

SIU SCORES MAJOR BREAKTHROUGH ON RUNAWAY SHIPPING



Sweeps SS Florida NLRB Vote, 87-21

Story On Page 3



'Viva La SIU.' Happy over 4-1 results on Liberian-flag SS Florida (inset), crewmen show sentiments outside AFL-CIO Maritime Trades Department office in Miami. Manned by predominantly foreign crew, largely Cubans, the P&O liner had been SIU-manned until 1955. Large sign cheers SIU victory as key to unity and greater welfare for world's seamen. (Story on Page 3.)



Jubilant MEBA pickets toss placards in air when news is received that ship operators abandoned plans to operate SS America (background) and other vessels with strikebreakers recruited with help of NMU. MEBA's solid position broke the back of the shipowner-NMU plan and won a superior agreement for the engineers.

MM&P Joins Engineers In Fighting NMU Raid

The Masters, Mates and Pilots will join the Marine Engineers Beneficial Association in filing formal charges against the National Maritime Union for raiding and fink-herding. The MEBA is now in the process of submitting documentation on its charges to AFL-CIO headquarters following its original complaint over the NMU's chartering of a licensed officers' division in the course of the engineers' beef with US Lines. MM&P charges are now in preparation and concern subsequent NMU efforts to solicit membership among captains and mates aboard NMU-manned vessels, according to Captain John Bishop, national secretary-treasurer of MM&P.

In the absence of AFL-CIO President George Meany, who is in Europe at an international labor conference, AFL-CIO Secretary-Treasurer William Schnitzer has acknowledged formal receipt of MEBA President Herbert Daggett's wire and requested the further documentation now being prepared.

The NMU raid, and its subsequent scab-herding in the midst of the MEBA's industry-wide contract beef with the shipowners developed as an anti-MEBA move on behalf of US Lines. It actually reached the point where the NMU assisted in recruiting some two dozen scab engineers for US Lines to take the SS America out behind an MEBA picket line. The move collapsed ingloriously with the scab engineers sneaking off the ship via a tug to avoid the MEBA men coming aboard to get their jobs back after the signing of a new MEBA contract.

Despite the flop of the NMU's scab-herding move, the NMU has proceeded with its raid, this time seeking to sign up mates for the newly-created NMU officers' division. It was this action which is bringing the charges from the MM&P.

A beef on the SS United States, developing out of ten major grievances aboard that ship, kicked off the whole situation. The US gang refused to sign on, June 12, delaying the sailing of the vessel until they won concessions on permanent assignment to the ship; regular employment for relief engineers; shipping relief jobs through the MEBA hiring hall and settlement of all grievances with-

(Continued on page 14)

Terms Of New MEBA Contract

The failure of the NMU's scab-herding tactics in the midst of the MEBA's contract beef is shown by the results of the negotiations. The MEBA gained the following:

- An increase in manning scales, to be effected by January 1, 1960.
- \$150 monthly pension.
- 30 days a year vacation if working for more than one company.
- 45 days a year for service with one company.
- 60 days a year vacation for service with one company effective June 15, 1959.
- \$50 weekly welfare benefit for 39 weeks while unfit for duty in or out of the hospital, plus \$12 a day for the first 20 days of hospitalization.
- Agreement in principle on severance pay for engineers on ships transferred foreign, details to be established by August 1.

Declare Halt To Dock Hostilities

A cessation of hostilities in the interests of waterfront stability has been declared as the result of a meeting in New York attended by representatives of the SIU, the International Longshoremen's Association and the International Brotherhood of Teamsters.

The meeting discussed economic conditions on the waterfront with a view toward promoting stability in the interests of all waterfront workers. It was an outgrowth of earlier discussions on the problem of trailership operations and their

impact on longshoremen, teamsters and seamen.

It was agreed that stability could best be promoted by calling a halt to active hostilities between the SIU and the ILA, representing the two major groupings on the waterfront.

This total cessation of hostilities could have effects in a number of areas including the elimination of the possibility of another waterfront election in the longshore field.

This development does not alter the relationships between the SIU and other waterfront unions in the AFL-CIO Maritime Trades Department, nor does it affect the SIU's consistent position of support of Federation policy.

Among those present at the meeting were SIU Secretary-Treasurer Paul Hall and Mobile Port Agent Cal Tanner for the SIU; Raymond McKay, president of the Brotherhood of Marine Engineers; ILA President William Bradley and other ILA representatives, and John O'Rourke, representing the Teamsters Union.

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Excerpts From NLRB Findings On SS Florida

The landmark decision of the National Labor Relations Board, in which it applied US labor law to runaway-flag shipping that is American-owned, followed upon a detailed petition drafted by the SIU's general counsel, Seymour W. Miller, which included an examination of the relationships between P&O and the three Liberian corporations set up to escape the SIU. The following consists of excerpts from the NLRB decision which upheld the legal position presented by the SIU.

In 1955 . . . "P&O . . . decided to transfer the ships to foreign registry in order, as it conceded at the hearing, to be able to hire foreign crews whose wages in at least some classifications were about half that being paid the American seamen. The United States Maritime Commission . . . authorized transfer . . . In August, 1955, P&O organized two Liberian corporations—the White Steamship Co., . . . and the Blue Steamship Co., . . . each wholly owned by P&O . . . on September 3, P&O . . . transferred the two ships to White and Blue, which corporations registered the ships under the laws of Liberia . . . P&O had its attorneys organize a third Liberian corporation, the Green Trading Co. The attorneys and some of their employes, acting on behalf of P&O, became the officers, directors and stockholders of Green Trading.

" . . . Green Trading . . . chartered bareboat the Florida and Southern Cross from Blue and White and . . . entered into a time subcharter with P&O for operation of the ships. . ."

P&O Had Full Authority

"Under the terms of the time sub-charters, P&O was given authority to determine the trading limits of the two vessels. It assumed responsibility for maintaining and operating the ships at its own expense . . . It was expressly provided in the subcharters that P&O, and not Green Trading would have exclusive possession, control and command of the ships' . . ."

" . . . Green Trading agreed to man the ships . . . and to pay the wages . . . but . . . P&O would reimburse Green Trading for all such expenses . . . P&O had the right to dismiss any master, officer or crewmember . . . P&O agreed to pay monthly to Green Trading in United States currency certain sums for hire of the vessels which corresponded exactly to the amounts which Green Trading had agreed to pay Blue and White. . ."

"The ships were changed to Liberian registry in September, 1955. The American crew of the Florida was then discharged and . . . a new, predominantly alien crew was hired. The Southern Cross was in drydock at the time . . . Upon being placed back in commission, a predominantly alien crew was hired . . . These unlicensed personnel were recruited in a number of areas . . . Although Green Trading is required under the time sub-charter to hire the crewmembers, Green Trading actually operates through a Captain Lord, its operating manager, who is also P&O's marine superintendent and is on P&O's payroll only . . . wage scales for the vessels . . . were submitted to P&O's vice-president . . . for his approval . . ."

" . . . The masters of both ships were hired by P&O and the other officers are hired by Captain Lord and Captain Owen, both on P&O's payroll . . ."

"There has been no change in the operations of the vessels . . . They operate regularly out of Miami . . . and both their passengers and cargo originate for the most part at that port . . . Both ships are inspected by the United States Coast Guard and Federal health officers at Miami . . . Neither has even been in Liberian waters.

"Under the terms of the bareboat charter, Blue and White have no control over the vessels and their crews, but pay a tonnage tax on the vessels to the Liberian government. That tax appears to be the only real obligation . . . to Liberia.

No Liberian Office

"None of the companies maintain an office in Liberia . . . Green . . . has a business office in Miami at the offices of P&O's address . . ."

"In contesting the Board's jurisdiction, the employers rely on the facts that Green Trading . . . is a foreign corporation and that the employees are predominantly aliens . . . the employers argue that the Act does not apply to a foreign ship and its foreign crew. However, under the circumstances . . . we find no merit in the position of the employers.

" . . . We believe . . . that the evidence clearly demonstrates that Green Trading is . . . merely an instrumentality of P&O . . . Its transactions . . . had the obvious aim of returning the ships to the operational control of P&O . . ."

" . . . Green Trading is wholly under the control of P&O . . . those in nominal control of Green Trading actually do not operate independently of P&O . . . Under such circumstances the form of corporate organization must give way to the realities of the situation . . . P&O is in fact the employer.

" . . . the Florida and Southern Cross may not properly be considered . . . as foreign vessels . . . the ships have never been in Liberian waters . . . It is, moreover, abundantly clear that the ships are engaged primarily in the commerce of the United States . . ."

" . . . In view of the foregoing, we find that the employees . . . are employees of a domestic corporation and man vessels . . . engaged principally in the commerce of the US . . . Under such circumstances we find that the mere fact that a majority of the employees are nonresident aliens does not take the case outside the coverage of the act . . ."

" . . . We find that the employers' operations have a direct and substantial effect upon the foreign commerce of the United States and upon American workmen . . . the present complement of the Florida and Southern Cross . . . is . . . in direct competition with American seamen for employment opportunities . . . the organization of the vessels' crews . . . is, therefore, a matter of concern to American seamen. . ."

SIU Breaches Runaway Barrier With P&O Victory



Contract terms are discussed by group of Florida crewmen with SIU organizer Al Lopez, following SIU's lopsided victory in election aboard ship. All men pictured here were fired last November for being active in SIU's behalf. They are (left to right) L. Dominguez, Jose Pena, Juan Poveda, A. Navarro, Lopez, L. Tamayo, M. Castro, U. Diaz.

MIAMI—A major breakthrough against runaway-flag shipping has been accomplished by the SIU as crewmembers of the Liberian-flag passenger vessel, the SS Florida, voted 87 to 21 for SIU representation. The Union's victory on the Florida was the climax of many years of effort on the part of US maritime unions and their world-wide allies in the International Transportworkers Federation to bring Liberian-flag passenger vessels under union jurisdiction. As a result of the election, the SIU has been certified on the Florida and her sister ship, the Southern Cross.

Until the SS Florida case, Liberian-flag vessels had been relatively immune to union organizing, although picket line action had been successful here and abroad in bringing some of these ships to heel. Now though, the SIU has established, through the National Labor Relations Board, that runaway-flag vessels which are clearly American-owned and which operate in the commerce of the United States are subject to US labor law and are legitimate targets of union activity.

In discussing the implications of the vote, SIU Secretary-Treasurer Paul Hall declared, "The SIU's election success serves notice on American interests that transfer to a runaway flag no longer gives them immunity from union organization. Thousands of seamen now working aboard low-wage runaway-flag ships will now be targets of SIU organizing drives designed to bring them the kind of trade union benefits available to seamen on American-flag vessels."

He credited Ralph Casey, president of the American Merchant Marine Institute, with a valuable, if unintentional assist in the SIU's breakthrough, noting that Casey had insisted that the runaway-flag vessels are "America's fifth line of defense" in a number of public pronouncements.

"The Casey statement," Hall said, "coming as it did from a representative of the major American shipping group, indicated most

forcefully that these Liberian-flag ships are American vessels in disguise."

In his capacity as president of the Maritime Trades Department, AFL-CIO, Hall has written seagoing member unions of the MTD inviting them to join in organizing runaway operations on all coasts. "This is an area where the energies of seamen's unions can be constructively employed in a cooperative effort for the mutual benefit of all concerned," he said. He paid tribute to past efforts by various SIU of NA affiliates as "helping pave the way for our success on the Florida."

The significance of the Florida win lies in the fact that nine million tons of shipping under the Liberian and Panamanian flags are known to be American-owned. Not all of this shipping operates in US commerce, but there are undoubtedly several hundred vessels which would fall into the category of American ownership running in American service.

The Florida case was an outgrowth of a typical foreign-transfer maneuver designed to escape SIU wage scales and US taxes. The Florida and its sister ship, the Southern Cross (ex-Cuba, ex-Denali) were transferred foreign in September, 1955, after being under SIU contract for many years. P&O organized three Liberian subsidiaries, the White Steamship Company, Blue Steamship Company and the Green Trading Corporation, for the purposes of establishing the legal fiction of foreign operation.

SIU crewmembers, many of whom had been aboard the ship since the 1930's, were laid off and a new crew hired, largely in Cuba, at wages far below the SIU scale.

Subsequently, the SIU undertook an organizing campaign among the crewmembers, while at the same time, it sought to establish its legal right to seek representation. SIU attorneys were successful in establishing the fact that, for all practical purposes, the operations of White, Blue and Green corporations were totally directed by P&O with the same individuals serving in multiple capacities in all four corporations. They also established that the ownership of P&O was wholly American, consisting of two railroads, the Atlantic Coast Line and the Florida East Coast Railway.

Consequently, on May 23, 1958, the National Labor Relations Board, in response to an SIU petition, ordered an election aboard the two vessels. (The Southern Cross was laid up at the time and was not voted. (For highlights of NLRB decision, See Page 2.)

SIU representatives are now entering into negotiations for the purpose of securing an SIU agreement for the Liberian-flag crews. Meanwhile, preparations are underway to organize among the crews of many other ships in the Miami area which operate under similar circumstances. Organizing will subsequently be extended to dozens of other operations which fall into the P&O pattern.

West Coast Actions Paved Way For Florida Success

Stalemated at every turn by injunctions, damage suits, high-powered corporate maneuvers and dollar diplomacy, as well as Government policy, US maritime unions today for the first time have a powerful weapon for an all-out offensive against American-owned runaway shipping.

The SIU election victory on the Florida not only serves notice on runaway operators that they are no longer immune to union organization, but also represents a substantial 4-1 endorsement of American union conditions by foreign crew members.

The runaway ship problem goes back to the end of the World War II. Expanded world trade gave the "Panhandle" countries (Panama, Honduras, Liberia and Costa Rica) the opportunity to cash in. They opened the door to still greater profits by encouraging cut-rate operations. No demands were made on the shipowner in the way of taxes, manning, safety rules or working conditions, except a small "head tax" on each vessel transferred.

Today, some 12 million tons of shipping operates under runaway registries. Three-fourths of this tonnage is American-owned, and much of it, as in the case of the Florida, represents passenger, freightship and tanker operations that touch US ports at one end of the line. Indeed, not one cruise-ship in the Florida-West Indies-Cuba trade today is under the US flag.

US Government figures cite a total of 411 vessels of all types transferred from the US fleet from July, 1952, through December, 1956. This doesn't include all the transfers continuing up to this moment nor does it cover still others operated by foreign accounts of American companies.

These raise the total to more than 500 ships overall. For US seamen alone, this has meant a loss of 25,000 or more jobs.

Attempts by the International Transportworkers Federation to

bring conditions on the runaways up to some acceptable standard have been successful in several cases, but these cases have barely scratched the surface. Since most of the ships are essentially American-owned and the courts have balked assistance by American

unions, foreign unions have had to go it alone.

Moreover, US immigration authorities have often moved in to shut off protests by foreign crewmembers.

However, the trail leading to the (Continued on page 7)

Canadian Runaways Still Tied Up By SIU Strike

MONTREAL—World-wide labor support of the SIU Canadian District's strike against the government-owned Canadian National Steamship Lines has apparently frustrated

efforts to sell away the fleet. As the strike entered its second-year this week, the company has been unsuccessful, despite heavy advertisement of the proposed sale, in unloading any of the strikebound vessels.

Undoubtedly, a factor discouraging would-be buyers is the support offered the Canadian District by the member unions of the International Transportworkers Federation.

Canadian Seafarers had walked off the eight CNS deep-sea vessels last July 4th after contract negotiations bogged down over wage issues. At that time, CNS seamen were among the lowest paid in Canada, with wages ranging from 77 cents-an-hour for pantrymen to 98 cents-an-hour for bosuns, including overtime.

After further talks with a government arbitration board failed to produce an acceptable agreement, the company transferred the vessels to Trinidad registry and started to recruit crews among foreign seamen. Although the vessels are owned by the Canadian government, ranking government

officials sponsored the transfer move in an attempt to break the strike.

Immediate support of the District's beef came from Carlton Blanche, secretary of the seamen's union in Port of Spain, Trinidad, who recalled some 200 Jamaican seamen being flown in by the company to man the ships. In addition to this, English engineers, brought in from London, refused to cross the Canadian SIU picket line and returned to England.

In a telegram to SIUNA President Paul Hall and Hal Banks, secretary-treasurer of the Canadian District, Blanche said that the "change of registry to Trinidad (is) seen here as (a) move to break (the) strike," and that West Indian seamen would not man the vessels.

Further assurances of international support came from Omar Becu, general secretary of the International Transportworkers Federation, who offered the entire support of the ITF behind the strike.

"If you advise of any movements of ships hereto strikebound, we (Continued on page 4)

SCHEDULE OF SIU MEETINGS

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

- July 9
- July 23
- August 6
- August 20

Coats 'Lost', Poles Repay Seafarers

Usually, when an overcoat takes a walk from a gin mill without the owner inside it—well—that's the last you would expect to see of that overcoat. Chances of getting it back are slim; chances of money compensation for the loss are even slimmer.

That's why three former crewmembers of the SS Rion have a surprise coming to them if they get in touch with Actium Steamship Company, at 17 State Street, New York City. Waiting for them are three checks from the Polish government in the amounts of \$85, \$65 and \$90 for three overcoats "lost" in a Szczecin, Poland, night spot.

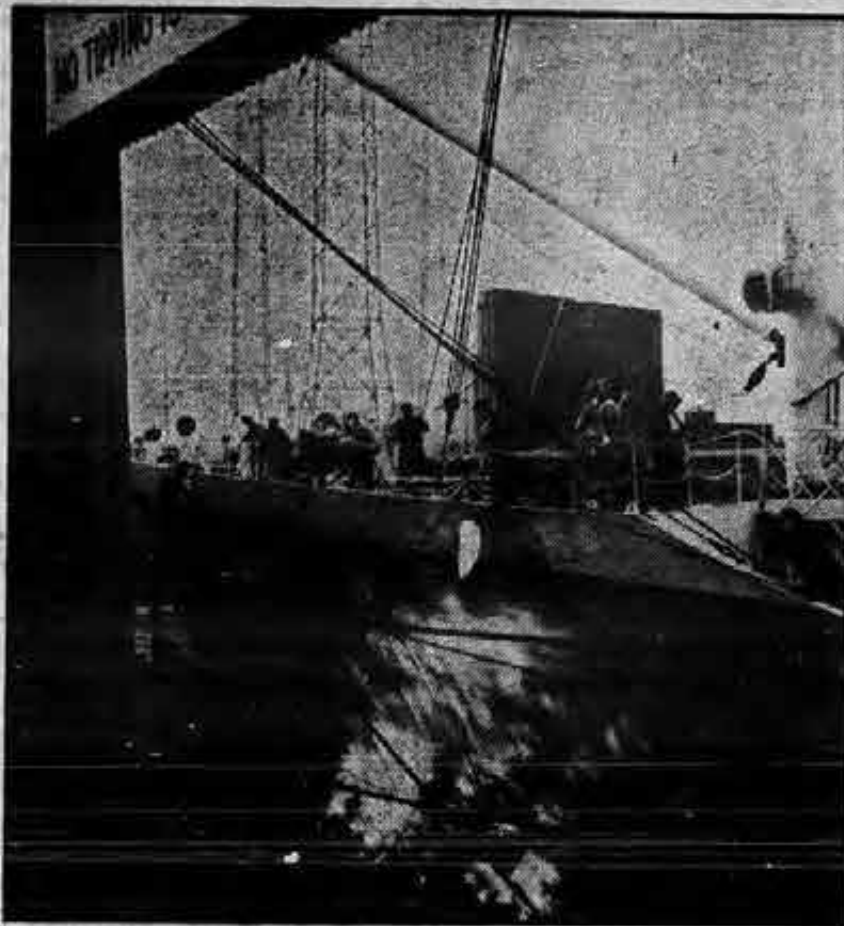
It seems that while the Rion was in Szczecin last November delivering a load of grain behind the Iron Curtain, Seafarers James Brown, Joseph Busalacki and Marek Krzywda sampled the wares of the Bajka Night Club and had their overcoats lifted by a light-fingered native who hadn't heard that crime is a symptom of capitalist decay. They reported the theft to the local authorities and went shivering back to the ship.

That was the last anybody heard of the affair until Actium received a letter last week from the Morska Agencja enclosing the checks drawn on hard American dollars for the three Seafarers.

Lk. Charles Only 'Fair'

LAKE CHARLES—The membership in this port wishes to extend its sympathies to the family of Brother Ben Grice who recently passed away.

Shipping has been only fair in the area with the result that there are quite a few men on the beach. Calling into port during the past period were the CS Baltimore, Winter Hill, Chiwawa, Bents Fort, Council Grove, Bradford Island, Royal Oak (Cities Service) and the Petro Chem (Valentine).



Atlantic On 2nd Trip; No Pickets

The second sailing of the new tourist passenger liner SS Atlantic came off last week with National Maritime Union picketlines absent from the scene. Instead, the NMU, which had pulled its men off the ship just before the maiden voyage, again did a flip-flop and started competing for job openings. There were 15 replacements called for on the ship.

Meanwhile, there has been no further word from the National Labor Relations Board which is now studying NMU Taft-Hartley charges against the SIU and the

company. The NMU filed charges of discrimination even before the first crewmembers had been hired for the new vessel.

In contrast to the first sailing, when the ship had to leave port without tugs, and baggage was handled by the crew, longshoremen and tugboatmen worked the ship throughout a fast 30-hour turnaround. She docked at approximately 6:30 Friday morning, June 27 and cast off at 12:30 the next day.

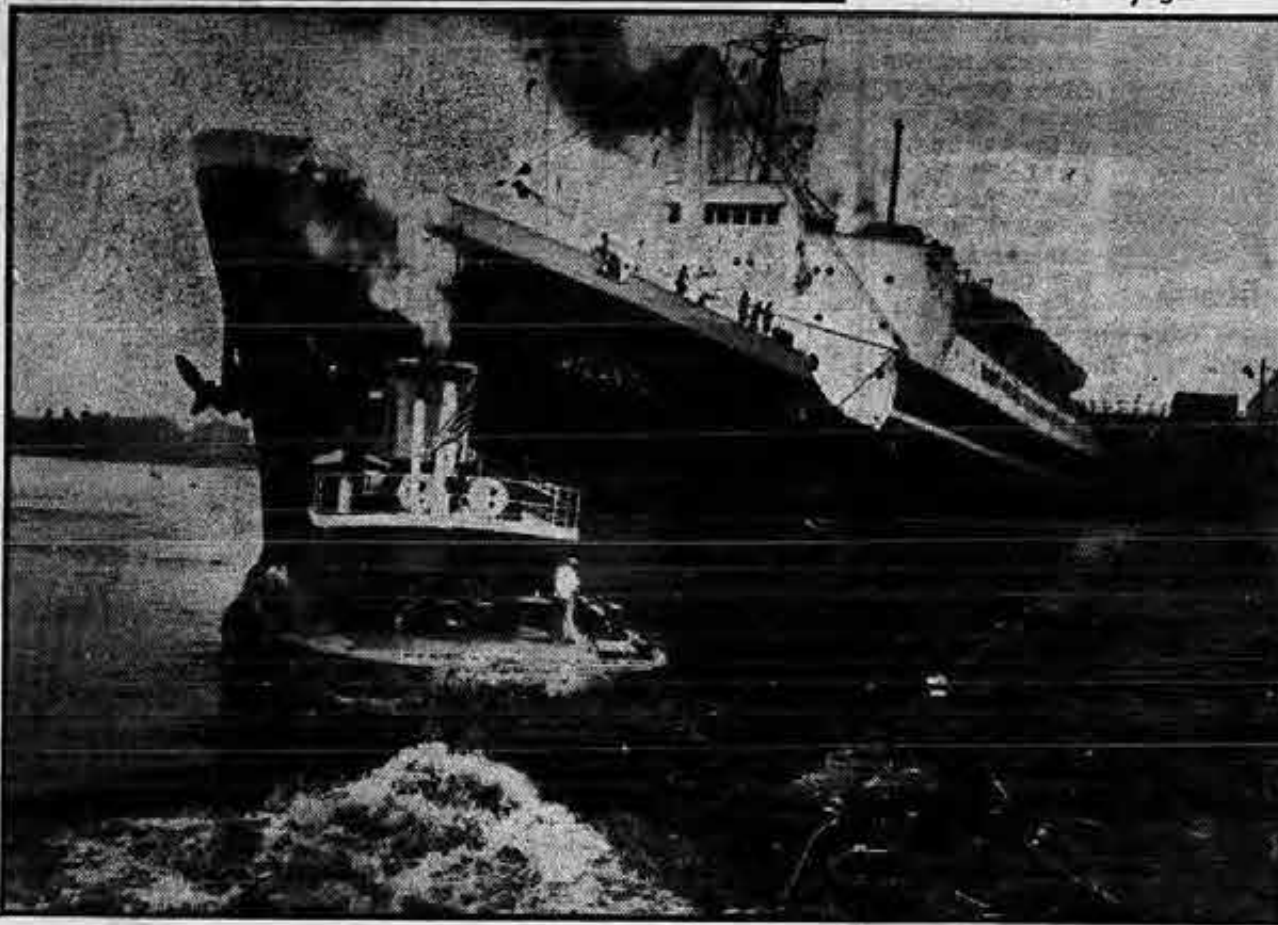
On the maiden voyage, the ship came into port and was here four days before the NMU, the night before its sailing, pulled its members off the vessel and picketed.

Took Full List

The Atlantic reportedly took on a full passenger list for its second voyage. It was reported a number of other travelers were waiting hopefully for a last-minute cancellation. She carries 900 passengers in all.

SIU crewmembers who were aboard for the maiden voyage reported that some 700 of the passengers had signed an open letter hailing the service and facilities aboard the vessel. They also said that Arnold Bernstein, president of the American Banner Line, addressed the crew at a shipboard meeting complimenting them for doing a wonderful job under the usual hectic pressure of a maiden voyage, providing top-notch service and keeping the vessel in tip-top shape at all times.

Longshoremen (left) rig net in front of open hatch of SS Atlantic in preparation for discharge of cargo brought back from Europe. Below, NY harbor tug Datzellairo pushes ship's nose into stream as she sails on second voyage.



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.

MTD Supports Tour Ship Bill

WASHINGTON—Proposals calling for the construction of two 6,000-passenger tourist-class liners for the transatlantic trade were aired before the House Merchant Marine Committee in hearings which opened on Tuesday, July 1. The proposals received strong support from the Maritime Trades

Department representing the SIU and other seagoing and shoreside unions in the maritime industry.

According to the tentative plans as outlined in a bill introduced by Rep. MacDonald (Dem.-Mass.), the two vessels would be 90,000-ton superliners capable of 30 knot speeds. They would carry the 6,000 passengers Pullman-style, with meals purchased aboard the ship, and would be manned by a crew of 1,350 men each.

Under the MacDonald bill, each of the ships would be built by the US and sold to the operator, Sea Coach Transatlantic Lines, at \$70 million or 50 percent of the cost of a commercial equivalent, whichever figure is greater.

The Pullman-style passenger ship has been a project of New York hotel man H. B. Cantor for a number of years and was originally presented to the SIU of NA at its 1955 convention in Montreal. At that time, the late Harry Lundberg, then SIU of NA president, discussed the proposals with Cantor.

In testifying for the MacDonald bill, MTD Secretary-Treasurer

Harry O'Reilly said that the Cantor proposal was in line with the MTD program for broadening the base of the American merchant marine and for bringing the lucrative tourist class North Atlantic passenger trade under the American flag. At present, the SS Atlantic, the recent entry of American Banner Lines, is the only American-flag vessel in this class.

The MTD spokesman said that the addition of two such large passenger ships would immensely strengthen the US merchant marine and stimulate employment and prosperity in the nation's shipbuilding and shipping industry.

He said, in part:

"Of all the segments of our maritime industry . . . the one which is least adequate is our passenger fleet. In the post-Korean era, only one new American passenger-company has come into existence, the American Banner Line . . .

"The pending legislation . . . embodies a tremendous idea, which, if encouraged and sustained, would enable American initiative to capture its fair and adequate share of our foreign commerce . . .

" . . . The degree to which American culture could be carried to the nations of the Old World would be vastly increased if it were possible for the average American worker, American businessman and American student to visit foreign countries . . ."

O'Reilly continued, "if Mr. Cantor's idea is allowed to materialize . . . ocean travel, like land travel would become a daily necessity instead of a costly luxury . . ."

Under the Cantor program of Pullman-style transportation, fares would be around \$50 for a one-way passage. The fare would pay only for the sleeping accommodations, with passengers having a choice of cafeterias, luncheonettes and restaurants on board the ship in which to take their meals.

Tell it to the Log!



LABOR ROUND-UP

The United Wall Paper Craftsmen and Workers of North America, have decided to affiliate their 2,200-man union with the Pulp, Paper and Sulphite Mill Workers. Both unions are AFL-CIO affiliates. Under the agreement, the members of the Wall Paper union will become members of the Pulp and Paper organization and their locals will come under the jurisdiction of the International office at Fort Edward, NY. In announcing the move, Pulp and Paper president John J. Burke, said that the addition of the 75-year old union will add "strength and prestige" to his growing organization.

The AFL-CIO has warned that budget cuts by Congress and the President in appropriations for the Labor Department are costing workers millions of dollars a year in wages and overtime. Hyman Bookbinder, AFL-CIO legislative representative, said a survey of last year showed workers were cheated out of \$19 million in minimum wages and another \$64.1 million in overtime. He called for a restoration of the funds slashed from the budget of the Wage and Hour Division. This cut in funds, with its resulting curtailment of

operations by the Department, is aiding unscrupulous employers in chiseling thousands of workers out of their wages, Bookbinder charged.

The Wisconsin State Unemployment Department has ruled that an unemployed worker who refuses to cross a picket line when he is recalled to his job can continue to collect unemployment compensation benefits. The case came up after 200 employees of the Milwaukee Crane Division of Industrial Enterprises, Inc., were called back to work. The men refused to cross a picket line set up by the Iron workers during their lay-off. The company had protested the unemployment payments but was set back by the Department.

Over 7,500 members of Lithographers Local 1 and the Metropolitan Lithographers Association in NYC, have foregone a wage increase for a year and to accept improved health and welfare as the only changes in their new contract. The lithographers agreed that their employers could maintain their present wage scale in order to maintain their competitive position. The contract calls for a \$3 wage boost in May, 1959.

NY Layoffs Backfire Against Struck Ships

NEW YORK—A delegation of some 30 Japanese trade and union officials toured the headquarters building and the medical center here recently, taking notes and asking questions about the various operations of the Union. Six of the delegates were from the All Japan Seaman's Union, one of the largest single union organizations in Japan.

These delegates were just one group of many teams now in the United States under the auspices of the International Cooperation Administration to study and observe the development of the trade union movement here. They were invited to visit and discuss the activities of many of the major unions throughout the country.

Some SIU-contracted vessels were tied up along the Atlantic and Gulf coast by the Marine Engineers Beneficial Association strike. Bill Hall, assistant secretary-treasurer reported. The beef only lasted a couple of days.

One interesting aspect of the beef came about when one of the operators, in order to save a few dollars in seamen's wages, laid off crews in New York, as well as in Baltimore and Mobile. However their money-saving scheme backfired, because a few hours after paying the crews their transportation money, the strike was settled. They were burning up the wires for hours calling the crews back. For all of their efforts they could have kept the men on the payroll and would have come out ahead in the long run.

Shipping continued to hold up over the past period with Class A men having no difficulty in landing berths. There were 20 vessels paying off during the two weeks, three signed on and nine were in transit.

Paying off during the period were the Steel Artisan, Steel Director, Steel Scientist (Isthmian); Robin Trent, Robin Locksley (Robin); Suzanne, Elizabeth, Frances, Ines (Bull); Antinous (Waterman); Seatrains Texas, Louisiana and Savannah (Seatrains); Alcoa Runner, Alcoa Pointer, Alcoa Patriot (Alcoa); Longview Victory (Victory Carriers) and the CS Baltimore, Fort Hoskins and Government Camp (Cities Service). The Steel Artisan, Steel Scientist

and the Longview Victory later signed on.

In transit were the Bienville, Fairland, Beauregard, Raphael Semmes (Pan-Atlantic); Steel Rover, Steel Scientist (Isthmian); Chickasaw, Young America (Waterman) and the Valchem (Herón).

Seafarers In Action

If anyone is interested in buying a pair of medium-sized Indian elephants (bulls) would he please



Edwards

contact Howard Edwards, ship's delegate on the Alcoa Corsair. It seems that one of the waiters was just "born to lose," and because of current setbacks, is offering the two for sale. "Any reasonable offer will be considered," Edwards said. But who can afford to feed an elephant?

All's well on the Robin Locksley according to the ship's minutes. Much of it is due to the fine service given the crew by messman O. Vola who is always going out of his way to come up with the ingredients for making pizza pie and other Italian specialties. In appreciation, the crew voted to turn over the ship's treasury, less necessary expenses, to Vola as reimbursement for his time and expenses. "That these delicacies were enjoyed by all," J. Gaylord, ship's delegate reported, "was evidenced by the unanimous approval to turn over the fund."

They didn't say where they were going, nor where they've been, but according to Joseph Shaughnessy, meeting chairman on the Wang Archer, the crew is looking forward to the rest of their voyage. There was nothing to report to the LOG as yet, Shaughnessy said, but they have "great expectations" as to later on.



Shaughnessy

Pick Up 'Shot' Card At Payoff

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

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

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

Name Larkin To Fulbright Award Body

The Institute of International Education has announced the appointment of Seafarer Ed Larkin, a 1954 SIU scholarship winner, to its 1959 National Selection Committee. This committee will screen all applicants for Fulbright scholarship grants for graduate studies in foreign countries.

Larkin himself has two scholarships to his credit. He received a Ruskin labor award in 1953 under an international exchange program and studied at Harlech College, Harlech, Wales. In 1954 he won an SIU scholarship which he applied to get a degree in industrial and labor relations at Cornell University. Larkin, who joined the SIU as a member of the black gang in 1944, has been active in most of the union's major organizing drives.

Three other Seafarers in the past have received Ruskin labor awards for studies overseas. They were Gene Sinclair, John Sweeney and Erwin Quill.



Not for Standing On

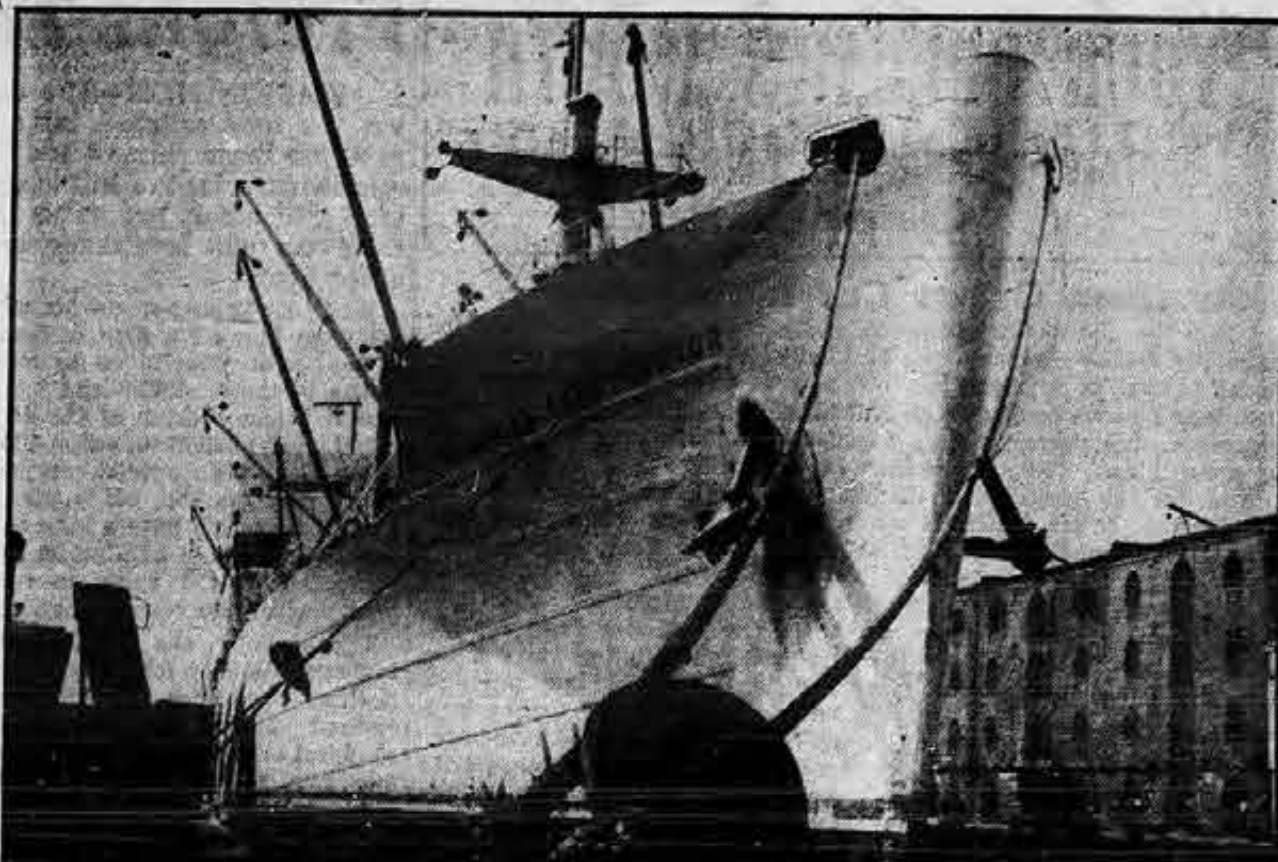
Boxes are for packaging vegetables or bars of soap. They are fine on the job they were designed for, but the fellow who made them didn't plan on having them used as ladders.

Nevertheless, all too often they are used as ladders and, of course, all too often the men using them in this fashion take a bad spill.

To avoid this kind of an accident, don't improvise with a box. Use the right kind of gear for the job.



An SIU Ship is a Safe Ship



At left, Seafarer picket on the SS Riviera in 1952 raps substandard conditions. Supreme Court upheld damage suits against unions in the beef. Below, high and dry as a result of cooperation given Canadian District SIU by unions affiliated with the International Transportworkers Federation, Canadian Constructor is one of the vessels which has been strikebound for a year. Company attempted to transfer ships to Trinidad, but move failed in face of united union opposition.



Police and US Immigration officials escort foreign crewmen of Liberian-flag cruise ship Tradewinds off Miami pier after they struck over shipboard conditions. Strikers were denied usual 29-day leave in US to try to find another ship and were quickly deported. The Tradewinds is the former SUP-manned Aleutian.

P&O Vote Climaxes Long Fight

(Continued from page 3)

Florida decision is blazed with some notable successes. The pioneering effort in the field was in 1956, when the SIU-affiliated Sailors Union of the Pacific led the way by winning American conditions on the SS Pho Pho, a Panamanian-flag vessel hauling gypsum from Mexico to Redwood City, Calif.

In this case the operators renamed the ship after the then secretary-treasurer of the SUP. The SS Harry Lundeberg thereafter sported a model union agreement under the Panamanian flag. A brand-new ship, the Kaiser Gypsum, was renamed the SS Harry Lundeberg last year a few months after Lundeberg died.

The Sailors Union came to the forefront in the battle against the runaways in 1952, when the foreign crew of the SS Riviera rebelled against intolerable shipboard conditions while in Portland, Ore., and called on the SUP for aid. When US marshalls evicted the strikers from the ship and Immigration moved for their deportation, the Sailors kept the

ship tied up until barred by court injunction. The Masters, Mates and Pilots, and subsequently the SIU-A&G, maintained picketlines against the ship until two more injunctions forced the removal of all pickets.

All told, union picketing kept the ship hung up for three and a half months. Ironically, when the Riviera finally sailed from Portland, she carried a US Government-financed cargo of wheat for India.

Again, in 1956, the SUP struck back at a new Liberian-flag operation between British Columbia and Antioch, Calif. Cooperative efforts between SIU Canadian and West Coast affiliates kept the ship bottled up until a pact establishing American conditions on the vessel was signed.

Then, in April, 1957, after the unions in the Riviera beef had fought a variety of damage suits

to no avail, the US Supreme Court upheld verdicts against the three unions. This put a high premium on attempts by American seamen to protest runaway operations.

A few months later, however, the SIU Canadian District set a new precedent by winning an SIU pact on a British-flag cableship, the John W. McKay. It argued successfully before the Canadian Labour Board that since the vessel's home port was Halifax and it didn't touch British ports, it should maintain the same conditions as Canadian ships in Canadian waters.

Action by various SIU affiliates thus set the stage for the Florida case. The SIU victory there means American unions now have a clear mandate for organizing these ships and for protecting their own conditions by advancing those of foreign seamen.



Named in tribute to the late secretary-treasurer of the SUP, a brand-new SS Harry Lundeberg was christened last year by Lundeberg's wife (left) a few months after he died. The SUP led the fight on the runaways and in 1950 had been successful in winning the first American contract on a Panamanian ship, the Pho Pho, which was later renamed the SS Harry Lundeberg.

Major win in fight on runaways was scored by Harry Lundeberg a few months before he died, when the new Liberian-flag tanker Duncan Bay (below) on coastwise run from Canada to California was brought under SUP contract. At right, speaking to building trades men who refused to cross picketlines, Lundeberg (2nd from left) explains union beef.



YOUR DOLLAR'S WORTH Seafarer's Guide To Better Buying

By Sidney Margolius

New Idea: Group Car Insurance

Group life and health insurance, and group pension plans, have become the fastest-growing types of family protection. They have produced savings of as much as 15-30 percent under the cost of similar insurance policies bought on an individual basis. Take medical expense insurance. Ten years ago only a half-million Americans were covered by group plans. Today, 24 million are covered.

Now, for the first time in US history, a similar method of insuring large groups of car owners is being tried out by the Multnomah, Oregon, Labor Council, and the Nationwide Insurance Company, the country's fourth largest auto insurer.

Already six Oregon local unions are offering a pioneering low cost auto-insurance plan to their members, the Oregon Labor Press reports. The plan is experimental, and is not yet available in other parts of the country. But if it works out successfully in Oregon, it may prove to



be one of the most effective ways of restraining spiraling auto-insurance bills. Successive hikes have jumped rates 56 percent, on the average, in the past eight years. In comparison, prices of new cars have gone up 35 percent, and repair costs, 42. The AAA figures that the average cost of \$25,000/\$50,000 of liability insurance, plus fire and comprehensive but no collision insurance, now is \$117 a year on a countrywide basis. In large cities, the cost runs even higher. President Glenn Blake of the Multnomah Labor Council explains that his group became actively interested in a cost-cutting plan when most auto insurance companies raised Oregon rates 30 percent this year. He points out that group coverage is established in almost every type of insurance except auto.

As worked out so far, the Oregon plan is not yet true "group" insurance. The Oregon Insurance Commissioner is studying whether it may be called "group insurance" and pay rebates or dividends on a "group" basis. The plan tentatively has established initial rates for members of the labor groups of five percent less than standard rates for the same coverage. But if permitted, the plan eventually will pay additional dividends or rebates to the groups, depending on their accident records.

At present, Blake and Dixon Livingstone, Oregon agents for Nationwide, describe the plan as "a wholesale, low-cost method of writing individual auto insurance policies." The big saving is in the lower marketing and selling expenses made possible by signing up a lot of people at a time, instead of soliciting one buyer at a time.

But one of the biggest values in the new auto-insurance group idea is that it will give policyholders a more effective voice in determining the rates they must pay, and the kind of insurance they get. An insurance company or even a state commissioner may pay little attention to an individual.

There's heavy opposition from insurance brokers and general agents to group insurance in general, and to such cost-cutting approaches as the new Oregon plan. The self-employed agents and the standard-price companies who don't pay dividends to policyholders, generally want uniform rates for all types of casualty and property insurance. They oppose price cuts by lower-cost insurers.

But the car-owner's headache is that selling, marketing and administration expenses are so large that they generally take 50 cents of the dollar you pay in premiums.

That's why the price of auto insurance has gone up even faster than the cost of cars and repairs. If the actual cost of insuring your car goes up one dollar, the insurance companies seek to raise your bill two dollars. The extra dollar is to cover that 50 percent overhead cost.

In the case of fire insurance, sales commissions and overhead often take even more than the 50 percent of your premium.

One of the ways auto-insurance companies convince state commissioners to allow rate boosts, is to show an "underwriting loss." They show they lost money on the combined cost of their payouts and overhead. This is really a bookkeeping loss. The companies don't count the profit they make by investing their reserves, which are mostly provided by policyholders. For example, last year the second biggest auto insurer claimed it had an "underwriting loss" of \$2 million. But it had income from investments of over \$11 million plus profit from its fire and property insurance operations. Thus it had an actual profit of over \$10 million for the year, or 26 percent better than it did the year before.

The group idea is making further headway in life insurance too. Now insurance companies are offering such money-saving coverage to employers or union locals enrolling as few as ten members. Such small life-insurance groups are now permitted in most states. A few still insist there must be at least 25 in the group.

Until group auto insurance reaches your own area, how can you protect yourself against the booming cost of such protection? As this department has previously reported, you can seek out the "preferred-risk" companies who give low rates to drivers with good safety records. If you use an agent, you can ask him to place your insurance with one of the rate-deviating companies that charge 10 to 30 percent below standard rates. Agents often can get you some saving if you insist on it. Finally, you can concentrate your coverage on liability insurance, and eliminate collision coverage on your own car. Many wage-earners don't carry enough liability insurance in these days of high accident awards.

Freight Tax Cut Aids Shipping

WASHINGTON—The domestic shipping industry, beset with the threat of rate-cutting via the new railroad bill, received an unexpected boost when Congress agreed to eliminate the three percent tax on freight traffic. The move to eliminate the tax came as a last-minute surprise in a bill to extend all other tax rates at their current levels for another year.

While the three percent tax may not seem like a big item of itself, it has great importance to companies in the coastwise and intercoastal trades because of the edge it had given to shoreside companies which operate special-purpose ships. The tax did not apply to a company which buys a ship only for the purpose of hauling its own cargo, but it did apply to companies which are common carriers.

Consequently, the trend in the industry has been for shoreside industrial companies to build specialized ships, like some of the chemical carriers, to haul their own raw materials and products. With the abolition of the tax, it is expected that these firms will turn to the regular coastwise and intercoastal operators.

Companies which will benefit most, of course, are the coastwise carriers, Pan Atlantic and Seatrail, plus tug and barge operators like Will's and intercoastal operators such as Luckenbach and Calmar among others.

Meanwhile, the railroad bill is expected to sail smoothly through the House in identical form as the measure passed by the Senate. The measure contains a provision, which is being opposed by the steamship people, as follows: "Rates of a carrier shall not be held up to a particular level to protect the traffic of any other mode of transportation, giving due consideration to the objectives of the national transportation policy declared in this Act."

Despite the wording of this clause, the Senate Committee which handled the bill specified that it was not the intent of the measure to approve destructive rate-making practices.

Traditionally, steamships have had lower rates than railroad because of the uncertainties of steamship service.

'Coal' Ship Operates On Oil Charter

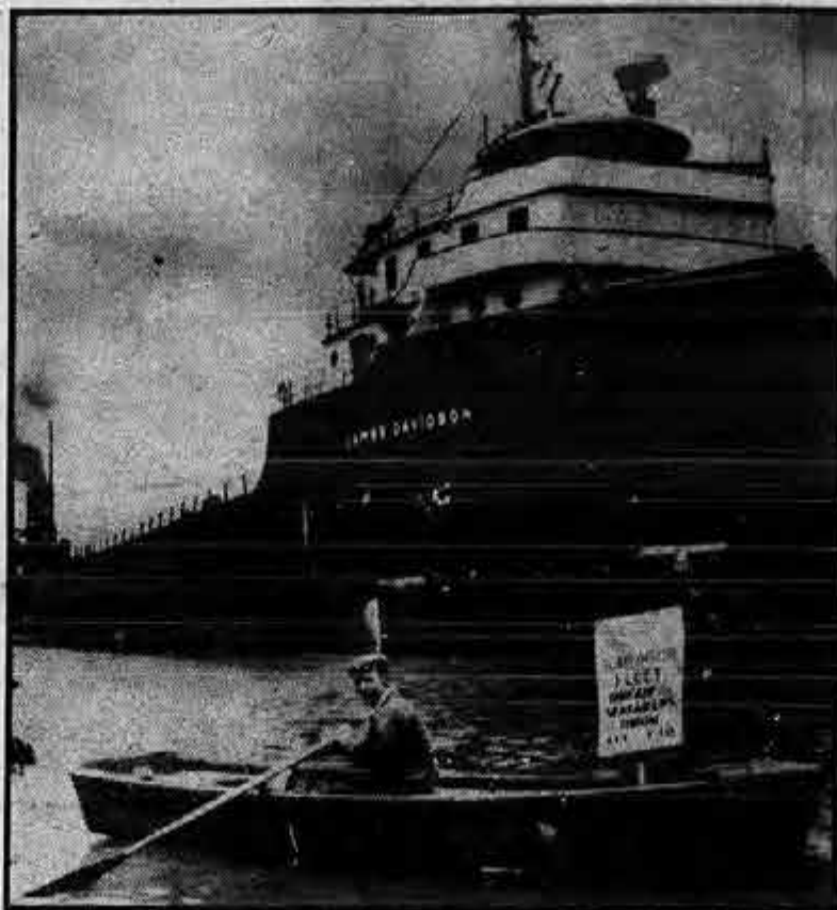
American Coal Shipping Company, the 80-ship coal fleet dream, has now gone into the oil transportation business. The company recently acquired a T-3 tanker, the Conoco Lake Charles, and has a cargo commitment for a trip from the Gulf to Europe next month.

Although the vessel, renamed the Coal Shipper, is supposed to continue in the oil trades indefinitely, company spokesman said that it is considering rebuilding her into an 18,000-ton dry cargo ship. The ship has an NMU crew aboard which was on it when it was purchased from an NMU-contracted company.

ACS, formed by the United Mine Workers and a group of railroads, entered the maritime field when coal prices and rates were high in Europe, with the idea of promoting coal exports. The company bought one ship, the Coal Miner, and chartered six more from the Government's reserve fleets. However the bottom fell out of coal rates and the company was forced to turn the six chartered vessels back to the Government.

The Coal Miner, with her crew of SIU and NMU oldtimers aboard, is still carrying grain cargoes.

Keeping Her Well-Picketed



Great Lakes Seafarer Donald Murray takes a spin around the bow of the James Davidson, Tomlinson Fleet ship now being struck by Lakes Seafarers. Union is demanding first-time contract including welfare benefits, after winning NLRB election in the fleet. The Davidson is hung up in Buffalo harbor.

NMU Raids Mates Too; Two Unions File Charges

(Continued from page 2)
In 24 hours after payoff among other items.

With the sailing of the ship delayed, NMU crewmembers of the United States held a meeting at which they passed a resolution obviously inspired by NMU headquarters calling for the establishment of a deck and engine officers' division in the NMU. The NMU national council promptly ratified the resolution a few days later.

Oddly enough, the NMU's contract was expiring three days later but instead of using the opportunity to present its own contract demands, hanging fire for months, the NMU's only concern was to get the ship out, irrespective of the nature of the engineers' grievances.

The NMU action is understandable in the light of a statement made by Major General John M. Franklin, president of US Lines, while testifying before the House Merchant Marine Committee. Franklin said, the following, according to the "NMU Pilot" of February 27, 1958:

"In testifying for HR 9342, Major General John M. Franklin, president of the US Lines, reviewed the record of the SS United States. He said: 'Since her first voyage, the ship has carried 382,552 passengers and has not been tied up one single day by labor trouble. I want to give credit . . . particularly to Mr. Curran, president of the NMU, who realizes the importance of keeping the big ship on schedule . . .'

Events then followed in rapid-fire order. Daggett promptly wired Meany in Washington filing charges declaring that the NMU's action "can only serve to give support to the shipping companies . . . If they endeavor to scab the vessels, Cur-

ran is prepared to render assistance . . ."

The NMU then set out to prove the Daggett charge. First the Santa Rosa, Grace Line's new passenger ship, was taken out of Newport News by the NMU with shipyard engineers aboard after the MEBA refused to sign on in a dispute over manning scales. Then, after the MEBA was locked out by the shipowners following expiration of its contract on June 15, the NMU aided in recruiting some two-dozen engineers to take the SS America out of port behind the MEBA picket lines.

To the chagrin of the shipowners and Curran, the NMU's action only stiffened the engineers' resolve. Shipowner resistance collapsed when it became obvious that the engineers were prepared to dig in for a long siege despite Curran's scab-herding. The result was that MEBA was able to win a superior agreement embodying all the demands drafted by the MEBA membership.

Like the MEBA's charges, the MM&P is also citing NMU's alliance with District 50 in the American Coal Beef as one of the grounds for proceeding against Curran. The MM&P is submitting in evidence application forms handed out by the NMU to licensed officers. In addition, the "NMU Pilot" of June 19 made no bones about the NMU's intention to recruit licensed officers into its ranks and its efforts to round up scabs to break the engineers' strike then in progress.

The two officers' unions are demanding that the AFL-CIO censure Curran, order him to stop his raid and remove him from the AFL-CIO Ethical Practices Committee and as an AFE-CIO vice-president.



All clear, Seafarer Leonard Turi watches as US shipping commissioner readies CG discharge.



SIU Globe-Girdler: S S STEEL FLYER

Home from another 'round-the-world voyage, the Steel Flyer landed in New York last week for a routine payoff in clean SIU style. Some of her crew are pictured here as the trip formally came to an end, cargo was landed, and work went ahead for the upcoming voyage. How was the trip? Since most of the crew signed on for another four-month round-tripper, it must have been a pretty good one.



LOGs get onceover from (l to r) Sal Barbara, A. Maldonado, and M. Landron.



2nd electrician Rick Adamson (left) and chief Henry Maginness keep cargo winches in shape.



Ship's engineers and wiper "Red" McVay (right) haul away on chain to bring up motor going ashore for repair.



That's roast duck for crew's lunch that chief cook H. E. West is spearing in galley.



Anti-pilferage gadget to thwart natives overseas from making off with gear is displayed by 3rd cook Angel Maldonado. Natives shaved pole with hook on end into open portholes, stealing crews' and passengers' clothes and a camera.



Chief electrician Henry Maginness (left) spins a tall one for SIU Assistant Secretary-Treasurer Ed Mooney before the payoff.



Ship's delegate R. Bloomhead checks report with SIU Representatives Ed Mooney and Ted Babkowski. Seafarer Vic Aviles is next in line.

BME Philly Tugmen Get 6% Raise

PHILADELPHIA—A six percent wage increase and other gains have been negotiated for the members of the Brotherhood of Marine Engineers employed by S. C. Loveland, Inc., a Philadelphia tug operator. The new one-year contract, which is retroactive to May 1, also provides for an additional paid holiday, increased employer contributions to the BME welfare and pension funds and an increase from \$100 to \$200 to cover the loss of effects owned by the engineers.

The company also agreed to accept any increase in pension contributions negotiated by the union and the Philadelphia Tugboat Owners Association, which represents the tug operators in Philadelphia harbor.

Meanwhile, elections for BME officials and for the jobs of business manager in the various ports will start October 1. Nominations for the office of president-business manager, treasurer, two vice-president-business managers and three union trustees must be submitted to the credentials committee at BME headquarters in New York before August 12.

Qualifications for office are an engineer's license issued by the Coast Guard, three years actual seetime on a license aboard American-flag ships, continuous good standing in the BME for at least two years before the date of nominations and not less than 120 days seetime as a ship's engineer or night relief engineer aboard BME-contracted ships during the 12 months preceding nominations, which begin July 8.

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 60. Vessels in Idle Status. When a vessel is inactive in a US port for any reason for a period of ten days or less, the unlicensed personnel shall be kept on board at the monthly rate of pay. However, when it is expected that said vessel will be idle for a period in excess of ten days, the unlicensed personnel may be reduced on day of arrival. Should the vessel resume service within ten days, the vessel's unlicensed personnel who are entitled to return shall receive wages and subsistence for the period for which they were laid off.

~ ~ ~

Question: If a crew is called back within five days from date of layoff, under the ten-day clause are the men who do not return to the ship entitled to five day's wages and allowances?

~ ~ ~

Recently, an SIU contracted vessel was laid up in Philadelphia for lack of cargo. The crew was laid off indefinitely but was called back within five days since the ship had secured a charter during the layoff period. Under Section 60, the men who returned to the ship were entitled to and received, wages and subsistence for the five-day layoff.

A beef arose, however, when the company refused to pay the same benefits to men who were entitled to return to the ship but didn't do so. When the problem was brought to the attention of the contract clarifications committee, Union representatives pointed out that the men who didn't return to the ship couldn't because they hadn't been given ample notice of the ship's sailing. The company representatives accepted the Union's contention and the men were subsequently paid.

It was also agreed that men who were not entitled to return to the ship—in this case, a passenger utility and "reefer" engineer—would not receive the benefits which the men, who were entitled to return, received.

Seafarer And Friend In Iran



Seafarer George E. Renale and Iranian boy pose in Abadan on grounds of United Seamen's Service club. Renale was aboard the Steel Maker at the time.

Canadian SIU Team Treks Over Tundra For Pact

VANCOUVER—It took a year of plugging and a lot of hard traveling before an agreement was reached covering seamen employed by the Northern Transportation Company, according to the "Canadian Sailor," official organ of the SIU Canadian District. However, the time and effort were well spent. All of the men involved received wage boosts, in some cases as high as 250 percent above their old scale, as well as other benefits.

Union officials had to make two long trips into the virtually trackless Northwest Territory in order

to prove to the company they meant business.

The first trip was early in May when the union negotiating committee, finding that contract talks had reached a stalemate over wages, sent a representative to Fort McMurray, Fort Smith and



Hay River, NWT, to take a strike ballot among the seamen there.

Armed with a solidly-backed strike vote, the committee again sat down to talk, but found that the company refused to reach agreement. A strike deadline was then set and union representatives again trekked north to make preparations for the beef. However, the company changed its position a few hours before the deadline and signed a new contract.

Under the agreement, a new wage scale, more in conformity with the territory's high cost of living, was set up. Deckhands will receive a 250 percent boost in wages, jumping from \$150 a month for a 12-hour day, with no overtime, to \$300 a month for an eight-hour day and overtime for work performed after those hours.

LET 'EM KNOW!
Write TO THE LOG

STEEL ARTISAN (Isthmian), May 25—Chairman, B. Kyle; Secretary, C. Allison. One man logged. Fine cooperation among crew. Ship's fund \$17. Report accepted. Motion that facilities be made available for wiring money via RCA for emergencies. Status of member in official log book to be taken up with patrolman. Steward reports shortage of some necessities due to company's negligence. Crew wishes to sign coastwise articles for coastwise voyage.

ARMONK (New England Ind.), June 1—Chairman, C. Carson; Secretary, D. Williams. Several members fouled up. Report on food, mail, painting, no LOGS. Delegate to see patrolman about fireman. Some disputed of. Vote of thanks to steward dept. and delegate for fine job. Bathrooms to be stenciled "for crew only." Passage-

Digest Of SIU Ship Meetings

ways to be sougeed. Ship stores reported missing.

J. B. KULUKUNDIS (Ocean Trans.), June 1—Chairman, J. Welanski; Secretary, F. Johnson. Painting incomplete. Some disputed of. Place sufficient stores aboard next trip. Washing machine to be repaired. Order new refrigerator. Vote of thanks to steward dept. for excellent chow and work well done.

MAIDEN CREEK (Waterman), April 6—Chairman, W. Brown; Secretary, J. Thomas. Heater purchased. Ship's fund \$00. New delegate elected. Each member to donate \$1 toward ship's fund. Keep messhall, pantry and laundry clean. Vote of thanks to steward dept. for job well done.

May 25—Chairman, R. Meyvantsen; Secretary, J. Thomas. Ship's fund \$12.80. Delegate to attend to ship's matters. Need more cigarettes. Vote of thanks to steward dept. for job well done.

MONARCH OF THE SEAS (Waterman), May 25—Chairman, F. Bates; Secretary, L. Moore. One man fired in S.J. Safety committee formed. Ship's fund \$37.48. Some disputed of. Crew requested to watch their drinking—one man fired each trip.

OCEAN EVELYN (Maritime Overseas), June 1—Chairman, J. O'Rourke; Secretary, W. Davies. Repairs completed. New delegate and treasurer elected. Ship's fund \$12.50. Report accepted. No more collections for ship's fund. Vote of thanks to galley force. Scuppers to be opened in galley.

JOHN B. WATERMAN (Waterman), April 15—Chairman, C. Johnston; Secretary, A. Thorne. Dump garbage back aft; do not place large boxes in receptacles. Ship's fund \$17.50. Delegate to act as treasurer. New delegate elected. Sailed short one wiper who was taken off with broken arm before sailing. Need more complete slop chest. Return cups and dishes to pantry. Use one washing machine for white clothes and one for work gear. Vote of thanks to steward dept. for fine job. Mate requires \$1 deposit for foom keys; to see patrolman about same.

May 10—Chairman, C. Johnston; Secretary, A. Thorne. Safety meeting held; several suggestions made to improve safe working conditions on ship. Motion to lower requirements for loans from Welfare fund to be just 30-day shipping card. Vote of thanks to steward dept. for good menus.

June 1—Chairman, C. Crabtree; Secretary, A. Thorne. Repair lists to be submitted—few minor repairs to be made before arrival. Some disputed of. Motion to limit time of continuous service on one ship to one year. Vote of thanks to delegate and steward dept. for fine job.

JOSEFINA (Liberty Nav.), May 10—Chairman, J. Kendrick; Secretary, J. Lundy. New delegate elected. Report accepted. To start ship's fund. Keep all doors locked while in port—keep natives out of passageways. Return cups to pantry. Deck and eng. depts. to keep laundry clean and steward dept. to keep recreation and library rooms clean.

SANTORE (Marven), June 2—Chairman, E. McNab; Secretary, J. Warner. When leaving ship due to seniority rule, separation slip may be filled out. Ship's fund \$32. Report accepted. Refrigerators and PO mess need repairs. Galley range ovens to be repaired. Baker and 3rd cook to observe working hours. To be clarified by boarding patrolman.

ROBIN SHERWOOD (Robin), May 17—Chairman, W. Kohut; Secretary, E. Johnson. New washing machine purchased. Repairs to be made. Forecables to be painted. One NMU man replaced in Phila. New delegate and reporter elected. Ship's fund \$17.20. Some disputed of. Report accepted. Water rusty—to be reported to patrolman. Tanks need cleaning. Vote of thanks to delegate for job well done. Take care of washing machine. Playars

will be needed for baseball team—games will be played with other Robin Line vessels on African coast.

COUNCIL GROVE (Cities Service), May 16—Chairman, J. Simmons; Secretary, E. Callahan. Membership advised anyone going ashore on hospital slip should bring back slip from USPH or doctor designated by captain. Delegate advised anyone missing watch will be fired unless previous notice given. Report accepted. New delegate elected. Keep bathrooms clean.

RAPHAEL SEMMES (Pan-Atlantic), June 1—Chairman, B. Varn; Secretary, C. Kerrigan. One man missed ship. Repair list to be submitted. Ship's fund \$22.50. Games purchased. Some disputed of about shifting meal hour. Night cook and baker missed ship in Port Newark. Fridge doors on shelter deck to be repaired and kept closed. Heat in mid-ship section 110 degrees. Suction fans aft end of port and stb. Passageways not working.

ORION COMET (Orion), May 4—Chairman, M. Stupny; Secretary, B. Stark. One man missed ship; one man hospitalized; one man paid off. Repair lists to be turned in. Need awnings, ice machine, filters for blowers. Ship's fund \$4.62. Few hours disputed of. One man logged in Guam. Reports accepted. Men urged to be quiet while others are asleep. Members urged to keep gear locked as some items are missing.

ORION STAR (Orion), May 25—Chairman, B. Wharton; Secretary, A. Morales. Deck dept. short three men. paid off Yokohama by mutual consent. One man missed ship. Ship's fund \$10.36. Some disputed of. Copy of menus for 90-day period sent to Union for appraisal. Motion to appoint food committee to check all stores for quality prior to loading at docks. Menus not up to par. Poor preparation of food. One man hospitalized. Offer promoted to utility.

JOHN C. (Atlantic Carriers), May 25—Chairman, R. King; Secretary, T. Buckley. One man hospitalized due to shipboard accident. One man missed vessel due to incorrect posting time. One man signed off in India due to hernia—repatriated back to States. Ship's fund \$49. Few hours' disputed of. One replacement signed on. Delegate to see engineer re: repairs such as stopped up drains, more pressure on sanitary line, repair lock engine room door. Put steward dept. shower and bathrooms in working order. Remove cots from main deck and hatches when not in use.

STEEL VENDOR (Isthmian), May 11—Chairman, E. Nooney; Secretary, A. Nofurno. New delegate elected. Ship's fund \$26.90. Coffee to be made in percolators. Cookies to be kept out of passageways. Proper attire to be worn in messhalls and pantry. Use toaster and washing machine properly.

ALAMAR (Calmar), May 25—Chairman, E. Hogge; Secretary, J. McPaul. All repairs to be made before arrival. No hefts. Full draw will be given out before arrival in NY. Ship's fund \$26.04. Vote of thanks to radio operator for news and sports report with notices of latest bulletins.

BRADFORD ISLAND (Cities Service), April 27—Chairman, B. Wagner; Secretary, E. Hamely. New delegate elected. Discussion on painting rooms; engine room blowers too hot, no ventilation.

May 25—Chairman, D. Knight; Secretary, G. Phillips. New delegate elected.

REBECCA (Maritime Overseas), May 18—Chairman, A. Fetchko; Secretary, W. Thompson. Ship's fund \$17. New delegate and treasurer elected. Record player fixed. Vote of thanks to crew for keeping messroom in good condition.

STEEL CHEMIST (Isthmian), May 24—Chairman, K. Roberts; Secretary, E. Biss. Few hours disputed of. Reports accepted. Ship's fund to be started—men to contribute 50c first draw. New delegate and treasurer elected. Suggestion to get chocolate milk on west coast.

BENTS FORT (Cities Service), April 27—Chairman, J. Morris; Secretary, J. Long. Friction in steward dept. Beef on menus and variety of food. To find out about transportation from NY. Voted to sign on coastwise articles before payoff on foreign articles. No disputed of. Beef on steward putting out meat daily; lack of cooperation with dept. To be referred to patrolman. Request variety of night lunches. Keep messhall chairs clean and paint same. Beef on cook refusing of when sick and steward working that of. Steward's remarks about crew to be reported to patrolman.

June 7—Chairman, A. Hebert; Secretary, D. Sheehan. Delegate missed ship in Balt. New delegate elected. Few hours disputed of. Vote of thanks to steward dept. for good service, cooking and menus, etc. Collection for owers for member's deceased mother.

EDITH (Bull), May 28—Chairman, O. Niessner; Secretary, J. Byrne. Repair lists to be submitted. Need porthole screens, bed springs, keys for lockers. Shower head needs repairing. New delegate elected. Ask patrolman why captain would not authorize taking stores aboard in Mexico after 18-day trip.

SUZANNE (Bull), June 10—Chairman, R. Harper; Secretary, J. Bonilla. One man missed ship. Place mail on mail box. Need new chairs for messroom. Keep laundry and slop sink clean.

'Direct Hit'



Blast Fills New Lake On Seaway

MASSENA, NY—The St. Lawrence Seaway was brought one more step closer to completion this week, with the creation of a new lake to be known as Lake St. Lawrence. The new lake created by 30 tons of explosives, covers an area of 100 square miles between Massena, NY and Cornwall, Canada.

The lake will have two functions. First, it will provide water power to spin generators in a new power house; and, second, in combination with the new Wiley-Dondero ship channel, it will permit ocean-going vessels to sail smoothly through the former International Rapids section of the St. Lawrence River, opening up midwestern ports to deep-sea traffic.

The ship channel, built entirely in US territory, will enable ships to bypass the power plant. Two locks, ready now for full 27-foot clearance, will raise and lower vessels from the upper to the lower level of the river, passing a ship through in 40 minutes.

The Seaway, of which the Wiley-Dondero channel is apart, is a joint enterprise of the US Seaway Development Corporation and the Canadian St. Lawrence Seaway Authority.

The flooding of the new lake is another important achievement in the projected program of bringing full-sized ocean-going ships into the Lakes next summer. The cheaper electrical power created by the development is expected to boost industry in the area and the demand for ships.

The SIU's historic 4-1 election victory on the SS Florida is certain to have impact on maritime for a long time to come. First, it puts American operators of runaway-flag ships on notice that their long immunity from unions is at an end. It also demonstrates the fertile field for organizing among seamen on the runaways and represents a complete turnabout in US policy, with the National Labor Relations Board acknowledging that it has jurisdiction over such vessels.

Stalemated up until now in efforts to raise wages, working conditions and safety rules on the runaways, US maritime unions now have a weapon for a full-scale campaign. Miracles will not be accomplished overnight, however. The complex financial deals that have created an American-owned runaway fleet comprising nine million tons of shipping still have to be untangled.

Meanwhile, the hand of such world organizations as the International Transportworkers Federation and the International Labor Organization in seeking to raise standards on the runaways will be strengthened. The vast runaway fleet likewise presents a real target for cooperative effort not only among American sea unions, but maritime unions all over the world. The SIU and its affiliates, which got in the fight right at the start under the leadership of Harry Lundberg, expect to be in the forefront of this continuing battle.

A New 'Crusade'

One Washington development that hasn't made too many headlines is the latest Administration crusade via the Internal Revenue Service. The big move by the Revenue agents is not against the fast-money operators thriving on tax loopholes. That's not the game at all. Instead, in the midst of a recession, IRS is attaching the unemployment checks of ordinary citizens for back taxes of as little as \$12.50 in some cases.

Everybody knows that two things—death and taxes—are inevitable. But it's a toss-up sometimes which of the two is more merciful.

Welcome!

Texans don't like it (Alaska's twice as big), the flag-makers love it and Alaskans themselves are dancing in the streets now that Alaska is practically the 49th state. Whether Hawaii is next is still at issue.

For maritime, Alaska's admission to the Union assures expanded trade, more ships and jobs and, for many SIU affiliates, greater benefits and fuller protection under Federal and soon-to-come state statutes. Seafarers join with their brothers in the Far North to cheer the good news.

M'time Hiring Law Action Seen In '59

WASHINGTON—Assurances of some kind of action next year on long-pending proposals to give legal status to maritime hiring halls have been given by Senator Warren Magnuson (Dem.-Wash.), chairman of the Senate Interstate and Foreign Commerce Committee. Senator Magnuson has had a bill in the hopper for some time which would specify that maritime hiring halls are a fully-legal and acceptable mode of hiring, but the measure had never advanced to the hearing stage.

Magnuson said that Senator John Kennedy (Dem.-Mass.) who is a co-sponsor of the Kennedy-Ives amendments to the Taft-Hartley law, had promised that the Senate Labor Committee would hold hearings on the subject when it considers further Taft-Hartley amendments next year.

The Kennedy-Ives proposals al-

ready include one which would give specific legal sanction to hiring halls in the building trades. This has been passed by the Senate but is awaiting action in the House of Representatives.

On the House side, Rep. Thomas Pelly (Rep.-Wash.) has introduced a measure, HR 8422, which would also spell out the legality of union hiring halls, both in the construction and maritime industries.

In discussing the maritime hiring hall on the floor of the Senate, Magnuson pointed out that the late Senator Taft agreed that he would accept a hiring hall amendment in the Taft-Hartley Act for the maritime industry.

INQUIRING SEAFARER

QUESTION: Do you find much difference in both the price and quality of goods purchased overseas as compared to the US?

Mike Manning, electrician: There's no comparison; American stuff is much better in general. There's nothing like a German camera, but I wouldn't give you a nickel for a European car. You can't beat an American fishing pole, either.



James Goldman, electrician: For items in the same price range the European are usually better. American clothing is much better though, because of the cut and materials. But when it comes to precision things you can't beat the Germans; their cameras, for example.



Fred D. Benton, steward: I've hit most of the foreign ports and foreign goods can't compare at all with our own. I bought some T-shirts and china in Singapore which were real good, but darned expensive.



Fred L. Travis, electrician: It all depends on what you're buying. If you know the rates of exchange and your way around you're okay. Otherwise, there's a good chance you'll get hooked, especially if you settle for the first price quoted.



Evan Regner, steward: American goods are better in the long run but there are some foreign things which are superior. For example, I bought a suit in Trinidad of real Scotch fabric for a song. Japanese china is the best if you know where to go to get it.



Doug Hassett, FWT: German musical instruments can't be beat both for price and quality. I brought back a guitar that would cost over three times what I paid for it there. In Japan I bought some silk material that I don't think can be gotten here unless it was on special order.



Sunny Seattle Boasting Good Shipping Too

SEATTLE — Conditions in the port could be considered ideal. Shipping has been fair, but it promises to pick up a good deal in the next period, and for the men on the beach, the weather has remained "warm and sunny" with the temperature staying around the high 80's, just like Miami in the wintertime.

Although there were no payoffs during the past period, Port Agent Jeff Gillette said two, so far, are scheduled for the coming period. There were 21 men shipped to permanent berths during the past period, leaving only 46 Class A and B men on the beach.

The Ocean Ulla (Ocean Transportation) was the only vessel signing on in the last couple of weeks. In transit were the John B. Waterman, Fairport (Waterman), the Losmar, Calmar (Calmar) and the Ocean Ulla.

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your ship-mates.



Lifeboat launched in Arabian sea by SIU-manned Steel Age prepares for mercy trip to distressed German steamer Crostafels with load of CO2 bottles for fighting chemical fire in hold. Successful mission earned Steel Age warm tribute plus a case of cold beer from the appreciative German crew. Photo sent in by "Scotty" Findlay.

'Round-The-World Log Of The Ships At Sea

On Ocean Joyce (right), steward "Whitey" Johnson (left) and ship's delegate Clyde J. Smith are pictured in animated conversation on the way to Formosa. Below, in Yokohama, Jean Iverson and a Japanese miss try some acrobatics between drinks in a local ginmill. Iverson was AB on the Jean Lafitte. Photo by Sam Joseph.



"Round the world on a mattress" is ship's reporter D. R. Parkman's caption for the photo (top) of Carl Pierce taking his leisure on the De Soto. Among others who made global circuit (l to r) were Samuel Pappas, DM; Albert Richards, AB; Gordon Long, wiper; John Logan, OS; John S. Holley, Jr., DM, and James C. Flippo, AB.

LOG-A-RHYTHM:

Faithful Sea

By ROY FLEISCHER

I have just had a talk with the sea
And my loneliness has gone.
For the sea kissed my feet
And whispered:
"You can always make love with me."

"If the land doesn't want you,
Don't weep,
For I will always be;
When you can't stand the horrors
Of loneliness,
You can always come to me."

Mourns Loss Of Ben Rees

To the Editor:
I just received the June 8th copy of the SEAFARERS LOG and read with regret of the death of Ben Rees, ex-Norfolk port agent, on June 2, 1958, at Norfolk, Va.

I was a Deputy Shipping Commissioner in Norfolk prior to being transferred to Jacksonville, Fla., as US Shipping Commissioner, and held Mr. Rees in high esteem. I had been on

blood for my husband. Unfortunately, I was so confused at the time I forgot to get their names or addresses from the hospital.

Please continue sending me the LOG as I have always enjoyed reading it.

Mrs. John Linn

Expresses Thanks For Condolences

To the Editor:
I would greatly appreciate your printing in the SEAFARERS LOG our thanks to all the members and branches of the SIU for their kind expressions of sympathy upon the death of my husband on June 2 in Norfolk.

The family of Ben P. Rees Sr. acknowledges with deep appreciation their kind expressions of condolence. Our sincere thanks to all for their sympathy.

Mrs. Lena Rees

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.

ships in Norfolk with Ben and observed that he was more than just a representative of the SIU. He talked and treated all of the men like a "father."

The Seafarers International Union has lost a valuable asset in Ben Rees and I am sure that his memory will live a long time in the hearts of thousands of seamen far and wide.

J. R. Sherman
US Shipping Commissioner
Jacksonville, Fla.

Offers Thanks To Goodfellow

To the Editor:
I would at this time like to thank the members of the SIU and also the crew of the SS Robin Goodfellow for the thoughtful cablegram when my late husband, Charles J. Hartman, passed away in Capetown.

I am especially grateful to Toby Flynn for his kind advice and help in directing me to the various SIU welfare benefits. It certainly is a blessing and help that the SIU has such a wonderful plan in time of need.

Thanks also to your secretary-treasurer for his very kind letter. I am very grateful for everything. May God bless you all and your Union.

Mrs. Dorothy A. Hartman

Welfare Service Is Appreciated

To the Editor:
I would like to express my appreciation to the SIU Welfare Department for the benefits paid me due to the death of my husband, John Linn.

Many thanks also to the SIU officials for their assistance, and to the crewmembers of the Del Norte for their check, cards and letters. I would also like to thank the men who donated

Blood Donors Draw Thanks

To the Editor:
I would like to thank my brother members who donated blood and inquired about my illness while I was in the hospital in Mobile and later transferred to New Orleans.

Day By Day
I also think that a member should be entitled to \$3 a day in benefits, day for day in the hospital, instead of having to have a full seven days, for instance. I was in the hospital for 47 days and was paid for 42. Those extra three bucks come in mighty handy for a man being overhauled and in drydock that long.

Of course, I still think our SIU system is the best over all the other union plans, especially for the men in the hospitals for a long time.

Morris J. Danzey, Jr.

(Ed. note: The SIU \$21 weekly hospital benefit is based on seven-day periods. If a man meets the eligibility, he must be confined in the hospital for seven days to qualify for the first week's benefits, 14 days for the second week's benefit, and so on.)

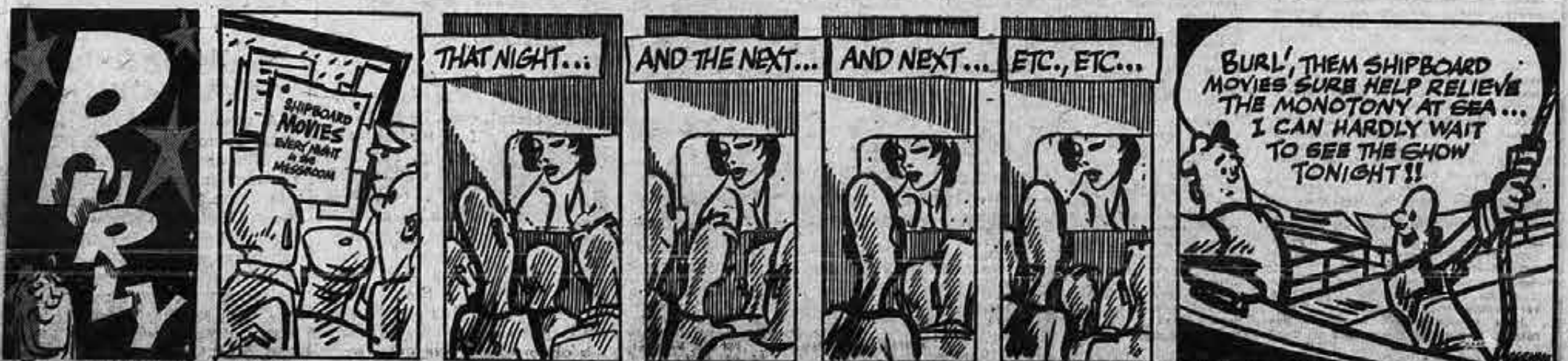
Oldtimer Asks For Payoff, Too

To the Editor:
This is in reply to the letter "Dave Is Ready For The Payoff" in the LOG on June 6. Dave owes me ten dollars. I thank him for the notice in the LOG, but I don't want that chicken feed.

How about the brothers who owe the oldtimers who can't sail anymore? Some of them owe me \$50 and up.

Just to clear things up for Dave, it was on the Andrew Jackson at Baltimore in 1951.

Jimmy Hamilton



Neva 'Neva' Had It So Good, He Says

They never had it so good is the word from the SS Neva West. "This is a good ship in many ways," according to Howard C. Hutcherson, 2nd electrician, who is making his first try as a ship's reporter.

"The officers are tops and the food is the best, so what else does a seaman want?" Hutcherson asks. "This goes double when you're on the European run at the time," he notes. The ship makes La Havre, Antwerp, Rotterdam and Bremen as its regular ports. With that itinerary as a steady diet, it's easy to see what he means.

Chowtime is also no occasion for concern on the Neva West, with Walter "Red" Geis on tap as chief

steward. "He has a very good department, with such men as Humella Fluence, chief cook; "Red" Schnoor, baker; Charles Hall, galleyman and steward department delegate, and last but not least, 3rd cook De Lee Chin. We're fortunate in having such things as fresh and frozen strawberries, honey, chocolate syrup and other goodies too numerous to mention to take care of everybody's sweet-tooth," Hutcherson adds. An item that speaks for itself

is that Brother Hardcastle, AB, has been ship's delegate for the past four trips. Other deck gang old-timers on hand are Bill Karitt, deck delegate; Harry Smith; Bill Thompson (The Georgia Cracker), and "Butter Bean" Clary, the bosun. Joe Caruso (not the singer) and "Drink-Up" Quinn are the day-men.

In the black gang are Ed Kracha as delegate, plus homesteaders Whitey Valentine and John Thompson. Valentine is the modern-day Davey Crockett to the shipmates.

The happy state of affairs calls for an honorable mention for the company purchasing agent who has been providing fine stores each voyage and cooperating fully with the steward and his department. If all continues to go so well, Hutcherson adds, he expects to be aboard quite a few trips more. The current voyage in his second one aboard.



Gathered for routine ship's meeting (l to r), Whitey Valentine, Herman Piller, Walter Geis, Joe Caruso and Bill Karitt discuss progress of current voyage. No major beefs are reported.

LOG-A-RHYTHM:

Dawn At Sea

By M. DWYER

Reluctant shadows refuse to go
As dawn breaks o'er the sea;
Misty vapors dance and swirl,
And waves roll constantly.

Stars unto the clouds return,
Their glimmering lights fade out;
The sun comes up with a radiant glow,
And seagulls fly about.

Night's dark mantle slips away,
It has brought on blessed sleep,
And covered the sea, leaving only slits

Through which the stars can peep.

The first dawn breeze now stirs the sea,
And wanders on its way,
O'er the crest of foamy waves
As daylight comes to stay.

It's strange to see how dawn can come
And break so vibrantly
While many hearts, left on the shore,
Break so silently.

SIU HALL DIRECTORY

SIU, A&G District

- BALTIMORE.....1216 E. Baltimore St. Karl Sheppard, Agent EASTERN 7-4900
- BOSTON.....276 State St. James Sheehan, Agent RICHMOND 9-0140
- HOUSTON.....4202 Canal St. Robert Matthews, Agent CAPITAL 3-4089; 3-4090
- LAKE CHARLES, La.....1419 Ryan St. Leroy Clarke, Agent HEMLOCK 6-8744
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent HEMLOCK 2-1754
- MORGAN CITY.....912 Front St. Tom Gould, Agent PHONE 2156
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- NEW YORK.....675 4th Ave., Brooklyn J. Bullock, Acting Agent MADISON 2-9624
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- ASST. SECRETARY-TREASURERS J. Algina, Deck W. Hall, Joint C. Simmons, Eng. R. Matthews, Joint E. Mooney, Std. J. Volplan, Joint

Canadian District

- HALIFAX, N.S.....123 1/2 Hollis St. Phone 3-8911
- MONTREAL.....634 St. James St. West PLATEAU 8161
- FORT WILLIAM.....408 Simpson St. Ontario PHONE: 3-3221
- FORT COLBORNE.....103 Durham St. Ontario PHONE: 5591
- TORONTO, Ontario.....772 King St. E. EMPIRE 4-5719
- VICTORIA, BC.....6174 Cormorant St. EMPIRE 4531
- VANCOUVER, BC.....298 Main St. Pacific 3468
- SYDNEY, NS.....304 Charlotte St. Phone: 6346
- BAGOTVILLE, Quebec.....20 Elgin St. Phone: 645
- THOROLD, Ontario.....22 St. David St. CANAL 7-3202
- QUEBEC.....44 Sault-au-Matelot Quebec Phone: 3-1589
- SAINT JOHN.....177 Prince William St. NB OX 2-5431

Sentry Men Off Duty



Boasting a "fine bunch of men . . . all fine sailors," bosun Paul Machel (seated, left) sits one out with some of them on the Coasto Sentry. Pictured (seated, l to r), Machel, Luke Lukowski, DM; Paul Foster, OS; standing, Danny Young, AB; Jack Ten Eyck, OS, and ABs Robert Wolff, Robert Schiller and Andy Simkanin. The gang is about evenly split between East and West Coast regulars.

Great Lakes District

- ALPENA.....1218 N. Second Ave. Phone: 713-J
- BUFFALO, NY.....150 Main St. Phone: Cleveland 7391
- CLEVELAND.....1410 W. 99 St. MAIN 1-0147
- RIVER ROUGE.....10225 W. Jefferson Ave. River Rouge 18, Mich. VINEWOOD 4-4741
- DULUTH.....621 W. Superior St. Phone: Randolph 2-4110
- SOUTH CHICAGO.....2861 E. 22nd St. Phone: Essex 6-3416

ANTINOUS (Waterman), June 1—Chairman, R. Halders; Secretary, J. Walker. Two men left ship in Japan due to illness. Wiper missed ship in Kobe, returned in Yokohama. Money given to sick brother. Some disputed of. Reports accepted. Delegate to get order from topside on launch service passes and all ship's business. Wash down back more often. Members to donate \$1 toward ship's fund. Vote of thanks to radio operator for ship's news.

SEASTAR (Triton), June 1—Chairman, J. Inders; Secretary, W. Scott. Insufficient American money aboard; had to accept Pakistan currency with big loss. Poor mail service and slop chest. Picked up DM in Karachi. Few hours disputed of. Vote of thanks to steward dept. for job well done; also to engine dept. Have padeyes painted

Digest Of SIU Ship Meetings

white. Check slop chest and repair list. Check with patrolman on deck dept. duties when topping booms.

NORTHWESTERN VICTORY (Victory Carriers), June 1—Chairman, D. Munn; Secretary, G. Champlin. Repairs made. Need new refrigerator; new washing machine. Ship's fund \$187. Vote of thanks to steward dept. for excellent food. Discussion re: wearing shirts at coffee time.

CITIES SERVICE MIAMI (Cities Service), May 1—Chairman, A. Jones; Secretary, J. Lefco. Some disputed of to be settled at payoff. Request air conditioning of ship. Vote of thanks to brother for cooperation on coal beef.

DEL ALBA (Miss.), June 2—Chairman, V. Frederickson; Secretary, C. Elzey. Few minor beefs to be squared away with patrolman. Discussion on late sailing from W. Africa. Ship's fund \$29.35. Few hours disputed of. Coffee to be made in urn in NO only. Steward to requisition fresh vegetables in foreign ports. Man repatriated to States given \$10.

ALCOA RUNNER (Alcoa), June 7—Chairman, P. Robertson; Secretary, R. Hall. Ship's fund \$6.25. Need new washing machine. Ship needs extermination. Ventilation system in galley to be cleaned and placed in better working order. Request more quiet during meal hours. Vote of thanks to steward dept. especially to chief cook and baker. Pantry and messhall to be left clean.

FRANCES (Bull), June 15—Chairman, J. Principis; Secretary, P. Drewes. New delegate elected.

WANG ARCHER (No. Atlantic), June 7—Chairman, J. K. Shaughnessy; Secretary, J. Sumpter. \$10 blanket drawn in Cueta. Captain will endeavor to obtain more travelers checks. Some disputed of. Request more chops, steaks, larger cakes of soap. Vegetables cooked too much. Vote of thanks to baker for fine pastries at coffee time.

WACOSTA (Waterman), April 30—Chairman, F. Parsons; Secretary, R. Elliott. Report accepted. New reporter and treasurer elected.

May 15—Chairman, R. Hodges; Secretary, R. Elliott. One man missed ship, gear checked, packed, and turned over to patrolman. Few hours disputed of. Night cook & baker missed ship in France. Report accepted. Delegates to secure repair lists. Vote of thanks to steward dept. Steward complimented on his baking.

COUNCIL GROVE (Cities Service), May 26—Chairman, L. Paradise; Secretary, C. Boritz. Payroll to run thru Saturday. One man missed ship in LA. Of not being equalized per Union policy—request clarification.

MANKATO VICTORY (Victory Carriers), June 8—Chairman, W. Harrell; Secretary, A. Stevenson. Repairs made. New stove to be installed. Ship's fund \$35. Some disputed of. New delegate elected. Discussion on repair list. Recreation hall to be kept clean. Need can opener. Request standard brand coffee. Keep feet off messhall chairs.

LUCILLE BLOOMFIELD (Bloomfield), June 8—Chairman, T. Schultz; Secretary, S. Max. All beefs squared away. Shortage of fresh fruits. Disputed of disposed of. Repair lists turned in. Two men logged—one lifted. Union to rep. to check proper amount of stores for 60 days' voyage. Slop chest to be checked for popular brands of cigarettes. Cooperation among crew urged by delegates.

LONGVIEW VICTORY (Victory Carriers), May 17—Chairman, E. Taylor; Secretary, F. Conforti. Fresh meats from States. Each dept. to alternate cleaning laundry room. Discussion re: messman being slow serving watch, very noisy—should feed watch first.

June 14—Chairman, P. Bush; Secretary, T. Lewis. Complaints on food.

Cigars with weevils and overzized shoes to be returned to slop chest. Some disputed of. Check with patrolman on draw situation. Delayed sailing. Contact Union about food and menus. Accident of messman reported to chief mate. Brother prefers part pay-off. Dissatisfied with food. Shortage of fresh vegetables; foreign meat tough—hard to cook; baking good. Messroom should be souaged.

ROBIN LOCKSLEY (Robin), March 18—Chairman, J. Bracht; Secretary, J. Gaylard. New delegate elected. Some disputed of. Each member to contribute \$1 to fund. Contact patrolman re: two days pay, taxed but not paid. Patrolman to straighten out dispute on draw limits and time element. Contribution for flowers to member's mother made. No major repairs made.

April 1—Chairman, J. Bracht. Ship's fund \$25. One man missed ship in NY, replaced in Savannah. Refund delegate's \$2 taxi fare for ship business. Need first aid list in engine room. Need new salt tablets.

June 8—Chairman, J. Bracht; Secretary, W. Armstrong. Ship's fund \$23. Twelve hours in dispute due to no launch service in Walvis Bay. Ship's fund to be returned to crew. Repair list to be submitted. Condition of laundry had. Members requested to keep ship shipshape.

SEATRAN LOUISIANA (Seatrains), June 15—Chairman, J. Mathews; Secretary, N. Kemley. Disputed of—to be taken up with patrolman at pay off. Ship's fund \$70.74. Delayed sailing disputed. Notify patrolman of unsanitary condition of ventilating system in messroom. Request air-conditioning be installed. To contact patrolman re: improper posting of sailing board. Discussion on ship's fund in case of layoff—fund to be turned over to master and receipt given to patrolman and delegate. Do not remove cover from ventilating system as soot collects in messroom.

DEL ORO (Miss.), April 20—Chairman, J. Thrasher; Secretary, M. Gorder. Report from hall re: working of cargo in F. DeNorhana. Men fired for performing around coast. Ship's fund \$31.68. New delegate elected. Discussion on unloading of cargo. Books purchased by crew not to be carried topside.

ALCOA CORSAIR (Alcoa), June 8—Chairman, J. Seaver; Secretary, M. Phelps. All departments running smoothly. Captain requests all crew members to refrain from using bar. Ship's treasury \$130.50, including monies from raffles, \$293.10. Five hours of disputed.

LUCILLE BLOOMFIELD (Bloomfield), June 8—Chairman, T. Schultz; Secretary, S. Max. Beefs squared away. Shortage of fresh fruit. Company limited ordering required amount in foreign ports; will be taken up with patrolman. Smooth payoff expected. Beefs to be taken up with ship's delegate who will handle same at payoff. Disputed of was disposed of and repair lists submitted. Sufficient amount of food to be put aboard for 60-day voyage. Slop chest to be checked for popular brands of cigarettes.

CHIWAHA (Cities Service), June 1—Chairman, J. C. Swarford; Secretary, L. I. Floyd. One man missed the ship; one was reprimanded for performing. New delegate elected. Ice box being pilfered. Vote of thanks to steward dept. for good menus.

DEL ORO (Mississippi), May 11—Chairman, G. Delgado; Secretary, Henry C. Gerdes. Vote of thanks for job well done on working of cargo. \$31.68 on hand. One man logged. Discussion on hot water in port; food situation regarding storing of ship; too much pork. Messroom should be left in better shape. Cups to be returned to pantry. New reporter elected.

ROSE KNOT (Savannah), May 27—Disputed of settled. Eliminated engine dept. of must be determined. Request patrolman make payoff in cash. Request clarification on of for men not being able to get ashore. Sea watches not broken; at anchor in open roadstead.

OREMAR (Marven), June 16—Chairman, D. Nagy; Secretary, C. Waibe. Three men missed ship; mate has gear. Some disputed of. Fan to be fixed. Insufficient glasses in crew mess.

PORTMAR (Calmar), June 8—Chairman, B. Rucker; Secretary, R. Stahl. New delegate elected. One man missed ship—to be reported to delegate.

Robin Hood (Robin), June 8—Chairman, A. Arnold; Secretary, W. Schell. New delegate elected. No tea bags in crew mess, only loose tea. Food not prepared correctly—no taste and very greasy. Something will be done if beef is mentioned. Need new chief cook. Food could be improved by better preparation. Two plates to be made up; sardines and salmon in night lunch.

SEAMAR (Calmar), June 1—Chairman, J. Stephens; Secretary, G. Bozee. Ship's fund \$11. Some disputed of. Working on steam guards. Fan to be put in laundry. Good crew—fine cooperation.

SEATRAN TEXAS (Seatrains), June 13—Chairman (none listed); Secretary (none listed). Ship going into yard—crew to be laid off. Ship's fund \$91.30. Few disputed of. One man missed ship. Fund divided among crew. Vote of thanks to delegate. TV and iron to be locked up when in port. Keys to be returned. Repair list to be made up.

SEAFARERS IN DRYDOCK



One reminder that's always in order when a Seafarer gets sick or injured is the responsibility of his shipmates to let the Union know the full details as quickly as possible. In that way, the brother can be assured the best possible care not only in the States but overseas as well. His family can also be spared considerable anguish by this procedure.

A case in point concerns a shipboard accident on the Natalie, on which Victor Shllapin hurt his back. Notified by the ship's delegate that Shllapin had been hospitalized in Karachi, the Union kept tabs on his case to find out when, how and to where he would be repatriated so that he would be spared any unnecessary delay on arrival. As a result, a Union representative was on hand when this brother's plane landed in New York, and he was rushed to the Staten Island hospital as an emergency case. Attention to such details often makes a big difference in a man's recovery.



Hoepfner

Other recent arrivals at the Staten Island drydock are Marcel Mitchell, ex-Plymouth Victory, who's coming around after a bad stroke; Lucius Dewitt, ex-Cabins, who is recuperating from illness, and Walter Hoepfner, ex-Valley Forge. Hoepfner went in to be treated for a double hernia that was discovered when he came in for a routine check-up at the SIU medical center.

Off the Afoundria, Arthur Fricks checked in at the Savannah PHS hospital last week for treatment of hemorrhoids and is apparently doing okay now that they've been removed. Elmer G. Brewer, who's been in drydock down there since January, is also making headway.

In Norfolk, Purvis S. Parker, off the Mae, expects to be out any day now after having a troublesome growth removed. "Condition improving" is also the word on Elljah C. Platt, who entered the hospital for treatment of a back injury received on the Steel Director.

As always, these and all brothers in the hospitals welcome personal visits and mail from their friends and shipmates.

The following is the latest available list of SIU men in the hospitals:

- USPHS HOSPITAL FT. WORTH, TEXAS
 - J. R. Alsbrook
 - Lawrence Anderson
 - Robert Ingram
 - H. Ledwell Jr.
 - Woodrow Meyers
- USPHS HOSPITAL MEMPHIS, TENN.
 - Charles Burton
- JOHN SEALY HOSPITAL GALVESTON, TEXAS
 - James R. Hodges
- USPHS HOSPITAL WINDMILL PT. DETROIT, MICHIGAN
 - Eugene Rozko
- SAILORS SNUG HARBOR STATEN ISLAND, NY
 - Oscar J. Adams
- VA HOSPITAL HOUSTON, TEXAS
 - R. J. Arsenault
- VA HOSPITAL KEOUGHTAN, VA.
 - Joseph Gill
- VA HOSPITAL BOSTON, MASS.
 - Thomas W. Killion
- VA HOSPITAL BUTLER, PA.
 - James F. Markel
- VA HOSPITAL RUTLAND, MASS.
 - Daniel Fitzpatrick
- SAN FRANCISCO, CALIF.
 - Joseph H. Berger
 - Jease E. Collins
 - Anacleto Delgado
 - James Hale
 - Antonio A. Mangao
- NEW ORLEANS, LA.
 - John W. Bigwood
 - Claude Blanks
 - Tim Brown
 - Horace Curry
 - Roscoe Dearmon
 - James C. Gillison
 - Jacob Guillory
- Wayne F. Harris
- Louie Holliday
- John Hrolenok
- James Hudson
- Ramon Irizarry
- George Jacobus
- Jasper U. Jones

- Edward G. Knapp
 - Antoine Landry
 - Edward Lane
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 - David McCollum
 - Manuel Marines
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 - Alexander Martin
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 - Gilbert Edwards
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- USPHS HOSPITAL STATEN ISLAND, NY
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 - Pedro J. Eraso
 - Francisco Escandell
 - Rufus Freeman
 - Frederick Fulford
 - Romualdo Garcia
 - Vincent T. Garvey
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 - W. H. Hoepfner
 - George Kaspryk
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 - Elad Artz
 - Fortunato Bacomo
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 - Malvin W. Bass
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 - J. V. Bissonet
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 - Juan Denopra
 - John J. Driscoll
 - Antonio Infante
 - Fabin Furmanek
 - Bart E. Guranick
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 - Arthur Cox
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 - Oswald Ergle
 - Feder Espaseth
 - Bernard Falk
 - Clarence Gardner
 - Leo Gettis
 - John Hawkins
 - Desire LeBerre
 - Nicholas Mark
 - John Mastieri
 - Udario Merjudie
 - Halle Mickelborg
 - Marcel Mitchell
 - Harvey W. Morris
 - Manuel Muniz
 - John F. Murphy
 - R. S. Nandkeshwar
 - Carl M. Olson
 - W. Pietrucki
 - Pedro Reyes
 - Salvador Rivera
 - Jose Rodriguez
 - F. J. St. Marie
 - Victor Shllapin
 - Harold W. Simmons
 - A. D. Sistrunk
 - G. Siversten
 - Warren W. Smith
 - Ramon Varela
 - Jose Vigo
 - Claude B. Jessup
 - Woodrow Johnson
 - Ludwig Kristiansen
 - Kenneth Lewis
 - Archibald McGuigan
 - W. J. McIntyre
 - H. C. McIsaac
 - Leo Mannaugh
 - A. B. Martinelli
 - Joaquin Miniz
 - Frisdot O. Fondila
 - C. Ostinski
 - George G. Phifer
 - Winston E. Kenny
 - G. E. Shunaker
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Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY

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SIU Scholarship Plan Applauded

To the Editor: The family joins me in giving thanks to the SIU members for the Andrew Furuseth Scholarship awarded to our daughter Anne in 1956.

We should also like to thank again the shipmates of my husband, Claude Virgin, on the SS Oceanstar, May 20, 1957, for the comforting message and lovely floral wreath wired to us when my husband's mother

myself in is neither happy nor pleasant. Financially, I still have obligations to my family as bills come in regularly. Morally, I feel something should have been done about this long ago even though it happens so seldom.

I feel a provision could be made in our shipping rules to give some consideration to an individual in such circumstances since all of us can be hurt like this at some time. — Why not extend the 15-day period?

K. Reinvelt

(Ed note: The brother's beef is that after he shipped his ship was laid up 15 days later, and he has to re-register under the rules. Section 5B of the shipping rules states: "A seaman shipped on a regular job, whose ship lays up less than fifteen (15) days after the original employment date, shall have restored to him the shipping card on which he was shipped, provided the card has not expired." These rules, ratified by the membership, are subject to change, however.)

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.

passed away. It was a source of comfort to the family to know that he was among sympathetic friends during his bereavement.

Shortly after my husband's mother passed away I was hospitalized and found that the financial burden was considerably lightened by the SIU Welfare Plan. Too, the family is truly grateful for the wonderful care and treatment given my husband when he was hospitalized.

We are deeply appreciative of all the good accomplished by the SIU and wish the Union success in its every endeavor.

Mrs. C. A. Virgin

(Ed. note: Anne Virgin received her bachelor of arts degree, magna cum laude, at the University of Georgia in June.)

Wants Shipping Rule Revised

To the Editor: I would like to illustrate a point that I think should be changed. I got a job on the Alcoa Patriot and 15 days later I found myself in Baltimore—without a job and with a shipping card that had expired under Section 5B of our shipping rules.

Now 15 days of work does not bring enough money in so that anyone is prepared to stay ashore for any length of time. The predicament that I found

Oilers Ask OT In Port Watches

To the Editor: The following is a suggestion from the Suzanne for future contract negotiations.

We urge that when an oiler stands sea watch in port while cargo is being worked that he be paid overtime the same as the FWT. The licensed engineers also get their overtime, so it is felt the oilers should get it too. When oilers stand sea watches in port, they have to take care of the plant and auxiliaries and should get paid the same as others do for this work.

K. J. McCullough
Jake Lipton
Harold Laird

Lauds Kindness Of Mae Crew

To the Editor: I wish to thank my SIU brothers and the officers of the SS Mae for making it possible for me to be at my mother's funeral. Their kindness and understanding on this occasion was deeply appreciated.

They really showed the brotherhood of the sea in time of need.

John R. Dunfee

Oldtimer Goes On Disability

To the Editor: I want to thank the SIU Welfare Plan for the benefits I am now receiving. Due to my heart condition, the Public Health doctors have put me in the permanent lay-up fleet.

Now, thanks to the SIU Welfare Department, I am receiving the disability-pension and also expect to get my Social Security soon. I'd especially like to thank the SIU officials in Mobile for their help in getting all the details in order. I am planning on making my home with my daughter in California and would like to have my name on the mailing list for the LOG.

Best regards to all my old sailing mates and smooth sailing to all SIU brothers. I'll probably drop in at the hall in Wilmington from time to time as it is not too far from where I'll be staying.

C. H. Montgomery

Hails Baltimore Welfare Assist

To the Editor: My husband and I want to take this opportunity to thank those connected with the SIU Welfare Department in Baltimore for their kind assistance. Their efforts helped us in obtaining a pension for my husband, who is a paraplegic. Thanks again to all.

Mrs. Francisco Bueno

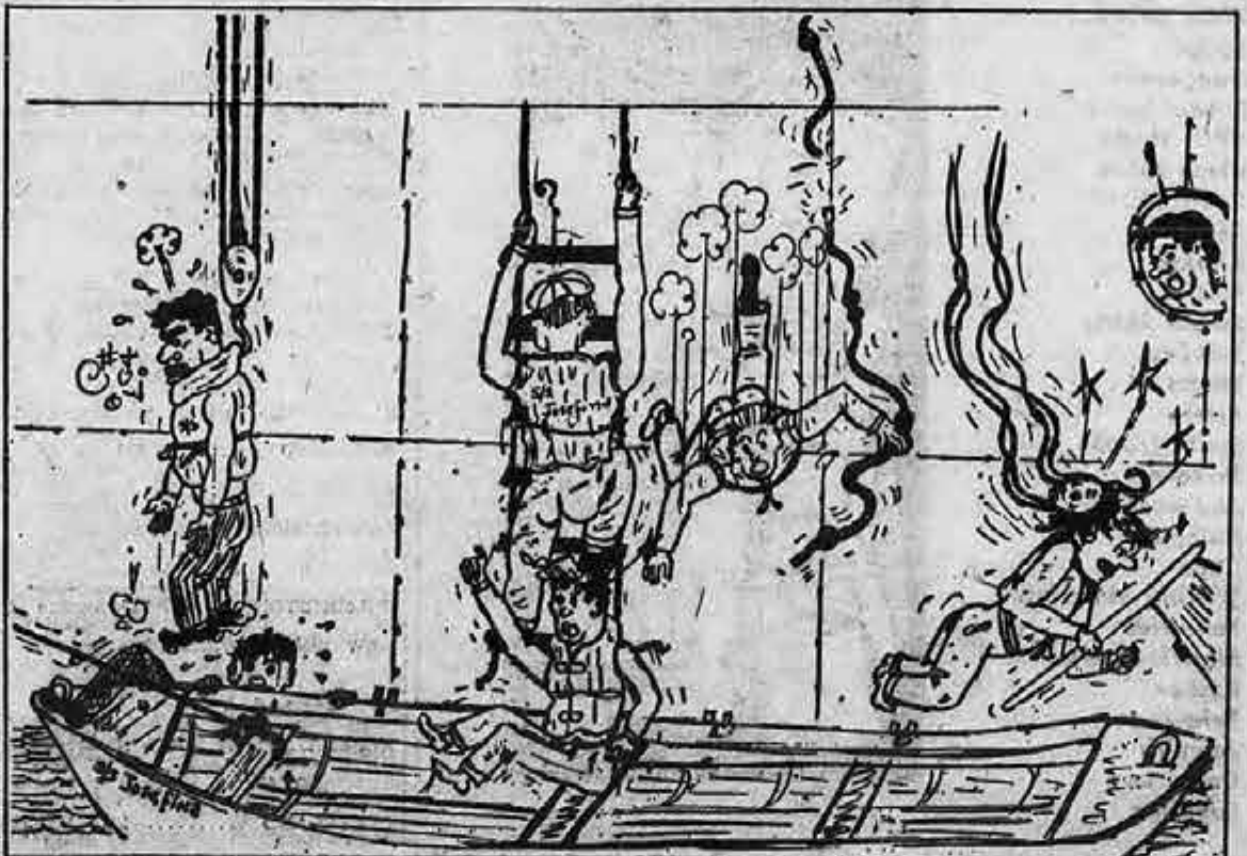
Josefina Takes Long Way Home

To the Editor: We are having a fine trip on a "Slow Boat to Karachi" Liberty, the SS Josefina. The ship is unusual in that it is a good feeder, with lots of overtime.

We have a good crew, with no beefs, and our steward department is doing a great job keeping the hard-working deck and engine departments happy.

Enclosed is a "sample" of one of our fire and boat drills, or at least the way one of them looks like in the eyes of our ship's artist, Brother Moose. We expect to be out about six months more. We shall try to keep everything as shipshape as it is now.

John Geissler
Ship's delegate



Above is a cartoonist's-eye-view of fire and boat drill aboard the Josefina, aptly titled "Step Lively, Boys!" by Seafarer Norman "Moose" Lightell. Nobody says this happens all the time, but it does make one wonder.

Alaska Vote Seen Boost To Shipping

A significant impact on SIU Pacific District shipping is expected as the result of the passage of the bill granting statehood to Alaska. The statehood grant is expected to open up vast areas of the territory to exploitation of mineral resources, timber and other products.

Alaska is dependent on shipping for much of its food supply as well as for manufactured goods in large variety.

Since SIU Pacific District-manned vessels are the major lifeline of Alaska, any economic expansion in that area will be reflected in increased shipping out of West Coast ports. There are no railroad links between the US and Alaska, with the Alcan Highway and air service being the sole alternatives to shipping.

Other SIU of NA affiliates are expected to play a significant role in the new state. SIU of NA fish and cannery unions have been active in Alaska for many years. While the fisheries have been in decline, it is expected that the new state will take steps to develop them as an economic mainstay.

The vote to approve Alaska as the 49th state came on June 30 by a margin of 64 to 20 in the Senate. The statehood bill had been previously passed by the House. West Coast Senators were prominent in the fight for the statehood measure.

The vote on Alaska may possibly clear the way for similar favorable action on Hawaii's statehood application this year or next.

Checking Up On The Power Lines



Charles Uribe (left) and D. P. Carroll, electricians on the Jefferson City Victory, are shown checking electrical cables in the ship's engine room.

PERSONALS AND NOTICES

John L. Whismar
Please contact your wife at 2089 Market St., San Francisco, Calif.

Claude W. Pritchett
Call at 4202 Canal St., Houston, Texas, for important mail.

Vernon Williamson
The LOG office is holding a let-

ter for you from Nan Williamson of Vidalia, Georgia.

Gustave W. Bechert
It is urgent that you get in touch with your wife at 2108 Poplar Grove St., Baltimore 16, Md.

David Brown
William Van Dyke would like your mailing address. His address is 3554 So. Third East, Salt Lake City, Utah.

James Ackerman
Your mother, Mrs. C. B. Ackerman, 214 Hanover St., Charleston, SC, wants very much to hear from you. She can be reached by phone at RA 2-2010.

Joseph J. Martus Jr.
It is important that you send back signed deeds to Frances Santanillo, Farrier Ave., Blackwood, NJ.

Tom Negley
Photos you took aboard the USS Ranger are being held in the LOG office.

Thomas Lamphier
Let the ship's delegate of the Afoundria know where you want your jacket sent. He can be reached c/o Waterman SS Company, 310 Sansome St., San Francisco, Calif.

John (Eddie) Misakian
Send the topcoat of the ship's delegate of the Afoundria to 13060 Shenley St., Sylmar, Calif.

George Shearer
Please contact Kenneth Helles, attorney, 277 Broadway, New York 7, in reference to your case.



Send 'em to the LOG

SIU BABY ARRIVALS



Barbara Ann and Brenda Nan Banister, born May 29, 1958, to Seafarer and Mrs. Robert Z. Banister, New Orleans, La.

James Michael Brancoccio, born March 12, 1958, to Seafarer and Mrs. Dominick H. Brancoccio, Brooklyn, NY.

Alvin Dyer Jr., born May 25, 1958, to Seafarer and Mrs. Alvin R. Dyer, Bar Harbor, Me.

David Gerard Gegorek, born May 25, 1958, to Seafarer and Mrs. David Gegorek, Baltimore, Md.

Donald Wayne Ivey born June 6, 1958, to Seafarer and Mrs. Clifford B. Ivey, Prichard, Ala.

Sharon Ann and Jules James Ralph, born May 30, 1958, to Seafarer and Mrs. Jules T. Ralph, Metairie, La.

Edwin Ramos, born May 15, 1958, to Seafarer and Mrs. Rogue P. Ramos, Brooklyn, NY.

Johnny Lee Wood, born May 20, 1958, to Seafarer and Mrs. David A. Wood, Tampa, Fla.

Tony Wayne Arms'rong, born June 5, 1958, to Seafarer and Mrs. James R. Armstrong, Jarvisburg, NC.

Ana Lucia Dlangson, born May 28, 1958, to Seafarer and Mrs. Teodoro M. Dlangson, Brooklyn, NY.

Catherine Flood, born May 21, 1958, to Seafarer and Mrs. John Flood, Philadelphia, Pa.

Wanda Robin Hancock, born April 23, 1958, to Seafarer and Mrs. Johnnie Hancock, Buchanan, Ga.

Gina Lorraine McNellage, born June 1, 1958, to Seafarer and Mrs. John W. McNellage, Mobile, Ala.

Rhonda Sue Messick, born May 3, 1958, to Seafarer and Mrs. Harry E. Messick, Seaford, Del.

Michael Anthony Pitcher, born May 10, 1958, to Seafarer and Mrs. Robert H. Pitcher, New Orleans, La.

Margaret Stone, born May 27, 1958, to Seafarer and Mrs. Dolor F. Stone, Baltimore, Md.

Stanley William Vane, born May 10, 1958, to Seafarer and Mrs. William M. Vane, Baltimore, Md.

Final Dispatch

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries.

John Anton, 60: Brother Anton died aboard the SS Jefferson City Victory of natural causes, on March 11, 1958. He joined the Union in 1944 and sailed in the engine department. Brother Anton lived in New Rochelle, NY, and leaves a sister, Ethel A. Patrick, in that city. Burial was in the Seoul Foreign Cemetery, Seoul, Korea.



Perfecto Mangual, 60: Brother Mangual, of Brooklyn, NY, died of natural causes at St. Peters Hospital on July 14, 1958. He joined the Union in 1941 and sailed in the engine department. He is survived by his wife. Burial took place in Evergreen Cemetery, Brooklyn, NY.

James Powell, 44: Brother Powell died on January 12, 1958, in Savannah, Georgia. Cause of death was accidental drowning. Brother Powell became a Union member in 1944 and sailed in the deck department. He is survived by a daughter, Joyce, and two sons, James and Gerald. Burial took place in the Bonaventure Cemetery, Savannah, Georgia.



Leo Rhodes, 33: Brother Rhodes died of a respiratory ailment on May 23, 1958, in Galveston, Texas. There are no survivors. Brother Rhodes joined the Union in 1944 and sailed in the deck department. He was buried in the Milliken Cemetery, Whiteville, North Carolina.



Edward Ayer, 28: Brother Ayer died of a respiratory ailment in Pusan, Korea, on February 4, 1957. He was buried in Seoul Foreign Cemetery, Seoul, Korea. He is survived by his wife, Constance Ayer, of Central Valley, California.

All's Steady In Tampa

TAMPA—Shipping held its own over the past two weeks and from the looks of things, it should continue for at least another period. The Mankato Victory (Victory Carriers) paid off and signed on during the period while the Chl-wawa (Cities Service) and the Raphael Semmes, Fairland (Pan-Atlantic) were in the area for servicing. All of the vessels were in good shape.

Speak Out At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service. And, of course, all members have the right to take the floor and express their opinions on any officer's report or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their minds.

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

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

- Sport Coats
- Slacks
- Dress Shoes
- Work Shoes
- Socks
- Dungarees
- Frisko Jeans
- CPO Shirts
- Dress Shirts
- Sport Shirts
- Belis
- Khakis
- Ties
- Sweat Shirts
- T-Shirts
- Shorts
- Briefs
- Swim Trunks
- Sweaters
- Sou'westers
- Raingear
- Caps
- Writing Materials
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the SEA CHEST

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House Hearings Explore Onassis Ship Maneuvers

WASHINGTON—The tangled affairs of Aristotle Onassis were examined at hearings before a subcommittee of the House Merchant Marine Committee. The hearings were called after Victory Carriers notified the Maritime Administration it was cancelling an agreement to build three supertankers under the American flag in exchange for the transfer of 12 foreign tankers and two Libertys. The agreement was made two years ago before the Suez crisis.

As a result of the cancellation, the US Department of Justice is suing for the return to the US flag of the 14 ships, all of them formerly manned by Seafarers, plus an estimated \$20 million in profit they made while operating under the Liberian flag.

A number of interesting points were brought forth at the two days of testimony by Onassis, Captain Granville Conway, president of Victory Carriers, and other witnesses. They included the following:

- A charge by Congressman Zelenko that a document, to the effect that Onassis would not revoke the trust agreement, is "not binding" for legal purposes. The document referred to was the outcome of negotiations under which Onassis put Victory Carriers into a trust for his two children, who are American citizens, as part of a settlement with the US Government over the ownership of Victory Carriers.

- A spokesman for Grace National Bank, which administers the trust of which Victory Carriers is a part, said that the trust could be revoked by Onassis with the consent of the Maritime Administration.

- Victory Carriers paid out \$19 million of the trust funds, to settle Onassis' income tax and mortgage obligations to the US Government as well as penalties for violation of the 1946 ship sales act, and now has about \$300,000 in cash left—a factor which may explain why it is asking for cancellation of the ships. The company spokesman insisted that money would be coming in from charters to pay for the ships.

- The 12 tankers which laid off SIU crews and went foreign were immediately chartered out to an American oil company at

\$1,515,000 a month carrying oil in US commerce.

- Onassis owns some 70 corporations in the shipping industry and elsewhere. Although as an alien he is no longer supposed to be an owner of Victory Carriers, he attends board meetings regularly and makes "suggestions." One of the directors of the company is a personal representative of his.

The subcommittee expects to explore further aspects of the Onassis transactions before making its report. One of the witnesses to be called is the former attorney general, Herbert Brownell, whose law firm participated in some of the Onassis transactions.



Congratulations are in order as Seafarer Cliff Taggart (left), instructor at the SIU Stewards Training School in Mobile, gives farewell handshake to graduates of month-long course. The culinary cum laudes (l to r) are Dimitrio Franco, Robert Christian, John Young, Eddie Jackson, Cleo Jones and Milton Thibodeaux. Course includes shipboard culinary procedures and safety rules designed to maintain high standard of SIU feeding.

MCS Opens Facilities For Vacationers

SAN FRANCISCO—An estimated 500 guests were present as the Marine Cooks and Stewards Union dedicated its recreation facilities at its nearby Santa Rosa training center. The new facilities offer union members an opportunity to get moderate-priced vacations.

Facilities include the use of cabins containing one, two or three bedrooms with bath and kitchenette; a swimming pool, wading pool, bath house and showers; a recreation hall containing a TV lounge, library, snack bar and soda fountain, pool tables and a dance floor.

The dedication ceremonies were an opportunity for students at the training school to show off the results of their course of instruction. A lavish buffet was set up in the dining hall, along with a pastry table, all of it prepared by students under the supervision of the school's instructors. Students at the school are trained for employment aboard MCS passenger and freight ship operations.

In addition to the training and recreation aspects of the new MCS center, the facility is going to be the site of retirement homes for Sailors Union and MCS members. The homes will be similar to the apartments which the SUP has provided for its retired membership in several West Coast ports.

Shipboard Skills Stressed At SIU Stewards School

MOBILE—The SIU's "new look" feeding program, designed to improve standards of food preparation and service aboard ship, has its supporting elements shoreside in the form of the SIU's training program for steward department personnel. A key unit in the program is the training center operated in this port under the direction of Cliff Taggart.

A charter member of the SIU with 20 years' experience at sea, Taggart brings impressive qualifications to his job. Aside from his extensive experience in all shipboard steward department ratings, Taggart has worked in

every phase of catering ashore. Included in his background is service as 2nd steward on the passenger ship Alcoa Cavalier, as maitre d' in a number of Florida and New York clubs noted for their standards of food and service, and other employment in such tony establishments as the Boca

Raton in Florida and the Westchester Country Club, Rye, New York.

Taggart directs a 30-day course handling a small group, usually half-a-dozen men, which enables him to give a great deal of individual attention and to put stress on many subsidiary items in addition to food preparation.

He demands a high level of personal hygiene and sanitary practice, insisting, for example, on his students having short haircuts for sanitary reasons. Problems peculiar to shipboard life are also dealt with such as how to work safely in the galley of a ship and how to navigate in the galley and messroom in bad weather without injury to oneself or to shipmates.

In the process, he stresses attention to small details, even down to the way shoelaces are tied. He instructs his students to use a short shoelace and tie a secure knot, to avoid a commonplace cause of accident.

Emphasis is also placed on discipline within the department, on a sense of pride in good workmanship, and on the need to be observant of individual likes and dislikes. All this, Taggart feels, helps build harmonious relationships in the galley and in the messhall with the rest of the crew—a key item in assuring a happy trip.

Of course, basic to the instruction are the elements of preparing, cooking and storing of food on board ship, including the proper and safe use of galley equipment.

Taggart was particularly pleased with the accomplishments of last month's graduating class which is pictured on this page. "If I were a steward on a ship," he said, "I would like to see a group like this one come aboard. I'd know then that I had a good gang and assurance of a good trip."

Seafarer Takes Aim At Engineer Degree

Ten years as a Seafarer and a member of Uncle Sam's Army have made it possible for Gerald E. Anderson to complete his college education. The 25-year-old Seafarer, one of this year's five winners of an SIU scholarship, is currently a student at the University of Minnesota Institute of Technology, where he is majoring in mechanical engineering.

Anderson has come a long way since 1945 when, at fifteen, he quit school in the ninth grade to go to sea. He joined the SIU in 1948, shipping in the engine department, and for the next six years sailed for the Roblin Lines, Bloomfield, Pan-Atlantic and other SIU-contracted companies.

In 1952 Anderson was drafted. Through the Army he was able to finish the high school program he'd quit in 1945, by taking correspondence courses and passing a battery of high school equivalency tests. As a result, he was awarded a diploma in September, 1954, get-

This is the third article of a series on the winners of the SIU's \$6,000 Scholarship Award.

ting discharged from the Army at the same time.

In November of that year he started to ship again for Roblin Lines and Isthmian until, in September, 1955, he enrolled in the Milwaukee School of Engineering. He stayed at the school for a year, but was unable to continue because of lack of funds. He did, however, earn an electronic technician's certificate.

Anderson went back to sea in October, 1958, shipping on Isthmian and Pan-Atlantic vessels for a year, until he enrolled in the University of Minnesota in September of last year. Now, with the scholarship, he is assured of an uninterrupted future in preparing for his chosen profession.

Anderson's parents, Mr. and Mrs. Ell Anderson, live in Duluth, Minn., where Mr. Anderson is a carpenter.



Anderson



Balt. On Even Keel

BALTIMORE—It has been a quiet period in this port, both on the shipping side and on the labor front. While there has been a steady job turnover among the men on the vessels coming into port, it is not expected to improve much more over the next period.

Paying off during the past period were the Emilia (twice), Carolyn, Jean (Bull); the Oremar, Feltore (Marven); Alcoa Pennant, Alcoa Polaris, Alcoa Pegasus (Alcoa); Seamar, Massmar, Bethcoaster (Calmar) and the Chickasaw (Waterman). Signing on were the Oremar, Seamar, Chickasaw, Massmar, Alcoa Pegasus and the Seastar (Traders).

In-transit vessels included the Cubore, Santore, Baltore (Marven); the William Carruth (Penntrans); Steel Scientist (Isthmian) and the Alcoa Runner, Polaris and Pennant (Alcoa). There were no outstanding beefs on any of the vessels in this port during the period.

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.