday, September 4, 1958, or have been received by mail since that date. All credentials have been examined in strict accordance with the constitution. Any defect in the credentials disposed of by the committee has been the sole responsibility of the sender and no person adversely affected by such defect has denied this to the committee.  
 It is your committee's final recommendation that the membership of the Atlantic and Gulf District of the Seafarers International Union of North America make every possible effort to vote in this general election, as every good Union man should.  
 This committee having completed its duties, hereby adjourned at 9:30

AM on September 15, 1958, in the headquarters offices of the Seafarers International Union of North America, Atlantic and Gulf District, 675 Fourth Avenue, Brooklyn 32, New York.

- Dated: September 15, 1958
- STAFFORD McCORMICK, M-1073 (Deck Dept.)
  - WILLIAM C. BROWN, B-796 (Eng. Dept.)
  - ROBERTO PRINCIPE, P-52 (Steward Dept.)
  - PASQUALE MARINELLI, M-462 (Deck Dept.)
  - CLIFFORD W. EMANUEL, E-103 (Engine Dept.)
  - PETER PATRICK, Chairman P-182 (Steward Dept.)



## Balt. Plays Key Role In Cuba Beef

BALTIMORE—Although shipping was very slow during the past period, the men on the beach here were kept busy helping Canadian Seafarers, Earl Shepard, port agent, reported. Some 300 SIU and Canadian Seafarers hit the bricks at Maryland Drydock for a demonstration protesting the Cuban government's scabbing on eight Canadian vessels which have been tied up by the SIU-Canadian District for 14 months.

While the picket line was short-lived and 59 men arrested for "blocking the highway," the shipyard workers unions set up their own lines and kept the vessel tied up. All worked out fine in long run, as all of the cases against the arrested men were dismissed. The yard workers are out over a separate contract beef.

Shipping for this port continued on the downgrade as less than 50 men landed berths during the last two weeks. Four Ore vessels, three Calmar, one Isthmian and one Bull Line ship are tied up.

However the next period will be better with the Steel Rover and the Flomar expected to come out of the yards and take on crews.

There were only five vessels paying off during the period. They were the Jean, Emilla (Bull); Pennmar (Calmar); Topa Topa (Waterman) and the Marore (Marven). The Steel Chemist (Isthmian), Topa Topa and the Bethcoaster (Calmar) were the only vessels signing on during the period. In transit were the Texmar (twice), Massmar (Calmar); Santore (twice), Feltore (Marven); Pacificus (Colonial); Steel Recorder (Isthmian); Alcoa Runner, Alcoa Polar (Alcoa); Jefferson City Victory (Victory Carriers) and the Robin Gray (Robin).

The contempt shown by American runaway operators towards all comers—their seamen, their customers, the Government, and the maritime industry, is spelled out for all to see in the actions of the owners of the SS Yarmouth. Although the crew, which is seeking representation by the SIU, was ready to go back aboard and work the ship while negotiations were going on, the owners cancelled the cruise, thus stranding the passengers, barred the gates to the crew and sneaked the ship out of port with the crewmembers' baggage and payroll still aboard.

The Yarmouth action, which is meeting with prompt counteraction by the union, reflects the basic attitude of the runaway shipowner. He's the maritime industry's freeloader who rides the gravy train and gets all the benefits without assuming any of the obligations faced by responsible segments of the industry.

The runaway operator wants the protection of Uncle Sam and the patronage of American travelers and shippers without paying taxes, sticking to a schedule, living up to safety, maintenance or manning standards.

As far as the SIU is concerned, in the case of the SS Florida and now in the Yarmouth organizing drive, it will make every effort to see to it that these runaway operators, and others to come, meet their obligations to the crews. It is up to the US Government and the management side of the shipping industry to see that the runaways are brought up to snuff in the other areas and made to behave like responsible members of the maritime family.

## A Runaway Future

The struck Canadian National ships are still at their anchorages this week as the result of SIU of NA demonstrations in a number of US ports. Cuban seamen have been removed from the vessels by the Cuban government and while the disposition of the fleet has not been decided, it appears certain that the interests of Canadian Seafarers will be fully protected in any settlement.

In its own way, the Canadian National beef is the story of a runaway attempt that failed, first to the flag of Trinidad, and then to Cuban registry. The outcome should be clear to all ship operators who hanker for a runaway flag.

## Good Seamanship

A bright spot in the Jersey Central train tragedy which took 48 lives in Newark Bay was the prompt and efficient lifesaving action by crewmembers of the SIU-manned Sandcaptain. At the scene at the time the train ran off the bridge and into the bay, the Sandcaptain had a lifeboat out before any other rescuers arrived and saved five passengers from drowning. They deserve to be cited for good seamanship in a time of emergency.

# Wealthy Easterners Back Calif. Anti-Labor Drive

A group of wealthy Eastern businessmen have intervened in the California elections by financing and promoting the distribution in that state of thousands of anti-labor pamphlets. The distribution is aimed at helping elect "right to work" backers in the coming California voting, including Senator William Knowland, candidate for governor.

The pamphlet, which has since been repudiated by Knowland and by the Republican National Committee after its distribution was first revealed by the "New York Times," was written by Joseph Kamp, a right-wing extremist who has been cited twice for contempt of Congress. In the past Kamp has violently attacked such leading Republicans as President Eisenhower and Chief Justice Earl Warren when the latter served as California's governor.

### Aimed At Reuther

The Kamp document aimed its fire at Walter Reuther, president of the United Auto Workers who, up until now, has had no role in any California election campaign. It echoed arguments of "right to work" backers that labor unions are seeking dictatorial powers to run the country. It was warmly embraced by Mrs. Helen Knowland, wife of the Senator, who has been active in her husband's campaign.

Financing for the pamphlet's distribution came from active or retired officers of such organizations as General Motors, du Pont (a leading General Motors stockholding firm), Gulf Oil and Republic Steel. Subsequently, General Electric announced it was endorsing the "right to work" campaign.

California Democrats are charging that these business leaders are intervening in the California campaign to elect "a man who will put their program into effect here first and in Washington next." Knowland has endorsed Proposi-

tion 18, the "right to work" proposal which will be voted on by Californians as a referendum issue. Like other "right to work" laws, it would outlaw the union shop and weaken unions' abilities to protect their membership and to bargain for improvements.

California's other leading Republican candidate, Governor Goodwin Knight, who is now running for the Senate seat held by Knowland, is on record against Proposition 18.

California's "right to work" forces have been sharply attacked from another quarter by former President Harry S. Truman and by Mrs. Franklin D. Roosevelt for publishing claims that Truman and the late President Roosevelt supported the principle of the compulsory open shop.

The attempt to tie the Roosevelt and Truman names to the "wreck" proposition was contained in the official argument which backers of the referendum filed with the California Secretary of State. In answer to the claims Truman said that he had opposed "right to work" laws in his own state and "I don't see how I could be for them in another."

Mrs. Roosevelt issued a bristling statement branding the claim as a "shameful fraud."

With less than two months to go in the gubernatorial campaign, another prominent Californian industrialist and former president of the state Republican Assembly, has deserted Knowland because of his support of "wreck" legislation.

Robert F. Craig, a member of the board of directors of 29 corporations, announced that he will serve as co-chairman of the Southern California Citizens' Committee against Proposition 18.

## KNOWING YOUR SIU CONTRACT



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

**Article II, Section 57, Paragraph 3. Paying off Procedure.** Any member of the Unlicensed Personnel will be allowed to pay off the vessel in any port in the continental US or Puerto Rico upon 24 hours notice, prior to the scheduled sailing of the vessel. In like manner, the Master shall be allowed to discharge . . . Unlicensed Personnel upon 24 hours notice.

**Article II, Section 60, Vessels in Idle Status.** . . . When it is expected that a vessel will be idle in excess of 10 days, the Unlicensed Personnel may be reduced on day of arrival.

**QUESTION:** Does the crew of a vessel going into lay-up have to be given a 24-hour notice of their layoff?

An SIU-contracted vessel arrived in Baltimore on June 24 at 9:30 AM in ballast. The vessel drydocked on June 25, and it was found at the time that there was a great deal of bottom work to be done. When the company learned that the vessel's Baltimore loading would be delayed until July 7th, the crew was laid off. They were notified of the layoff at 11:00 AM, on June 25 and were paid off that afternoon. Accordingly, they received wages, and in some cases, transportation and subsistence.

The Union, however, contested the layoff of the crew without the 24-hour notice required by Section 57, Paragraph 3. The Company held that according to Section 60, the notice wasn't necessary.

After consideration of the issue, the Clarifications Committee reached agreement to the effect that the 24 hour notice should be given whether the vessel is going into idle status or is in port of discharge. The clarification, in effect, amends the portion of Section 60, which reads, "the Unlicensed Personnel may be reduced on arrival."

As a result of the Committee's action, the crewmembers on the ship in question are entitled to a day's pay, in lieu of the 24-hour notice which was not given.

NMU CREW THANKS SEASTAR

Crews Join In Last Rites

Americans are still a rarity in Poland, so it was something of a special event that brought the SIU crew of the Seastar and the NMU crew of the Joan O'Berg together in Gdynia, Poland, where all hands paid their last respects to a fellow seaman.

Although the event was by no means a happy one, both crews made the best of the occasion to give a fitting sendoff to a departed NMU seaman in a foreign land. The fact that the deceased was a complete stranger to the gang on the Seastar didn't enter the picture at all.

Arrangements for the attendance of the SIU crew at the funeral Seastar and the lowering of the flag on the SIU-manned ship were made by the skipper of the Seastar, who also drew thanks from the Jean O'Berg for his efforts.

A letter of thanks to the Seastar sent in by NMU delegates Tripola Young and William F. Hotze on the behalf of the O'Berg crew said: "We, the crew of the SS Joan O'Berg, Isbrandtsen SS Co., wish to thank each one of you for coming to the funeral to pay your respect to a departed brother. He was a member of a different union but still a brother and a seaman.

"We would like to thank the captain of the Seastar for lowering the flag and granting permission to the crew so they could attend the services. We also want to thank our radio operator for attending.

"We are forwarding a copy of this letter to your union, one to ours and one to the ARA."

Trial Run



Trying out for a slot in the deck gang, Francisco Urbina, wiper, proves himself with a hawser aboard the Valchem. Photo by shipmate G. F. Abundo.

Call Of The Sea Still Beckons

To the Editor:

Some 11 years ago, by request of my mother-in-law, I quit sailing; however, she could not make me quit receiving nor reading the LOG, and I want to keep on doing it.

And, may I add, without question the LOG is one of the best trade union publications today. I like the Welfare Plan, and everything from who's who to

ships will be in Haifa or thereabouts in the near future.

If anyone would send me this information, I could contact the ship's delegate and ask him to do the buying for us. We will gladly pay for all assistance. Therefore, if I could be advised what ships are going to Haifa I could handle the details after that directly with the ship. My address is RFD No. 1, Box 28A, West Paducah, Ky.

J. W. Henry

(Ed. note: Since the itinerary of tramp ships bound for Haifa is always uncertain, Seafarers who can help Brother Henry on this matter should contact him directly.)

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.

120-Degree Heat No Joking Matter

To the Editor:

The crew of the Steel Seafarer really appreciated the prompt receipt of the last three issues of the LOG, especially the one containing the contract news. Our biggest thrill was the increased amount of the SIU vacation benefit. Many thanks to the negotiating committee for doing a fine job.

We are all agreed to keep writing letters about air-conditioning these C-3s on the summer run into the Persian Gulf and other Middle East ports. All but three of the topside rooms are air-conditioned, and Masawa and Djibouti were 120 to 130 degrees as usual.

Moore, DM, failed to join the ship in Karachi, but may rejoin in one of our last two ports, either Basrah or Khorramshahr. Otherwise the trip is smooth and uneventful, though mail service is lousy. What mail there is arrives after 14 days. Oh yes, the fishing here in Damman, Saudi Arabia, is good. On that happy note, we'll end with regards to you and all the brothers.

C. J. Magnan Ship's delegate

SIU, LOG Rate Tops In His Book

To the Editor:

I would like to receive the SEAFARERS LOG once again, as I do enjoy reading it very much.

Your Union is the best and I envy every member's being so wonderfully taken care of. I am at present awaiting another assignment aboard ship here in Buenos Aires. Please do not fail to mail the LOG to me regularly.

Karl L. Roettger Steward

Asks For Mail From Shipmates

To the Editor:

I received four copies of the LOG today and I sure was glad to get them. It sure is a pleasure to know that our Union thinks about our welfare no matter where in the world we are.

I gave the Seamen's Mission two of the LOGs and kept two here since there are no other American seamen here except me.

The doctor says my ulcers soon will be okay so I will be able to come home, but meanwhile I really would like to hear from some of the boys. This is a good place for a sick man and the doctors and nurses treat me fine, but it's still not the good old USA.

If some of the fellows want to write me, this is the address: Monastery Hospital, Sea Point, Capetown, South Africa.

Charlie V. Horton

SEAFARERS IN DRYDOCK



A special commendation for the medical and nursing staff has been extended by SIU men at the New Orleans USPHS hospital, in appreciation for their fine work and professional services. The gang in New Orleans wants it to be known that, as always, the hospital is tops with them.

Among Seafarers on the roster there are Simon P. Morris, ex-Claiborne, who's been in and out of the hospital for the past couple of years. A recurring ulcer is giving him some trouble again. Ray Vaughn, an organizer on the liner Atlantic, is also in for treatment of an ulcer and is awaiting surgery. Off the Alcoa Ranger, Aaron R. Dickey has been operated on for a dis-



Dickey

Kramer

located shoulder and is coming along well.

There's some good news on Brother Lucius DeWitt, who checked in at the Savannah hospital last month to have cataracts on both eyes removed, and is reported to be doing fine. He was cook and baker on The Cabins. Another tankerman, Stanley F. Ostrom, got off the Cities Service Miami at Bahr-

ein due to ulcers and was sent back to Boston for treatment. He's also had a troublesome cyst removed and should be in good shape soon.

William V. Kramer, ex-Malden Creek, is out at the San Francisco hospital because of a hernia and a general check-up and should be turned loose in about a week. Recovery is also on the way for Nicholas Sargent, ex-Choctaw, who suffered a fracture of the head when a block let go.

A vote of thanks is in order for ship's delegate H. F. Holmes on the Barbara Frietchie, who wasted no time notifying SIU headquarters about injuries to two shipmates. One brother, Ramon E. Murillo, was severely scalded, and had to be hospitalized in Honolulu. Already notified by the Union, his wife later contacted the company regarding her allotment and was finally informed by them that he was in the hospital. SIU Welfare Services arranged to get her an allotment advance.

These brothers in the hospital appreciate visits and mail from their shipmates. Stop by to see them if you can or drop them a line.

The following is the latest list of brothers in the hospital:

- USPHS HOSPITAL BOSTON, MASS.
- L. J. Campbell Henry W. Martin
- Ralph R. Knowles Stanley Ostrom
- USPHS HOSPITAL GALVESTON, TEX.
- Jas. A. McCauley Jose P. Salinas
- Robert McCulloch John H. Spearman
- USPHS HOSPITAL NEW ORLEANS, LA.
- William Bargone Cloise Coats
- Trussel Beatrous Charles Dalcourt
- L. S. Biegajewski Aaron R. Dickey
- John W. Bigwood John G. Dooley
- Claude Banks Ray A. Fauber

- Henry Foy
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Seek Credit Plan For Buying Home

To the Editor:

We the undersigned brothers on the SS Neva West wish to submit the following resolution for immediate consideration by our brother members and officials:

Whereas the average seaman has not established proper credit, be it enacted that headquarters assist qualified members in securing or establishing said credit in a locality where he is known, solely for the purpose of acquiring the necessary down payment on a moderately-priced home.

(The above was signed by 19 crewmembers.)

James H. Rawlins Meeting chairman

Seeks Aid From Haifa-Bound Ship

To the Editor:

I sailed in the past with the SIU in the engine department, but due to a disability in my family had to give up the sea for a while. I am doing okay ashore now, too.

While aboard the SS Western Trader I made a voyage to Haifa, Israel, and got some souvenirs from Nazareth, Israel, for our church. I'd like to get some more of these now, and would like to know what SIU

# Fires Made PG Hotter Than Usual

A notoriously hot place under any conditions, the Persian Gulf has been hotter than usual for the supertanker Cities Service Norfolk, and not due to the mercury alone.

The ship was confronted with fires nearby the first two times it went into the Gulf, and a breakdown of the main turbine on the third go-round.

Fortunately, the next six trips during its year-long shuttle between the Gulf and Japan weren't quite as hectic. The Norfolk paid off last week at L<sup>1</sup> NJ, ending a 13½-month trip that began in Lake Charles on August 1, 1957.

Relating some of the events of the voyage, Ruben (Big Joe) Ruttkay said "quite a few exciting things have happened, even in the

Persian Gulf.

"On the first trip to Arabia the dock caught fire while we were loading gasoline. Most of the crew was asleep when the fire broke out but the commotion on the dock awakened everybody and we ran up on deck. Most of the boys ran to their fire stations, broke out the fire hoses and poured water on the dock.

"Others let the lines go either by hand or with a knife. . . . The

gangway was thrown down on the dock and 16 minutes after the fire broke out the ship was on its way," Ruttkay reported.

The crew received a warm commendation from the Arabian American Oil Company at Ras Tanura "for their expeditious action and cooperation in preparing the ship for an emergency unberthing and in wetting down the adjacent pier deck with their fire system. . . . Such action indicates considerable training and certainly pays off when an emergency arises," a letter from Aramco stated.

The dock fire was nothing compared to the disaster the Norfolk met the next time into the Gulf, when the brand-new British freighter Seistan caught fire, burned for several days and then blew up when the fire reached a cargo of nitroglycerine. "This happened about four miles away from us while we were at the dock loading," Ruttkay reported, and caused the deaths of 55 men.

Some help was provided by the Norfolk when a tug brought the injured into the dock and the ship contributed medical supplies, stretchers, blankets and other items.

The trouble with the turbine came the next trip just as the Norfolk left the dock. She had to go to Bahrain for inspection and then sailed to Japan on the LP turbine, taking 23 days. "After discharging, we went out, cleaned tanks and then spent four days in the shipyard in Nagasaki. Nobody objected to that," Ruttkay noted.

"Everything has gone smoothly since Nagasaki, as we have a pretty good crew on here and most of the original gang paid off with the ship. Everybody's very happy to be back although many will miss those lovely Japanese girls," he added.



Scene from the deck of the Cities Service Norfolk as it pulled away from the dock at Ras Tanura. She was loading gasoline when dock fire broke out, but got away 16 minutes after wetting down the dock. Photo by Dick Koche, machinist.

## LOG-A-RHYTHM:

### What The Old Sea Knows

By M. Dwyer

*What does a woman know of loving,  
Though she follows a man, wherever he goes?  
She takes a gift, but what of the giving?  
A kiss is not all, as the old sea knows.*

*What does a woman know of his yearning,  
For the salt and spray against his cheek,  
And the day he can once more get underway?  
To the sea, a woman is fair but weak.*

*Oh the old sea knows, as well it should,  
For many a test of love it has stood;  
A woman may borrow, for a little while,  
But to sea men return, with a beaming smile.*

### Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letters or other communications sent in by Seafarers unless the author signs his name. Unsigned anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request.

### First Workout For New Camera



The Neva West has paid off from "another good trip," according to ship's reporter Howard C. Hutcherson, with everything in good shape, especially the eating department. The pictures here show the first results obtained with a new camera bought by the crew. At left is Hutcherson, with Horace G. Gray and E. B. Hardcastle looking over some of the camera gear. On the right are Harry Smith, David R. H. Kirk and James H. Rawlins doing a clean-up job on the way back to the Gulf from Le Havre.

**TRANSATLANTIC (Ysk), Aug. 25—**Chairman, H. Murray; Secretary, A. Rosen. Max got some OT on return trip. Secy-reporter elected. Report accepted. Icebox door to be repaired. Repair drain on washing machine. Mushroom ventilators need repairing. Safety suggestions distributed to all members. All minor repairs to be made soon as possible.

**ROBIN TRENY (Robin), June 28—**Chairman, W. Walker; Secretary, H. Thrash. New delegate elected. One man left ship due to illness. Safety meeting held. Fine cooperation among crew. Few hours disputed OT. General discussion of ship business; repair lists to be made up. Vote of thanks to steward dept.

**Aug. 15—Chairman, C. Parker; Secretary, H. Thrash.** Three men short; two men hospitalized; one missed

Ketchi; treatment of wiper when ill; poor grade of night lunch; condition of food received in NO; draw in bunker port; delayed sailing from Singapore. Repairs not made yet. Three men logged—requested Capt. to lift same—not granted. Ship's fund to be turned over to charity if ship lays up. Ship's fund, \$25.00. Some disputed OT, and disputed delayed sailing from Singapore. One man hospitalized in Honolulu. No fruit available in Honolulu.

**TEKMAR (Calmar), July 25—**Chairman, D. Stoner; Secretary, V. Menis. Fine cooperation among crew. Few hours disputed OT. New delegate elected. Motion to have headquarters check with Public Health Service and see if fit-for-duty slips can be eliminated, as men are permitted to ride ship and not perform duties. Vote of thanks to steward dept. for fine food and good service.

**Aug. 28—Chairman, C. Robinson; Secretary, V. Menis.** Clarification on equalization of OT, working hatch holds, etc. Report accepted. Vote of thanks to steward dept.

**PACIFIC STAR (Compass), Aug. 17—**Chairman, W. Young; Secy., M. Kaminski. Some repairs made. New delegate elected. Report accepted. Motion to have all SIU members get off ship after one yr. continuous service. Discussion on cleaning laundry & recreation rooms—rotation system adopted. Steward will make special dishes for members desiring same.

**TOPA TOPA (Waterman), Aug. 24—**Chairman, T. White; Secy., J. Lakwyk. One man taken off ship in Japan. Ship's fund \$5.00. Some disputed OT. Motion to have committee review present system of fining men who have been logged.

**Sept. 7—Chairman, J. Melendez; Secy., J. Lakwyk.** New delegate elected. Few hours disputed OT. Few phoney logs. To check on innerpring mattresses. Garbage chute not airtight. See patrolman about steering engine clarification—distance of garbage chute from foc'sles. Pantry to be kept clean. Need jury bathroom for natives. After house & foc'sles needs sougeeing.

**MANKATO VICTORY (Victory), Sept. 1—**Chairman, L. Pepper; Secy., A. Stevenson. Old crew to be paid for linen (\$2.00). Need new motor for washing machine. Repair lists to be turned in to delegates. Gear of missing crewmember to be taken off ship upon arrival in NY. One man missed ship at Olympia. Some disputed OT. Report accepted. Standard brands of coffee to be put aboard with new stores. Need new ice box in pantry. Return all linen and cots to steward at sign off. Proper attire to be worn in messhall. Repair list to be made up.

**ALCOA ROAMER (Alcoa), Aug. 25—**Chairman, T. Sanchez; Secy., E. Laws. Beef about Graf milk from Mobile. Discussion about bathroom ventilation; screen doors to be locked except while in Islands; place linen in bags; 45 quarts of bad milk from Graf Dairy in Mobile.

**HURRICANE (Waterman), July 27—**Chairman, P. Callow; Secy., W. Murrell. One man hospitalized in Kobe; four men logged. Few hours disputed OT. One day's pay to be settled at payoff. To hold safety meetings; build some sturdy ladders for gangway; dump garbage off deck; have light rigged on deck for ailer leading to steering engine room; repair bathroom.

**ALCOA PEGASUS (Alcoa), July 2—**Chairman, E. Murphy; Secy., P. Lufman. One man left ship—hospitalized. One member sick for three days. Beef about smoke and flame from oil barge. One member has eye injury and one has three broken ribs. Keep noise down in passageways. Bring linen topside. Complaint registered with American consul re: smoke and flame from barge.

**July 12—Chairman, L. Phillips; Secy., E. Damasa.** New delegate elected. Discussion on scuttlebutt. New list to be made up for cleaning laundry. Comments on conserving water. Cots to be stowed away in port. Salesman in Pt. Said to be kept on #4 hatch. Recreation room to be locked when necessary; washing machine to be repaired.

**STEEL SEAFARER (Isthmian), Aug. 8—**Chairman, E. Parr; Secy., G. Faircloth. New delegate elected. Reports accepted. New secy-reporter elected. Discussion on use of new washing machine; linen issue; cups and glasses to be returned to pantry; safety in use of screen doors in foreign ports; giving icewater to longshoremen in Persian Gulf; deck garbage disposal cans on decks; keep longshoremen out of crew quarters, passageways, mess rooms, etc.

**Aug. 28—Chairman, C. Magnan; Secy., G. Faircloth.** Delayed sailing OT approved by captain. Restricted OT disputed pending letter from agent. Fireman directed longshoremen to water source by Arabic signs. Performers warned that action would be taken against them. Cots to be removed when tying up or letting to. Return cots after use. Names to be stenciled on cots. Discussion on stew service during supper hour; night lunch; locking doors in ports; lock missing from screen door; Keys for messroom; lost longshoremen and peddlers boarding ship; garbage cans placed near sleeping quarters; absence of cargo net under gangway. Crew restricted in Beirut—all hands entered st. Crew agreed to drink only bottled water in Karachi due to dysentery.

## Digest Of SIU Ship Meetings

ship. Repair lists turned over to chief engineer. New treasurer elected. Few hours disputed OT. Need new water fountain. To start ship's fund—not to exceed \$50. Too much concentrated juice on ship. Vote of thanks to steward dept.

**BENTS FORT (Cities Service), Aug. 29—**Chairman, A. Willbridge; Secretary, E. Ray. Motion to print articles in LOG re: procedure of payoff and sign on in Jacksonville, Wilmington and Charleston. See about awning on deck; install additional fans in foc'sles. S.D. to see about extra meals for officer's wife.

**CAROLYN (Bull), July 20—**Chairman, W. Trelle; Secretary, T. Cunningham. Report accepted. Keep messhall clean. Menus to be changed.

**Aug. 12—Chairman, W. Trelle; Secretary, T. Cunningham.** Do not leave water in showers running. Few hours disputed OT. Rooms to be painted. Return cups to pantry. Keep messhall clean. Vote of thanks to steward dept.

**Sept. 2—Chairman, F. Pasluk; Secretary, C. Diaz.** Vote of thanks to steward dept. Keep longshoremen out of passageways. Rooms to be sougeed. Some disputed OT. Steward dept. to be painted. Need new washing machine. No LOGS; no mail received. No representative from union came to ship when in Galveston.

**ALCOA CORSAIR (Alcoa), Aug. 27—**Chairman, I. Guggan; Secretary, E. Alford. Payoff tomorrow. No LOGS or communications this trip. Ship's fund, \$232.65. No beefs—everything running smoothly. Vote of thanks to steward for job well done; also to Brother Tucker for nice briefcase given to delegates.

**ALCOA RUNNER (Alcoa), Sept. 7—**Chairman, G. Biecheff; Secretary, R. Hall. No LOGS or reports received. Messhall painted, some repairs made. Vote of thanks to new baker for fine products turned out. Ship's fund, \$9.35. Ship to be fumigated. Galley exhaust fan to be repaired.

**MAE (Bull), Aug. 31—**Chairman, W. McSheehy; Secretary, J. Bond. Everything running smoothly. Capt. warned men to be on board one hr. before sailing. Five new chairs purchased for poop deck. Ship's fund, \$23.54. Keep laundry clean; place cups in sink.

**STEEL MAKER (Isthmian), Sept. 7—**Chairman, D. Gardner; Secretary, E. Pedersen. Some disputed OT. Chief electrician missed ship in Honolulu. Members requested to stay out of foc'sles unless some one is in foc'sles. Cigarettes, books, matches, communications missing. All beefs to go thru proper channels; washing machine to be repaired. Return linen when leaving ship and leave rooms clean.

**PENNMAR (Calmar), Aug. 26—**Chairman, J. Risbeck; Secretary, T. Clough. Reports accepted. Have steward moved to topside so as to have another room on main deck for steward quarters. Membership approves any action SIU takes against AMML. Discussion on pension benefits.

**YAKA (Waterman), Aug. 30—**Chairman, J. Foster; Secretary, N. Geno. One man missed ship in NO. New delegate elected. Return excess linen to steward.

**MAIDEN CREEK (Waterman), Aug. 24—**Chairman, R. Besworth; Secretary, J. Baiday. Everything running smoothly. Ship's fund, \$20.24. New delegate elected. Vote of thanks to former delegate for job well done.

**OCEANSTAR (Trilon), Aug. 31—**Chairman, J. Talbot; Secretary, R. Merrifield. Ship's fund, \$17. One man missed ship in Baltimore. Do not put glasses in pantry sink; remove clothes from line when dry. Vote of thanks to steward dept.

**JOSEFINA (Liberty), Aug. 23—**Chairman, L. Gerdman; Secretary, J. Lundy. Repair list compiled. See patrolman re: shore gang hired in

LOG-A-RHYTHM:

Beautiful Arabia

By Alfred Ridings

Somewhere in the Arabian Desert
Where the sun is like a curse;
Where each rotten day is follow'd
By another slightly worse;

Than the endless desert sand,
A seaman sits and ponders
Of a better, cooler land.

Somewhere near the Gulf of Persia
Where a woman is seldom seen;
Where the sky is never cloudy
And grass is never green;

Somewhere near tropic waters
Where nights are made for love;
Where the moon is like a spotlight
And stars gleam high above;

Take you then this arid country
Where sea birds moan and cry;
Where lumb'ring deep-sea turtles
Crawl up on the beach and die;

Take me back to dear America
The land I love so well;
This arid desert oven
Is a substitute for hell.

Hey, Who's Watching The Stove?



Stewards on the Alcoa Planter, led by steward Zee Young Ching (3rd from left) are William Sudron, galleyman; Theodore Harris, baker; Ching; S. M. Hsu, BR; P. H. Jones, crew pantry; L. E. Garaghty, crew mess; John Gibbons, chief cook, and H. E. Mathas, topside pantry.

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Sees Problems In Alaska Trade

To the Editor:
I've enclosed a newspaper clipping from the "Vancouver Sun." From the story there, it appears that statehood for Alaska is to start off with a fight against organized labor and the sacrifice of whatever progressive legislation there may be on the books.

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.

help develop the young state, to trade between Alaska and the other states should not be limited solely to US-flag ships. This particular article heralds the entry of Canadian ships into the trade, which in itself would be a way of undermining living conditions aboard US ships.

The opening of the trade to Canadian ships can just as easily be extended to allow Liberian and Panamanian ships in. I offer this information without further comment so that you may be able to do as much as you possibly can to defeat any such legislation.

(Ed. note: Since foreign-flag ships are barred from US coastwise trade and Alaska is coming into the union as the 49th state, an exemption has been voted for Canadian ships to continue serving certain Alaskan ports that no other ships service. This exemption has been voted several times in the past without controversy. No other foreign ships have been given this exemption. The Canadian ships are manned by the SIU Canadian District. If the trade is not exclusively domestic, say, between Alaska and a foreign port, there is no way to keep foreign ships out, just as they could not be kept out of San Francisco or New York.)

Says Benefits Could Fill Book

To the Editor:
I thought I'd write a letter to the LOG for my old shipmates and other SIU brothers, as I have a lot of time now that I'm laid up with bad eyesight and a heart ailment.

about are all the many benefits of the SIU. A few years ago I went to visit the SIU headquarters in Brooklyn for the first time. Well, when I got inside the door a feeling of pride came over me that I have very seldom felt. My thoughts went back to the old days, comparing the new rig with the headquarters on Stone Street where I joined and first shipped from.

Brothers, if we itemized all of the benefits we have gained over the years it would take many issues of the LOG to publish them all. I mean the kind that are not really classed as such, the little things that are part of our contract and working conditions of today.

I wish to acknowledge Brother Paul Arthofer's suggestions for a pension benefit as published in the August 15th issue of the LOG. Along with several of the brothers here aboard the Chickasaw, I think his suggestions are very good. I personally would like to thank him for the time and effort he spent writing these suggestions to the LOG.

I sent in a suggestion on a pension plan from Pusan (LOG, August 29, 1958), but his is by far a better one.

I also read Brother Maurice "Duke" Duet's letter under the heading "He's Thankful For All He Has." I'm sure all of us feel the same way, but I'm also sure the majority of us hope to see the time when we will have a pension plan that will provide for retirement based on seetime and union affiliation, regardless of age or disability.

Thomas A. Brown

(Ed. note: Brother Arthofer proposed a pension plan providing \$100 monthly benefit for men with 16 years' good standing in the SIU and 12 years seetime, and \$150 monthly based on 20 years' good standing and 16 years' seetime. Brother Brown's earlier letter urged that benefits be paid on the basis of 20 or more years of seetime on SIU ships. The present SIU disability-pension program is based on 12 years' SIU seetime, in accord with the eligibility rules listed in the box on page 5 of this issue.)

Short Snort After Long Trip



Just back from an 11-month trip, SIU crewmen off the Orion Star stop in for a few set-ups at the Fac'sle in Wilmington, Calif. On hand (l to r) are Willis Gregory, Shakey Toffner, "Skip" Feeny (the bartender), Bob Gannon and Gene Emory. Gregory sent in the picture for the LOG.



# Cuba Yields, Calls Crews Off Struck CNS Ships

(Continued from page 3)

gry shipyard workers, who had been in contract negotiations with the company, then voted a full-fledged strike against the yard. Before that, they had refused to do any work on the Ciudad de Habana. At last word, about 700 shipyard workers were still manning the picket lines at the yard.

Meanwhile, action had been taken in other ports. On Wednesday, a protest demonstration was staged in front of the Cuban flag Bahia de Nipe in New York, with a second Cuban-flag ship, the Bahia de Nuevitas, a demonstration target on Friday. Two Cuban-flag vessels were also hit in New Orleans on Friday.

Longshoremen and teamsters in both ports refused to handle any cargo after the protests began.

In addition, a demonstration of 100 seamen was staged in front of the Cuban consulate in New York and the United Nations building in which former crewmembers of Canadian National ships took part. Demonstrators carried signs denouncing Cuba's President Batista as a "fink" and an "international strikebreaker."

Up in Halifax, picketlines of the Canadian SIU District maintained their vigil before the seven remaining ships.

The cumulative effect of the demonstrations was to persuade

Cuban government authorities that there was no profit in attempting to operate the scab ships. The announcement by the Cuban consul general brought an end to the demonstrations and was followed by the withdrawal of the Cuban seamen from the eight vessels.

While the strikebreaking move collapsed, the disposition of the eight struck ships is still open. The SIU Canadian District is determined to maintain its strike, now in its 15th month, until Canadian seamen win back their rights to the jobs.

The eight ships owned by Canadian National were struck in July, 1957, in a straightforward dispute over wages. They were sold to the Cuban government for \$2,800,000 in August, a figure which was actually less than a bid of \$3 million made by another Canadian operator.

The Cuban government intended to operate the vessels on a Great Lakes to Cuba run through Troy Browning, a Great Lakes operator whose other ships are under contract to the SIU Great Lakes District. Browning is now being sued by the SIU of NA on a charge of breach of contract because his agreement calls for hiring of SIU crews on all ships he operates.

Support of the Canadian strike has been forthcoming from the free labor movement all over the world.

## Da Costa Family Portrait



Pictured with the latest addition to their family are Seafarer and Mrs. Antonio DaCosta. Antonio's wife Rose, holds their baby daughter Maria Melage while oldest son, Antonio Jr., looks on. Others in family were not present.

## Personals And Notices

The following list of Seafarers who served aboard the SS Massmar have money due them. The wages can be picked up at Calmar Steamship Corporation, 25 Broadway, NY:

Jack Gervais, Joao Ferreira, Robert Campbell, Francis McCall, George King, Joao Fernandez, Erlund Larsen, Melbourne Clark, Arthur Endemann, Barney Speegle, Jose Fernandez, Homer Dowell, Phillip Korol, Albert DeForest, Francisco Sortillo, Amado Telan, Robert Mitchell, William Underwood, Lawrence Bond, Samuel Gipsburg, William Kleimola, Richard Comstock, James Waller, James Weir, Francisco Cuellar, Robert Metcalf, Saul Burns, and Aniello Verdemare.

The following list of Seafarers who served aboard the SS Feltore also have money due them:

Theodore Robbins, James Hayes, Robert Scherfina, Welter Roberts, Melvin Jones, James Bergower, George Arnold, Frank Clebak, Andrew Novak, Carl Weibe, Lloyd Pentecost, Ralph Gowan, Antonio Palmes, James McGregor, Allen Beverstock, Edwin Ainsworth, Francis Clawson, John Hall, Jr., Browning Wilsmoski, Robert Meadowcroft, James Black, Walter Harris, Walter Adam, Manuel Mayor, Francis Sturgis, Stanley Wojten, Philip Gashan, John Simpson, Ricardo Rodriguez, Juan Vazquez, Russell Grantham, Stanley Sneed and Leonard Weeks.

↓ ↓ ↓

Robert H. Kilne

Please contact Monica Condo at 535 Amol Dr., SW, Atlanta 15, Ga.

↓ ↓ ↓

Gene Berger

Write to M. A. Picking, 2933 Madera Ave., Oakland 19, Calif.

↓ ↓ ↓

Vasco M. Barros

Samuel S. V. Carubba

Larkin C. Smith

Hubert O. Halfhill

You have income tax refunds waiting for you at Room 201, 450 Harrison St., San Francisco, Calif.

↓ ↓ ↓

Hubert O. Halfhill

It is important that you contact John Little, Jr., at 1214 Hudson Blvd., Bayonne, NJ.

↓ ↓ ↓

Any Seafarer who was an eyewitness to the incident in Brightwell Tavern, Dec. 23, 1957, is asked to get in touch with Walter Brightwell, 4212 Canal, Houston, Texas. The phone number is Capital 6-9360.

↓ ↓ ↓

Jack Halpin

The above named or anyone knowing his whereabouts, please contact Bill Versloot at 12 Helen Place, Clifton, NJ, or phone PRescott 3-3204.

↓ ↓ ↓

Ed Sealey

Pete Mazzitelli left your gear, left on the Losmar, in the baggage room in headquarters hall. Please arrange to have it picked up.

# FINAL DISPATCH



**John G. Flynn, 40:** Brother Flynn died in the New Orleans PHS on March 13, 1958. Cause of death was pancreatitis. Brother Flynn joined the SIU in 1951 and sailed in the engine department. He was buried in St. Patrick Cemetery, New Orleans, La. There are no known survivors.

**Patrick J. McCann, 59:** Brother McCann died in the Manhattan Beach, Brooklyn, Public Health hospital, on June 23, 1958. Joining the SIU in 1941, Brother McCann sailed in the steward department. He is survived by a cousin, Mrs. Margaret Flanagan, of N.Y. Burial took place in St. Raymonds Cemetery, Bronx, NY.



## MCS Editor Back At Sea

SAN FRANCISCO—Don Rotan, editor of the "Stewards News," the Marine Cooks and Stewards Union newspaper, has resigned his post and returned to sea. One of the early organizers of the MCS, Rotan was active in the long and successful fight to free West Coast stewards and cooks from the yoke of the Communist-dominated National Union of Marine Cooks and Stewards. He edited the "Stewards News" for the past six years.

### Has Successor

Rotan is being succeeded in his post by Fred Steiner, editor of the "West Coast Sailor," official publication of the Sailors Union of the Pacific. Recently the SUP, along with the Marine Cooks and the Marine Firemen's Union, voted to take steps to set up a single newspaper for all members of the SIU Pacific District. It would replace three existing publications, the third being the "Marine Firemen."

## Be Sure To Get Dues Receipts

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

## ACS Ruling Analyzed

(Continued from page 7) ing SIU men to go to NMU's hall for referral to jobs.

NMU and ACS contended that since the Coal Miner was purchased from Arc Steamship, an NMU-contracted company, ACS was bound, as a "successor," not only to recognize the NMU but to honor the contract, and, thereupon, it became part of a multi-employer unit for which NMU was the collective bargaining agent. The trial examiner went along with these contentions.

### Rebuttal Prepared

While SIU attorneys are preparing exceptions to this report, predicated on numerous factual and legal inaccuracies, it is interesting to note that as energetically as NMU argued for its position in this case, it had just as energetically taken a precisely opposite position in the case of South Atlantic, the ex-SS Rion, Robin Lines and others.

There, when NMU companies took over SIU-contracted ships, NMU experienced no difficulty in vigorously asserting that those companies were not successors, and that they were not bound to recognize either the SIU or its contract. Meanwhile, the Coal Miner has been laid up in a Staten Island shipyard for over two months and the only other ACS ship, a tanker, is operating in the oil trade.

EVERY | SUNDAY | DIRECT VOICE | BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN AND SOUTH AMERICAN WATERS

## "THE VOICE OF THE MTD"

EVERY SUNDAY, 1620 GMT (11:20 EST Sunday)

**WFK-39, 19850 KCs** Ships in Caribbean, East Coast of South America, South Atlantic and East Coast of United States.

**WFL-65, 18850 KCs** Ships in Gulf of Mexico, Caribbean, West Coast of South America, West Coast of Mexico and US East Coast.

**WFK-95, 15700 KCs** Ships in Mediterranean area, North Atlantic, European and US East Coast.

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

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

WCO-18998.5 KCs East Coast South America WCO-22407 KCs West Coast South America

Every Monday, 0215 GMT (10:15 PM EST Sunday)

WMM 25-15007 KCs Australia

WMM 81-11037.5 Northwest Pacific

MARITIME TRADES DEPARTMENT

## SIU Ties Up Yarmouth In Pact Demand

WASHINGTON — The SIU is preparing to file legal actions against operators of the Panamanian-flag cruise liner Yarmouth, which hastily slipped away from her berth here Saturday after locking out most of the crew and making off with the ship's payroll and the men's personal effects.

The vessel arrived in Miami Wednesday only to be met by SIU pickets. The Union had warned it would picket wherever she showed up. The company has refused to negotiate with the SIU, although it has been designated by the Yarmouth crewmen as their bargaining representative.

A number of other legal actions are also forthcoming under maritime law, including suits to recover the crewmembers' wages and personal belongings.

### Organized In Summer

The SIU conducted a successful organizing drive among the crewmembers for several months while the ship was on its usual summer run between Boston and Nova Scotia. Both the Yarmouth and her sister ship, the Evangeline, are former American-flag ships that had been manned by Seafarers for many years.

Their operation parallels the case of another cruise ship, the SS Florida, also manned by the SIU until a few years ago when she was transferred to runaway registry. This ship has also maintained her regular run in domestic service between Miami and the West Indies. She was brought back under the SIU banner last June when crewmembers, predominantly Cubans, voted 87-21 for SIU representation in an election conducted

## MEBA Wins Lakes Pact

CLEVELAND—The Marine Engineers Beneficial Association has won bargaining rights for the engineers employed in the SIU-contracted Tomlinson fleet. The MEBA gained recognition after a one-day strike, in which it tied up one ship and threatened to hit the rest as they came into port. Contract negotiations are now in progress here.

### All-Out SIU Support

The MEBA struck the SS Ball Brothers Sunday September 14 when it docked at Superior, Wis. Late the next day, the company recognized its right to represent the engineers. The MEBA picket line won complete support from the SIU and other waterfront crafts involved.

Tomlinson operates seven bulk carriers and two self-unloaders. Besides the Ball Brothers, the ships are the Cuyler Adams, James E. Davison, Charles Dunlap, Merton E. Farr, Rufus R. Ramsey and the Sumatra. The fleet was recently signed by the SIU Great Lakes District following a Labor Board election victory and successful strike.

by the National Labor Relations Board.

Operating for many years under the well-known house flag of the Eastern Steamship Corp., the Yarmouth is now in service for McCormick Shipping Corp. of Miami. She arrived here from Boston last Thursday, Sept. 18, to pick up passengers for a cruise to Bermuda.

At the time, crewmembers got off for a dockside meeting and set up picketlines protesting the company's refusal to negotiate. US Immigration authorities gave the men permission to go ashore, since many of them are Cubans, Dominicans and West Indians, and SIU officials then met with company representatives to present contract demands.

These included provisions for union recognition, establishment of necessary grievance procedures, job security protection and wage increases. The company officials said these matters would have to be taken up with the higher-ups and later got in touch with SIU representatives for further talks, which ended with a refusal to discuss the wage issue at all.

### Sailing Cancelled

By Saturday morning, after the ship had been in port two days, the company cancelled the scheduled 4 PM sailing that afternoon. The Union then notified the company that despite its failure to come to terms on a contract, the crew would be back aboard well in advance of the scheduled sailing ready for duty. This was also announced publicly to the press.

However, when crewmembers arrived back at the dock before 3 PM and attempted to board the vessel, they found the pier gate locked and the master and another company official refused to allow them aboard. Shortly after, the vessel sailed for points unknown, taking the crew's personal gear and the ship's payroll with her.

SIU Secretary-Treasurer Paul Hall declared this week that the operator's tactic of "sneaking the ship out behind locked gates and carrying off the crew's gear has emphasized his total disregard for his employees' rights and well-being.

"All he has done is toughen the crew's and the Union's determination to win their just demands. The union will intensify its campaign against this company and others like it."

### Shorthanded?

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



Crewmembers of SS Yarmouth picket ship at Washington, DC, pier. When crew agreed to go back aboard in time for sailing, company barred them and the ship skipped port.

## NY Shipping Really Busts Loose

NEW YORK—Shipping busted out all over in this port thanks to the crewing up of a number of vessels that had been in idle status or on long runs and had a heavy turnover. A total of 391 jobs were shipped, and the port would probably have to look back to Korean War days to find similar periods of shipping prosperity.

The port handled a total of 44 ships, Assistant Secretary-Treasurer Bill Hall reports, 18 of them payoffs, ten signing on and 16 vessels in transit. The big shipping bulge was aided by crew calls from the Ames Victory, Jefferson City Victory, Valley Forge and the Orion Comet. The supertanker Cities Service Norfolk, back from 13 months on the Persian Gulf shuttle, also had a big turnover with 26 men getting berths aboard her.

The coming two week period should also be good with a couple of more ships scheduled for reactivation and crewing up.

The announcement of the Cuban government that they were pulling their men off the struck Canadian National ships was received warmly here. Hal Banks, SIU of NA vice-president from Canada was present at the headquarters membership meeting and thanked Seafarers for their support of the Canadian beef. He promised to continue the strike until Canadian District Seafarers got their jobs back.

There is no question but that operators will think twice from

now on about trying to sell or transfer struck ships in the light of the world-wide support the Canadian Seafarers got on this beef.

Payoffs here included the Suzanne, Elizabeth, Beatrice, Carolyn and Frances (Bull); Jefferson City Victory and Mankato Victory (Victory Carriers); Steel Voyager and Steel Recorder (Isthmian); Robin Trent and Robin Gray (Robin); Valley Forge (Peninsular Navigation); Topa Topa (Waterman); Alcoa Runner and Alcoa Pennant (Alcoa); Santa Venetia (Elam); Capt. Nicholas Sittinas (Tramp Ship) and the Cities Service Baltimore.

The ships signing on included

the Steel Recorder, Steel Chemist, and Steel Designer (Isthmian); Robin Trent and Robin Gray (Robin); the Frances (Bull); Ames Victory, Jefferson City Victory and Mankato Victory (Victory Carriers); the Alcoa Runner, (Alcoa); Santa Venetia (Elam); and Orion Comet (Colonial).

Among the in-transits were the Pennmar and Marymar (Calmar); the Seatrain Savannah (twice); New York and Texas; Winter Hill and Cantigny (Cities Service); Steel Fabricator, Steel Vendor and Steel Chemist (Isthmian); Val Chem (Heron); Gateway City (Pan Atlantic); Yaka, Andrew Jackson (Waterman), and the Coeur D'Alene Victory (Victory Carriers).

## Russia Selling New Ships

With the world charter market in a depressed state and the used ship market following close behind, a new ship seller has entered the maritime business, its products bearing a "made in Russia" label.

Since New York ship sales are at a virtual standstill, the current price pattern for Libertys was set in London where the British Liberty Zungon was sold for

\$364,000, down \$85,000 from the previous sale of another Liberty, the Argentine Transport in August. At the time of the Suez crisis late in 1956, Libertys were going for upwards of \$900,000.

### Market Depressed

In spite of the world ship slump local agents of European-flag operators have received notice of Russia's entry into the world shipping market in a brochure issued by Sudoimport, the Soviet import-export corporation, describing the models offered by Soviet shipyards.

Operators who have studied the data said that the 16,000-deadweight-ton cargo ship is in a class with modern Western ships of a similar type. In one respect, the vessel's hull strength was considered ahead of Western types since the Russians have used a low alloy steel to provide strength against ice conditions in Soviet ports. Western yards use a lower grade steel for the hull plates of merchant vessels.

Officials at Amtorg, the Soviet import-export agency in the US, claim that they haven't heard of the new line. However, they offered to investigate sales possibilities if a serious purchase inquiry were made.

## SIU Health Center's 'Ladies Day'



Early for appointment at SIU health center in NY, Mrs. J. Pineiro (left) checks time with SIU Patrolman Paul Drozak before leaving the hall. Above, Mrs. Mary De Jesso, mother of Seafarer Joseph De Jesso, arrives at center for medical checkup.