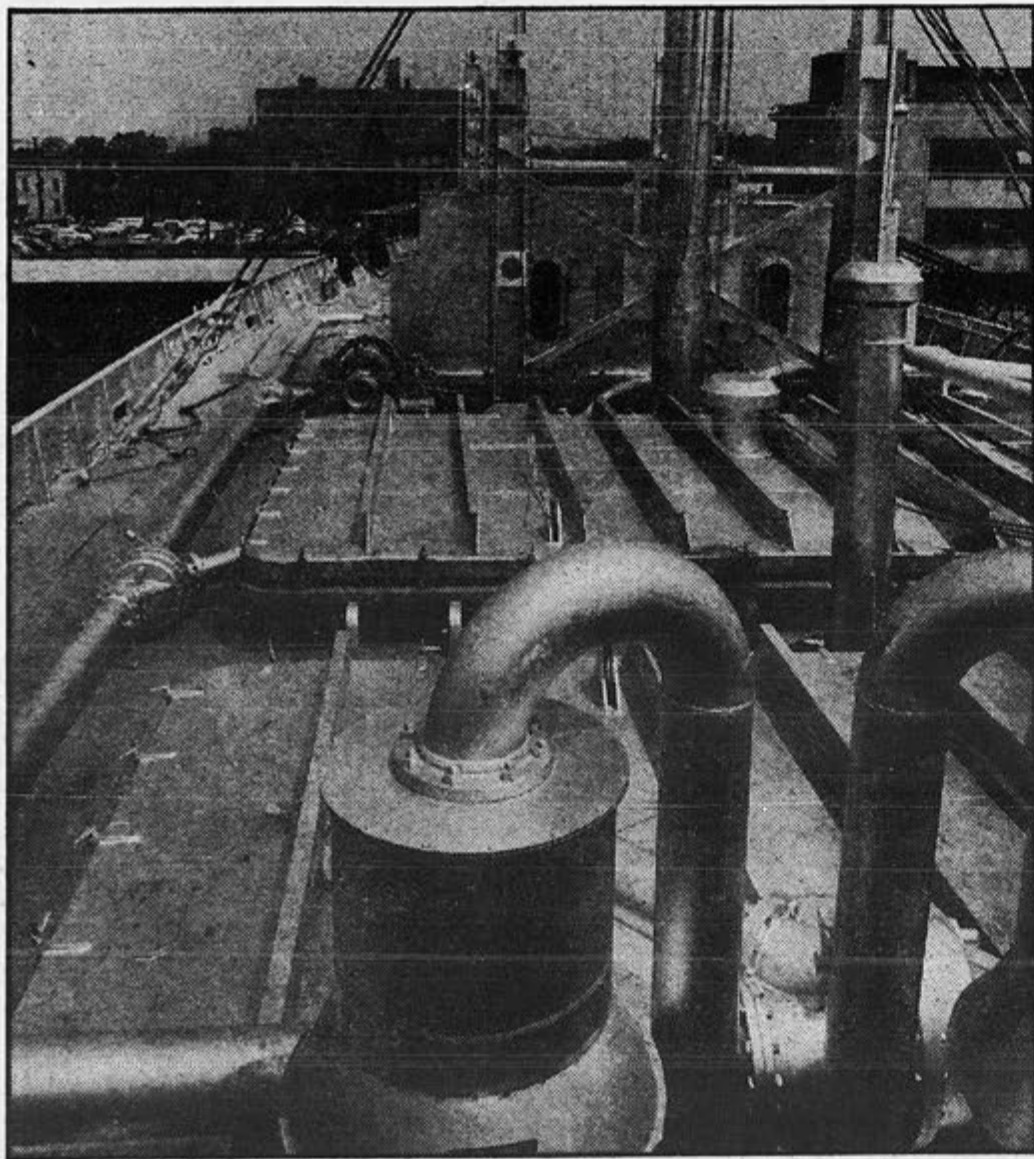




Men Working. Fresh white caps marked the occasion when an SIU crew manned the SS Grain Shipper, one of several ships recently added to the SIU-contracted fleet. Added ships and US cargo boom are helping set new records in job activity for Seafarers. Jobs in past two-week period reached highest point since August, 1955. Pictured here (l to r) are Parker, AB; Brazil, DM, and Lester, OS. (See story on Page 3.)



Cement Ship. First large ship of its kind, the SIU-manned Florida State, formerly a Liberty collier, is designed to unload 9,000 tons of cement in 16 hours by using compressed air to force it through ten-inch discharge pipes shown on deck. The \$2.5 million conversion job does away with conventional conveyers in the holds. Ship is currently on Florida-Puerto Rico run for the Ponce Cement Co.

SIU SETS 12 MONTH JOB HIGH

Story On Page 3

CG Drafts Plan For Reinforcing Of Welded C-3s

Story On Page 2

Early Dock Ballot Seen As Labor Bd. Rejects Delay Bid

Story On Page 8

CG Maps Order For Strapping Of Welded C-3s

WASHINGTON—As the result of recommendations made by the American Bureau of Shipping, the US Coast Guard is now preparing an order which will call for the strapping of all of the welded C-3 ships now in service. The order will also require reinforcement of the corners of C-3 hatches which have shown a tendency to crack under stress in the past.

The projected order comes as an aftermath of the sinking of the Washington Mail, which broke in two in stormy North Pacific waters last March. However, the ABS said it had the problem under study for several years before making its current recommendations. Normally speaking, ABS proposals are usually adopted by the Coast Guard without change as they are drawn up in consultation with that agency, marine insurers and other interested parties.

Three SIU Companies

Three SIU companies would be affected by the order in varying degrees. Isthmian Lines has 24 C-3s in its fleet, making necessary a major overhaul operation. Robin Line operates six C-3s on its South African service, but may not have to make important changes as its ships were heavily modified originally. Some of the modifications appear to be in line with the ABS recommendations.

The three Mississippi passenger ships—Del Sud, Del Norte and Del Mar—are converted C-3s and may also be covered by the pending order. All told there are approximately 80 welded C-3s operating under the American flag, most of them on long-haul Pacific runs.

The weakness in the hatch structure of these ships consists of the squared off hatch corners. The ABS has recommended that these corners be reinforced either by rounding them off or by installing angled brackets as reinforcement in this area. In addition, the Bureau has recommended that the hulls be strapped with extra plating.

Ordinarily it would be desirable for the work to be completed be-

OK Medals For Heroes Of Maritime

Seafarers who performed acts of heroism in merchant ship service during and after the Korean War can qualify for the recently-approved merchant marine medals. Three awards were approved by an act of Congress which President Eisenhower signed last week.

The awards are a Distinguished Service medal, Meritorious Service medal and a service ribbon for work aboard merchant vessels during a national emergency. The period covered is since June 30, 1950 when the Korean War erupted.

The highest award, the Distinguished Service medal, will go for heroic acts beyond the line of duty.

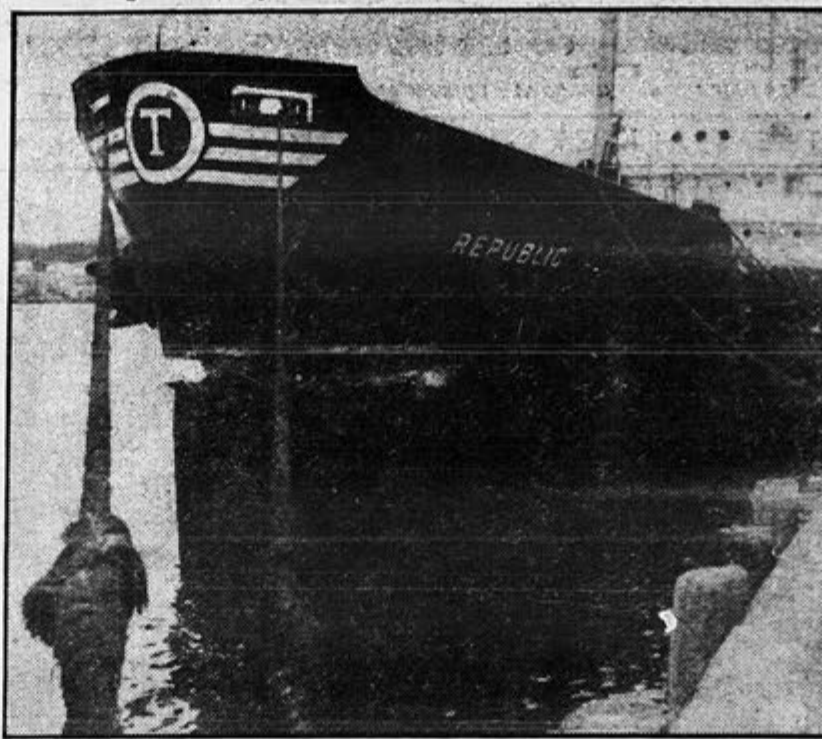
Similar awards for heroism in merchant service were offered to seamen in World War II. However, these newest awards will also apply to peacetime efforts, such as rescue work in sea disasters and similar incidents.

Foreign ships and seamen will be eligible in some cases.

fore the onset of winter weather, but steel shortages and scheduling problems could delay the completion of the job.

Like most World War II ships, the C-3s were all-welded with the exception of a handful of early models which were partially riveted. The age of the vessels, in addition to the nature of their construction, is a factor in the Bureau's proposal for modifications now.

Republic, Dock Meet; Dock Wins



Razor-like cut in the bow of the tanker Republic emphasizes the force with which the SIU ship struck the concrete lip of a dock in Portland, Maine, recently. Aside from the bow damage, no one was reported injured.

SIU Wins Delaware Jobless Pay Case, Tests Alabama Rule

A test case of seamen's rights to collect Alabama unemployment insurance after paying off under the 60-day rule is now being pressed by the SIU. The Union's action comes in the wake of two previous victories on similar cases in New York and Delaware—the favorable Delaware decision coming last month.

Up until now, seamen with B or C seniority have been unable to collect unemployment benefits

Drop Anchor 24,600 Feet

A National Geographic Society research ship, the Calypso, has successfully anchored in water more than 4½ miles deep. The 142-foot former minesweeper put down 24,600 feet of nylon line less than a half-inch in diameter and anchored in the Romanche Trench, a deep gorge in the Atlantic halfway between Africa and South America at the equator.

It was reported that the Calypso anchored steadily with no drifting. After the anchor was dropped, the ship lowered cameras and lighting equipment to the bottom of the trench to take pictures of the ocean depths.

The Calypso is a French ship operated in conjunction with the society. It intends to move next to the Pacific where it will explore the 35,650-foot Challenger Depth off Guam.

SEAFARERS LOG

Aug. 31, 1956 Vol. XVIII, No. 18

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

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from Alabama after leaving the ship under the 60-day provisions of the contract with the operators. Since Waterman has its home offices in Alabama, the test case will have far reaching effects among seamen on Waterman and Pan Atlantic ships.

Both Delaware and New York have ruled that the 60-day rule is

Seafarers holding B and C seniority who pay off under the 60-day contract provision should inform Unemployment Insurance offices accordingly when applying for their benefits. The accurate and official reason under such circumstances is "leaving vessel because of a provision in the contract."

Merely listing "60-day rule" or "Union rule" is not accepted as sufficient reason and could cause loss of benefits.

Where appeals are pending, Seafarers should report regularly as required by the Unemployment Insurance office.

a valid and reasonable part of the collective bargaining agreement. Consequently men leaving the ship under the rule were not quitting their jobs and can qualify for benefits.

The New York ruling was affirmed by the New York Court of Appeals, the highest court in the state, in July, 1955. It was an outgrowth of a test case begun back in 1949 by the Calmar Steamship Company.

In addition to filing the test case on behalf of a Seafarer who got off a Waterman ship, the Union has taken up a beef with Waterman over the company's practices on unemployment benefits. Men paying off under the 60-day contract provision, or for other reasons for that matter, have been listed as paying off under mutual consent, implying that they quit the ship voluntarily. This automatically ruled out benefits for them.

As a result, Waterman has instructed its ship masters to list the reasons why men have paid off. Where the 60-day rule is responsible, the man will be listed as

Captain Admits Excess Speed On Fairisle

Pleading guilty to running the ship at excessive speed, the captain of the ill-fated Fairisle has turned in his papers to the Coast Guard. The skipper's plea came in the course of Coast Guard hearings on the collision between the Pan-Atlantic ship and the Panamanian tanker San Jose II in a heavy fog off Ambrose Light the morning of July 23.

Testimony at the hearing indicated that the vessel was proceeding at a speed of 15 knots at the time of the accident. The Fairisle was rammed amidships on the port side and subsequently turned turtle and sank on her starboard side in the sheltered waters of Gravesend Bay. She has since been sold for renovation and transfer to the Panamanian flag.

At the same time, the San Jose II was accused by the Fairisle's skipper of making an incorrect turn and blowing incorrect and confusing whistle signals at the time of the accident.

The formerly SIU-manned ship has been sold to Seatraders for \$200,000 plus. It is estimated that the cost of raising the ship will run as high as \$300,000 plus another \$900,000 to recondition the vessel. She has been sitting half in, half out of water for the past five weeks.

The chief mate and a passenger were injured during the accident but the rest of the crew escaped unhurt.

US Stamp Honors Labor Day



Reproduction of a new 3c US stamp which will go on sale for the first time this Monday, Labor Day, in Camden, N.J. Camden was the home of labor pioneer Peter J. McGuire.



A portion of the motorized caravan that has been touring the New York waterfront on behalf of the International Brotherhood of Longshoremen, since the AFL-CIO dock union formally petitioned the National Labor Relations Board for a new longshore election. The IBL is seeking to win the right to represent the dockers now under control of the old ILA.

NLRB Raps ILA Stalling; Early NY Dock Vote Seen

The AFL-CIO International Brotherhood of Longshoremen has won the first round in its bid for an early test of its right to represent New York longshoremen. The National Labor Relations Board this week flatly rejected attacks on the IBL's petition for a new election and set a new hearing for next Wednesday.

Action by the labor board represents a major setback for the AFL-expelled International Longshoremen's Association which has refused to consent to an early vote among the port's longshore workers. In turn, it has resorted to a series of legal delaying actions to postpone the balloting indefinitely.

The ILA previously had proclaimed that it welcomed a vote challenge by the IBL, but its tactics changed abruptly when the IBL submitted some 13,500 pledge cards to support its petition for a new election among approximately 20,000 eligible voters in the harbor. All of the pledges were submitted in the course of an IBL campaign conducted almost exclusively through the mails to protect longshoremen from retaliation.

IBL Strength Affirmed

As soon as the Labor Board established that the IBL had more than the necessary 30 percent of pledges required under law, the ILA embarked on a pledge card campaign of its own. ILA delegates went from pier to pier signing up men "revoking" their IBL pledges.

However, the effect of the cam-

paign was largely nullified when the IBL notified longshoremen to sign everything ILA presented them in order to protect their jobs and conceal their sympathies.

ILA Charges Fail

ILA attorneys also attempted to stall by seeking changes in the voting unit and other last-minute alterations. They had also charged "fraud" and "forgery" to the IBL but failed to supply the labor board with any evidence substantiating these claims.

IBL spokesmen believe the ILA's hesitancy over entering into a new election is based on the failure of ILA to deliver on promises made to the longshoremen. They point out that all of the outstanding abuses which caused the 1953 expulsion

of the ILA from the AFL still exist, despite repeated promises by ILA leaders to improve the lot of the longshoremen.

Enthusiastic support voiced for ILA by Harry Bridges and the "Daily Worker" has also turned many longshoremen away from ILA.

The hearing this Wednesday will deal with technical details of the forthcoming election, such as the composition of the voting unit, who is eligible to vote and is an attempt by the labor board to win agreement of all parties involved to speed an election order without delay. If no agreement can be reached, then the hearing record goes to Washington for action by the full board.

Voting Changes Now Official

Membership meetings in all ports have approved the headquarters tallying committee report on the 97 percent favorable vote for the new constitutional amendments. As a result, the new amendments automatically went into effect and became part of the voting procedure to be used in the forthcoming SIU elections.

The changes in the constitution are designed to tighten up on the secrecy of the ballot and provide more specific qualifications for office. The voting period is also advanced to November 1-December 31 as opposed to November 15-January 15 under the old regulations.

Other changes call for nightly deposits of voted ballots in a bank vault; a "lame duck" amendment eliminating the 2½-month waiting period before newly-elected officers take over and specify that the three years' qualifying seafaring must be as an unlicensed man, four months of it on SIU-contracted vessels in the current year.

The tallying of election ballots at headquarters will now be done by committee of 14, six from headquarters and two each from Baltimore, Mobile, San Francisco and New Orleans. The credentials committee, which examines the qualifications of nominees, will be elected at the next membership meeting in headquarters.

Seafarers will vote on 39 elective posts in the forthcoming balloting. The roster of posts to be filled is listed on this page.

Offices Open In SIU Elections

HEADQUARTERS

- 1 Secretary-Treasurer
- 1 Assistant Secretary-Treasurer (Deck)
- 1 Assistant Secretary-Treasurer (Engine)
- 1 Assistant Secretary-Treasurer (Steward)
- 3 Assistant Secretary-Treasurers (Joint)

NEW YORK

- 7 Joint Patrolmen

BOSTON

- 1 Agent
- 1 Joint Patrolman

PHILADELPHIA

- 1 Agent
- 1 Joint Patrolman

BALTIMORE

- 1 Agent
- 3 Joint Patrolmen

NORFOLK

- 1 Agent
- 1 Joint Patrolman

* PLEASE NOTE: Offices open in Houston consist of one agent and one joint patrolman. They were incorrectly listed as three patrolmen in the text of the pre-balloting report carried in the last issue of the SEAFARERS LOG. All ships have already been notified of the error via the regular bi-weekly airmail mailing.

SAVANNAH

- 1 Agent
- 1 Joint Patrolman

TAMPA

- 1 Agent
- 1 Joint Patrolman

MOBILE

- 1 Agent
- 3 Joint Patrolmen

NEW ORLEANS

- 1 Agent
- 3 Joint Patrolmen

HOUSTON*

- 1 Agent
- 1 Joint Patrolman

SAN FRANCISCO

- 1 Agent

SIU Shipping Booms, Sets 12-Mo. High

Snowballing for months, SIU shipping burst over the 1,500-job mark during the last two weeks for the first time since August, 1955. A total of 1,532 jobs were dispatched from A&G District halls in the past period, while registration lagged at 1,426.

The current job activity affirms a forecast in the SEAFARERS LOG a month ago that US shipping would continue booming right through the summer months and on into the normally busy fall-winter season.

Bulk cargoes, including grain and coal, have shored up a sagging US merchant marine like nothing has ever done before, short of a full-scale national emergency in the US or a spectacular overseas disaster requiring huge shipments of food and relief materials. Tanker movements have suffered no letdown in spite of the calendar, and available tonnage of all types is hard to find.

Previous Records

Seafarers enjoyed a similar shipping boom during one two-week period only four times in the last 32 months. In August, 1955, the peak was reached at the height of activity in the "Blue Jay" supply run to US military bases in Arctic regions inaccessible to shipping the rest of the year.

Prior to that, a record 1,661 jobs were shipped late in November, 1953, and this was followed immediately by a 2,007-job period for the high mark of the pre-Christmas boom of 1953.

But the present good shipping has the added asset of continued good job forecasts for many months to come. Depleted European coal stocks will require a

boost from the US to the tune of an estimated 15 millions of coal this fall and winter, enough for the staggering total of 1,500 Liberty ship voyages to this area only. Of course, the bulk of such shipments will travel on foreign vessels.

In addition, the Government's farm surplus disposal program has been doubled and then doubled again to permit shipment of up to \$3 billion a year in these cargoes.

On the SIU side, the shipping boom has kept all but a handful of ships in the SIU-contracted fleet constantly operating. Additional purchases, conversions, new construction and the signing of new companies have steadily increased the number of job opportunities available to Seafarers.

At the same time, 1956 is marked as the turning point in the history of major US ship lines, including several SIU companies, who are rebuilding and expanding their fleets to meet the ever-increasing competition from foreign-flag and "runaway" fleets.

ITF Elects Lundeberg As Sea Rep

SUP Secretary-Treasurer Harry Lundeberg, who is also president of the SIU of North America, has been re-elected as the representative of US seamen on the General Council of the International Transportworkers Federation. The action took place at ITF's 24th Congress, meeting in Vienna, as the ITF redoubled its efforts to fight the plague of runaway-flag shipping.

Lundeberg was one of four US members on the general board, the others being Dave Beck, Teamsters Union president; Michael Quill, Transport Workers, and Arthur Lyons, Railway Workers.

Reporting on the runaway problem, Lawrence White of the Special Seafarers Section said that despite successful action on a number of ships the runaways continue to mount at an alarming rate. Runaway tonnage is now 11 million deadweight, almost half of it consisting of ships less than five years old.

The ITF has succeeded in establishing contracts and standardized working conditions for ships totalling 300,000 tons, but has only been able to touch the fringe of the problem, he said.

As a consequence, the Seafarers section urged that action be taken on proposals to set up an international agency for the shipping industry which would deal with enforcement of safety, manning scales and other problems raised by runaways.

It praised the action of the Costa Rican government in suspending registrations of foreign flag ships under its flag.

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:

- September 5
- September 19
- October 3
- October 17
- October 31

Laud SIU 'Work' Law Fight



Plaque commemorating the work done by Seafarers to help win repeal of the Louisiana "right to work" law last June is accepted on behalf of SIU by Port Agent Lindsey Williams during New Orleans branch meeting. The award was made by B. Raynal Ariatti (left), president of the port's Labor League for Political Education, which spearheaded the successful campaign. Williams was LLPE executive board chairman during the drive.

Pick Belgian Port As Superliner Terminal

Energetically promoting his proposals for two 90,000-ton passenger ships, hotel magnate H. B. Cantor has just completed a visit to Belgium examining sites for a European ship terminal. As a result of his visit, Belgium authorities are reportedly considering establishment of berthing facilities at Zeebrugge. The project would involve a \$40 million outlay for dredging and new pier facilities.

When completed, the Zeebrugge terminal would be the European end of Cantor's proposed low-cost transatlantic service. The hotel operator is planning for ships of 5,000-passenger capacity at \$50 per passenger one way fare. Accommodations would be Pullman-style, with passengers purchasing meals and entertainment at a variety of shipboard soda fountains, coffee shops, cafeterias, restaurants and night clubs.

During his stay in Belgium, Cantor discussed the project with the Belgian Ministers of Foreign Affairs and Foreign Trade, Belgian bank officials and other government bodies. Three days were devoted to discussions of the Cantor program.

English Site Rejected

Before deciding on Zeebrugge, Cantor rejected two sites in England and one in the Netherlands. He was due to go on to Bremerhaven and Cuxhaven in West Germany but declared that the Belgian government had been highly cooperative, and if relations continue on these lines Zeebrugge would be the choice.

Zeebrugge is right on the coast of the North Sea and as such has an advantage for big ships over Antwerp and other Low Country ports which are up-river.

Cantor has already applied for US construction subsidy on his vessels but would run them without an operating subsidy. Aside from normal passenger traffic he intends to rely on large groups such as conventions which could take over the whole ship for single voyages.

Passage of the 100 percent ship

mortgage bill at the last session of Congress would be of assistance in financing construction of the vessels, should his subsidy application win Federal Maritime Board approval.

Cleanup Keeps Hall In Balto Spic 'n Span

BALTIMORE—Barely 21 months old, the SIU building here is being treated to a little facelifting these days.

A Union maintenance crew is doing a touch-up job on the hall to keep the walls and paintwork in trim. The effect is to keep the building looking brand-new at all times, thanks to the added cooperation of Seafarers shipping through this port, Port Agent Earl Shepard commented.

Clean ships and payoffs are also the rule here, with no beefs other than routine items in evidence. The SIU crews of the ships in port have been going all-out in this direction, he added.

Shipping itself has also held up well for quite a long time, rounding out a pleasant picture of SIU operations in the area.

The latest shipping figures represent a decline of only a small fraction from the previous period, while shipping and registration continues to run virtually neck and neck. Class C shipping stills runs relatively high here, however, because of the steady drain on available SIU manpower.

Nine ships paid off, four signed on and 20 were in transit during the past two weeks.

Shipping Round-Up & Forecast

August 8 Through August 21

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	12	3	3	2	4	1	19	6	25
New York	102	23	63	41	79	24	244	88	332
Philadelphia	19	4	13	2	12	6	44	12	56
Baltimore	78	30	50	31	54	23	182	84	266
Norfolk	14	11	12	5	5	8	31	24	55
Savannah	9	2	6	6	4	2	19	10	29
Tampa	5	4	8	2	13	0	26	6	32
Mobile	32	5	26	11	20	7	78	23	101
New Orleans	57	19	46	19	47	11	150	49	199
Lake Charles	7	8	7	11	7	6	21	25	46
Houston	35	16	18	18	20	7	73	41	114
Wilmington	5	8	2	7	4	8	11	23	34
San Francisco	32	11	12	8	14	5	58	24	82
Seattle	15	15	11	8	3	3	29	26	55
Total	422	159	277	171	286	111	985	441	1426

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	9	11	8	10	6	8	8	3	8	27
New York	88	18	9	76	30	14	66	17	18	230
Philadelphia	13	3	5	10	5	6	7	4	3	30
Baltimore	52	21	13	38	28	14	39	23	15	129
Norfolk	9	7	14	4	4	20	2	5	12	15
Savannah	8	3	3	7	6	1	1	1	2	16
Tampa	8	1	0	7	1	2	5	1	0	20
Mobile	24	8	2	20	12	3	17	4	4	61
New Orleans	81	14	9	40	22	21	76	23	4	197
Lake Charles	8	3	1	10	7	2	3	2	3	21
Houston	27	8	3	16	13	7	9	8	5	52
Wilmington	3	7	6	4	7	7	2	3	5	9
San Francisco	24	9	0	14	17	0	7	2	0	45
Seattle	14	6	5	5	6	8	2	5	5	21
Total	368	119	78	261	164	113	244	101	84	873

As reported in the story on page 3, SIU shipping set a 12-month record during the past two weeks, although only four ports showed increases. Seven ports declined and three remained the same as before.

New York, New Orleans, Wilmington and Boston all showed job increases, especially the last, which reached a 19-month high. Tampa, Houston and San Francisco remained the same, but still were above normal.

Of the ports that declined, Baltimore still shipped almost 250 men and Mobile and Norfolk continued booming. Philadelphia, Savannah, Lake Charles and Seattle were the others that dipped somewhat.

In terms of seniority shipping, class A went up to 57 percent, class B rounded one point to 25 percent and class C dipped to 18 percent.

The following is the forecast port by port:

- Boston: Fair . . . New York: Very good . . . Philadelphia: Good . . . Baltimore: Good . . . Norfolk: Very good . . . Savannah: Fair . . . Tampa: Good . . . Mobile: Good . . . New Orleans: Good . . . Lake Charles: Slow . . . Houston: Good . . . Wilmington: Fair . . . San Francisco: Good . . . Seattle: Very good.

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.

MEET THE DELEGATE

The backbone of every SIU ship is its delegates. These Seafarers, elected by the crew, are volunteers who represent the crew to the officers, defend the Union agreement and shoulder the responsibility of keeping a crew happy and beefs to a minimum during a voyage. The success of a voyage often hinges on these efforts.

Nick Nomikos, ch. cook

A veteran chief cook with the SIU and an experienced department delegate as well, Seafarer Nick Nomikos finds himself much in demand when he gets aboard a ship. He has been elected departmental delegate more times than he can remember.

Nomikos, who is 44, has been sailing steadily with the SIU since 1943. Before that he put in 14 years with the Greek merchant marine as cook and fireman. Having spent all his life as a seaman he is well-acquainted by now with the run of problems that pop up aboard ships.



Nomikos

As far as the steward department is concerned, he said, the major problems have always been questions of who is responsible for a particular job. The latest revision of the steward department shipping rules has been a considerable help in clarifying these beefs.

Nomikos is a firm believer in frequent department meetings as the best place to thrash out difficulties of this kind. "At the meeting the delegate can explain just what a man's duties are and get everything straightened out within the family without upsetting the routine or getting other departments involved."

Another difficulty which the galley has to contend with on occasion, he remarked, is the tendency of self-appointed culinary experts to get their paddles in the broth.

Good Union men, he emphasizes, don't overstep the bounds in this respect, but of course, the main defense is for the department to handle its own problems and its own routine in an efficient manner.

Three Requirements

He listed three major requirements for a good delegate: to be a good craftsman on his own hook so as to command respect from the rest of the gang; to be able to speak up clearly when he has dealings with the skipper or anybody else in authority; and finally, to know the contract inside and out.

Nomikos feels that the present shipboard delegate set-up should not be tampered with. While agreeing that some delegates do have difficulty maintaining their authority, he maintains that it would be a mistake to give delegates added powers or preference. Give delegates too much power, he feels, and "they will end up running the ship."

"We get good backing from the Union all the time," he says, "so there is no need for more power, only for cooperation from the crew."

Nomiko's first ship with the SIU was the John Henry for Eastern Steamship out of New York, in March, 1943. The following year he was torpedoed on the Liberty ship Thomas G. Masaryk between Tobruk and Crete in the Mediterranean, but he and other crewmembers were rescued by British craft.

He still ships regularly out of New York and prefers to grab the shorter European runs so that he can get home every few weeks.

INQUIRING SEAFARER

Question: Do you feel that watching the conventions on television is helping you understand the election issues?

J. Carbone, AB: Sure it helps. It explains what the parties want to do in the next four years and gives a pretty good idea of what's going on. You become acquainted with the party leaders and the members of Congress by seeing them at the conventions and listening to them.



James Parnell, bosun: I can't say that they are clarifying anything in particular. It looks to me as if each side is kicking dirt into each other's face. There's plenty of speech-making but not much accomplishment involved. Personally, I feel we've fared better under the Democrats.



Julius Gural, AB: I haven't been watching it because I'm not interested in spending my time in front of a TV set. I don't particularly care for politics except as regards local issues in Carteret, New Jersey, where I live. Incidentally we have a good man there, John Nemish, running for freeholder.



Samuel Clurman, AB: The conventions make me very skeptical about the whole business because they strike me like a lot of propaganda and not much truth spoken at either one. As far as I'm concerned though, the working guy who votes Republican is cutting his own throat.



Tom Boarman, AB: It's helpful in the sense of giving people understanding of what politics is like. Seeing politicians in action is worthwhile and gives seamen and other people an idea of how political affairs are conducted and how elections are set up.



Mohamed Nasser, FWT: Each convention group toots its own horn and tells you they are the best. What happens at a convention doesn't help much in making up your mind. It's the conditions in the country that count and the Republicans seem to be following a conservative but safe policy.



Advice To Workworn: 'Join Union'

One of the nation's leading "tell me your troubles" columnists, Mary Haworth, has come out vigorously for union membership for exploited white collar workers. Miss Haworth, whose column is widely distributed by the Hearst newspapers, was answering a query from three elderly white collar workers.

The three are among six non-union office workers in a unionized plant. They wrote that after 25 years they could not get a raise, but were given a variation on the old line "If you don't like it, quit." Meanwhile union workers at the same firm had received a number of increases, plus pension, health and welfare benefits.

This was far off the beaten path of Miss Haworth's usual correspondence which normally deals with misunderstandings of the heart. But she approached it with emphatic forthrightness.

"If you aren't management nor a representative of management . . . then you come under the head-

ing of labor . . . and perhaps ought to explore the possibilities of joining forces with organized labor . . ."

What's more, she added, she consulted a spokesman for management who negotiates union contracts for a large business, and a spokesman for labor. They both suggested that the white collar workers try to join the union that represents the rest of the plant. "The mere fact of your being white collar workers doesn't deny you the right to unionize."

She wound up by suggesting that the workers seek advice at the local National Labor Relations Board office and quoted the management spokesman as saying "any employer who would punish you for taking such a step 'ought to have his head examined.'"

To the best of anyone's knowledge no word to the contrary on the subject has come from Emily Post, Dorothy Dix or Doris Blake.

Turned Down OT? Don't Beef On \$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to come up to equal overtime when the easier jobs come along. This practice is unfair to Seafarers who take OT jobs as they come.

The general objective is to equalize OT as much as possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can make up the overtime he turned down before.

Union Acts On Abuses By Offshore Co. Agents

Abuses of Seafarers' maintenance and cure rights in the port of Yokohama, Japan, have been charged to company agents by several Seafarers. As a result, SIU headquarters is taking action to protect the membership in that port from further mistreatment in the future.

The complaints are that some company agents have been forcing Seafarers to accept the worst available accommodations and are refusing the men the right to collect maintenance and cure in cash. Under the contract Seafarers are entitled to eight dollars daily



Lipkin

while awaiting repatriation, or they can get the equivalent in room and board. The SIU Washington office is seeking a list of reputable Yokohama hotels through the American consulate there. The list will be used to instruct the company agents to board men in one of the specified establishments and no others.

SIU Welfare Service points out that seamen on ships can do much to minimize this practice if they notify headquarters immediately when a crewmember is taken off for medical care.

The latest to report on the situation, Seafarer Max Lipkin, described the practices as a "fraud on

injured and sick seamen."

According to Lipkin, "in most cases, the seaman concerned prefers to take the eight dollars in cash and get his own lodging and meals. In Japan, a clean place to sleep and eat should not cost more than four or five dollars a day. . .

"Still when the seaman requests his eight dollars a day in cash he is practically always refused . . . The next move is to send him to a third rate hotel that is located in the very center of Yokohama's red light district . . . The accommodations by American standards are of the poorest . . .

"If the seaman balks, he is told 'take it or leave it' . . . a seaman who is broke has no choice.

"The \$64 question," he asks, "is what happens to the difference between the eight dollars allowed and the actual amount of money spent for room and meals?"

Any Seafarer who is so victimized is urged to report same to headquarters immediately.

US Tax Runaways Grow

The practice of following the runaway flag has now spread so widely among shoreside corporations that Uncle Sam's tax sources are being seriously undermined. That's the warning given by J. S. Seidman, a prominent tax accountant. Tax experts have already dug up more than 30 countries which can serve as havens for corporations seeking to dodge Uncle Sam's tax collector. But of all the countries, Panama and Liberia are considered ideal.

Shipping companies, of course,

reports in the Sunday August 19 edition, that the burden of paying taxes is being shifted onto the shoulders of those unwilling or unable to take advantage of tax-dodging.

One way the game works is for an American company selling abroad to set up two subsidiaries—No. 1 in Liberia and No. 2 where it sells its products. The US company sells its products to subsidiary No. 2 at ridiculously low list prices so that all the profits are racked up by the overseas corporation. Then subsidiary No. 1 in Liberia "loans" money to No. 2 at very high interest rates, or "charges" No. 2 for "technical advice" or "supervision." One way or another the profits are funneled into tax-free Liberia.

Afterwards, subsidiary No. 1 can "loan" its profits back to the parent company at a very low, or non-existent rate of interest, giving it the use of taxfree earnings.

As Seidman points out, Liberia has no currency of her own and uses the US dollar, which immensely simplifies matters. A Liberian subsidiary can be set up within 48 hours simply by paying the necessary fees.

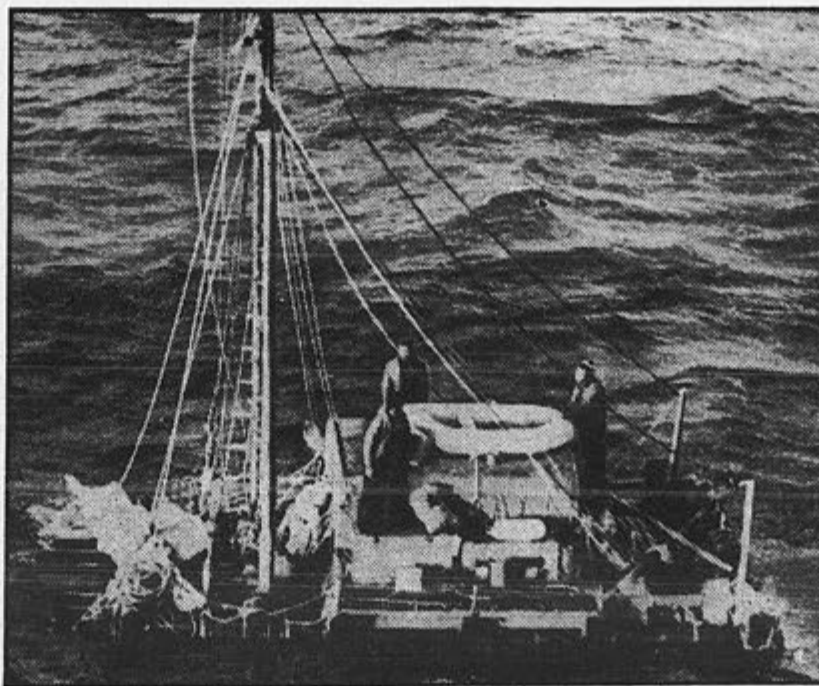
Companies controlled from abroad pay no taxes to Liberia on their earnings outside the country; pay no estate taxes; no taxes on dividends paid to stockholders, or on royalties or interest obtained from outside of Liberia. The directors of the company can meet anywhere in the world.

Even individuals can play the game, Seidman says, by setting up a Liberian or Panamanian cor-

poration in New York and depositing their income to the account of the corporation. There is no US tax on a foreign corporation if it has a deposit here.

Other places cited as tax havens are Curacao, the Bahamas, Bermuda, Tangiers, and many other smaller countries. But Panama and Liberia are considered the best—and with good reason.

They Made It—Believe It or Not!



Safe in an English harbor last week after a trip that started in Halifax, Nova Scotia, on May 24, this trio of French-Canadians drifted across the Atlantic for 87 days on their 35-foot raft made of planks and rope. They drank rainwater for 30 days after their supplies ran out. A fourth man was taken off sick by a passing ship in June. The raft is called L'Egare II ("The Lost One").

French May Build Atom Superliner

America may yet launch the first atom-powered ship, but if it does, the French will be right on its heels. A \$78 million passenger liner now on the drafting board may have a nuclear reactor installed by the time it gets into the construction stage.

The 55,000-ton liner is being designed so that it could be converted to nuclear power by relatively simple replacement of its conventional steam power plant.

The potential of an atom powered ship was further revealed in a dry-land run of a nuclear reactor. The Atomic Energy Commission reports that the engine ran 66 days and nights on one charge of uranium. When it was stopped it still had fuel left over.

The dry-land model is similar to the power plant of the submarine Nautilus. Under similar circumstances in actual operation, the Nautilus could have gone around the world underwater at top speed, and have fuel left for thousands of miles of cruising.

The French passenger ship is due to be launched in 1960 and will be similar to the Normandie.



have long since discovered the advantages of dummy corporations overseas, as a way of evading US taxes, wages and manning scales, but now shoreside companies are following the practice in increasing numbers.

\$100 Enough To Start

The SEAFARERS LOG reported on January 6 that Liberia in particular was reaching out for shoreside US business registrations. The LOG pointed out that a \$100 bill and an annual fee of \$175 was sufficient to establish a subsidiary company in Liberia which paid no taxes to that country or to Uncle Sam.

Now the "New York Times" financial editor, quoting Seidman,

with **SIU** families

Here is another selection of photos of Seafarers' children at their homes. They are just a handful of the many hundreds received by the SEAFARERS LOG showing glimpses of the family life of Seafarers.

Watch future issues for further picture stories on Seafarers' families.



Breaking in the ranch hands, Paula (1) and Eileen, is Seafarer Tom Fleming. A third is en route.



Seafarer and Mrs. Alexander Pulles are shown with their three children outside their Baltimore home.



Erie, 4, and Judy Cruz, 2, live in the Bronx, NY. Their proud dad is Seafarer Manuel Cruz, who likes those winning smiles.



Stan Cieslak admires daughter, Alana, born in March, 1956.



Frank Harper picks himself a puppy for a 3rd birthday gift.



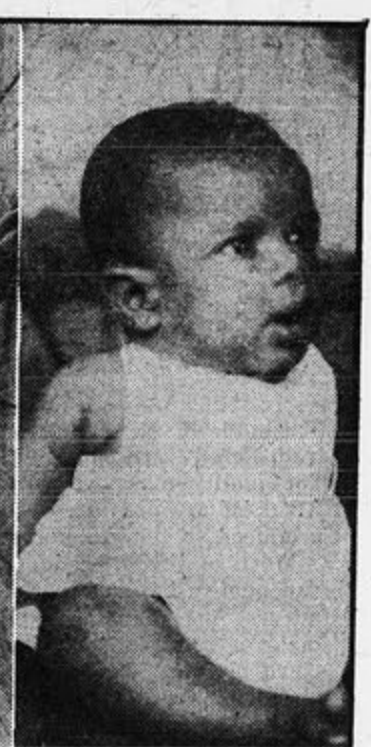
That's Janice Elaine Gale, 2½, of Savannah, standing, rear.



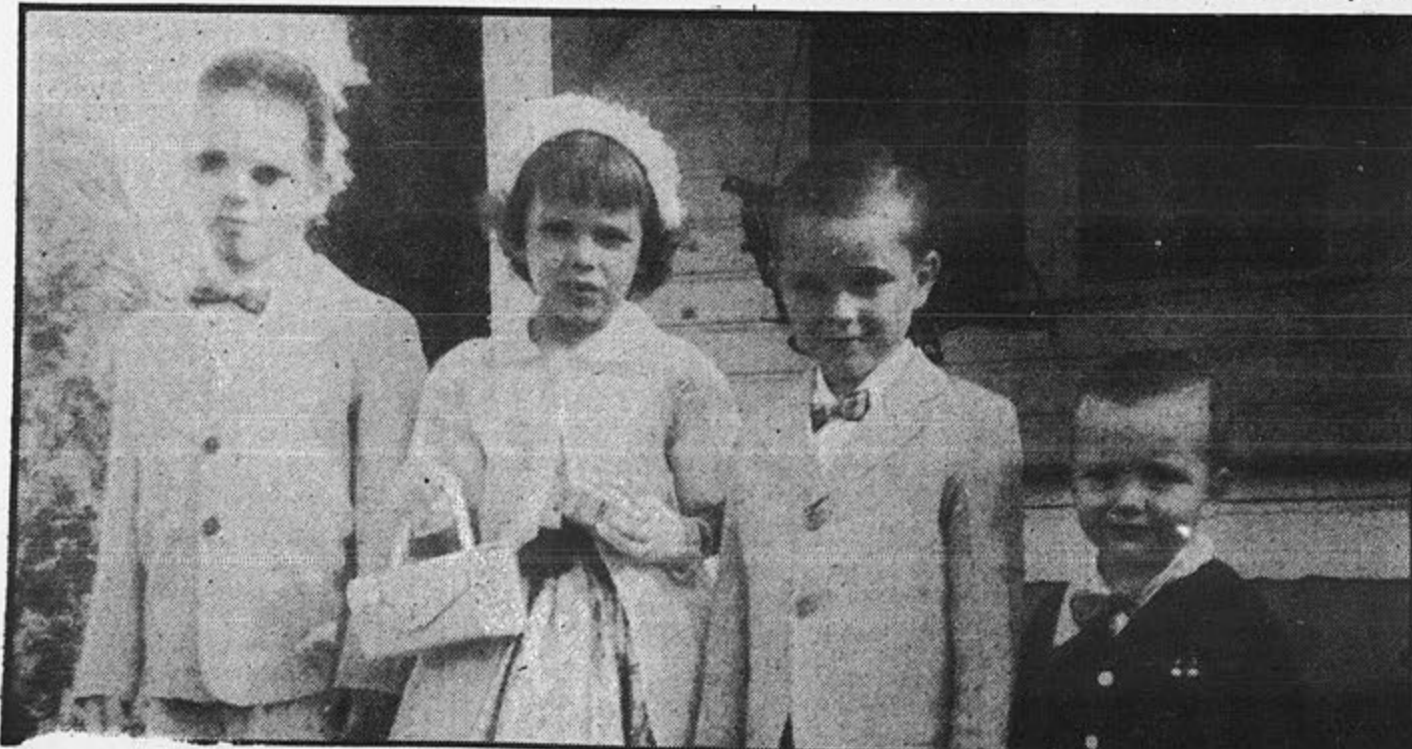
Carmen Antonia Hernandez lives in Perta de Tierra, PR.



Seafarer Bill Kennedy's pride and joy is 19-mo. David Earl.



New Orleans is the home of Nelson A. Wells, age 4 mos.



This healthy-looking family belongs to Seafarer Robert Graham of Mobile. He's currently chief electrician aboard the Alcoa Polaris. They are (1 to r) Robert Jr., 8; Sheila, 6; Eugene, 5, and Frank, 2, all dressed up for a family celebration.



Jeremiah McKnew and big sister Jean live in Philadelphia.

Another Mobilian is David, 1, son of John Nordstrom.

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Union-Made Goods Clue To Quality

An investigation by this department finds that contrary to much popular belief found even sometimes among union people, union-made and sold goods in general are no more expensive than non-union goods, and sometimes even cost less.

Moreover, our research reveals, the fact that an item is union-made is an indication that it is more likely to be good quality. In fact, these findings indicate that the union label is actually a more reliable guide to good quality than the seals of commendation or "guarantee" given their advertisers by commercial magazines such as Good Housekeeping and Parents Magazine.

During the past year, this department has investigated comparative quality and values in shoes, several clothing and apparel items, two types of electrical equipment, and eyeglasses.

In addition we have taken the ratings of three independent organizations that make laboratory tests of consumer goods and checked to see how the union-made items compared with non-union items in the same tests.

No Added Cost On Union Products

The results will surprise many consumers who have the notion that a union-made product costs more, even though they may be willing to pay more to further union conditions. You don't really pay more, our findings indicate, and are likely to get better quality.

Here are the facts revealed by this investigation:

1—In one organization's rating of men's dungarees, the non-union brand placed last on the list in terms of quality. In terms of price without considering quality, this inferior brand was the same price as two higher-quality brands. In another rating of work garments, the two non-union brands in a list of nine brands, fell into the bottom half of the group in terms of quality and one actually proved to be poorer quality than four union-made garments that cost less money. In fact, the top-quality garment, which turned out to be union-made, was priced 20 percent below the non-union lower-quality garment. If anything can destroy the legend that union-made goods cost more, this revelation should.

2—The shoe industry was also surveyed to determine how union and non-union brands compare in quality alone, and in value (quality in relation to price). In the industry, its a maxim that the best-quality shoes come from areas like Brockton, Mass., Chicago and Wisconsin. The finest women's shoes traditionally are made in the New York City-Brooklyn shoe center. Top-quality mass-produced footwear comes from the St. Louis area. All these are unionized areas, while the lower-quality footwear is often produced in non-union plants in the South.

Much of the unbranded footwear, which is usually cheaper in price and quality both, is made in non-union plants, often by marginal producers, one industry expert reports. The marginal producers try to make a profit from cheap labor, lower-grade materials and inferior construction.

This analysis is confirmed by the comparative tests of shoes performed by independent testing organizations. In one such test, of the nine best-quality models, eight were union-made and one was non-union. Of the eight lowest-quality models, five were from non-union factories and three from union shops. In the case of two large-volume chains, which have shoes made up for their own private labels by other factories, both union and non-union factories make the shoes. Significantly, they retail at the same price.

Union-Made Appliances Superior

3—The third item investigated was a group of electrical equipment rated by two testing agencies. Of nine household appliances the four top-quality brands were all union-made. In another rating, of four brands of electrical switches, the only one not rated satisfactory quality was made by a non-union house. The acceptable ones were union-made.

4—The fourth field investigated was eyeglasses. As this department previously reported, we found that union-made lenses manufactured by one large company were the same price and in several instances cost less than non-union lenses. In the case of eyeglass dispensers (who prepare the eyeglasses in accordance with examining doctors' prescriptions), there was a great variation in price and some in quality. But in general, the more reasonable prices were charged by large unionized dispensers.

5—Another example destroying the legend that union-made goods cost more, supplied by the New York State Union Label and Service Trades Department, is that one leading brand of steel-wool soap pads (Brillo) is union-made but the other (SOS) is not. Yet both generally sell for the same price.

6—Hidden value consumers get from union-processed goods is the sanitation factor. In at least two cases this department has recently observed, unions insisted on sanitary conditions for handling goods affecting public health.

Why, if one manufacturer pays higher labor rates than another, can he sell for the same price? These are the reasons: labor production cost actually is only a fraction of the retail price of an article; unionized workers are generally the more experienced, competent and productive workers (example is the higher production rates with fewer rejects in unionized shoe factories); the better-organized, more efficient manufacturers are also more likely to have union contracts.



All's Well In Suez Canal

Shipping continues to move through the Suez Canal undisturbed but diplomats who are wrestling with the problem of Egypt's seizure of the canal are still far from a solution. The 22-nation conference in London broke up with 17 nations supporting a US plan for international control and four nations against. One country, Spain, was on the sidelines. The Egyptians, on their part, indicated hostility to both sides' proposals.

At the scene itself, US ship operators report that Egyptians are making every effort to keep the canal traffic moving without a hitch. However, difficulties may develop at a later date because of an impending shortage of trained pilots to handle the vessels.

Pilots Take Leave

The majority of pilots are foreign nationals and many of them are British and French. The Suez Canal Company, which was dispossessed by the seizure, has been advising those pilots who are on vacation to take an indefinite leave of absence. Should other pilots now working seek to take vacations they could slow down canal traffic.

There is always the possibility that the British and French would order their nationals home in event of failure of negotiations with Egypt. The Egyptians, in turn, have threatened to bar British and French ships if the pilots leave.

The Egyptians are seeking to meet the pilot problem by advertising in US papers for pilots. They are offering \$1,000 a month to men with master's licenses.

US Plan Supported

At the London conference the Western nations and several Asiatic countries, including Iran, Turkey and Pakistan, supported the US move. It called for Egyptian ownership of the canal itself and international control of shipping operations. India, Indonesia, Russia and Ceylon proposed an alternate plan which would limit international participation to an advisory capacity.

A five-man committee consisting of representatives of Australia, the US, Ethiopia, Iran and Sweden is to meet Monday with Egypt's President Nasser to negotiate a settlement on the basis of the US plan.

While conditions in the Suez area have calmed down considerably, Seafarers in Egypt are advised to exercise all possible caution to avoid unpleasant and dangerous incidents.



Seafarers aboard the supertanker Cities Service Baltimore take part in final tribute to company marine superintendent Richard Priestly, who helped design the Baltimore and her two sister ships. Priestly's final wish when he died last December was that his ashes be scattered at sea from the first of the three supertankers completed. Capt. H. C. Hunter leads the service. Tex Gillespie, deck delegate, sent in the photo.

Launch Third CS Supership

BALTIMORE—The last of three Cities Service supertankers, the Cities Service Norfolk, was launched at the Sparrows Point shipyard on August 22. Launching of the ship completed the Cities Service construction program under "trade in and build" legislation.

Meanwhile, the second ship, the Cities Service Miami, is now completing her shakedown cruise and is due at Linden, New Jersey, this Sunday for crewing out of the New York hall early next week. The Cities Service Baltimore is already in operation.

The three ships can each handle about twice the capacity of the standard T-2, 271,000 barrels apiece. All of them feature individual foc'sles for crewmembers.

Among Our Affiliates

The welcome mat is out for qualified engineers at the headquarters of the Brotherhood of Marine Engineers in New York. The BME announced that it had recently placed 26 new men, a number of them former SIU and SUP unlicensed men, and is on the lookout for more.

The California State Federation of Labor has reelected Harry Lundeberg, secretary-treasurer of the Sailors Union of the Pacific as vice-president of the State AFL. The election took place at the 54th annual convention of the organization in Long Beach, Calif.

Thirteen passengers and crewmembers aboard the burning motor yacht Humko were rescued by SIU Great Lakes District members on the Wabash, a Lakes carferry. The 87-foot yacht went down in Lake Michigan after all aboard were saved.

Two refurbished passenger liners for Matson, the Mariposa and Monterey, will be crewed in Portland, Oregon, the Marine Cooks and Stewards Union reports. Registration in the Portland hall will get first crack at the Matson jobs. The MCS will crew a third ship, the Matsonia, next spring.

A construction bid in the amount of \$470,500 has been let by the Marine Firemen's Union to start work on its new San Francisco headquarters. Additional costs of heating and ventilating will bring the total up to around \$491,000. Work has already begun with the target date for completion being next April.

Seven motor vessels of the Don-nacona Paper Company have been tied up by a strike of the SIU Canadian District. The strike followed upon demands for recognition and a first-time contract. The company handles pulpwood and paper shipments.

Nab Seven In Riesel Attack; Dio Accused

Seven men have been arrested, including the accused ring-leader, Johnny Dio, as the Federal Bureau of Investigation and the US attorney's office in New York announced they had solved the acid attack on labor columnist Victor Riesel. Riesel suffered loss of eyesight after the attack on him the morning of April 5 outside a New York restaurant.

The FBI named Abraham Telvi as the actual attacker. Telvi's body was subsequently found with a bullet in his head on July 28. It was charged that Telvi was paid \$1,000 by Dio and his associates to hurl the acid. Other men arrested were accused of being participants in the plot. They include Dio's brother, Thomas Dioguardi, Charles Tusso, Domenico Bando, Charles Carlino, and two accused go-betweens, Joseph Carlino and Gerdolfo Miranti.

According to the FBI, Telvi was done away with after some of the acid he hurled at Riesel splashed into his own face. However, one element of confusion in the situa-

tion is the position of the New York District Attorney's office.

The New York authorities have expressed doubt that Telvi was the attacker, noting that he did not fit the physical description of the attacker supplied by Riesel and Miss Betty Nevins, an assistant who was with him at the time.

Sign Name On LOG Letters

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

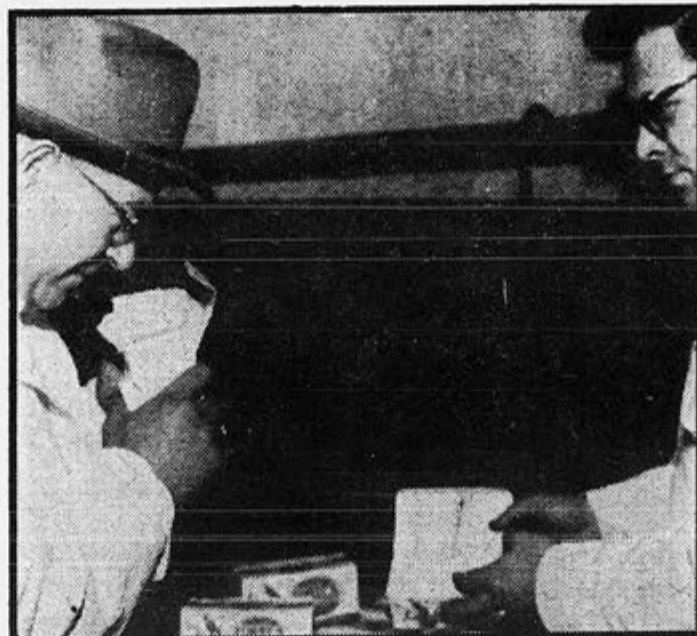


Agriculture inspector checks quality of potatoes at supply house. Looking on is Isthmian commissary superintendent Ted Voelter.

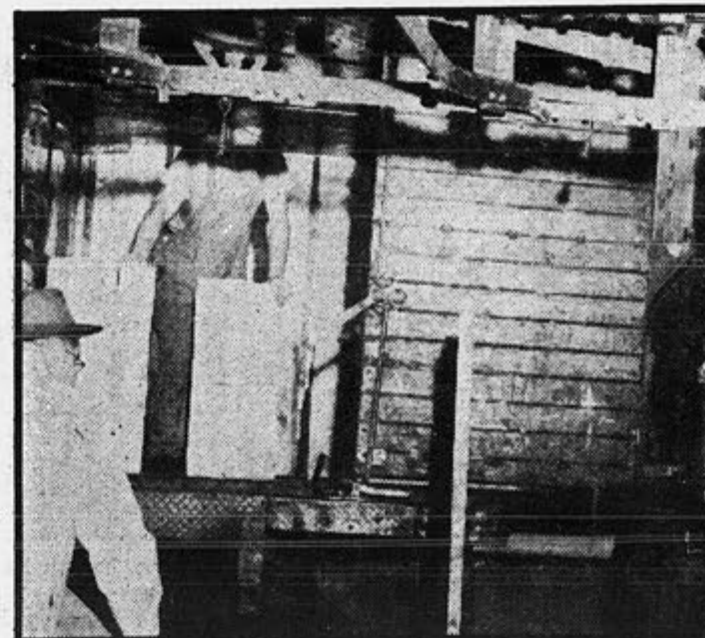
Market Day for a Voyage



All produce is weighed to see that boxes conform to minimum weight markings. Short weight means a ship would be short stores.



Lard gets "sniff test" at meat supply house. Off odor would disqualify it for shipboard use, but this shipment won by a nose.



Pre-packaged and pre-fabricated meats come direct from Agriculture Dep't inspector (left) and then go on to prevent tampering.



Inspector rejected celery because of improper packaging. While of good quality, celery would have spoiled before long.



Knife is inserted all way into hambone marrow. Ham spoilage can start there even if outside looks okay. Here again, nose tells all.



At Erie Basin terminal, checker with carbon copy of supply list checks off items as they are unloaded from truck.

THE dinner plate a messman places in front of a Seafarer while a ship is in mid-ocean is the end-product of a complex ship-storing operation. How well it is done plays a large part in determining whether it will be "good trip, happy ship" or loaded to the Plimsoll line with beefs.

Shipping companies as well as Seafarers have a stake in proper storing because a well-fed ship tends to be a good working, well-maintained vessel. And proper storing makes the cost accountants happy by reducing haphazard wastage and getting the most out of the company's food dollar.

While the old two-pot system of cabin food and crew food is dead, until recently storing methods had not changed much. But now the revolution in food processing, with pre-fabricated meat cuts and new packing methods, is having a marked effect on the quality and keeping powers of ship's stores.

What many Seafarers do not realize is that a third party participates in the storing procedure—Uncle Sam. Department of Agriculture inspectors play a key role in assuring that ships are supplied with properly-processed, fresh and sanitary food supplies.

Pictured here are some of the procedures involved in storing the 25-ship Isthmian fleet, which at any meal will be serving over 1,100 people. With few exceptions all the company's storing is handled through its New York headquarters. The nature of Isthmian runs is such that there are few ports of call where decent supplies can be purchased with the exception of Hawaii and West Coast ports.

When an Isthmian ship comes in, the port stew-

ard hits it on arrival armed with the standard stores list. Together with the chief steward he takes a physical inventory of the ship's stores as a basis for ordering replacement supplies. The usual procedure is to store for the length of the voyage plus a ten percent safety margin. The extra ten percent comes in handy when ships are hung up in a second-rate port with inadequate berthing and cargo-handling facilities.

The standard list serves as the key to storing, but not every ship is stored the same way. A look at the crew list may show that most of the gang hails from the Southland, so she is stored heavier than average on grits, cornmeal, rice, kale and turnip greens. Itinerary counts also. A Persian Gulf run calls for plenty of canned juices and fresh frozen and canned produce. All long-run ships get a goodly share of condensed, powdered and evaporated milk, as no whole milk goes aboard except from US ports.

Long runs require selection of stores with good keeping powers. For example, on the Steel Apprentice, pictured here, interior Florida grapefruit were stored instead of the Indian River variety since the latter are more fragile and tend to go bad more rapidly. Seasonal considerations also bear heavily. Summertime means melons, peaches and similar produce, and a reduction in pork stores.

Once inventory has been taken and the ship's needs determined, the orders go out among the company's 25 to 30 suppliers. All supply specifications are rigidly detailed to assure a uniform product and uniform quantity. Beef, veal, mutton

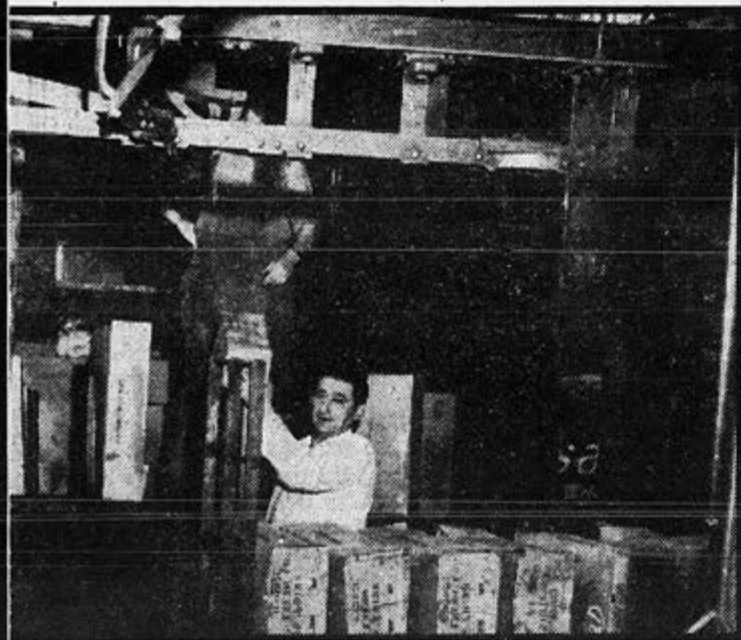
and pork are all pre-cut, trimmed and pre-packaged to a specific size. The grade of butter, the number of sausage links to the pound, the size of poultry (all eviscerated), the container size of hams are specified in the order.

In turn, these detailed supply specifications reflect the constant trend to fresh-frozen pre-fabricated meats and produce. The pre-fab foods are rated as much more economical because the waste has been removed beforehand and the cook knows exactly how many portions he has to the box. They also keep better on long runs and do away with a good deal of heavy and time-consuming preparation on board ship.

The traditional method of putting sides and quarters of meat on board is inferior on several counts. Once a quarter is unfrozen it has to be used up, which means a constant run of the same cuts. That in turn, means monotony, leftover portions and, of course, waste bone and fat. The pre-packaged meats virtually eliminate leftovers, trimming and butchering and keep excellently besides.

Standing between the suppliers and the ship are the Department of Agriculture inspectors. They are assigned on a rotating basis to the various supply houses. It is their duty to see that the supplies offered meet both US inspection standards and the specifications in the company order as to weight, variety, style of preparation, size, quality and so on.

But just to make sure, the conscientious port steward drops around now and then and takes his own look-see on whether he is getting what he ordered.



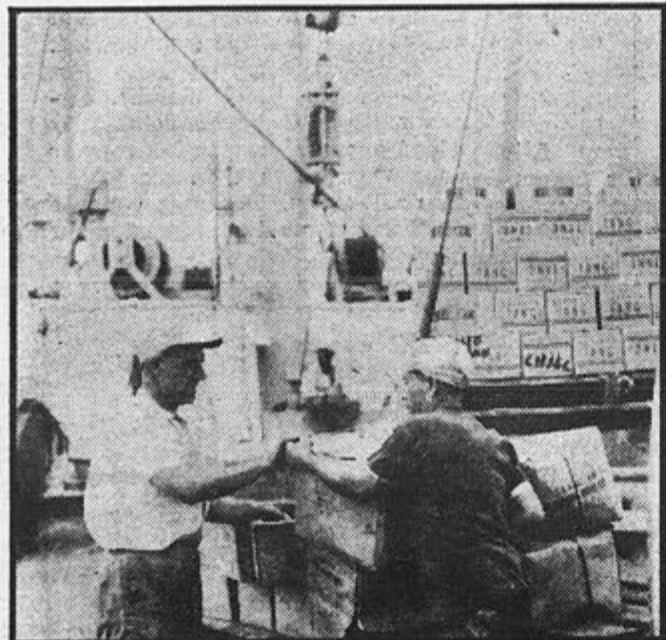
tly from deep freeze in truck (right), are inspected by cond truck which heads to ship. Inspector seals truck to



Chief cook Sebastino Pires also has stores list handy and checks packages as they come down from main deck.



Double checking, Pires opens package and takes look at beef rib roast before having it stowed away.



Shore gang starts stowing stores in chill boxes. Old stores and fresh foods are used before frozen and canned goods.



Object of careful storing is contented and well-fed crew. SIU shipboard feeding system and new steward department working rules are designed to make best possible use of supplies and to encourage shipowners to use modern storing methods.

GOVERNMENT CAMP (Cities Service), July 21—Chairman, C. McMullen; Secretary, W. Cassidy. Ship running smoothly, repair list turned in and most repairs to be taken care of in Galveston. No beefs. Motion carried to accept recent communication unanimously. Foc'sles to be souged. Locks and keys for all foc'sles wanted. Ships fund to be donated to LOG.

HURRICANE (Waterman), July 16—Chairman, W. Harrell; Secretary, P. Plascik. Discussion held about repair list. Ship's fund—\$31.14. No beefs. Two men missed ship. Motion carried to accept communications from headquarters. Condition of laundry sink was discussed. Men to turn in all reading matter. Vote of thanks to steward department.

MADAKET (Waterman), July 6—

Digest Of SIU Ship Meetings

Chairman, J. Urzan; Secretary, J. Sumpter. No beefs. One man missed ship in Oakland, California. Ship's fund—\$299.60. Some disputed overtime. Motion carried to accept communications. Table to be repaired and new chairs put in crew's lounge. Cots needed aboard. Poor job of feeding aboard and poor grade of meat.

MANKATO VICTORY (Victory Carriers), June 28—Chairman, M. Kopenhagen; Secretary, J. O'Neill. Plenty of stores aboard. Motion carried to accept recent communications from headquarters. Changes to be effected in upper bunks. Discussion held on various duties aboard ship.

MARGARET BROWN (Bloomfield), July 15—Chairman, B. Sanchez; Secretary, J. Picou. Messman room to be painted. All other repairs were taken care of. Balance of ship's fund is \$2.73. No beefs. Ship's delegate elected. Chief Electrician explained trouble with washing machine.

MARORE (Ore), July 21—Chairman, T. Drzewicki; Secretary, S. Wojton. Everything okay. Washing machine to be repaired upon arrival. Ship's fund—\$57.50. Some disputed overtime. Motion carried to accept communications from headquarters. Flat iron to be purchased with ship's fund. Iceboxes out of order, to be repaired. Stores to be checked prior to ship leaving dock.

MASSMAR (Calmar), July 22—Chairman, T. Hanson; Secretary, W. Hammond. No beefs. Ship's fund was given to brother whose wife had an accident. Some disputed overtime. Motion carried to accept communications from headquarters. Vote of thanks to Union officials. Menu to be discussed at Union hall, poor variety of meat.

MAXTON (Waterman), July 15—Chairman, E. Yates; Secretary, N. Barnes. Minor beef settled. Sea chest not aboard yet. Some disputed overtime. Motion made and carried to accept communications from headquarters. Ship's fund and repair lists to be made up. Ship's delegate elected.

ORION STAR (Orion), June 19—Chairman, M. Lambert; Secretary, G. Craggs. New delegate elected. Bosun failed to join ship due to illness. Repair lists to be made up for submission to patrolman. Third mate performing work of unlicensed personnel.

HASTINGS (Waterman), July 3—Chairman, H. Randell; Secretary, J. Wells. Two men logged. Repair list turned over to captain. Ship's fund, \$32.00. Few hours disputed overtime. Suggestion that wiper be turned over to patrolman as being unfit to sail on SIU ship. Two brothers had a beef—to be taken up with patrolman. Discussion on transportation and sea chest. Station numbers to be stencilled over bunks.

July 7—Chairman, W. Biskas; Secretary, M. Kaminski. One AB hurt in New York prior to departure. Beef among firemen concerning watches. All coffee cups to be returned to pantryman.

ALCOA ROAMER (Alcoa), July 8—Chairman, D. Clark; Secretary, P. Calebaugh. One man missed ship in New York. Repair lists made up. Ship's fund, \$15.00. One man logged. To speak to patrolman about this. Report accepted. Requisition for food not filled.

STEEL EXECUTIVE (Isthmian), June 6—Chairman, D. Hall; Secretary, Pounds. Some disputed overtime. Two cartons of cigarettes per man. Ship's treasurer, secretary and delegate elected. Night lunch to be improved. Draw suggested by captain.

ALCOA POLARIS (Alcoa), July 15—Chairman, J. Crawford; Secretary, C. James. No results from steward regarding fresh fruit. Motion carried to accept communication from headquarters. Ship's delegate elected.

ALCOA CORSAIR (Alcoa), July 8—Chairman, M. Costello; Secretary, J. Nelson. Everything okay. Thanks to

ship's electrician and all movie operators for repairing and keeping movie machine in good working order. One minor beef in deck department. Motion carried to accept recent communications from headquarters.

AMEROCEAN (N. Atlantic Marine), July 15—Chairman, R. Peebles; Secretary, P. Witthaus. Repair list two-thirds completed to satisfaction. remainder to be completed in shipyard. One man missed ship in Istanbul and rejoined in Iskenderen. Ship's fund—\$4.50. No beefs. Patrolman to see that enough paint is provided. Motion carried that any man drunk at payoff be fined \$50.

CAMP NAMANU (US Petroleum), July 22—Chairman, E. Dore; Secretary, N. Merrick. No draw in Singapore. Ship's fund—\$14.61. No beefs. Some disputed overtime. Letter from headquarters about transportation. Motion carried to give headquarters and West Coast representative vote of thanks for prompt replies. Lengthy discussion held on crew shortage.

CANTIGNY (Cities Service), July 22—Chairman, R. Thomas; Secretary, N. Weiler. Ship's delegate elected. Ship's fund—\$17. No beefs. Motion carried to accept recent communication from headquarters. Everyone to contribute \$1 to ship's fund. Vote of thanks to steward department. Repair list to be completed at payoff.

CHICKASAW (Pan Atlantic), no date—Chairman, S. Ruzyski; Secretary, J. Diisco. Check being made on chief cook quitting at last minute in New Orleans. Everything okay. Motion carried to accept communications from headquarters. Deck delegate elected. Vote of thanks to cook. Report was made on defective washing machine hose.

COE VICTORY (Victory Carriers), July 22—Chairman, N. Leone; Secretary, H. Franklin. One oiler was dispatched from Tampa and will be turned over to patrolman because of performing. No other beefs, everything else okay. Motion made and carried to accept and concur in communications from headquarters. Deck department need shower curtains. Water runs slow in washing machine.

BRADFORD ISLAND (Cities Service), July 29—Chairman, E. Callahan; Secretary, E. McMaster. Informed new sanitary men of duties. No beefs. Recent communication from headquarters read, posted, accepted and concurred. New fan needed for mess-hall. Toaster to be repaired. Vote of thanks to steward department.

ALCOA RUNNER (Alcoa), July 22—Chairman, J. Galendez; Secretary, T. Wasilik. Incident which happened aboard was taken up in San Juan. Representative to write charges against both men. Any injuries to be reported immediately to department heads. No more reading while on gangway watch. Watch is for safety measure. One man paid off in San Juan due to illness; hospitalized in Ponce; joined ship in Aguirre, P.R. Ship's fund, \$14.00. One man with 60 days will have to pay off. Reports accepted.

MARIE HAMIL (Bloomfield), July 28—Chairman, L. Cartwright; Secretary, W. Young. Disputed overtime to be settled as promised by patrolman. One man in engine department missed ship in New York. New secretary-reporter to be elected. Ship's fund, \$5.50. Steward will accept requests for special dishes and see that they are put on menu if possible.

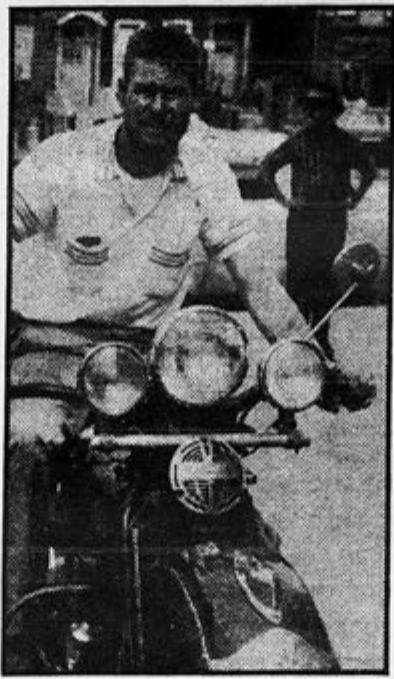
THE CABINS (Mathiasen), July 9—Chairman, H. Houston; Secretary, M. Ohstrom. Delegate contacted agent in Houston to improve quality of stores in northern port where there is a port steward. Ship's fund, \$21.60. Steward reported quality of meats much improved. Two cases of milk spoiled from standing on dock too long. Message to be sent to headquarters requesting permission to pay off at sea.

ROBIN GOODFELLOW (Seas Shipping), July 25—Chairman, W. Swartz; Secretary, F. O'Neill. Repair list turned in and taken care of. New list turned in. Twenty hours disputed overtime. Several hours late meals disputed. Reports accepted. Steward to check stores and also low grade of stores put on aboard. All beefs to be taken up with department delegate.

OCEANSTAR (Triton), July 17—Chairman, W. Millison; Secretary, R. Noren. Nomination of ship's delegate. Everything running smoothly. Disputed overtime for chief cook. Library to be changed

THE CABINS (Mathiasen), July 19—Chairman, H. Houston; Secretary, M. Ohstrom. Ship's fund, \$21.60. One man missed ship in Texas City. No beefs. Two men missed ship in Texas City. Pumpman man to meet ship at next port. This is against SIU shipping rules and matter to be taken up with headquarters. Reports accepted. New delegate elected. Delegate to contact headquarters regarding clarification of rules concerning members who miss ship and attempt to rejoin. Discussion on questionable crew changes okayed by Houston hall.

August 6—Chairman, S. Foti; Secretary, M. Ohstrom. Captain consulted concerning pumpman's overtime beef. To be taken up with patrolman. Matter of two brothers fighting aboard ship to be taken up with patrolman. Ship's fund, \$21.15. One man missed ship; one man got off on account of illness. Three men getting off. Steward to be turned in to patrolman for failure to order sufficient basic stores such as bread, milk, lemons, etc. Discussion by steward as to reasons for shortages. Motion that ship not pay off before patrolman comes aboard. Delegate to see about awning for poop deck which needs repairs or replacement.



Seafarer Sy Sypher arrives at SIU headquarters after overnight motorcycle trip from Illinois. He said he "just had to get on a ship again" after getting out of the Army. He made the High Point Victory three days later.

Wanted Ship Fast; Ex-GI Zooms To NY

There's none more anxious to ship out than the returning service man and Seafarer Carroll C. Sypher, DM, was no exception. Sypher ate up several hundred miles between Illinois and headquarters in one day's furious motorcycle traveling so that he could grab a ship. He was back in harness aboard the High Point Victory three days after he picked up his membership book and registered.

En route to headquarters he slept overnight alongside the highway making use of camping gear strapped to the rear seat. But chances are he didn't waste too much time snoozing on the long haul to New York.

While in service, Sypher was stationed at the Atlantic tank depot, Atlanta, Georgia. For a while he was "commodore" of the cabin cruiser owned by Lieut. General Bolling, 3rd Army commander. The rest of his time was spent as instructor at the ordinance automotive school giving tank trainees the basic lowdown on mechanics, physics and electricity. He had qualified for Officer Candidate School but was turned down as over-age.

Sypher sails AB and deck maintenance and has been with the SIU since 1947. In November, 1951, when the new SIU hall opened, Sypher's arrival in NY at that time was pictured on the front cover of the new SEAFARERS LOG put out to celebrate the momentous occasion.

Only In-Patients Get 30-Day Cards

Seafarers who have to enter a hospital from a ship are entitled to get a shipping card dated the day of entry to the hospital, up to 30 days, provided they report to a Union dispatcher within 48 hours of leaving the hospital. However, men who go to the hospital only for outpatient treatment are not entitled to these cards.

Seafarers already registered at SIU halls who have to be hospitalized for over 30 days, can get a new card for 30 days only, from the dispatcher.

Coal Liberty Breakout Denounced By US Co's

WASHINGTON—A large body of American flag operators have filed strong protests over a Federal Maritime Board examiner's favorable finding on behalf of American Coal Shipping Inc. The examiner recommended the chartering of 30 Liberty ships to the newly-formed corporation for carriage of export coal to Europe.

At the same time, the company itself also filed exceptions to those sections of the examiner's ruling which would restrict the operations of the company.

Those lining up strongly against the operation included the American Tramp Shipowners Association, US Lines, Bull Steamship Company, Luckenbach Steamship Company and a number of other operators.

The tramp shipowners said that the chartering of US reserve ship fleets would destroy their operations by depressing coal rates. They declared that anybody seeking to move coal could find existing tramp ships to charter at the present time. The private steamship companies posed similar objections, declaring that space was available in liner services for carriage of bulk cargoes and that American Coal Shipping could charter privately-owned ships if it so desired.

Company Includes UMW

In its turn, the new corporation, composed of coal companies, coal carrying railroads and the United Mine Workers, objected to the terms of the charters proposed by the FMB examiner. These terms would involve minimum rate fixing by the Maritime Administration; refusal of permission to carry anything but coal; limit the charters to a year and require the company to pay breakout and lay-up expenses.

The examiner's recommendation for a minimum rate was based on

the fear that American Coal Shipping could fix an artificially low rate which would put other ship operators out of business.

The new company argued, in turn, that foreign-flag shipping has been monopolizing almost 99 percent of the coal export trade. It cited this as the reason for the entry of a new company into the field with relative freedom of action on rate fixing.

SF Shipping Remains Good

SAN FRANCISCO—Shipping held its own during the past two weeks, upholding an earlier forecast.

Job activity remained at virtually the same pace as before, as a total of 73 jobs were dispatched. The outlook is more of the same, Port Agent Leon Johnson indicated.

One scheduled payoff, the Robin Hood (Seas Shipping), came in for payoff and sign-on as expected. The Jean LaFitte also signed on, helping to keep the level of replacements high.

Seven in-transit vessels arrived during the period, including the Steel Fabricator, Steel Traveler (Isthmian), and the Young America, Beauregard, Madaket and Kyska (Waterman). The Young America came in twice. No major beefs were encountered on any of the ships in port.

SEAFARERS IN ACTION

In the knife and fork department honorable mention this week goes



Soriano

to chief cook Frank Soriano of the Steel Vendor for "tasty food throughout the trip." Aboard the Maryarm, steward H. M. Guinier rated as doing "an excellent job aboard this vessel" while on the

Del Mar it was chief steward Phil N. O'Conner who drew all the applause. And to top it all off, the Orion Planet now has piped music in the crew messhall under arrangements made by the chief steward of the supertanker.

The compliments were flying thick and fast on the National Liberty when the ship was last heard from. First the skipper asked the ship's delegate, Pete Loleas, to express his thanks to the crew for their fine behavior throughout the trip. Then the chief steward chimed in to say that it was the best crew he had ever sailed with. Finally, crewmembers themselves noted that Mike Toth was the "best messman on SIU ships." All in all, it sounds like a pretty happy trip.

The ship's delegates have been busy, as usual, with a variety of chores on the ships. Aboard the Pacific Ocean, ship's delegate Ernie Such has been on the go. He got the gang an SIU shipboard

library from the Norfolk hall and then got the gang to contribute extra dough with which he purchased more books and magazines. It looks like there will be plenty of reading matter throughout the trip. He also checked the slop chest to make sure that there were adequate supplies aboard and got after the mate to have the passageways painted out—all in all the kind of service a good delegate gives his shipmates.

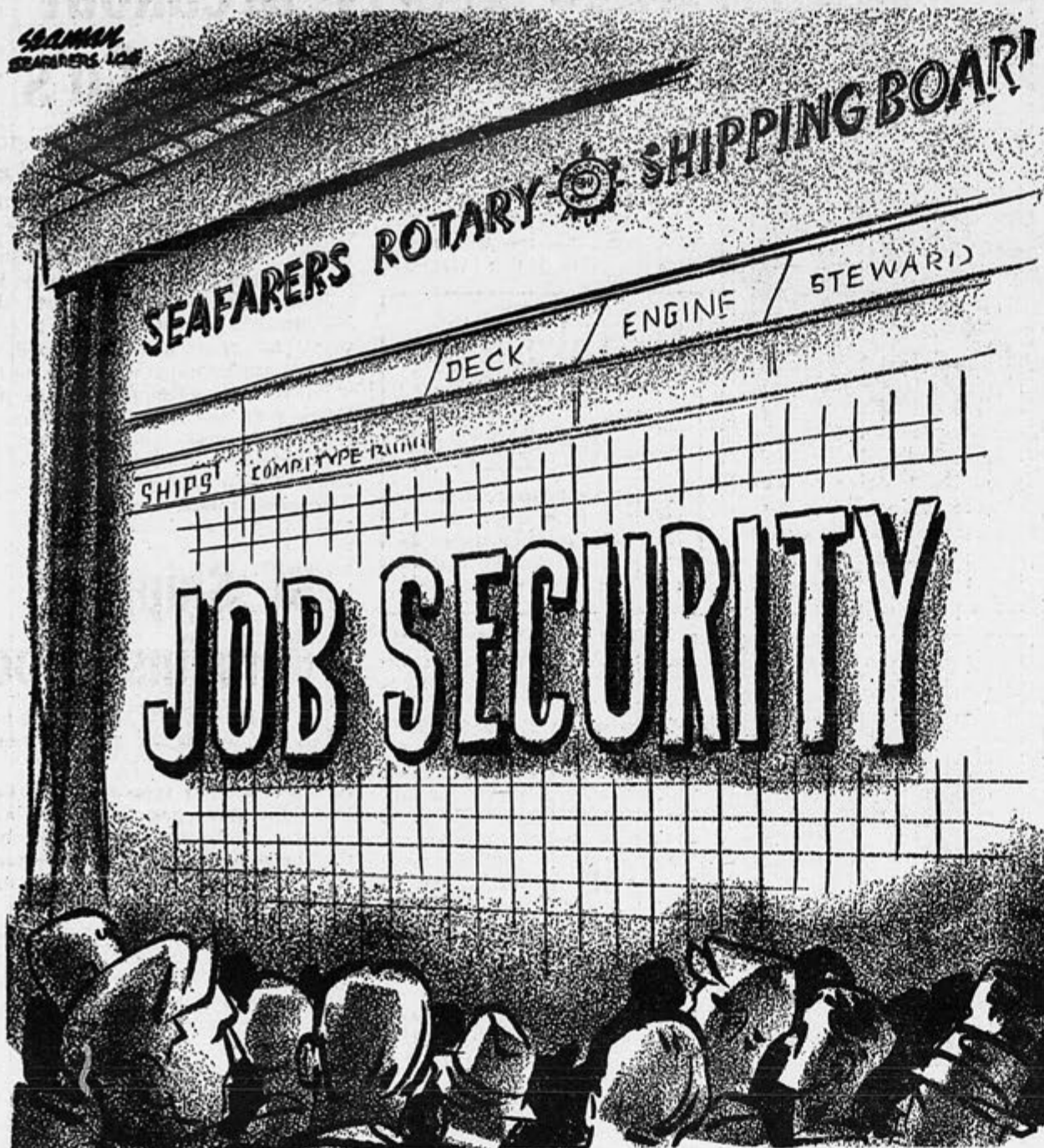
The Robin Locksley crew has a punching bag to practice on from now on as Sal Di Bella, second electrician, willed it to the gang when he got off. Everybody should be in top-notch shape from now on.

Aboard the Steel Worker, carpenter Byron C. Barnes voluntarily added another duty to his regular ones when he took on the job of ship's librarian. Barnes got a vote of thanks from his shipmates for his efforts.



'For SIU Men...'

SEAMAN
SEAFARERS LOG



Court Again Revokes CG Screen Rule

SAN FRANCISCO—The Coast Guard's effort to continue withholding seamen's papers from 300-400 West Coast seamen barred from ships under a now-unconstitutional screening program has been rejected by a high Federal court once again.

A ruling by the United States Court of Appeals here ordered the papers returned "forthwith" in compliance with an earlier finding by a lower court. The latest ruling criticized the Coast Guard for "trying to give effect to the old regulations by which they denied those men employment."

Held Back Papers

The Coast Guard had sought to hold back the men's papers while it decided whether or not to file new charges against them under an amended screening procedure. The old program was ruled illegal last October on the ground that it was based on secret testimony and denied the men the right to confront their accusers.

A new screening procedure was then announced which would bar secret testimony in most cases. But the agency refused to return the men's papers so that they could resume sailing, while it decided whether to file charges against them under the new procedure. The appeals court declared that such a procedure could not be allowed, thus making it mandatory for the Coast Guard to allow the seamen in question to sail pending possible new charges against them.

One of the prime objectives of the SIU since the days it was first formed has been to provide sufficient job opportunities for seamen who sailed regularly for a living. The one way that this could be done in the maritime industry, with seamen going from ship to ship and company to company, was to aim for at least one contracted job for every regular seaman.

With the ups and downs of the maritime industry, this has been a tough order, but more often than not this objective has been realized. One way it has been achieved is through vigilant and energetic organizing and alertness in obtaining newly-formed companies under Union contract.

Today, thanks in large part to this consistent Union policy the job ratio is an extremely favorable one offering a very high degree of job security to men with seniority in the SIU. The proof of the pudding lies in the shipping figures which show job totals pressing ever higher. What's more, they also reveal that even men with class C seniority, who have had no previous experience with SIU companies, have been able to ship in considerable numbers, because there are more than enough jobs available for class A and B men.

Seafarers can rest assured that despite the fluctuations for which the industry is notorious, the Union will continue to maintain its job ratio policy to the best of its ability.

~ ~ ~

Whose Opportunity?

There is no doubt that the shipping industry and patterns of shipping activity are now undergoing radical changes. The US will shortly begin construction of an atom-powered ship and the French are following with talk of a nuclear superliner. Plans for new "aircoach"-type passenger ship travel are very much alive. Huge new super-duper tankers up to 100,000 tons are in the offing. A vast new trade, carrying coals to Newcastle and other European ports is fast-becoming a permanent fixture. The St. Lawrence Seaway is knocking on the door. Roll-on, roll-off ships are around the corner.

All of this presents a vast opportunity and challenge to the US government and the maritime industry. But much of the opportunity can evaporate unless steps are taken to protect shipping from the ever-growing inroads of the runaways. Both political parties have pledged support of a strong US merchant marine. It's up to Congress and the next administration to plug the loopholes and assure US-flag ships of a fighting chance to take advantage of new developments.

'Our Shipping Is Red Hot,' Seattle Boasts

SEATTLE—Barring a major calamity, shipping here can be expected to skyrocket for the next four weeks or more.

Four payoffs were due this week and two more are already slated for September, in addition to whatever ships happen to "sneak in" unexpectedly.

The only sour note in these proceedings, said Jeff Gillette, port agent, is the shortage of manpower to handle the boom. The shortage is expected to get even worse in all ratings next month. Bosuns and stewards are the only ratings in abundant supply; all others can get out as fast as they want.

Scheduled to come in this week were the William A. Burden (Western Tankers), Battle Rock (US Petroleum), Coeur d'Alene Victory (Victory Carriers), and Afoundria (Waterman). On tap for September are the Coe Victory and Lewis Emery, Jr., also for Victory Carriers.

Two Full Crews

Both the Burden and the Battle Rock are scheduled to be in dry-dock about two weeks, then will take full crews for a year's stay in the Far East.

An added starter is the Arthur M. Huddell (Bull), which has been serving as a warehouse ship for an Army cable ship laying a line between Seattle and Alaska. She has had only a standby crew aboard for some time, but is due to take a full crew next week for a trip back to the East Coast to pick up more cable.

All in all, Gillette pointed out, shipping looks very good for the future. Anyone who finds things slow in another port and wants to get out quick should make it with ease from here.

The Kyska (Waterman) and Ocean Nora (Ocean Trans) paid off and signed on during the past period, while the Alamar and Yorkmar (Calmar) and the Young America and Madaket (Waterman)

Keep Draft Board Posted

SIU headquarters urges all draft-eligible seamen to be sure they keep their local Selective Service boards posted on all changes of address through the use of the post cards furnished at all SIU halls and aboard ships.

visited in transit. A few beefs on overtime were settled smoothly.

All else is fine, including the weather, which has been near-ideal for the last five months, with little or no rain at all.

No Letdown Seen In NY Ship Boom

NEW YORK—Shipping was just one short of the record for the year during the past two weeks, with still no letdown in sight.

The total number of regular jobs shipped, 336, plus a dozen standby jobs, brought the actual total up near the 350-mark for the period, according to Claude Simmons, SIU assistant secretary-treasurer and headquarters port agent.

Predictions of a continued good outlook are fortified by the imminent return of several Libertys from long offshore runs, and the near-completed purchase of up to three new ships by one operator already under contract. The first of the new ships is expected to crew up early next month once the transaction goes through.

Also due to take a crew about the same time is the Seatrain Savannah, which is still in the shipyard.

No major beefs have been encountered during the period, except for one item which was straightened out on the High Point Victory, a Bull Line ship on the Blue Jay northern supply run. The crew refused to sign on for another trip until it received assurances from the company that the first assistant engineer would cut out hardtinting the crew or doing unlicensed men's work.

A total of 23 ships were paid off, five were signed on and eight were serviced in transit during the period. They were all generally in good shape.

LABOR ROUND-UP

Two years after the National Labor Relations Board ruled the National Carbon Company was guilty of unfair labor practices, the NLRB has "reaffirmed" its original ruling. In the meanwhile, the company has been battling the issue in the courts. The company has now been ordered to bargain with the Oil, Chemical and Atomic Workers Union. The case rates as a classic example of delays made possible by the Taft-Hartley law.

Former Army Secretary Robert Stevens, head of the J. P. Stevens textile company, has been accused of anti-union tactics by the United Textile Workers of America. The company notified Local 54 of the union that it was terminating the agreement and asked elimination of security and arbitration clauses.

A three to one vote of 16,000 Boeing aircraft workers ratified a two-year agreement between Boeing Airplane Company and the International Association of Machinists. A basic five percent wage boost is provided plus seven cents

an hour additional in the second year. Vacation and shift improvements are also included. The settlement covers Boeing's B-47 and B-52 plants in Kansas.

Throwaway clothes made of paper are on the way to market, the International Brotherhood of Paper Makers reports. One of its contracted companies has developed a waterproof flexible paper-base material which can be sewed or pasted. The first use of the material will be for such items as doctors utility coats, nuclear plant workers and the like.

Steel workers have returned to their jobs with a 45½-cent three year package contract covering wages, and fringe benefits. The bulk of gains are concentrated in the first year. The contract includes cost of living adjustment figures. With the steel plants humming again, the United Steelworkers Union called out 26,500 men at Alcoa and Reynolds Metals. The union got much the same terms there as in the steel industry.

Pay Formula Can Speed Trip To Booby-Hatch

$$P = \frac{Bn}{30}(-NR+X) - \frac{Bn}{30}(-NR+X) + 2.3d - (Ap+S+D) - s$$

The above might seem a bit formidable to the novice but, based on the researches of Seafarer Gordon L. Peck and the LOG staff, it presents a simplified (???) formula for figuring one's payoff.

Peck admits he dreamed this up while sitting out a freeze-in in Northern Greenland a while back. But once he thawed out after getting back home to New Orleans, he decided to send it in anyway.

In the order of their appearance,

P is cash payoff; B, base pay per month; n, number of days worked; N, number of hours of overtime; R, overtime rate; X, miscellaneous (meal allowance, penalty pay, transportation, bonuses); d, number of dependents claimed; A, amount of allotment per time unit; p, number of time units; S, slopchest deductions; D, draws, and, s, special state deductions.

The ".98" calculation of total earnings represents a two percent deduction for Federal Social Security payments, while 18 percent of total earnings plus 2.3d represents the amount of US tax withheld based on the number of dependents claimed. In most cases aboard ship, 18 percent of gross

income less \$2.30 for each dependent claimed will yield the withholding tax figure or close to it.

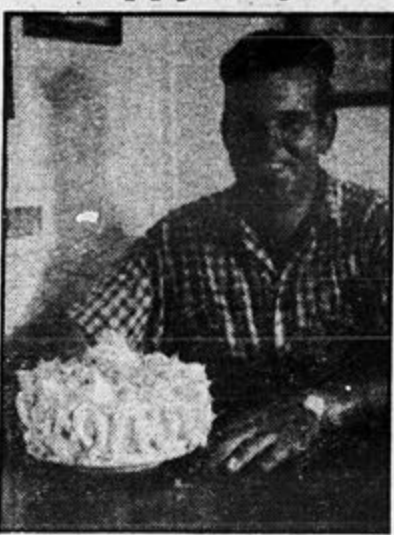
Peck adds his findings that since most of the terms of this formula remain fairly constant or are beyond our control, "the only way to increase 'P' is to cut down on 'D', unless you also happen to be a big slopchest customer.

"I've also had an uneasy suspicion since formulating this recipe for uneasy confusion that there were one or more flaws in it. "There must be something wrong with it," he added. I can't seem to make 'P' cover 'Le' (living expenses)."



Peck

Happy Days



Celebrating birthday at sea, ship's delegate Lonnie Cole on the Calmar poses with cake whipped up by the baker for the occasion. Reporter T. H. Jackson sent in the photo. Everybody shared a piece of the cake.



At the mercy of "barber" Pat Fox, Mac McCloskey gets a tonsorial "treatment" during the inter-coastal run on the Texmar, but still manages to keep smiling.

Asks Meaning Of Sea Terms

To the Editor:
I would appreciate the help of SIU men in connection with a nautical dictionary I am writing.
I am especially interested in a definition of the following words and terms:
"Apron" with respect to the waterfront, but not with reference to the inside stem of

not the "slaves" of the captain or anyone else. This amendment was adopted over 80 years ago. It's about time the Navigation Laws of the US caught up and abolished the term "Master" forever, as all Americans are free born.

Edmund J. Rocker

'Let Joe Do It' Talk Aids No One

To the Editor:
It seems all of us have a "let Joe do it" mind; me too, I guess. But as we all know, that gets us nowhere.

When the ship is taking water over the decks and the watertight doors should be closed, some guys just sit still and think "let Joe do it."

When the food is not up to par, and help for the steward is needed, "let Joe do it" is the byword. But when there is griping to be done about the food or anything else, everyone gets into the act.

Everyone has something to say about the guys who speak a foreign tongue in the messhall, about how they should only speak English. Then often these are the same guys who go to the "rec" hall later and talk in another language altogether.

Why don't all of us just use the language of this country and make it easy on ourselves instead of barking about somebody else.

We have the best Union and the best working conditions. Let's make 'em even better.

Tom Collins
SS Pennmar

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.

a sailing vessel; performer; gashound; penalty cargo; scenery-bum or bomb; steam schooner.

I also would like a definition of a line with a small sewed canvas bag filled with sand, which is thrown to shore to pull the mooring lines ashore. I don't mean a heaving line.

Anyone who can provide some of this information is invited to write me at 48 Jan van Avennesstreet, Rotterdam, Holland.

L. Pleysier

Raps Aid Scheme For Liberia MM

To the Editor:
That editorial in the "Saturday Evening Post" (LOG, July 6, 1956) plugging the virtues of the Liberian "merchant marine" gave some of the crewmembers on the Wild Ranger quite a jolt.

It seems the giveaway of US ships and the policy of letting the operator; put their ships under foreign flags isn't wrecking the US merchant marine fast enough. Now they want the US to help them train scab crews to man those ships.

All of us on this vessel pay a considerable amount of money each year in taxes. But this setup would be the same as paying taxes to do ourselves out of jobs.

Colloquially, it means paying someone to hit you on the head with a hammer. —and keeping up the payments until he drops you for good. What a deal that would be!

R. S. Johnson

Hails New Gains Made By SIU

To the Editor:
I am writing to let you know that I want to discontinue receiving the SEAFARERS LOG as I am going back South.

I want to thank you for sending me the LOG for the past seven years since my husband, Herbert R. Bell, died in September, 1949. I have been keeping up with the good work and the news of what the SIU has done. The Union has really come up and gone a long way towards bettering the life of the seaman.

Mrs. Floy Bell

Says Skipper Is Not His Master

To the Editor:
I believe the captains of US merchant ships should no longer be called "Masters," as this is a violation of the 14th Amendment to the US Constitution. Crewmembers on a ship are

Baby Benefit A Great Help

To the Editor:
We wish to announce that we are the proud parents of twin sons, born on July 3, 1956, at the Somerville Hospital, Somerville, Mass. Both babies are still in the hospital because they were born prematurely.

They will be there for quite some time, we understand, as they cannot be allowed to leave the hospital until they each weigh 5½ pounds.

We are thankful now for the maternity benefit which we will receive for each of them. It will help to pay the hospital bill, which should amount to quite a bit.

We have three other children also, who did not come under the maternity benefit. This is a wonderful plan the Union has. We don't know what we would have done without this to count on. All we can say is thanks to the Union once again.

Maurice Olson

Thanks To Union He's Now An AB

To the Editor:
All professional ordinary seamen who desire their AB papers will find that Mobile is the place. Now don't get me wrong, they're not going to hand them to you and that's that. Go to the SIU upgrading school there in Mobile and brush up. "Jughead" Parker or Bill Wallace will give you all the information and help you need.

It's a good hall in Mobile and a nice bunch of guys there. To name a few there are "Jughead," Bill, Cal Tanner, Hal Fischer and Leo Marsh. Any one of these brothers will help you all they can. My thanks to the above-mentioned brothers for helping me.

Don Rundblad
(ex-ordinary seaman)

SEAFARERS IN THE HOSPITALS

- | | |
|--|---|
| USPHS HOSPITAL
BALTIMORE, MD. | James T. Moore
John A. Morris
Johnny Nettles
William S. Porter |
| USPHS HOSPITAL
BOSTON, MASS. | John A. Farrant |
| USPHS HOSPITAL
GALVESTON, TEXAS | Francis L. Grissom
Concepcion Mejia
Alfonso Olaguibel |
| 6th DIST. TB HOSPITAL
MOBILE, ALA. | William Havelin |
| USPHS HOSPITAL
NORFOLK, VA. | Claud E. Denny
Alfred Sawyer |
| Francis J. Buner
Flem A. Clay
Clarence Crowder | |

- | | |
|---|---|
| USPHS HOSPITAL
NEW ORLEANS, LA. | William Lawless
Rene LeBlanc
John Linn
James M. Mason
Michael O. Muzio
Richard Pardo
Winford Powell
Abner Raiford
Randolph Ratcliff
Wade H. Sexton
Charles F. Dorough
H. Leonard Shaw
William Driscoll
Toefil Smigielski
Joseph T. Gehring
West A. Spencer
Clarence Graham
Luciano Toribio
Carl Jones
James Vallot
William H. Jones
James E. Ward
Edward G. Knapp
Fritz Widegren
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David A. Wright
Leo H. Lang |
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SAN FRANCISCO, CALIF. | Martin M. Hammond
Jobe E. Mullen |
| USPHS HOSPITAL
SAVANNAH, GA. | Herman T. Nungzer
Jimmie Littleton |

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| USPHS HOSPITAL
SEATTLE, WASH. | Bard C. Nolan
David T. Raynes
A. W. Sadenwater
Lacy H. Stuart |
| VA HOSPITAL
ALBERQUERQUE, NM | Charles Burton |
| USPHS HOSPITAL
FORT WORTH, TEX. | Edoardo Piscopo
Rosendo Serrano |
| VA HOSPITAL
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| USPHS HOSPITAL
STATEN ISLAND, NY | George Meltzer
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Alonzo W. Morris
Eugene P. O'Brien
Juan Pascual
George Robinson
Jose Rodriguez
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P. W. Siedenber
Andrew Snyder
James Stickney
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F. C. Villacorte
Robert R. White
Yuen Yueng |
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MANHATTAN BEACH
BROOKLYN, NY | Leonard Leidig
Anthony D. Leva
Mike Lubas
Archibald McGuigan
W. C. McQuiston
H. F. Macdonald
Michael Machusky
Benjamin Martin
Albert Martinell
Vic Milazzo
Joseph B. Murphy
Ralph J. Palmer
George G. Phifer
James M. Quinn
George E. Renale
D. F. Ruggiano
Geo. E. Shumaker
G. Sivertsen
Henry E. Smith
Michael Toth
Karl Treimann
Harry S. Tuttle
Fred West
Norman West
Virgil Wilmoth
Pon P. Wing
Cheo K. Zai |

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ALCOA PEGASUS (Alcoa), July 4—Chairman, M. Leaney; Secretary, L. Phillips. Repairs to be taken care of in Mobile. Ship's delegate to turn in report on messman not attending special meeting. Ship's fund—\$120. Some disputed overtime.

DEL CAMPO (Delta Line), July 1—Chairman, G. Duncan; Secretary, P. Lightell. Some disputed overtime. Everything running smoothly. Motion carried to accept communication as read. Steward met with an accident and was taken to hospital. Ship's delegate elected.

WESTPORT (Arthur), July 7—Chairman, S. Krawczynski; Secretary, S. Kolina. Stove door in galley has been repaired. No beefs, some disputed overtime. Communications have been posted. All hands asked to keep pan-

Digest Of SIU Ship Meetings

try clean at all times. All screen doors to be kept locked.

ARIZPA (Waterman), July 7—Chairman, D. K. Nunn; Secretary, O. Raynor. Everything running okay. Ship's fund—\$10.50. No beefs; no disputed overtime. Cots and linen to be collected before arrival in France.

CHARLES C. DUNAIF (Colonial), June 24—Chairman, F. Aponte; Secretary, F. Jenkins. Three men were logged, to be taken up with boarding patrolman. Steward said we will get stores in port. Some disputed overtime, no beefs. Motion carried to accept communications from headquarters. Motion carried to refer steward department beef to port patrolman. Various discussions held.

LA SALLE (Waterman), July 8—Chairman, A. Fedele; Secretary, J. Rodder. One man went to hospital. Acting ship's delegate elected. Previous ship's delegate will return fund in San Pedro. Some disputed overtime; no beefs. New ship's delegate elected. Vote of thanks to baker.

LAWRENCE VICTORY (Mississippi), July 1—Chairman, H. Libby; Secretary, S. Rivers. Everything going okay. Some disputed overtime; no beefs. Motion carried to concur in recent communications. Engine quarters have been painted, few minor repairs to be done.

STEEL SEAFARER (Isthmian), July 12—Chairman, C. Allison; Secretary, M. Carlin. Ship's delegate elected. No beefs. To contact patrolman about washing machine. Crew to be more sanitary. Crew not to slam doors any more. Bosun requested that everyone keep decks clean and dump garbage aft.

McKETRICK HILLS (Western Tankers), July 14—Chairman, C. Thompson; Secretary, J. Hough. Ship's fund—\$8.08. One man missed ship and one man hospitalized. No disputed overtime. Motion carried to concur in communications from headquarters. Laundry to be turned in when ship pays off.

ALCOA RANGER (Alcoa), no date —Chairman, E. Carpenter; Secretary, B. Jackson. Ship's delegate elected. No ship's fund. Little disputed overtime. Motion carried to accept SIU communications.

IBERVILLE (Waterman), July 15—Chairman, A. Johns; Secretary, J. Levin. No beefs. Coffee put aboard in New Orleans not of good quality. Ship's fund—\$36.05. Some disputed overtime. Not enough keys for foyes.

STEEL FLYER (Isthmian), July 7—Chairman, E. Parr; Secretary, E. Saul. No beefs. Repair lists to be made up. Ship's fund \$136. Some disputed overtime. Motion carried to concur in communications from headquarters. Discussion held on hospital benefits regarding recent report. Motion carried to donate \$10 and smokes from ship's fund to SIU man being repatriated aboard this vessel. No men to go in pantry and serve themselves. Discussion held on keeping laundry clean.

DEL CAMPO (Delta Lines), July 1—Chairman, G. Duncan; Secretary, G. Lightell. Some disputed overtime. Everything running okay. Motion carried to accept communications. To get in touch with steward regarding ship's fund. Steward met with an accident and was taken to hospital. Ship's delegate elected.

YORKMAR (Calmar), June 30 —Chairman, C. Kellog; Secretary, H. Reese. Everything okay. Definite action to be taken in port to get wind-scoops and screens.

REPUBLIC (Trafalgar), July 3 —Chairman, F. Harshorn; Secretary, A. Kubacki. Some disputed overtime. Ship's fund—\$7. Tanks to be cleaned, white clothes are being spoiled because of rust. Iceboxes to be sprayed.

FORT HOSKINS (Cities Service), July 7—Chairman, V. Kichawile; Sec-

retary, R. Pierce. No beefs. Motion carried to concur in communications from headquarters. Ship's hospital is up-to-date, including blood plasma. Crewmembers to take care of ship's property and stores.

OCEAN ULLA (Maritime Overseas), July 7—Chairman, A. Lutey; Secretary, D. Furman. One man missed ship, to be turned in to Union. Water shortage aboard. Some disputed overtime. Mattresses and pillows needed. Vote of thanks to steward department. Ventilators need repair.

GATEWAY CITY (Waterman), July 12—Chairman, W. Sink; Secretary, H. Carmichael. Everything running smoothly; no beefs. Motion carried to accept communications from headquarters. Ship's delegate elected. Coffee to be made in coffee urn and also milk to be served three times a day. Electrician to turn fans off when not in room.

SEA COMET II (Seatraders), July 1 —Chairman, T. Bolton; Secretary, R. Masters. Some disputed overtime. No beefs. Repair list to be posted. Vote of thanks to steward department. Galley to be painted.

ROBIN SHERWOOD (Seas Shipping), July 4—Chairman, A. Harrington; Secretary, W. Moody. Some disputed overtime. Ship's fund—\$20. Ship's fund to be turned over to ship's delegate.

CAMP NAMANU (US Petroleum), July 1—Chairman, D. Hartman; Secretary, N. Merrick. One man hospitalized in Ras Tanura. Ship's fund—\$21.14. No beefs, some disputed overtime. To write SIU headquarters. It doesn't seem as though captain and company want full crew aboard vessel. Ship in poor condition.

NORTHWESTERN VICTORY (Victory Carriers), July 8—Chairman, V. Porter; Secretary, S. Arales. All departments in good shape and everything running okay. Ship's fund—\$30. Some disputed overtime; no beefs. Motion carried to write negotiating committee requesting an increase in the ammunition bonus from 10 to 25 percent. All men ashore the first night in Cherbourg, because they were not informed of gates being closed at 9 PM, put in for lodging for night.

MARIE HAMILL (Bloomfield), June 14—Chairman, W. Young; Secretary, M. Pierce. One man missed ship. Ship's secretary elected. No beefs. Motion carried to concur in communications from headquarters. Steward department would be happy to put special dishes on the menu. Washing machine to be kept clean.

FEDERAL (Trafalgar), July 14—Chairman, M. Lipkin; Secretary, A. Haskins. Mail is not coming in regularly. One man missed ship in Japan and one man was hospitalized in Saudi Arabia. Vote of thanks to steward department. Motion carried to concur in communications from headquarters. Washing machine agitator and wringer in urgent need of repair or replacement.

GEORGE A. LAWSON (Pan-Oceanic), June 23—Chairman, C. Hall; Secretary, L. Cevette. One man missed ship in Long Beach, California. No beefs. Discussion held about not returning overtime sheets within 72 hours. All crewmembers asked to keep a record of their overtime. All excess linen to be turned in.

CHIWAHA (Cities Service), July 17 —Chairman, W. Spivey; Secretary, H. Sykes. Repair lists being made up. Praised constitutional changes and asked for discussion under good and welfare. Some disputed overtime, no beefs. Motion carried to accept communication.

STEEL TRAVELER (Isthmian), June 9—Chairman, A. Melendez; Secretary, B. Armstrong. Ship's fund—\$16. Repair list turned in. One man missed ship, picked up man in Singapore to replace him. Some disputed overtime. Motion carried to concur in communications from headquarters. Ship's treasurer elected.

GENEVIEVE PETERKIN (Bloomfield), July 8—Chairman, H. Aarlsen; Secretary, D. Haskell. Letter from company agreeing to put up stack-ladder on return. Ship's fund—\$27.12. No beefs. Ship's delegate elected. Discussion on new coffee urn. Steward to keep iron.

LEWIS EMERY, JR. (Victory Carriers), June 30—Chairman, P. Parker; Secretary, F. Hicks, Jr. All repairs being taken care of. No beefs. Ship's secretary-reporter elected. Everything running okay. Motion carried to accept communications from headquarters. Vote of thanks to steward department for services rendered. Discussion held on movie films and records to be secured in San Pedro.

JOHN C (Atlantic Carriers), July 9—Chairman, G. Sneed; Secretary, G. McCartney. Three men failed to join. No beefs. Some disputed overtime. Motion carried to concur in communications from headquarters. Motion carried to have drinking water tank cleaned and cemented as water is rusty. Sanitary men to rotate cleaning of library and laundry.

OCEAN ROSE (Maritime Overseas), June 24—Chairman, V. D'India; Secretary, M. Ketola. No beefs. Five men paid off in San Pedro; replacements received from hall in Wilmington. One man taken off because of illness. Motion carried to accept communications from headquarters. Discussion held on noise; more consideration requested of crewmembers. Washing machine to be kept clean, no water to be wasted.

Salvage Produces 'Little Mae'



Pictured with their salvage prize on the Mae (l to r) are Seafarers Chuck Hostetter, bosun; "Pinky" Hipp, AB; Jimmy Bonds, OS; Bill Scott, AB; Captain Hudgins; Joe Ruttkay, AB, and Willie Morris, utilityman. The boat was found in the Gulf Stream on the way north from Puerto Rico.

No OT Sheets? 4 Ships Come To The Rescue

Out in the middle of a wattery desert on the Persian Gulf-Japan shuttle, SIU crewmen on the Stony Point found an oasis when they met four other SIU ships in Pusan, Korea.

Lacking slopchest gear, soap, reading material and that most vital necessity—overtime sheets—the Stony Point stocked up thanks to the cooperation of the brothers



Mulling

on the Cecil N. Bean, George A. Lawson, Coeur d'Alene Victory and the Steel Designer.

The thanks of the Stony Point for this assistance were sent to the LOG by ship's delegate W. Mulling, who noted the teamwork by the Bean, Lawson and Coeur d'Alene in supplementing its slopchest by the transfer of many items it was unable to purchase. In turn, the Designer "contributed a large and well-kept library for our use which it may be assured we will take good care of and pass along to some other SIU crew before we return to the States. Due to our long shuttle out here, we had very little reading material and nothing at all to exchange."

The gang on the Mae now has its own launch service as a result of some fast teamwork on a recent run north from Puerto Rico. A minor salvage job in the Gulf Stream netted a fine 12-foot boat which has everything but a name.

Once the chief mate sighted the bow of a boat bobbing in the waves, a smooth operation went into action. Bosun Chuck Hostetter had Joe Ruttkay get a heaving line and a meat hook from the galley, while Bill Scott got a boat hook and "Pinky" Hipp and Al Espino a messenger.

There was no sign of human life and no one knows yet where the boat came from.

Once the skipper brought the ship in close to the craft, Ruttkay threw his heaving line with the meat hook attached and snagged the boat. It was then brought alongside where Scott and Ed Carlson could drop a line around

the shaft of the boat's outboard motor and the craft could be hauled aboard.

In no time, the Mae was underway again with a new boat and a 15 horsepower outboard motor. Jimmy Bonds, who had handled outboards during his hitch in the Navy, overhauled the waterlogged motor on the way north and, as soon as a gas tank can be gotten, expects the midget launch to be off and running.

"All that remains," said Hostetter, "is to select a name." Fanny Dunker, Little Mae and Wee Mae are leading the sweepstakes so far, but the crew is still open to suggestions. Send your ideas c/o the Bull Line.

Turkey A Dud; Sweetwater Raps \$ Exchange, Prices

Turkey really turned out to be just that when the Sweetwater got to Iskenderun, at the northeastern limit of the Mediterranean.

Gordon K. Grimes, OS and ship's reporter, said the crew received its first disappointment as soon as the ship anchored, when it found out the draw was to be in Turkish currency and would have to be picked up ashore at the company agent's office. "That was bad enough, but the biggest gripe

was on the exchange rate of 2.8 liras per dollar compared to the 9-11 liras per dollar the US Navy's men were getting.

"Any brothers heading this way are advised to load up on Turkish money, either in the States or in one of the other Mediterranean countries. The exchange that way will run from 10-12 per dollar." Grimes pointed out. Unofficial rates quoted in the US this week were roughly eight liras to the dollar.

City Under Curfew, Too

Thus, the Seafarers were in no humor for their next discovery that "there is an 11 PM curfew here, and the night clubs, so called, are strictly clip joints. A beer in some of these places will run you \$1.50 and up."

The Sweetwater had one earlier mishap, when engine trouble forced a short shutdown of the plant, on the 4th of July. But the inconvenience turned out happily when they pulled in to a small island in southern Greece, which happened to be the hometown of the chief mate. Grimes said it "was a short but memorable stay, with Greek hospitality overflowing, friendly relations established on one more island, and an equal amount of visitors and hosts laid low. In such fashion did we celebrate Independence Day. Of course, it wasn't exactly the same as being back in the States, but we all had a fine time."

Everybody But Shrimp Enjoyed It



Shrimps come out on the short end in this picture from the Del Valle, where these big, burly Seafarers made short work of a mound of shellfish during a shipboard party. There's no beefs on this ship, added reporter John Geissler (seated, right, without cap), and feeding is tops.

Tribute To A Shipmate



Heads bowed, Seafarers from the Westport stand at graveside during final rites for shipmate Frank T. Maher, who died of a heart attack. Burial was in Casablanca, Morocco.

CASABLANCA—Assured of the best possible burial even though far from home, Seafarer Frank T. Maher, 52, was laid to rest here recently by his shipmates after he passed away peacefully of a heart attack while in his sleep.

A veteran of almost 13 years of sailing in the engine department aboard SIU ships, Maher was found in his bed on the Westport near midnight on July 21.

"News of his death came as quite a shock," commented ship's delegate Clarence Brockett. "Frank had seemed hale and hearty to all aboard and never had a single complaint. He liked to kid the youngsters about how he was one of the many oldtimers still around to keep an eye on them so they wouldn't go astray."



Maher

Services for Maher were held at the Amphitheatre Chapel here in Casablanca, with the entire crew attending. All the participants then accompanied him on foot behind the hearse in a procession leading to the Ben M'sik European cemetery.

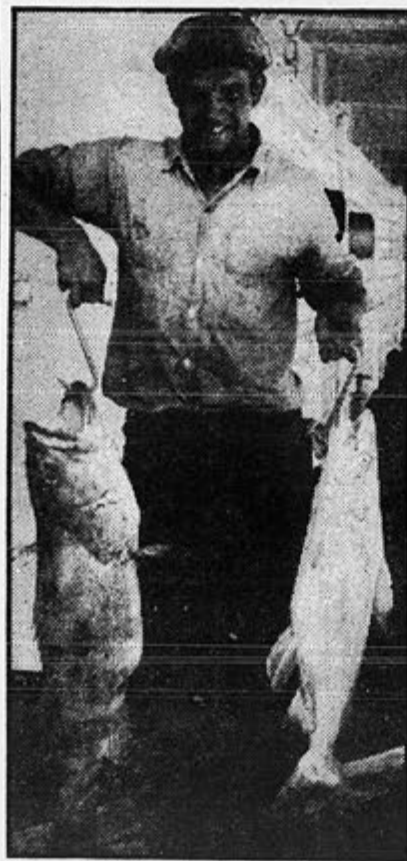
"All of his friends around Baltimore," said Brockett, "which was Frank's home port for a good many years, will find consolation in knowing that nothing was spared for the final rites." Floral wreaths were sent by the SIU crew, ship's officers and the ship's local agent.

The services at the chapel and later at the cemetery were led by the Rev. P. A. L. Meldrum and were assisted by the representative of the Danish Seamen's Union in the port. Seafarers who served as pallbearers included S. Kolina,

Stanley Krowczynski, K. Skelly, R. A. Archer, L. Lowe and R. Howell.

Maher is survived by a sister in Brooklyn, New York.

A Good Catch



Seafarer Phil Eldemire hangs on to a 37-pound grouper (left) and a 20-pound catfish caught from the Steel Worker. Photo by Merwyn "Doc" Watson.

Lauds Kindness Of Robin Gray

To the Editor: I would like to express my appreciation to the captain and crew of the SS Robin Gray for their kindness at the time of my father's death.

We were in Durban, South Africa, when he died, and the Captain arranged money and a reservation for me to fly back to Boston. I arrived there about

comparable to 30 years' work ashore.

Our present plan calls for \$150 a month, but who or how can you live on that? I guess you could exist alright, but it would be just barely, and only on hominy grits, black eyed peas and fatback. I say we should receive at least \$250 per month, so that you could at least be fairly comfortable.

I maintain that a retirement plan such as this, where each and every member will receive the same amount of pension regardless of marital status or dependents, should come first before everything else once he has acquired the necessary seetime. It would be a goal to work for; you would know you have security and won't have to worry after you're advanced in years.

Take, for example, the \$6,000 scholarships we give each year. They are very commendable and certainly a worthy benefit. Just one of the five scholarships we gave this year would take care of two retired seamen's pensions for an entire year—all five would take care of ten retired members for a year. Now which is the more worthy?

We could still have our hospital-surgical plan for our immediate families plus the \$200 maternity benefit almost or exactly as it is now, if it was under a group insurance plan as most industries have it today.

Actually the plan as it now stands doesn't benefit the single man one bit, but he pays as much dues as the family man. As for myself, I would gladly pay a set amount a year for this insurance, and I'm sure the majority of the membership would agree that, if need be, in order to obtain a good, solid retirement plan, they would be more than willing to do the same.

The Union itself could underwrite such a plan. It's possible we wouldn't have to change anything to reach this goal, although I wouldn't think that probable.

I do think it would be one of the greatest advancements we could ever hope to make, and it is certainly something worth working for. I hope to read the comments of my brother members on this idea in future issues of the LOG.

J. Thompson

(Ed. note: Very few group plans of any kind provide benefits greater than \$100 monthly at age 65. The maritime plans call for 20 years of qualifying seetime, which is generally spread over 30 or more years as a seaman. The \$150 SIU benefit is the largest in the industry today.)

The cost of the plan outlined would be astronomical; many times the cost of all existing SIU welfare benefits available to Seafarers at no cost.

In addition, the advantage of Federal Social Security benefits should not be overlooked.)

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.

two hours before the funeral began.

I want to thank the captain and each crewmember on this ship for their sympathy and help during that trying time.

Tom Curran

Urges Revamping Pension Set-Up

To the Editor: I would like to discuss something that is really drawing a lot of conversation today, the question of a Retirement Plan.

Actually, I and the majority of the members I've spoken to are of the opinion that we really don't have a retirement plan compared to most other industries today. Our present plan specifies that you must have 12 years of seetime on SIU ships and be physically disabled and unfit for duty in order to collect monthly benefits of \$150.

Now don't get the idea that I'm knocking what we have, for it's a whole lot better than nothing.

We have come a mighty long way in the field of welfare benefits and we have one of the finest, if not the finest, organizations in the country today. I would be one of the first to defend it to almost any length if I heard anyone abusing it. Believe me, I'm more proud of my SIU book than of anything else I possess.

First of all, if a man puts in 12 years of seetime on SIU ships and is in good standing all that time, he should be eligible for a retirement pension with no strings attached. Whether he is physically disabled or in top condition, or 35 or 65, or wants to continue to go to sea, work ashore or just wants to lay back and enjoy life, when he gets that 12 years' of seetime, he deserves his pension.

It will take the average man 18-20 years to acquire that much time and to me that's

PHS Hospital Work Applauded

To the Editor: The Public Health Service hospitals have always been a tried and true friend of American seamen.

The personnel of these hospitals have established a splendid record of achievement, and every working seaman has a high regard for this service.

Anyone attempting to close these fine hospitals is either lacking a spark of humanitarianism or is possibly a subversive, although it is well to note that many subversives are not necessarily Communists.

Albert W. Dykes
SS Val Chem

(Ed. note: Brother Dykes and all seamen will naturally be pleased to know that the USPHS hospital program received its full appropriation this year without any of the struggles necessary in recent years.)

Poem In LOG Stirs Comment

To the Editor: Thank you for publishing my poem "Change" in the LOG of July 6th. It was the cause of some discussion aboard the Del Norte.

Here's one in a lighter vein:

If to love you wisely,
Meant to love you less;
Then I had rather love
With foolishness!

I. C. Weisbrot

Wife Hails Job By Welfare Plan

To the Editor: I would like to take this opportunity to thank the SIU for the prompt service given me by the Seafarers Welfare Plan while I was hospitalized for a major operation.

I'm proud to know that my husband is a member of such a Union, which stands by in time of need.

Please extend my thanks to the SIU officials in New York and to the entire Union membership.

Mrs. Joe N. Atchison

Engineer Lauds Del Aires Gang

To the Editor: Please publish this in the LOG so my SIU shipmates will know how very much I appreciate the help and kindness extended to me at the time of my injury on the Del Aires.

I cannot begin to express the depth of my appreciation. My fondest hope is that I may sail again with those same men and in some manner reciprocate their kindness and generosity.

Louis W. Broussard
1st Asst. Engineer

Burly

Advice Is Cheap

By Bernard Seaman



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:

Aurelio Gomez, 65: Brother Gomez died on February 11, 1956, of a hemorrhage in New Orleans, Louisiana. Place of burial is not known. Brother Gomez was a charter member of the Union, joining in New Orleans in 1938, and sailing out in the steward department.



Teodoro Gonzales, 30: On August 26, 1955, Brother Gonzales died of drowning in Bremen, Germany. Place of burial is not known. Brother Gonzales joined the Union in 1955 in the Port of Houston and had been sailing in the steward department.

Robert Kehrly, 28: Pneumonia was the cause of Brother Kehrly's death on July 3, 1956, in Galveston, Texas. Place of burial is not known. He had been sailing with the SIU since 1944, joining the Union in the Port of Norfolk. Brother Kehrly had sailed in the deck department. He is survived by his wife Santa Kehrly of Port Arthur, Texas.



John Meletios, 60: Brother Meletios died of a circulatory ailment on July 10, 1956, in Baltimore, Maryland. Burial took place at Moreland Memorial Cemetery in Baltimore, Maryland. Brother Mel-

etios is survived by his sister, Mrs. Katina Pavlou.

Albert A. Mountain, 36: A resident of Arlington, Massachusetts, Brother Mountain died of compound fractures on August 3, 1956. Burial took place in Wyoming Melrose Cemetery in Boston, Mass.

Prentice R. Brandon, 53: A heart attack proved fatal to Brother Brandon on May 25, 1956 at sea aboard the Del Sol. Brother Brandon was buried at sea. He had joined the Union in New Orleans in 1941 and sailed in the deck department.



He is survived by his mother, Mrs. Florence Brandon.

James J. Finn, 58: Brother Finn died in the Fairfax Hospital in Norfolk, Virginia on June 9, 1956, of a heart ailment. Place of burial is not known. Joining the Union in 1955 in Seattle, Brother Finn had been sailing in the engine department. He is survived by his sister, Mrs. Ann F. Carroll of Somerville, Massachusetts.



Francis J. O'Neill, 68: On June 26, 1956, Brother O'Neill died in the Hospital of the Holy Family in Brooklyn, New York of natural causes. Burial took place in Calvary Cemetery in Queens, New York. Brother O'Neill had been sailing with the SIU since 1941 in the engine department. He joined the Union in New York.

Liberty 'Souped Up' To 17.5 Knot Speed

BALTIMORE—Shipping experts got their first close look this week at a "souped up" Liberty ship that hit 17½ knots on her sea trials.

The ship is the war-built freighter Thomas Nelson, one of four Libertys being converted for new power plants and cargo handling gear under the Maritime Administration's program for upgrading the reserve fleet. The Nelson was alongside a dock here for inspection by industry and Government officials.

Its World War II hull has been lengthened by 25 feet and two new diesel engines have been installed in place of her reciprocating engines. When new, the Libertys could make only ten knots. Few of them come close to that today. The ship also features new cargo gear in the form of movable cranes on tracks running from side to side, in place of conventional cargo booms.

New Cargo Gear

One other Liberty converted under the program is already in operation. This is the Benjamin Chew, which was equipped with a Victory ship steam turbine plant, and hit 15 knots on her sea trials. Two others still to be tested are the William Patterson, with a free piston gas generator gas turbine, and the John Sergeant, with an open cycle gas turbine.

Tests under the \$11 million Government program will determine whether the nearly 2,000 Libertys laid up in Government anchorages

can be modernized economically in order to compete with new construction.

The tests could also have bearing on conversion of privately-owned Liberty ships now in service.

Hub Rolls In Clover, Short Of Rated Men

BOSTON—Shipping broke loose here during the last two weeks, reaching a record high for the last 19 months.

The job total of 71 was the highest for the port since the end of January, 1955. It was sparked by the payoff and sign-on of a pair of ships back from long foreign runs, and the manning of a new ship operated by a brand-new SIU company.

Latest addition to the SIU-contracted fleet is the Murray Hill, a C-2, operated by the Fairfield Steamship Co. of New York. Fairfield is one of a group of SIU companies known as the North Atlantic Marine Corp. One of them, Amerocean Steamship, operating the Chelsea, a Liberty, was expected to sell the ship this week. A third company, Rockland Steamship, operates another SIU ship, the Mount Vernon, a T-2 tanker.

The latest prosperity here was stirred by the arrival of the Frederic C. Collin (Drytrans) in Portland, Me., and the John B. Kulukundis (Martis) in New London, Conn. The Collin went foreign again, while the Kulukundis went coastwise to Norfolk.

Replacements and crews for these ships cleared the beach of

SIU men, with the result that New York was called on to supply 11 men for just one ship.

A shortage of rated men still exists in all departments here, said Port Agent James Sheehan, who urged nonrated Seafarers to upgrade their certificates as soon as possible.

Also in port during the period were the Cantigny (Cities Service), Michael (Carras), Robin Locksley (Seas Shipping) and Steel Vendor (Isthmian), all ships in transit.

On one of them, Seafarer Armond Ramos learned he was the father of a seven-pound boy while he was still at sea, and arranged to have the \$200 SIU maternity benefit check sent to him care of the hall so that he could surprise his wife with it the same way she surprised him. He grinned from ear to ear when he got his check

Personals

George Joseph Berg
Contract your father or sister.

Harold H. McVay
Maritime Overseas, 61 Broadway, New York 6, NY, has vouchers for you to sign re wages due from voyage 2 on the SS Natalie.

Isidro D. Aveccilla
Contact E. M. Piccerilli, State Tax Commission, 320 Schermerhorn St., Brooklyn 17, NY or call MAIN 5-1000, ext. 103.

Charles H. Tripple
Get in touch with Billy Russell, c/o SS John C., Atlantic Carriers, Inc., 29 Broadway, New York, NY.

Ray Brown
Your sister Eva urges you to contact E. Little, 123 Shuttle Meadow Road, Plainville, Conn., concerning property.

James D. Warmack
Get in touch with your mother at 8507 Brooks St., Tampa 4, Fla.

RECENT ARRIVALS

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

Harriet Elizabeth Opperl, born April 16, 1956, to Seafarer and Mrs. Earl G. Opperl, Baltimore, Md.

Dale Ervin Arndt, born July 25, 1956, to Seafarer and Mrs. Orville L. Arndt, New Orleans, La.

Irene Dawn Nelson, born May 1, 1956, to Seafarer and Mrs. James H. Nelson, Jr., New Orleans, La.

Anne Marie Feely, born July 26, 1956, to Seafarer and Mrs. Bernard Feely, Bronx, NY.

Anita Coy Gay, born July 4, 1956, to Seafarer and Mrs. Drew C. Gay, Brooklyn, NY.

Stephen Erwin Lehman, born July 26, 1956, to Seafarer and Mrs. Otis W. Lehman, Mobile, Ala.

Steven Peter Zubovich, born July 20, 1956, to Seafarer and Mrs. Steven Zubovich, Masontown, Pa.

Edward Russell Goddard, born July 18, 1956, to Seafarer and Mrs. Edward Goddard, Seattle, Wash.

Mary O'Connor, born July 7, 1956, to Seafarer and Mrs. Thomas J. O'Connor, Boston, Mass.

Eric William Ellis, born July 23, 1956, to Seafarer and Mrs. Hal R. Ellis, Jr., New Orleans, La.

Lee Ann Perry, born July 22, 1956, to Seafarer and Mrs. Bernard J. Perry, Stonington, Conn.

Thomas Ralph Garofalo and Leonard William Garofalo, born July 13, 1956, to Seafarer and Mrs. Raffaele Garofalo, Floral Park, NY.

Mary Kay Richardson, born July 21, 1956, to Seafarer and Mrs. Roland K. Richardson, Beltsville Md.

Gary Joseph Friedman, born August 3, 1956, to Seafarer and Mrs. Bernard Friedman, Irvington, NJ.

Shirley Carol Johnson, born July 25, 1956, to Seafarer and Mrs. Hubert H. Johnson, Mobile, Ala.

Cynthia Faye Manley, born August 3, 1956, to Seafarer and Mrs. Ernest Manley, Cardale, Pa.

Elizabeth Dryden, born July 22, 1956, to Seafarer and Mrs. Hugh Dryden, Bronx, NY.

Owen Busbee Sweeney, born May 24, 1956, to Seafarer and Mrs. Owen Sweeney, Tampa, Fla.

DIRECTORY OF SIU BRANCHES

SIU, A&G District
BALTIMORE.....1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
BOSTON.....276 State St. James Sheehan, Agent Richmond 2-0140
HOUSTON.....4202 Canal St. C. Tannehill, Acting Agent Capital 7-6558
LAKE CHARLES, La.....1419 Ryan St. Leroy Clarke, Agent HEmlock 6-5744
MOBILE.....1 South Lawrence St. Cal Tanner, Agent HEmlock 2-1754
NEW ORLEANS.....523 Bienville St. Lindsey Williams, Agent Tulane 8626
NEW YORK.....675 4th Ave., Brooklyn HYacinth 9-6600
NORFOLK.....127-129 Bank St. Ben Rees, Agent MADison 2-9834
PHILADELPHIA.....337 Market St. S. Cardullo, Agent Market 7-1635
PUERTA de TIERRA, PR.....Pelayo 51—La 9 Sal Colls, Agent Phone 2-5999
SAN FRANCISCO.....450 Harrison St. Leon Johnson, Agent Douglas 2-3475 Marty Breithoff, West Coast Representative
SAVANNAH.....2 Abercorn St. E. B. McAuley, Acting Agent Adams 3-1728
SEATTLE.....2505 1st Ave. Jeff Gillette, Agent Elliott 4334
TAMPA.....1809-1811 N. Franklin St. Tom Banning, Agent Phone 2-1323

WILMINGTON, Calif.....505 Marine Ave. Reed Humphries, Agent Terminal 4-2874
HEADQUARTERS.....675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall
ASST. SECRETARY-TREASURERS
J. Algina, Deck C. Simmons, Joint
J. Volplan, Eng. W. Hall, Joint
E. Mooney, Std. R. Matthews, Joint
SUP
HONOLULU.....16 Merchant St. Phone 5-8777
PORTLAND.....211 SW Clay St. Capital 3-4336
RICHMOND, CALIF. 510 Macdonald Ave. BEacon 2-0925
SAN FRANCISCO.....450 Harrison St. Douglas 2-8363
SEATTLE.....2505 1st Ave. Main 6290
WILMINGTON.....505 Marine Ave. Terminal 4-3131
NEW YORK.....675 4th Ave., Brooklyn HYacinth 9-6165
Canadian District
HALIFAX, N.S.....128½ Hollis St. Phone: 3-8911
MONTREAL.....834 St. James St. West Plateau 8161
FORT WILLIAM.....130 Simpson St. Ontario Phone: 3-3221

PORT COLBORNE.....103 Durham St. Ontario Phone: 5591
TORONTO, Ontario.....272 King St. E Empire 4-5715
VICTORIA, BC.....617½ Cormorant St. Empire 4531
VANCOUVER, BC.....298 Main St. Pacific 3468
SYDNEY, NS.....304 Charlotte St. Phone 6346
BAGOTVILLE, Quebec.....20 Elgin St. Phone: 545
THOROLD, Ontario.....52 St. Davids St. Canal 7-3202
QUEBEC.....85 St. Pierre St. Quebec Phone: 3-1569
SAINT JOHN, NB.....85 Germain St. Phone: 2-5232
Great Lakes District
ALPENA.....1215 N. Second Ave. Phone: 713-J
BUFFALO, NY.....180 Main St. Phone: Cleveland 7391
CLEVELAND.....734 Lakeside Ave., NE Phone: Main 1-0147
DETROIT.....1038 3rd St. Headquarters Phone: Woodward 1-6857
DULUTH.....531 W. Michigan St. Phone: Randolph 2-4110
SOUTH CHICAGO.....3261 E. 92nd St. Phone: Essex 5-9419

List Details In Cables To Union

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

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

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

Coal-To-Europe Outlook: 50 Million Tons Yearly

The coal shipping boom is not going to bust, but is here to stay. A steady long-range increase in coal exports is in the offing which one authority thinks may reach the staggering total of 100 million tons—10,000 Liberty-size shiploads—a year. But even before that rosy day arrives, the new pattern of coal exports could drastically change US shipping and boost cargoes and employment for US seamen, if US ships get any sort of a break on coal cargoes.

However, while US tramp ships and others have been sharing in the coal shipping prosperity, the percentage of all dry cargo exports carried on US vessels plummeted in 1955 to a new low of 18.8 percent from 22.5 percent in 1954. A major reason for this decline in the face of a rising tide of cargo offerings is the transfer policy of the Maritime Administration, leading to the flight of US tramps to runaway flags in 1954.

Looking at it from the short range, up until 1945, coal exports were around four million tons a year. By contrast, in July, 1956, alone, coal exports were 4½ million tons. That explains why Seafarers are riding the Libertys to France and Germany loaded down with West Virginia bituminous for Europe's factories and power plants.

The long-term view sees 1956's total coal shipments surpassing the record 42 million tons of 1947. It sees 1957 equalling that total

and from then on a steady rise. According to the Organization for European Economic Cooperation, an agency of the foreign aid program, Western Europe's needs will amount to 50 million tons. Additional tonnage would go to Japan and Asiatic countries.

Walter J. Tuohy, president of the Chesapeake and Ohio Railway, the country's leading coal hauler, is of the opinion that port and transport facilities will be modernized so that the US can hit the 100 million ton mark. Most coal exporters are a little more conservative than that.

Railroads Expanding

In anticipation of the coal boom, the railroads are not sparing the horses in expanding their facilities for dumping coal into Hampton Roads, Va. The companies have 50,000 new coal-carrying freight cars on order to add to the 800,000 now in service and are adding to their coalhandling machinery at the Virginia terminus.

The expected increase in coal shipments is what prompted the formation of American Coal Shipping Inc. by the railroads, coal companies and the United Mine Workers. American Coal Shipping's bid for 30 Liberty ship charters has run into bitter opposition from both tramp and liner operators who see the new company as a monopoly and a threat to existing rates.

Threat or not, American Coal Shipping would never have come into being were it not for the transfer of half the US tramp shipping fleet beginning in 1954 in a period of a temporary tramp shipping slump. The short-sightedness of that policy has been pointed up time and again in recent months as spot shortages of shipping have developed, enabling runaway operators to hold a gun on Uncle Sam.

Far from aiding the US merchant marine, the transfer policy

has deprived the US of the privately-owned ships which could have given it a commanding position in the US coal trade. American seamen and the US treasury have lost heavily as a result.

The steadily-growing demand for US coal overseas is made up of several factors. Europe's industries are growing and European coal mines, most of them old with thin seams, are unable to keep pace with the demand. At the moment the Suez crisis is stimulating the stockpiling of coal in event oil supplies are cut off. And finally in Eastern Europe, Soviet industrialization is outrunning coal supplies there, drawing coal from Polish sources.

In the Far East, Japan has always been a coal importer. Developing industry there and in other countries leans on the United States for fuel.

HOW AMERICAN UNIONS SERVE EVERY AMERICAN



The paid vacation and paid holidays have become national institutions enjoyed by millions of Americans, thanks to the efforts of US unions. Twenty years ago or even less, these two benefits were rare items enjoyed by a limited number of professional and salaried employees. Workers who wanted vacations or who got holidays off did it on their own hook and then had to scratch to make up for the lost earnings.

Now virtually every American is accustomed to receiving an annual vacation with pay and anywhere between four and ten paid holidays a year, including Labor Day. A whole new industry, creating jobs for hundreds of thousands of people, has sprung up to meet the needs of vacationers. Here again, it was an instance of union benefits changing a whole nation's pattern of living—for the better.

Push New 'Wreck' Laws

Sho. down election battles are shaping up in at least a dozen states this fall on the issue of anti-union "right to work" laws. Despite the severe setback the "right to work" backers took in Louisiana when the legislature there threw out the law, they are pressing hard for similar laws in several states

not now affected. In turn, labor groups fighting the 'wreck' laws are pressing repeal moves, and seeking the election of State legislators who support the union's viewpoint.

In two states, voters will get an opportunity to ballot on the "right to work" issues. In Nevada, which has a "right to work" law on the books, a referendum will be held on a repeal proposal. In Washington, on the other hand, supporters of "right to work" succeeded in getting a proposal on the ballot in that state.

The Washington "right to work" drive is not given much chance of success because the anti-labor groups backing the proposal just

about came up with enough signatures to get the measure on the ballot. They had less than 60,000 valid signatures out of a voting population of better than a million.

A "right to work" move in Wyoming flopped dismally with only 5,600 signatures procured throughout the state for a referendum move.

Kansas Danger Spot

In other states, the "right to work" groups are making more dangerous headway. One of them is Kansas, where a bill passed the legislature last year but was vetoed by the governor, Fred Hall. He was subsequently defeated in the state's Republican primary, indicating that a new "right to work" measure will come up next year.

Other states facing "right to work" drives include Oregon, Colorado, Oklahoma, Minnesota, Missouri, Wisconsin, Indiana, Maryland and Connecticut.

In most of these areas, "right to work" backers are not conceded much of a chance. However, they are as well-heeled as ever, according to all accounts, and have been prolific in setting up organized pressure groups state by state to promote their favorite legislation.

Masterminding the campaigns in the various states is the National Right to Work Committee of Washington, DC. It is headed by Rep. Fred A. Hartley, Jr., co-author of the Taft-Hartley act.

All of this activity means that from the labor point of view, the elections of state legislators this fall rate in importance with the national Presidential and Congressional elections. In the nine years that the Taft-Hartley law has been on the books efforts to repeal the clause permitting "right to work" laws have not made much

headway. Consequently unions consider the fight on the national level only one part of their efforts, which include combatting the laws state by state.

The "right to work" laws outlaw any contractual provision calling for a union shop or maintenance of membership, but compel the unions to represent and service non-unionists equally with their own members. The laws are currently in effect in 17 states in the south, southwest and middle west.

Quick Pact Nips Cement Plant Beef

LAKE CHARLES—Work on a new waterfront cement plant was halted last week over a jurisdictional quabble, but a quick settlement sent all hands back on the job again a few days later.

A picketline posted by the local carpenters union shut down the job temporarily. The dispute halted work at the site of what Seafarers and other local marine interests hope will spearhead the development of new shipping and jobs.

Except for an injury to one Seafarer while the Cities Service tanker Bents Fort was docking here, everything else is running along smoothly on the local front, according to Leroy Clarke, port agent.

Shipping has declined, however, and seems to move from high to low every other period. Five Cities Service tankers, plus the Del Oro (Mississippi) and the Suamico, an SUP-manned tanker, provided the only shipping activity of the past two weeks.

Make Checks To 'SIU-A&G'

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

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

Looks Like A Spaceman — But It's A Bosun



That's no visitor from Mars on the right there; it's only Ballard Browning, bosun on the Robin Kettering, wearing special breathing apparatus. Seafarers on the Kettering urge periodic instruction for all ships on use of this gear "which is worth its weight in gold during emergencies." Pictured (standing, l to r) are Peter Christopher; George Almer; Cecil Futch; Browning; C. G. Berens, chief mate, leading the instruction; kneeling, Paul Wilkinson, John Powers. Photo by Mike Cornias.