



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

BULL LOSES MOVE TO BAR PICKETING

... Strange Bedfellows Today

National Maritime Union of America
ASSOCIATED WITH THE CONFEDERATION OF INDUSTRIAL ORGANIZATIONS

NATIONAL HEADQUARTERS
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Captain John M. Fox,
Inland Boatmen's Union of the Pacific
Room 117, Pier 5J
Seattle, 4, Washington

November 4, 1954

Dear Sir and Brother:

Received your letter of October 23d, and regret this late answer, but as you know things have been very hectic, with political campaigns, and also the problem you gave me of looking up the record of the individual you spoke of in your letter.

First, with respect to the United Mine Workers, District 50, and their attempts to move in on your jurisdiction, this is just a part of their movements throughout the Country. They have attempted to move in; not only in the Maritime industry, but in every possible field where they found some slight opening.

District 50 of the United Mine Workers cannot, and does not intend to organize for the purpose of being of service to the members. If this was a fact they would cooperate with, and not attempt to raid the unions such as yours, ours and others, who are doing a good job on behalf of seamen, and headed by practical seamen.

The program of District 50 has been, and continues to be one of carrying out a policy of harassment and disruption at the direction of John Lewis and his brother Denny Lewis, for the purpose of carrying on their feud with the American Federation of Labor and the C.I.O. These are well-known facts and their disruption has been noticeable in many fronts throughout the Country.

They organize and then for short periods of time cause a great deal of disruption, and then leave those whom they have organized, flat, and without the kind of representation a Trade Union should have.

Certainly the last place that these people should be disrupting, would be in the maritime industry. Not only do they know little about the industry, but a role of disruption such as theirs can only play into the hands of the bosses, and utilize such reactionary legislation as the Taft-Hartley Act to further their union-busting tactics.

If we can be of any assistance to you to maintain and continue the legitimate organization of Inland Boatmen against union-busting forces such as those of District 50 of the United Mine Workers, you may be assured of our cooperation.

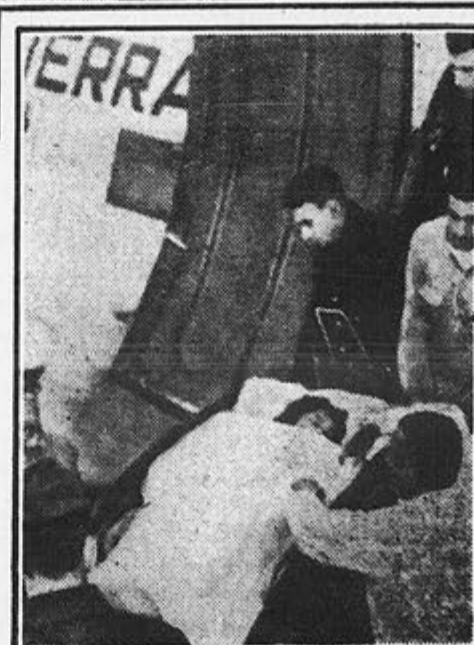
I am Hoping this helps you in your present situation,
Sincerely and fraternally,

Joseph Curran
Joseph Curran, President

Allied since last fall with John L. Lewis' District 50 against AFL-CIO maritime unions in the American Coal beef, NMU president Joseph Curran two years earlier made no bones about the unsavory character of this same outfit. But it's a "recognized union" today in the Curran scheme of things. (Story on Page 2.)

Tieup Holds, Co. Again Asks Ban

Story on Page 3



Crash Victims

Woman on stretcher is removed from rescue plane carrying survivors to Buenos Aires after a collision in the Uruguay River between the US freighter Mormacsurf (above) and an Argentinian river steamer. The US ship suffered bow damage and 94 persons from the sunken steamer are reportedly missing. The Mormacsurf carries an SIU Pacific District crew. (Story on Page 3.)

Pacific District Asks Pay, Rule Changes In Pact Reopener

SAN FRANCISCO—The SIU Pacific District has notified West Coast shipowners of its intention to reopen the contract for a wage review. The story of the notification headlined a special joint Labor Day newspaper published by the three affiliated unions in the Pacific District.

The Pacific District of the SIU of NA is composed of the Sailors Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards. Letters sent to the companies by the District served as official notice of the unions' desire to open talks concerning wages, welfare, loggings and the payoff system.

Bulk Cargo Agreements

In separate action recognizing the overall slump in charter rates and the continuing lay-up of vessels, members of the Pacific District unions have also voted to apply the bulk cargo agreement, where necessary, to all contracted operations as a means of maintaining jobs and keeping a number of Liberty and Victorys in service.

Bulk cargo agreements are in effect with Pacific Far East Lines, Coastwise Line and Kaiser Gypsum and will be extended to cover all member companies of the Pa-

cific Maritime Association who enter this trade.

The action has already brought the SS Santa Venetia out of lay-up and kept the Pacificus from heading into the boneyard. Extension of the bulk cargo pact was voted after nine West Coast ships had gone into lay-up and up to seven more appeared ready to follow suit. The alternative was to allow foreign-flag ships to move in and fill the gap. Portland had already been hard hit when the union acted.

The unions recommended contract revisions in the wage review to limit loggings, to provide for pre-shipment medical examinations and for wage increases. They also demanded changes in the present pay-off system under which a seaman may have to pay income tax on more than one year's earnings in a single year. Under Internal Revenue Department rulings, wages are treated as earned in the year in which they are paid. The proposed change would arrange for

(Continued on page 15)



Curran Flip-Flops On Dist. 50

These days, in the thick of the American Coal fight on the side of the company against AFL-CIO maritime unions, NMU President Joseph Curran has nothing but honeyed words for United Mine Workers District 50. Since District 50 is part owner of American Coal, Curran's current pose is that it is a "recognized union" in the maritime field.

But three years ago, as the letter reproduced on page one shows, Curran declared that his "recognized union" of 1954 and 1957 was "carrying out a policy of harassment and disruption... for the purpose of carrying on their feud with the American Federation of Labor and the CIO."

Curran said further, "District 50 of the United Mine Workers cannot and does not intend to organize for the purpose of being of

service to the members." As for their role in maritime, Curran flatly stated, "Certainly the last place that these people should be disrupting is in the maritime industry."

That was in 1954. Then in 1956 along came American Coal Shipping (partly owned by United Mine Workers District 50) which signed a phony backdoor agreement with itself giving jurisdiction of ships' mates and engineers to a paper local of United Mine Workers District 50 created out of whole cloth for this operation. When the legitimate AFL-CIO maritime officers unions hit the bricks in their beef against this transparent "sweet-heart" contract with the paper local, they discovered to their surprise that Curran had embraced the "disrupters." Now, according to Curran (NMU "Pilot" December 6, 1956) the "deck and engine officers on American Coal ships are covered by a contract with a recognized union," and the legitimate maritime officers unions needed "more guts, brains and honest effort" to organize the company.

Furthermore, Curran expressed horror (NMU "Pilot" February 28, 1957) that SIU Secretary-Treasurer

Paul Hall should say nasty things about District 50. Under the heading "Hall Doubletalks" Curran declared, "Hall had been devoting most of his remarks to an attack on District 50, calling it a company union... although District 50 has had contracts for mates and engineers for the past ten years on American Export Lines..." Curran of course, conveniently overlooked the fact that the New York District 50 local on the Export ships was set up to block an organizing drive by the Marine Engineers Beneficial Association and Masters Mates and Pilots and that it boasts it has functioned since then with no work stoppages and without a single shoreside officer—in other words, no union apparatus whatsoever to settle beefs or negotiate contracts.

What prompted Curran to denounce District 50 in 1954 and embrace it two years later is the same variety of unprincipled expediency that has been responsible for so many Curran flip-flops in the past. The same expediency dictated his pitch about "No More Logs" while he was secretly negotiating an industry-wide blacklist with the operators. For the sake of personal advantage, Curran has married and divorced John L. Lewis innumerable times in the past 15 years. First Lewis was the greatest labor leader in the days when the Communist Party line coincided with isolationist sentiment in pre-World War II days, then he was an "ally of Hitler" when the Party line switched to no strikes and all-out for the war effort.

In 1954, when Curran was wooing AFL maritime unions with dreams of personal glory in the van, Lewis suddenly became a disrupter who had no business in maritime. Two years later, when Curran was enchanted at the pros-

(Continued on page 16)

West Coast Ships Hit NY



Second steward Pete Bianchi (above) talks over a food question aboard the SS President Polk with NY patrolmen G. Potts of the SUP and "Slim" Van Hess of the MFO. The issue was ironed out to everyone's satisfaction. Don Rotan (below), editor of the "Stewards News" points out some of the features of the Pacific District combined Labor Day newspaper to attentive viewers aboard the Waltham Victory. Pictured are (l-r) C. J. Howard, chief cook; Wilder Smith, MC&S NY patrolman; Rotan, and chief steward Bill Crawford.

Mitchell Hits 'Wreck' Bills

National "right to work" advocates were scolded by Secretary of Labor James P. Mitchell at a recent New York forum. Mitchell cautioned against a "headlong rush" toward legislative remedies for the presence of racketeers in segments of the labor movement and expressed confidence in the abilities of the AFL-CIO to deal with the problem.

Mitchell's statement at a news seminar was one of several by authorities in the labor field. Of unusual interest among these was the concern expressed by a leading spokesman of the coal industry for the well-being of John L. Lewis, president of the United Mine Workers.

Joseph E. Moody, a chief negotiator for the Southern coal producers, told the seminar that the principal labor worry of the operators was to keep the United Mine Workers intact. The relationship between coal labor and management has now become so constructive, that the industry is actively concerned with ways to keep the union strong, Moody was reported as saying.

Coal producers are in business partnership with Lewis and the United Mine Workers in the operation of American Coal Shipping Inc. As a result of this partnership, the contract for the mates and engineers on the coal ships was handed to a dummy local of District 50, United Mine Workers. This action was one of the precipitating factors in the American coal dispute. The set-up has been strongly defended by the NMU which was handed the contract for unlicensed crewmembers.

This Is 'No More Logs'???

NMU President Joseph Curran has boasted in the "Pilot" about "No More Logs" while negotiating with the shipowners for a one for one logging agreement like the SIU's and then agreeing subsequently to an industry-wide blacklist system. A news story in the "Honolulu Advertiser" of August 20 now casts additional doubt, if any were needed, on Curran's "No More Logs" claim.

The story quotes two NMU crewmembers aboard the SS Arthur Fribourg (Arrow SS Inc.) relative to a dispute they had ashore with the skipper in Inchon. One crewmember, William Holscher Jr. declared:

"Aboard the ship anything you did you'd get logged. He wrote 50 logs during the trip. I'm disgusted with sailing under these conditions..." And crewmember Wayne Korb, DM, added that the captain had logged him for assault when he tried to separate the skipper and Holscher.

What's that again about "No More Logs"?

SEAFARERS LOG

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PAUL HALL, Secretary-Treasurer

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ATOM SHIP PLANS RIPPED AS 'FARCE'

SAN FRANCISCO—A West Coast maritime publication has called on the Government to "stop the atomic ship farce" before it's too late.

In its lead editorial, the "Pacific Shipper" again belittled the ballyhoo for the \$42.5 million combination passenger-cargo ship. It urged Federal shipping agencies to abandon the project and put money "to good use" on behalf of the US merchant marine.

"We say that it would be a crime of omission to let the atomic ship be built without even a formal protest from those who know better. If there are contractual penalties to be paid off, let them be paid, and the sooner the better," the magazine stated.

The "Shipper" had questioned the value of the atomic ship project before, and disclosures at a Government-sponsored atomic ship seminar in Washington several weeks ago apparently sharpened its criticism.

It said the seminar "developed two facets as to which we have been somewhat in the dark." As a result, the magazine noted, it appears that the experimental ship will not represent anything especially novel in terms of speed plus "substantially" less cargo capacity than an old-fashioned, smoke-puffing steamer of the same size, due to the weight of its furnaces and shieldings.

"The vessel therefore appears to offer nothing, literally nothing, except as an engineering experiment before its time (when stationery atomic engines have not been nearly made practical). This, if you please, in an industry notoriously short of Government funds with which to hold its place as a world maritime power," its editorial continued.

It is said the project could not be justified simply by "the stale catch-phrase that the ship could run three years without refueling. This is commercially meaningless . . . And nobody has yet told us how many millions the first bunkering will cost."

Others in maritime support the view that an atomic-powered tanker is more feasible than a dry cargo ship since this trade can profitably support ships of great size.

Two British groups have already announced plans for 65,000-ton atom tankers and plans for a 40,000-tonner were revealed last month by a Japanese concern. A Swedish shipbuilder has also indicated interest in an atom tanker.

US emphasis on a nuclear-powered freightship follows a bitter fight in Congress last year over an Administration plan for a "floating atomic showcase" which would have no commercial value at all. This plan was voted down and funds for the combination ship were approved instead.

The US prototype is supposed to be ready by 1960. Contracts for the experimental hull design and the power plant have already been awarded.

Block Foreign 'Invasion' Of Oregon-PR Trade

PORTLAND, Ore.—A serious threat to American merchant shipping will probably be headed off by the return of regular US-flag service between here and Puerto Rico.

Waterman will resume this trade with the sailing of the SIU-manned La Salle October 26. The Madaket will enter the service a month later.

A Japanese line had been making a play to enter the US domestic trades to fill the gap left by the irregular service offered by American-flag operators. Waterman withdrew its ships from the WC-Puerto Rico run last winter when the rates were low but has since received an increase. The Federal Maritime Board will study the new rate structure at a hearing in San Francisco opening September 30.

Other than Waterman, Isbrandt-

son had been the only other US company servicing the route, and only with one ship. A West Coast operator which had been in the trade quit the route when its ships were bought by Moore-McCormack.

Planned For Legislation

Prior to the Waterman action, officials here had been seeking a firm commitment from the Japanese in order to go before Congress and ask for special legislation enabling the foreign company to service the restricted coastwise trade.

The Waterman service will operate on a monthly basis, with calls at San Francisco after Portland.

Canadian Move

Attempts by non-US operators to move in on the US domestic trades have been made many times in the past. One was beaten down in the House last month when it tabled a bill which would have permitted a Canadian operator to haul coal to Ogdensburg, NY.

The bill originally had the support of the Maritime Administration. The agency changed its stand when spokesmen for Great Lakes operators pointed out that American ships would be available this fall to carry the coal.

Aquarama Has Busy Season

The SIU Great Lakes cruise ship, Aquarama, carried a total of 52,745 passengers during its 1957 summer season, company officials said. The vessel, which has a capacity of 1,900 passengers a trip also carried 2,678 automobiles on its Cleveland-Detroit run. Its season opens on June 23 and runs through Labor Day. The round trip cruise between the two Great Lakes cities takes about 13 hours.

Extend Bull Strike; Co. Loser In First Injunction Move

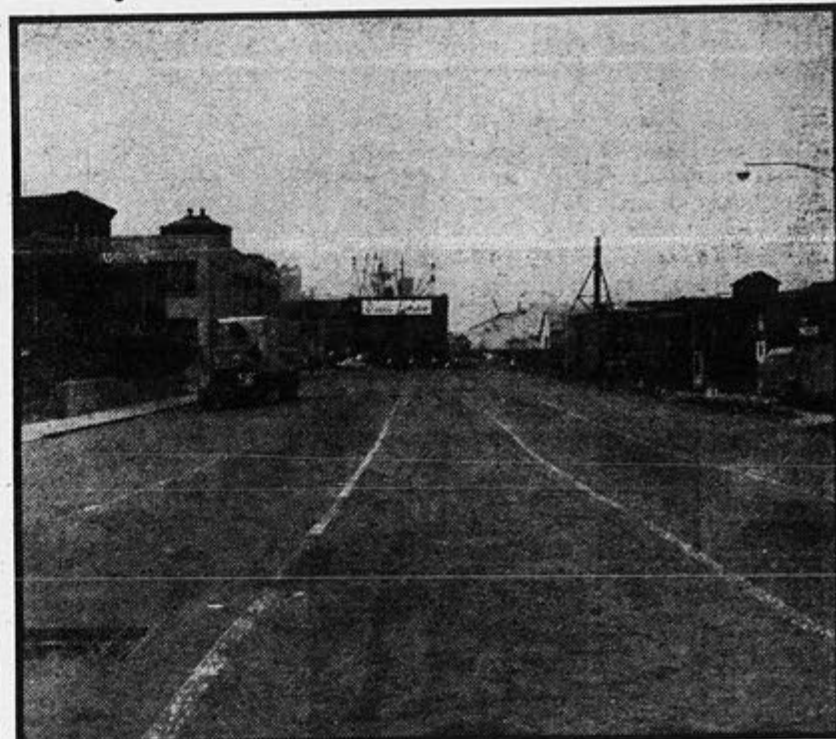
The SIU extended its strike against Bull Line to San Juan in the fourth week of the walkout despite efforts by Bull to break the strike. A company bid for an injunction was denied last week by State Supreme Court Justice John E. Cone who ruled that there was no reason why SIU's peaceful picketing could not continue.

Nevertheless the company is persisting in its efforts to lift the picketlines and has come back to court with an amended petition. In hearings before Justice James S. Brown, union attorneys argued that the company's bid was identical, for practical purposes, with its initial request denied last week and urged the court to reject the move. A decision is expected within the next few days.

Meanwhile, round the clock picketing by Seafarers has halted all activity at the Brooklyn terminal with four, C-2 ships, the Frances, Kathryn, Elizabeth and Beatrice, idled by the walkout. Strike action in San Juan Wednesday tied up the Carolyn and the Jean, with the remainder of the fleet's operations due to be closed down as ships come in. Two Libertys, the Angelina and Dorothy are already inactive.

The strike began on August 19 after many weeks of negotiations by the Union committee and the company had failed to break a deadlock on wage changes and other monetary matters. Two days later, the Masters, Mates and Pilots, representing deck officers, and the Marine Engineers Beneficial Association also ran into total snags in their separate contract talks with the company and picketed the terminal. Longshoremen, teamsters and others servicing the ships, including ship's radio officers and pursers, have all respected the various union picketlines.

The SIU had reopened its agreement last June for the purpose of discussing wages and other monetary matters under the contract's standard reopening clause. Talks with Bull Line bogged down over SIU demands for parity with the West Coast scale of overtime and penalty rates plus an across-the-board 20 percent wage in-



Normally-crowded trucking lanes leading to Bull Line terminal are deserted as SIU picketlines effectively tie up company operations in New York. Nothing has moved since Seafarers hit the bricks on August 19.

crease. The basic OT rate on the West Coast is \$2.81 compared to \$2.06 for most East Coast ratings. Retroactivity was sought to July 1, 1957. The strike began two days after

the 60-day Taft-Hartley waiting period expired. Union negotiators had previously been authorized by the membership to issue a strike call in the event negotiations broke down.

Ship Accident Takes 94 Argentine Lives

BUENOS AIRES—An estimated 94 persons were reported missing when the Mormacsurf, manned by SIU Pacific District crewmembers, collided with an Argentine steamer on the Plata River. Among the missing was the captain of the sunken vessel, the Ciudad de Buenos Aires, who locked himself in his cabin and went down with the ship.

The accident occurred around midnight, August 27, as the steamer left this port with some 230 passengers aboard bound for the river port of Concepcion del Uruguay. All of the missing persons were passengers and crewmembers of the steamer.

Captain Kenneth Sommers and the crew of the Mormacsurf were held incommunicado aboard the ship in Buenos Aires while an investigation was held to determine if there was any criminal negligence in the handling of the vessel. An Argentine federal judge ordered the release of the men and the vessel continued on its trip yesterday. Captain Sommers was quoted as saying that his crew rescued about 80 passengers.

Damage to the Mormacsurf was not extensive, with a section of the bow stove in. The ship is expected back in Los Angeles in about three weeks.

The Mormacsurf had been transferred to West Coast operations by Moore-McCormack last June. She was in the yards for a short time while repairs were being made to bring the vessel up to West Coast standards. The ship

Seattle Quiet, Sees Pick-up

SEATTLE—The prior period's spurt of activity has slowed down a little in this port but from the looks of ship schedules it is expected to pick up again in the near future.

The Pacific Cloud (Compass) and Maiden Creek (Waterman) both paid off and signed on during the last period. The Alamar, Losmar, Massmar, Pennmar (Calmar) and Afoundria (Waterman) were in transit.

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 18
October 2
October 16
October 30



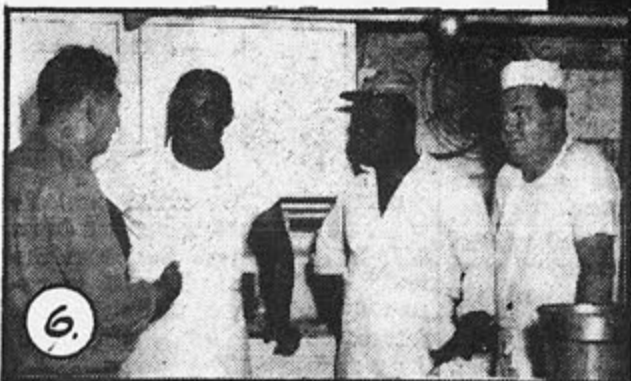
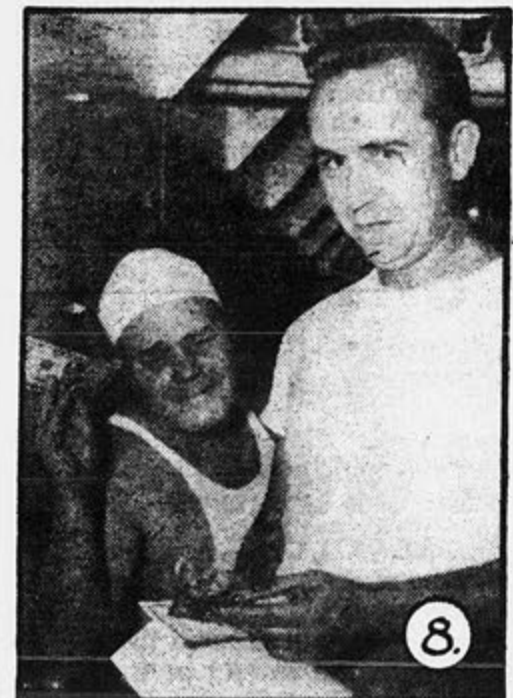
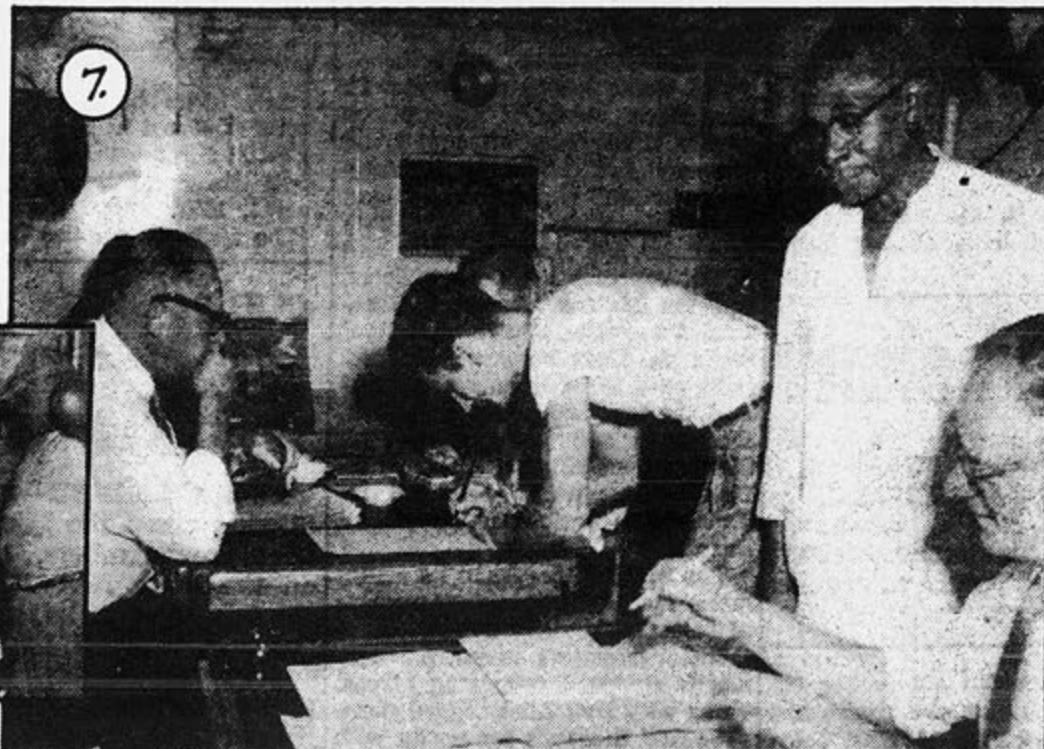
"SHIPS IN ACTION"

S S DEL NORTE



Baseball is big news on the Del Norte, aside from the usual World Series fever right now. It's business as usual with delegates (1), including Leo Watts (2nd from left), H. Crane, Joe Cot and Joe Mendoza, but members of the ship's championship nine (2) really get the spotlight. Open deck makes good practice field (3) for bosun's mate Jack Vorel, taking turn with catcher's mitt. Baseball captain "Blackie" Connors (left) is congratulated on team's success (4) by ship's delegate Leo Watts. Photos by Morris R. King.

S S MANKATO VICTORY



Back in New York from trip to Liverpool, Mankato crewmen gather in messhall (5) as SIU Patrolman Paul Gonsorchik (back to camera) issues dues receipts and checks beefs. Art Harrington, AB; Ken Hunter, saloon MM; R. Ewell, OS; W. F. Barth and Lester C. Long are pictured. In galley (6), patrolman discusses feeding with George Gibbons, Johnnie McCue, Jr., and H. Lanier. During payoff (7), R. Ewell signs voucher while W. F. Barth and paymasters look on. Later, Carroll Harper (left) and Ray Wright (8) count off earnings on the trip and look pretty pleased about it. In black gang foc'sle (9), John Igleberr, fireman, washes and gets ready for shore leave, while shipmates V. McClosky (left) and John W. Altstatt (10) tote ship's laundry down gangway. Another trip comes to an end.

INQUIRING SEAFARER

QUESTION: Do you like day work or watch standing? What are the advantages of one over the other?

Tom Duncan, AB: I prefer watch standing. You can make more OT standing watch and I think the time passes much faster. Besides I think day work is much harder. True they quit at 5 and have Saturday and Sunday off, but you go to sea to work, not just to sit around.

A. DaCosta, wiper: To me eight hours of work a day is enough. That is why I take day work instead of watch standing. It's just like going to business, work 'til 5 and then take it easy. Besides this we have the weekends off. This is just as good as a shoreside job.

Earl Cronsell, OS: I'll take the watch any time. Day men work like horses. I know for I've tried it. The watch gets at least four hours of rest every night, and Saturdays and Sundays are overtime. But a day man has to turn to on the weekends to make some OT money. To me day work is a druggery.

Edward L. Woods, OS: Watch standing, of course. A man gets more rest doing that type of work then he does doing day work. The seven-day week does not bother me and I don't mind putting in port watch; it's all overtime. I've been sailing some eight years now and take as much watch work as I can get.

Carlos Rodriguez, wiper: I would rather have day work. For then I can go ashore while in port and see my family. But if you are on watch, you may get stuck with the 4 to 12 shift and not get a chance to enjoy yourself. I like overtime too, but you can't work all the time.

Francis McGarry, AB: It seems to me that when a man is standing watch the days go by much faster than when working day tricks. Working seven days a week takes your mind off many things because you don't have the time to just sit around. And besides, there is always good overtime money to be made standing watch.

Cargo Slump Hits Coal Fleet; SIU Holds Lead

NORFOLK—The American Coal shipping fight is taking a new tack as the shipping slump in coal and other bulk cargoes is seriously affecting the company's operations. Because of lack of cargo the company had the Casimir Pulaski on the hook for nearly three weeks before it sailed and has had the Coal Miner, the only ship it owns, in layup for the past two weeks. The Miner was scheduled to come out again early next week as company officials scouted up a cargo for it. Despite its name, the Coal Miner has been carrying bulk cargoes other than coal on recent voyages.

The future outlook for the coal fleet has the Cleveland Abbe coming in here this weekend but with no cargo in sight as yet. The coal shipping picture remains uncertain with the charter market refusing to snap out of the summer doldrums. Coal charter rates of \$4 to \$4.50 a ton are far below the break-even point for American-flag operations.

In the job competition picture, the SIU continues to hold the lead with the present count 86 to 83. It will go up to 100 SIU to 94-NMU if the Coal Miner crew is called back aboard Monday as presently planned.

AFL-CIO Meetings

Efforts to settle the dispute are still continuing within the AFL-CIO on the basis of the proposals submitted by a special two-man committee and endorsed by all participating unions. The committee appointed by AFL-CIO President George Meany, consisting of George Harrison, president of the Brotherhood of Railway and Steamship Clerks and Jacob Potofsky, president of the Amalgamated Clothing Workers, had met with all parties concerned in July. On Friday, September 6, a follow-up meeting was held in Washington with President Meany and the

unions involved.

Attending the Washington meeting were representatives of unions affiliated with the AFL-CIO Maritime Trades Department as well as the old CIO maritime committee. After discussion, Meany indicated he would seek a further meeting between himself, SIU Secretary-Treasurer Paul Hall, NMU President Joseph Curran and others he might invite to such a session. The further meeting is expected to take place in the near future.

NMU Calls In CG

Having failed so far in efforts to overcome the SIU's lead on the coal ships, despite many an assist from the company, the NMU tried out a new tactic. It called in the Coast Guard to give it a hand in trying to rout SIU oldtimers out of

coal ship jobs. NMU's tactics in this instance could very well backfire against the NMU.

The NMU's discomfort over its failure to overcome the SIU's lead was shown by its persistent refusal to publish any figures in the NMU "Pilot." The NMU insisted that it had a "very good lead" but wouldn't talk in terms of specific numbers.

The SIU, with staunch support from oldtimers from the A&G District and the West Coast Sailors, Firemen and Cooks, has held the job lead consistently since a Federal court order last spring established a seniority hiring system. Although the figures have fluctuated narrowly in recent weeks, at no time has the NMU been able to overcome the SIU's edge.

NLRB Schedules Robin Vote Hearing Sept. 16

NEW YORK—The NLRB has confirmed Monday, September 16, as the date for a formal hearing on the SIU's petition for an election for crewmembers on the eight Robin Line ships now owned and operated by Moore-McCormack.

The petition was filed on August 9 by the SIU in order to protect the jobs for Seafarers on the Robin vessels after Moore-McCormack acquired them. An informal hearing was held on August 22 with NLRB examiner L. J. Lurie.

The Bull Line strike is now entering its fourth week with the ships tied up solidly. There are now four ships idle at the Bull Line terminal, the Frances, Kathryn, Elizabeth and Beatrice. No other Bull vessels were expected in for some time.

Although shipping has not improved during the past period quite a few jobs went to Class "B" and "C" men, so it seems that Class "A" men were not finding it too difficult to secure berths.

27 Ships In

A total of 27 ships hit the port during the past two weeks. There were 18 paying off, four signing on and five intransit.

The ships paying off were the Robin Trent (Robin); Steel Navigator, Steel Flyer, Steel Chemist (Isthmian); Alcoa Roamer, Alcoa

Puritan (Alcoa); Seatrain Georgia, New York, Texas, Louisiana, Savannah (Seatrain); Cantigny, CS Miami, Council Grove (Cities Service); Maxton, Almena (Pan-Atlantic); Beatrice and the Elizabeth (Bull).

The Coeur D'Alene Victory (Victory Carriers), Steel Designer (Isthmian), Michael (Carras) and CS Miami (Cities Service) signed on while the Ideal X, Coalinga Hills (Pan-Atlantic), La Salle (Waterman), and Val Chem (Heron) were in-transit.

Don't Send Your Baggage COD

Seafarers are again warned not to send their baggage COD to any Union hall. The Union cannot accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co.

Converted Libertys Make Grade

WASHINGTON—The Government's experiment in upgrading Liberty ships and testing new power plants is turning out well under actual operating conditions. The Maritime Administration reported that the three war-built ships converted last year to new and different power plants are holding their own in transatlantic service, and are making higher speeds than estimated. Fuel consumption and maintenance problems are about what the Government expected.

The ships are the first of four that were taken out of lay-up to test the feasibility of upgrading the reserve fleet in case of emergency. They are also being used to compare steam turbine, diesel, and gas turbine power plants.

The three ships are the Benjamin Chew, the Thomas Nelson and the John Sergeant. The Chew, which has been converted into a steam turbine ship, has completed five voyages. The Nelson, which was given a new bow and equipped with diesel engines, has made five trips. The Sergeant, which got the same type of bow as the Nelson, as well as an open cycle regenerative gas turbine, has completed four voyages.

Fourth Ship Due

A fourth ship, the William Patterson, is equipped with a free piston gas turbine. It is undergoing sea trials before entering commercial service.

Reporting on the three ships last month, the Maritime Administration said that the Chew averaged 15.3 knots from Norfolk to La

Pallice, and has done even better on shorter runs. The average speed of a Liberty ship equipped with reciprocating engines is 10 knots.

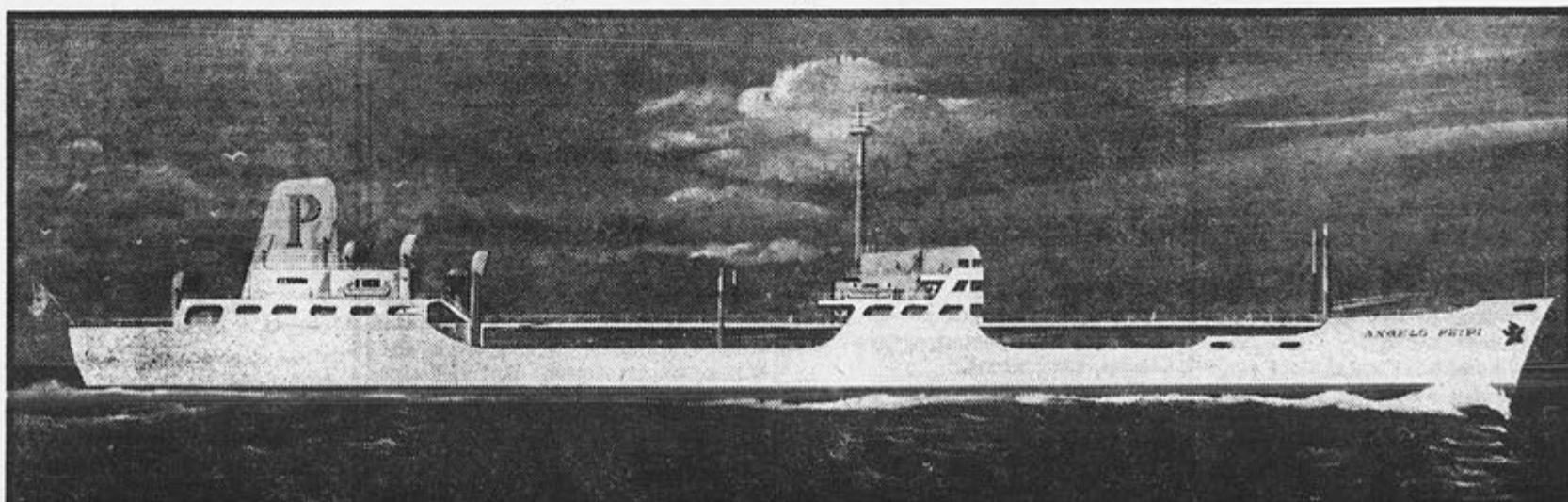
Even better speeds were made by the Thomas Nelson and the John Sergeant. The Nelson averaged 15.61 knots between London and Miami, and 17.5 knots between Miami and Jacksonville. The Sergeant with her gas turbine has averaged 16.03 knots between La Pallice and New York. All the fig-

ures are believed to be below the actual maximum speed of the ships.

In fuel consumption, the diesel-driven Thomas Nelson is the lowest, the gas-turbine John Sergeant next, and the steam turbine Benjamin Chew worst.

The three ships are operated in the North Atlantic by US Lines. The gas turbine vessel carries a crew of 37, while the diesel and steam turbine ships are manned by 40 and 41 crewmembers, respectively.

Corks Ready To Pop For Wine Tanker



Artist's conception of the first US-flag wine tanker, the Angelo Petri, which is expected to begin service late this month between Stockton, Calif., Houston and Port Newark, NJ, with an SIU Pacific District crew. The new vessel can carry 2 1/2 million gallons of wine per trip in 26 stainless steel tanks. She will carry other liquid edibles on return trips to the West Coast. The ship is about the same size as the conventional T-2 tanker and includes the 250-foot after section of the T-2 Sackett's Harbor, including the original machinery. She can do 15 knots and is expected to make seven round trips a year between coasts.

LET 'EM KNOW!
Write TO THE LOG

Shipping Round-Up & Forecast

August 21 Through September 3

Port	Registered			Shipped			Total A	Total B	Total Reg.
	Deck A	Deck B	Eng.	Deck A	Deck B	Eng.			
Boston	20	3	8	9	4	1	34	9	43
New York	80	10	74	37	19	10	106	38	260
Philadelphia	30	7	30	17	3	0	47	19	96
Baltimore	61	13	37	35	5	4	73	21	162
Norfolk	8	5	10	3	1	0	7	6	39
Savannah	3	3	7	2	1	0	6	3	23
Tampa	6	1	3	2	1	0	5	4	19
Mobile	28	6	16	25	3	0	52	15	78
New Orleans	42	18	38	52	5	0	132	23	147
Lake Charles	7	8	24	7	11	0	18	30	45
Houston	43	9	24	20	20	0	39	37	114
Wilmington	20	10	7	7	6	1	12	15	72
San Francisco	30	15	16	24	11	1	32	31	115
Seattle	30	22	17	13	6	0	32	27	119
Total	408	130	299	260	97	18	625	282	1332

Port	Registered			Shipped			Total A	Total B	Total Reg.
	Deck A	Deck B	Eng.	Deck A	Deck B	Eng.			
Boston	9	4	1	9	4	1	21	14	36
New York	37	19	10	37	19	10	106	38	170
Philadelphia	17	3	0	17	3	0	47	19	68
Baltimore	35	5	4	35	5	4	73	21	98
Norfolk	3	1	0	3	1	0	7	6	15
Savannah	2	1	0	2	1	0	6	3	9
Tampa	9	2	1	9	2	1	18	3	26
Mobile	25	3	0	25	3	0	52	15	69
New Orleans	52	5	0	52	5	0	132	23	157
Lake Charles	7	11	0	7	11	0	18	30	48
Houston	20	20	0	20	20	0	39	37	77
Wilmington	7	6	1	7	6	1	12	15	29
San Francisco	24	11	1	24	11	1	32	31	94
Seattle	13	6	0	13	6	0	32	27	61
Total	260	97	18	260	97	18	625	282	957

Job activity fell off again in the last period, matching the low so far for the past year and a half. The total number of men shipped, 957, was less than the class A registration alone. Registration itself was 1,332, reflecting a considerable rise in this statistic.

Only five SIU ports escaped the general decline and one other remained about the same as before. The increased shipping was listed for Boston Philadelphia, Tampa, New Orleans and San Francisco, but Frisco was the only one showing a major gain. Baltimore held to the status quo and was still only "fair."

Ports that fell off were New York, Norfolk, Savannah, Mobile, Lake Charles, Houston, Wilmington and Seattle, but most of these expected to bounce back again. New York was down due to the idling of Bull Line ships.

Generally, the deck department accounted for the most shipping and the largest portion of the registration total as well.

The proportion of jobs taken by class A men dropped to 65 percent, while class B shipping rose to 30 percent of the total. Class C shipping fell off slightly once again, hitting a new low.

The following is the forecast port by port:

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

Notify Union About Sick Men

Ship's delegates are urged to notify the Union immediately when a shipmate is taken off the vessel in any port because of illness or injury. Delegates should not wait until they send in the ship's minutes but should handle the matter in a separate communication, so that the Union can determine in what manner it can aid the brother.

It would also be helpful if the full name, rating and book number was sent in. Address these notifications to Welfare Services at headquarters.

WC Firemen, Cooks Start Voting Soon

SAN FRANCISCO—Members of all three unions in the SIU Pacific District will take part in referendum ballots this fall. Two elections and a vote on a new constitution for the Marine Firemen's Union are slated.

Already in motion is the ratification process for the amended MFOW by-laws. Voting on these will begin late this month or in October once ballots are prepared.

Nominations of the first officials to be elected under the recently-adopted constitution of the Marine Cooks and Stewards were held at port membership meetings last night, with 14 posts at stake. This will be the first formal election in

MCS history, since the time the union was first chartered by the SIU of North America in 1951. The constitution itself was ratified less than three months ago.

Under the new constitution, jobs to be filled, all for a three-year term, are those of a secretary-treasurer, assistant secretary-treasurer, three patrolmen and a dispatcher at headquarters, and one port agent and patrolman each in the ports of Seattle, Portland, Wilmington and New York.

Members nominated have until October 15 to accept or decline, and voting will begin for a 60-day period on November 1. Those elected will take office in January, 1958, once the results are certified by a membership-elected tallying committee.

The Sailors Union of the Pacific will hold its annual election during December and January. Nominations will be made at the first SUP meeting in November.

22 Homes Built By La. Volunteers

LAKE CHARLES—Volunteer builders from New Orleans and Lake Charles continued to give up their weekends, including their traditional holiday—Labor Day, to construct seven more homes in Cameron County, La. This brings the total to 22 homes built by these men with three more to go under the original hurricane reconstruction program. The amount of materials and supplies left over will determine what will be done after these are constructed, writes Leroy Clarke, port agent.

Shipping for the port was only fair during the past two weeks. The Chiwawa, CS Miami, Bents Fort, Cantigny and the Winter Hill (Cities Service); Petro Chem (Valentine); Maxton (Pan-Atlantic); Steel Advocate (Isthmian); Mermaid (Metro. Petroleum); Del Aires (Mississippi) and Pan Oceanic Transporter (Penn. Nav.) were in port during the last period.

Tampa Gets Job Boost

TAMPA—Shipping in this port picked up somewhat in the last period with registration dropping behind shipping in the deck and engine departments. But although jobs are on the increase, there are enough men on the beach now to handle any openings that may come along.

There were four vessels calling into port within the last two weeks. The Citrus Packer (Waterman) paid off while the La Salle, Hastings (Waterman), Steel Flyer (Isthmian) and Del Campo (Mississippi) were in transit.

MARORE (Ore Nav.), July 10—Chairman, D. Stone; Secretary, D. Carey. One man missed ship. Report accepted. New delegate and treasurer elected. Need new plugs for pantry sink. Steward to post sign regarding linen change.

SEATRAN TEXAS (Seatrail), May 27—Chairman, F. Sullivan; Secretary, F. McBride. Repair list submitted. Some small beefs. Ship's fund, \$77.80. Reports accepted. Need more or larger fans for crew's quarters; canned coffee in place of bagged coffee.

YORKMAR (Calmar), May 23—Chairman, E. Denchy; Secretary, J. Archie. Ship's fund \$15.82. New delegate elected.

STEEL KING (Isthmian), May 26—Chairman, J. Keavney; Secretary, J.

missed ship; one member hospitalized. Headquarters to be given Bloomfield Steamship Co. schedules and ports of call so LOG may be received at all times. Slop chest not opened frequently enough. Vote of thanks to steward dept. Approval of new SIU feeding program.

NEVA WEST (Bloomfield), June 14—Chairman, D. Jones; Secretary, J. McDougall. New delegate elected. Drinking water changed. Brother Jones will submit article for the LOG. Steward to act as treasurer. Ship being cleaned and painted. No beefs—things running smoothly. Vote of thanks to steward dept. for good food and service. Cleaning schedule for laundry and recreation room to be typed and posted. Need scuppers in laundry. Valves to be checked and changed to save fresh water; place cold water hook-up to washing machine. General discussion.

Aug. 3—Chairman, J. Reilly; Secretary, D. Jones. Sick men to see doctor upon arrival. Need new washing machine. Scupper to be placed in laundry. Members leaving ship to strip bunks and turn in soiled and extra linen. Two articles submitted to LOG. Ship's fund \$14.23. No beefs, everything running smoothly. No LOGs received. Vote of thanks to steward dept. for fine food and service. Need new washing machine and scupper in laundry. General discussions.

CAROLYN (Bull), July 28—Chairman, W. Smith; Secretary, R. Principe. Vote of thanks to steward dept. for fine work. Ship's fund to be used to repair TV set. \$1 contribution from each crew member.

WARRIOR (Waterman), Aug. 3—Chairman, H. Starck; Secretary, W. Elliott. Captain warned crew about causing any trouble. Injured man repatriated to States. One man missed ship, rejoined in Moji. Reports accepted. Discussion on washing machine. Vote of thanks by steward for cooperation in changing linen. Cups to be returned to pantry. Repair list to be submitted.

SEA COMET II (Seatrader), Aug. 4—Chairman, F. Parsons; Secretary, G. Bryan. No major beefs. Some disputed overtime. Delegate to check with patrolman regarding phosphate cargo and whether or not men would be permitted to pay off in Baltimore. One man missed ship. Clothes turned over to shipmate and necessary data given to delegate. Reports accepted. Extra linen to be turned in for inventory. Vote of thanks to steward dept. Garbage to be dumped aft. Crew not to use lemon juice; set aside for meals only.

CAROLYN (Bull), July 14—Chairman, W. Smith; Secretary, D. Pantes. One man hospitalized. No replacement. Few hours disputed OT. New delegate elected. More variety in night lunch. Food not up to par. Poor grade of food-put aboard; to be discussed with patrolman. Complaints being brought topside. Washing machine to be kept clean.

STEEL VENDOR (Isthmian), May 8—Chairman, S. Mangold; Secretary, V. Orenco. Ship's fund \$27.91. New delegate elected. New library obtained.

June 19—Chairman, V. Warfield; Secretary, V. Orenco. No hot water for 11 hours. One man missed ship; rejoined. Ship's fund \$27.91. Few hours disputed OT. Report accepted. Need more canned fruits. Vegetables not cooked properly.

July 20—Chairman, W. Schlect; Secretary, V. Orenco. Subsistence not collectible—hot water supplied within 12 hours. Two men paid off in Honolulu. One man missed ship. In the future, anyone quitting before payoff must have medical slip certifying unfit for duty. Ship's fund \$27.91. Carpenter paid off. Unable to get replacement. All beefs to be settled by patrolman. Bosun refused to turn to, stating he was fired. Patrolman to talk to bosun. Bread box to be closed to prevent bread from becoming stale. Pantry and mess hall doors to be closed while in port.

ALCOA PEGASUS (Alcoa), Aug. 18—Chairman, J. Bernard; Secretary, L. Phillips. Two men left ship in PR. Cots to be stowed away at end of voyage.

SEATRAN GEORGIA (Seatrail), Aug. 18—Chairman, S. Charles; Secretary, A. Lambert. Delayed sailing disputed OT to be referred to patrolman. Beef in deck dept. kept squared away. Wire sent to hall re: sending patrolman for Sunday payoff. Ship's fund \$21.03. Safety meeting held. All suggestions taken care of. Complaints not to be taken to captain.

SHINNECOCK BAY (Tankship), Aug. 17—Chairman, E. Czosnoski; Secretary, R. Harp. All stores to be checked by delegate. Beef on steward to be taken up with patrolman in San Juan. Request 25 days supply of stores to be put aboard.

DEL NORTE (Miss.), Aug. 18—Chairman, J. Connors; Secretary, H. Crane. Everything running smoothly. Men urged not to foul up. Ship's fund \$127.03. Paid for new movie screen. New delegate elected. Messhalls and pantry to be kept clean at all times. Steward to have cream and sugar in pantry at coffee time. Each man to donate \$2 to purchase films for next voyage.

ALCOA ROAMER (Alcoa), Aug. 14—Chairman, E. DeBoutte; Secretary, R. Kienast. One man left ship in San Juan to fly to NY marine hospital. Letter from Union regarding 91 days received. Vote of thanks from all members to headquarters.

Purcell. Galley range needs repairing. Ship's fund, \$16. Drunkards warned and will be turned over to Union. 4-8 watch turning in morning not putting in for penalty meal hour. Delegate missed port payoff in NY. New delegate elected. Vary night lunch. Shower water too hot. Too much fraternizing topside. Warning issued if not stopped offenders will be dealt with accordingly.

June 23—Chairman, J. Purcell; Secretary, J. Keavney. Three men paid off without proper relief in Honolulu. Ship's fund, \$16. Report accepted. Garbage to be dumped aft. Food beef to be taken up at meeting. Shipping rules to be posted in messroom.

YORKMAR (Calmar), July 1—Chairman, (none); Secretary, J. Archie. Few hours disputed OT. To be taken care of at payoff. Ship's fund, \$15.82. Need fan in laundry room. Washing machine water line needs repairing. Return all cots after using.

DEL AIRES (Miss.), July 7—Chairman, C. Gautreau; Secretary, J. Davis. New delegate elected. Ship's fund \$73. Schedule for cleaning laundry to be posted. Safety representatives elected by each dept. Talk by steward regarding food and repairs. Door to be locked while kroo boys are aboard. Endeavor to get spring-type locks.

FRANCES (Bull), July 21—Chairman, W. Deak; Secretary, P. Colonna. Reports accepted. Donation by crew to obtain new library. Toaster not to be used for grilled sandwiches. Pantry to be kept clean.

IDEAL X (Pan-Atlantic), Aug. 8—Chairman, Prokopuk; Secretary, Helvink. Few hours disputed OT. Reports accepted.

ALCOA PARTNER (Alcoa), July 29—Chairman, G. Clarke; Secretary, C. Neumann. Few hours disputed OT. Repair lists to be submitted. Reports accepted. Minimum of 2 hrs. OT to be paid for unlicensed personnel called after 5 PM and before 8 AM. New delegate elected. Ship to be exterminated. Obtained new library. Vote of thanks to steward dept.

DE SOTO (Waterman), June 5—Chairman, C. Wallick; Secretary, W. Newsum. New delegate elected. Lockers in fo'cals to be repaired. Water pressure to be improved throughout ship.

July 11—Chairman, R. Hodges; Secretary, W. Newsum. Steward's actions unbecoming. Number of complaints from members in dept. Patrolman to take action. Few hours disputed OT. Few beefs to be taken up with patrolman. Two men missed ship between ports. Reports accepted. Clarification of deck delegate's report. Beefs to be taken up with patrolman.

Aug. 3—Chairman, R. Hodges; Secretary, B. Varn, Jr. Repairs made. Vote of thanks to headquarters for progress made in American Coal beef. New delegate elected. Cups to be returned to pantry after using. Take better care of cots. Vote of thanks to retiring ship's delegate. Vote of thanks to steward dept. for fine food and good service.

ALCOA RANGER (Alcoa), July 27—Chairman, (none); Secretary, J. Jones. No replacements for crew members in Puerto Rico. Reports accepted. Refrain from making noise in passageways—men sleeping. Discussion on type of milk put aboard in San Juan; general equipment on board.

CALMAR (Calmar), July 21—Chairman, F. Miller; Secretary, T. Jackson. New secretary-reporter, treasurer and delegate elected. Messroom and bathrooms to be kept clean.

MICHAEL (Carras), July 31—Chairman, H. Ward; Secretary, C. McLean. Ship sailed short two men. One man ill. Ship's fund \$2. Purchased magazines and books. Observe quiet in passageways. Post repair list.

ALICE BROWN (Bloomfield), July 28—Chairman, G. Yeager; Secretary, T. Schultz. Safety meeting held. Repair lists submitted. One member

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Shopping For A House

Prices of new houses are at record high levels. This summer the average new house, on a countrywide basis, has a price tag close to \$15,000. In just the three years since 1954, when the average dwelling was \$12,300, the average price has gone up about 22 percent. Only one out of seven new houses recently offered for sale was priced under \$10,000.

Part of this rise is due to the fact that houses are larger now, because builders are concentrating on more expensive houses and less on the wage-earner market. The average house in 1956 provided 1,230 square feet of floor area compared to 1,140 in 1954.

However, the cost per square foot of housing your family has jumped too, from a country wide average at \$10.79 a square foot in '54 to \$11.79 in '56, and an estimated \$12 in May, 1957. The cost per square foot actually has dropped in the Northeast, but has gone up drastically in the West, South and North Central states. In the Northeast, housing demand has tapered off, but in booming areas where demand is keen, as in a number of Southern and Western states, builders are pricing new homes to get all the market will bear. In just two years, from '54 to '56, the square-foot prices of houses have jumped 16 percent in the South, to \$10.32; 15 percent in the North Central states, to a whopping \$14.08, and 10 percent in the West, to \$11.72.

Prices In South Now Rising

The cost of houses in the South is relatively low, although going up fast, because most are basementless and only three out of five have central heating.

It's valuable to know what you get for your money in square footage and "extras," and also what designs and materials are being favored. This helps you compare values offered by different builders. It also helps you judge the future resale value of a new house, and compare values among older houses on the market.



The price per square foot of floor area is one yardstick of value. As the Bureau of Labor Statistics figures it, floor area is the number of square feet computed from outside dimensions, counting all finished livable space, including laundry and utility rooms, halls and closets. But it excludes recreation, storage, laundry and utility rooms in the basement, unfinished attic space and open or screened porches.

The big switch in recent years is to three-bedroom houses, which have become the standard in place of the two-bedroom house that predominated in 1950.

Another factor is the quality of construction. Despite the higher square-foot costs, basic construction quality is not necessarily improving. A recent BLS report showed relatively few new houses available nowadays for less than \$10,000, with the majority of them in the South. These were small, basementless, frame houses with wood or asbestos shingle exteriors, often with only two bedrooms or even less; one bathroom, and with only space heaters or no heating facilities at all.

You have to go into the \$10,000-\$15,000 bracket to get a more adequate house. In this bracket you can get 1,000 to 1,500 square feet of living space, with three bedrooms, one bath or a bath and a half, warm-air heat if not the costlier hot-water, and a garage or carport. But even houses in this price class have basements in only one out of three cases and, most often, dry walls. Only in houses over \$15,000 are you likely to get plaster walls, and then, in only three out of five cases. Hot-water heat has become relatively rare in houses selling for under \$20,000.

\$10,000 Is Dividing Line On Wood, Brick

Houses under \$10,000 will more often have asbestos facing, but over the \$10,000 price you have a good chance of getting wood, brick or stucco facing.

If you go over \$12,000, you should expect a full or at least partial basement and also, bathrooms with ceramic tile walls and floors.

Only at \$15,000 and over do new houses now generally give you plaster walls, 1 1/2 to 2 bathrooms and most generally, brick or brick-facing construction.

Aluminum window frames are gaining in popularity with steel casements now less used. Wood double-hung windows are still popular and desirable, but nowadays are found more in the costlier houses than in moderate-priced ones.

But besides the price, regional preferences influence construction. People in the Northeast prefer basements, and in the North Central states over half the new houses have basements, with the trend in that direction. In the West and South, most houses are basementless. Families in the Northeast and North Central states prefer wood windows, BLS surveys show.

It's more important to look for quality construction, rather than eye-catching "extras," such as dishwashers, garbage disposal units, etc. Very few builders now give you a refrigerator and even less a washer, as they often did when houses were cheaper. In most cases you should be able to get a range and exhaust fan. An increasing number of cooking units now are built-in tops and eye-level ovens.

BME Boosts Welfare, Pensions

In a move designed to insure greater welfare protection to its members, Brotherhood of Marine Engineers welfare plan trustees have announced substantial increases in benefits for engineers.

The changes involve increased death benefits, a prorated pension plan for engineers who wish to retire at age 60 and increased medical payments. Death benefit payments for active members were increased from \$2,500 to \$3,000 while a payment of \$500 was approved to beneficiaries of retired BME members. Prior to this pensioners were not eligible for death benefits.

Realizing the need of additional protection against expensive medical costs, the benefit for doctors' visits has been increased and extended to cover additional medical services. The medical plan will now pay up to \$100 a calendar year towards bills incurred by the engineer or his family. The payments will be made for visits to a general practitioner or to a specialist.

It was also extended to cover eye examinations and eye glasses. The maximum payment for any one bill will be \$20. The old plan had no provision for bills over \$5 and did not include payments for eye examinations and glasses.

Payments under the pension plan to qualified members have been changed to enable engineers to retire at age 60 at a lower benefit rate. Earlier, BME members were not eligible for retirement benefits until they reached 65. The prorated payments range from \$55 a month for a member retiring at age 60 to the full benefit of \$100 a month for those retiring at 65.

The expanded welfare and pension programs were the result of recommendations by delegates to the union's agents conference. They were subsequently approved by the membership.

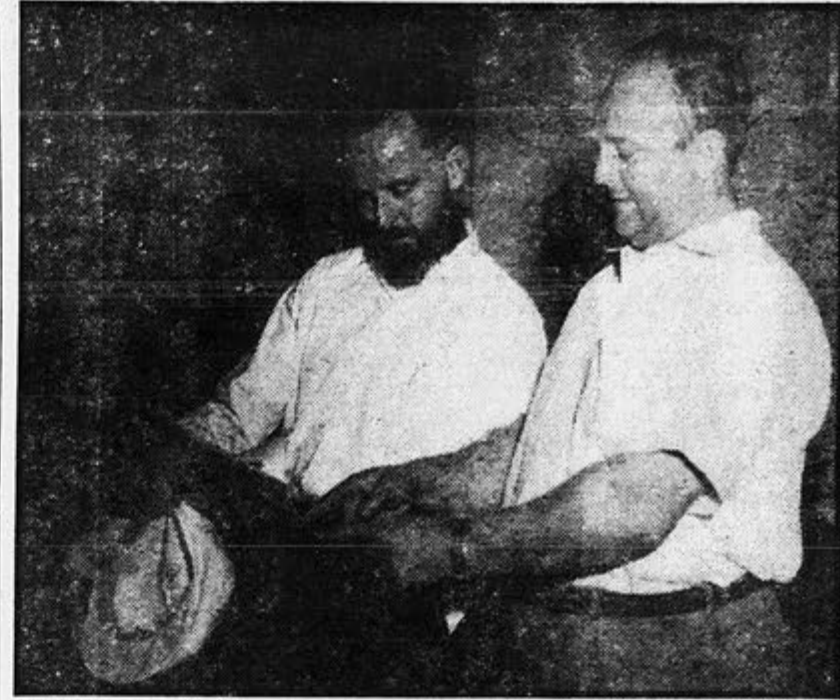
The membership also voted to set machinery in motion for revising certain clauses in the union's constitution. The changes would be along the lines recom-

mended at the agents conference. Up for revision are the union's trials and appeals procedures, quorums for membership meetings, replacement of the executive board by an agents conference set-up and inclusion in the consti-

tution of the AFL-CIO ethical practice code.

A special constitutional committee has been called to prepare the recommendations for the September membership meeting at headquarters.

It's There In Black 'n' White



British seaman Kevin Sealy, AB (left), looks over item in SIU constitution as Seafarer John F. Murphy, bosun, points it out to him. Sealy, a member of the British Seamen's Union, aboard the SS *Ulysses* in New York, came up to the hall to pick up some copies of the constitution to show to his shipmates.

Glass Fiber Lifeboats Will Be Tested By US

WASHINGTON—A new type of lifeboat constructed of reinforced glass fiber will be tested next year for use aboard American-flag ships. The Maritime Administration got the experiment under way last month by asking manufacturers to submit bids for producing several sets of oar- and motor-propelled boats for testing early in 1958. The study will be made on Government-owned ships.

The new lifeboats, which are in use on foreign ships, are constructed of laminated glass fiber. The fiber may be pigmented with desired colors, and the hard, smooth type finish eliminates painting.

Boats Have Long Life

The Maritime Administration believes the boats will last as long as the ships they are assigned to, with little maintenance. It also believes that their elasticity should enable them to withstand shock and collision that might seriously damage metal boats.

The proposed boats would have the following specifications: length overall 24 feet, beam 8 feet, and draft 3 feet 6 inches, certified for a maximum capacity of 40 persons.

The Maritime Administration has also specified that the maximum hoisting weight when fully equipped (without persons) must not exceed 4,500 pounds, including 800 to 1,000 pounds of equipment. Resins used in construction must be fire retardant.

Turbine Ship Test

The boats will be tested aboard the Government's experimental Liberty ship GTS William Patterson, and on other Government-owned vessels. The Coast Guard has specified that the boats must exceed the present tests required for metal boats. If the tests are successful, similar boats may be ordered on all new Maritime Administration construction.

MTD Elects Port Heads In St. Louis

ST. LOUIS—The St. Louis Maritime Port Council—one of the series of port councils now being set up by the AFL-CIO Maritime Trades Department—was formally chartered here on September 5. The charter was presented by Harry E. O'Reilly, MTD executive secretary.

Officers of the council were elected as follows: President, John Naber, secretary - treasurer of Teamsters Local 688; vice president, Edward Weber, business representative of Firemen and Oilers Local 6; secretary-treasurer, Edward Adams, business representative, MM&P.

The charter meeting was attended by 25 delegates representing seven international unions with a total marine membership of 50,000. Local unions in the area are also applying for membership, and it is expected that ultimately about 20 unions will be affiliated with the council.

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.

SIU Softball Nine Champs In Baltimore

BALTIMORE—The SIU chalked up another victory, but this time on the baseball diamond. The "Seafarers International Union" softball team downed the South Baltimore champs, 4-3, in a final play-off game to take the city-wide championships for 16 to 18 year olds.

The South Baltimore club, Fritz's Social Club, had jumped to a 2-run lead in the first inning, but under the cool pitching of "Huch" Neal and some well placed hits by Neal, Gus Ceaenaio and right fielder Gavenas, the SIU-sponsored team turned the tables for a 4-3 victory. Fine defensive plays by shortstop Jack Norwood, second baseman George Holland, first baseman Cliff Steward and Captain Jack Schaefer, the catcher, pulled the plugs on any threats by the southern champs.

The SIU club is coached by Jack and Irvin Levin who have lead two straight championship teams. Last year they captured the 14-16 title and this year the 16-18 crown with the SIU.

SIU Baltimore members and officials have pitched in to help sponsor the local ball club. Besides being a factor in keeping the youths off the streets, it has aroused a community spirit in Seafarers from Baltimore who attended the games while on the beach and rooted their team to victory.

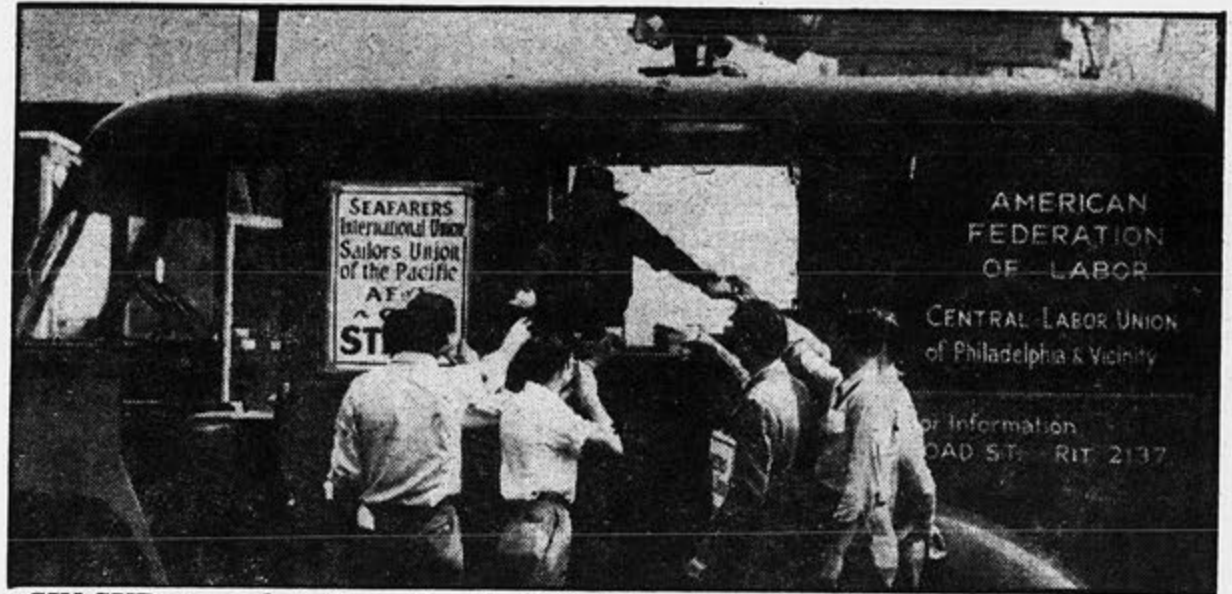
IT HAPPENED IN THE SIU . . .

The dozen years since the end of World War II have been the backdrop for numerous beefs in which Seafarers have played a significant role, as well as being a period of major gains for the Union and its membership.

Pictured here are scenes from just a handful of the many important events of the last 12 years.



World War II had ended and in 1946 the Communist Party made its strongest bid yet to control all of maritime. Here Seafarers demonstrate against an invasion of New York by Harry Bridges and his allies in the Committee For Maritime Unity. CMU later folded.



SIU-SUP general strike action in 1946 tied up shipping tight as a drum on both coasts in protest against continued Government lid on wage increases already negotiated with operators. Here mobile "stew pot" provides coffee and cakes for Philadelphia pickets. Strike was successful in regaining full bargaining rights for maritime unions and eliminating Government wage controls.



Another major postwar organizing campaign was successfully followed through at Cities Service Oil Co. Here a Seafarers' picket squad conducts a dress rehearsal in preparation for a possible strike against the company in 1953 when its SIU agreement came up for renewal. Strike was called off when a new agreement was signed.



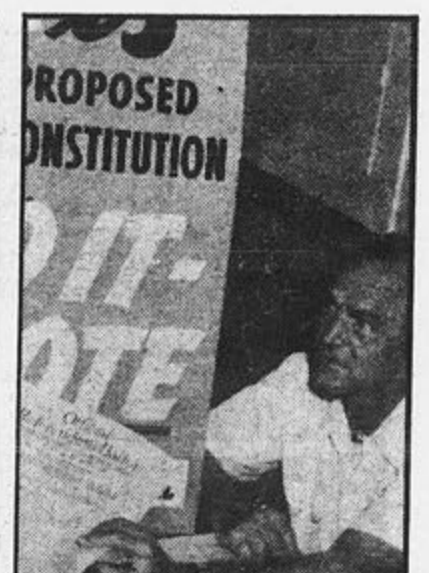
The largest-scale organizing drive ever carried on in maritime reached its peak in '45 and '46. Here an organizer meets a group of Isthmian crewmembers off the William Whipple. SIU won election in 96-ship fleet by a commanding margin. Vote was maritime's biggest.



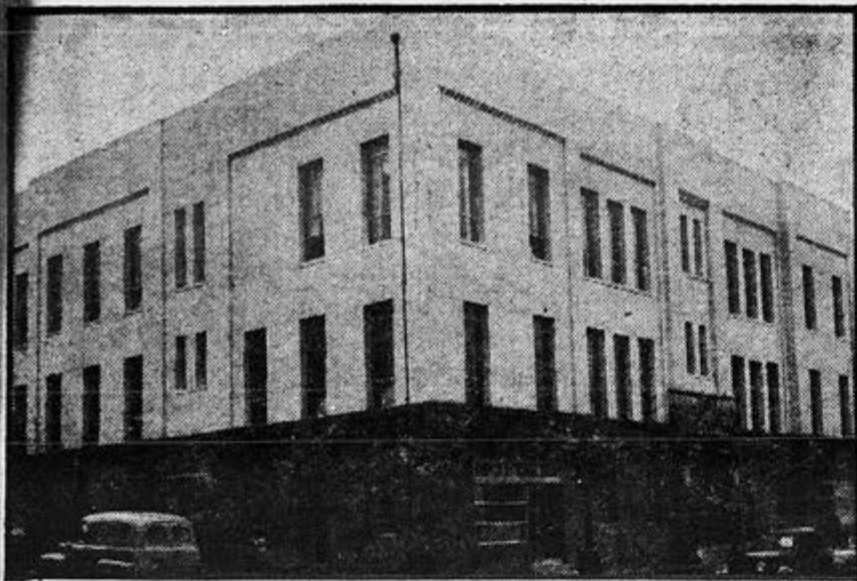
Int'l Union of Electrical Workers gets SIU backing on Baltimore picket lines in bitter 1955-56 strike.



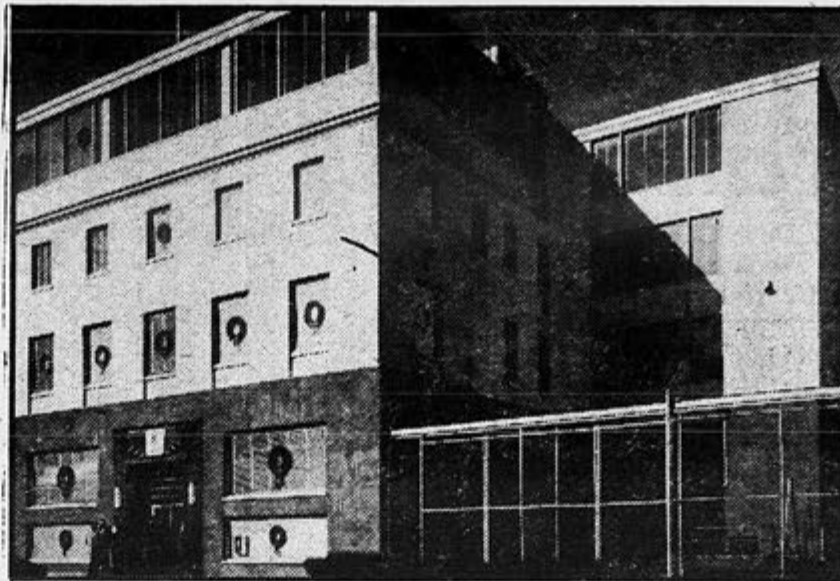
First pooled Vacation Plan in maritime began in '52, guarantees vacation pay for all every 90 days worked.



Constitution, first written back in 1939, was revised and modernized in 1952 and approved by 95 percent vote.



SIU building program resulted in construction of new headquarters hall in Brooklyn which opened in November, 1951. Hall was first on Atlantic and Gulf Coast to boast modern shipping hall, recreational and eating facilities for Seafarers on the beach.



Three years later Baltimore hall was opened, exceeding headquarters in space and improving on its facilities. Hall quickly became center of labor activities in the Maryland port city, as many unions took office space there.



Andrew Furuseth training school in Mobile teaches seamanship to SIU newcomers in all ships' departments.



Disability-pension benefits for Seafarers, any age, who are unable to work started at \$15 weekly in 1952, have since been increased to \$35 a week. Pictured above is disabled Seafarer Walter Stoll with Mrs. Stoll at his retirement home in Savannah.



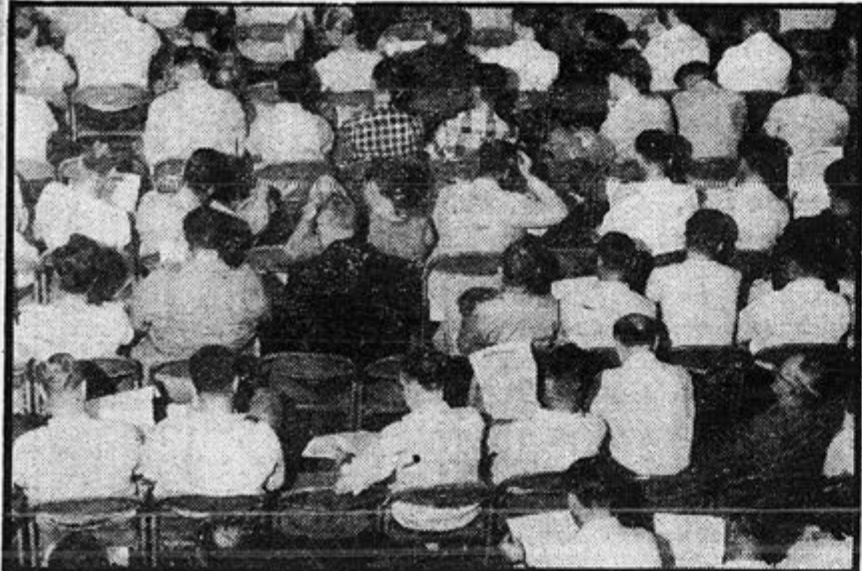
Joseph Cave, Jr., 1st SIU maternity benefit baby in '52, marks birthday in New Orleans one year later.



Sea Chest, founded in 1952, has continued to offer top quality slops to SIU-contracted ships on competitive basis.



Support of NY Stock Exchange strikers in '48 involved this Seafarer in "Battle of Wall Street" as cops belabored pickets.



Group of Seafarers attending headquarters meeting listens attentively as resolution calling for referendum on constitution amendments is read at one of three successive meetings before being voted on by secret ballot. Amendments were adopted by overwhelming margin.



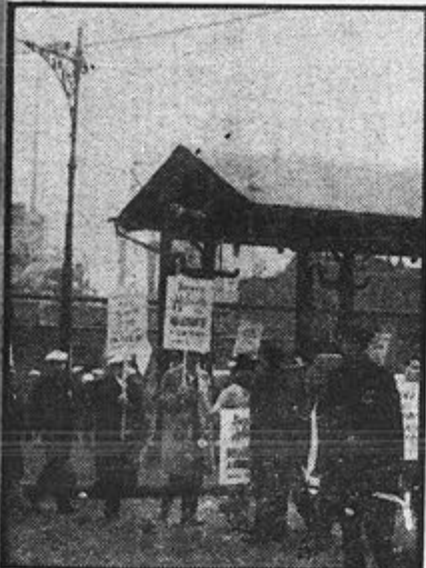
New Orleans Seafarers parade in support of CIO telephone workers during long 1955 strike against Southern Bell system.



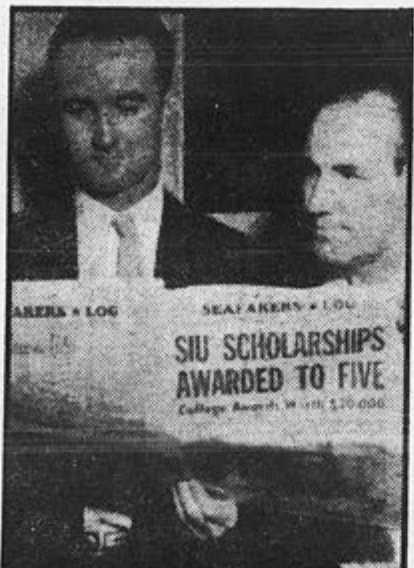
SIU started distributing 50-book ship's libraries in 1953 in effort to meet demand for shipboard reading matter.



Longshoremen seeking new union in New York are shown at AFL rally at SIU headquarters in course of '53 drive.



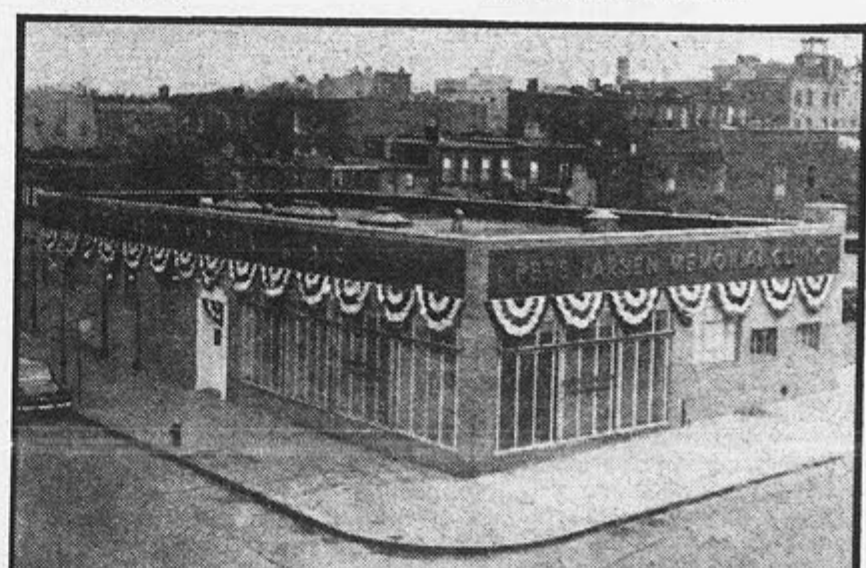
CIO shipyard workers were backed by SIU on several occasions. Shown above is 1947 shipyard strike at Ira S. Bushey's.



Seafarer Jerry O'Neill, '56 SIU scholarship winner, reads all about it in LOG. Five \$6,000 awards are made each year.



Hospitalized Seafarers learn of new family hospital-surgical plan. Program begun in 1955 has since been extended.



First of four proposed SIU Welfare Plan medical centers opened in Brooklyn, one block from SIU hall, in April, 1957. Well over 1,000 Seafarers have already had head-to-toe check-ups at no cost. Other diagnostic clinics will be set up in Baltimore, Mobile and New Orleans.

Dow-Chem Men Get \$125 Raise

HOUSTON—Seamen aboard two of Dow Chemical Company boats came into a windfall this week when the company turned the vessels over to Dixie Carriers to operate for them. Dixie Carriers is an HIWD-contracted operator and under the terms of its agreement the men on these vessels will automatically receive an average wage increase of \$125 a month, plus other HIWD welfare benefits.

Just prior to the transfer, the SIU had filed for an NLRB election covering the men on these two vessels.

By transferring, the seamen will receive their increased wages and benefits without the need for a labor board election.

Organizing in this area is still going strong. Another Houston company has been signed up and is now in the process of negotiating a contract. The company is Gault Towing Company and an agreement is expected to be signed within a week.

Shipping in this area was just fair during the past two weeks but is expected to pick up before the end of the month. The Warrior (Waterman) and Matthew Thornton (Grainfleet) paid off while the Del Aires (Mississippi) signed on. The Del Monte (Mississippi) and the Royal Oak (Cities Service) are expected to take on full crews in the near future.

Halt Boost In PR Ship Rate Levels

WASHINGTON—Three SIU-contracted operators have been barred from raising rates on Puerto Rico cargo pending a Federal Maritime Board review next January.

Acting on complaints from Puerto Rico sugar refiners, the Board ordered the US Atlantic & Gulf Puerto Rico Steamship conference to suspend a proposed 12 per cent hike in refined sugar rates for four months. Conference members include the SIU-contracted Bull Line, Alcoa Steamship Co., and Waterman Steamship Corp., as well as Lykes Bros. Steamship Co.

Inbound Boost Barred

The board also barred the Waterman-affiliated Pan-Atlantic Steamship Co. from raising rates on general inbound cargo from Puerto Rico. The rate boost was scheduled to go into effect Sept. 18.

Earlier, the conference had been ordered to postpone a 15 per cent across-the-board increase on inbound cargo from the Islands. The entire rate problem will be thrashed out before the FMB in January.

Cargo rates on refined sugar have gone up since August, 1956, from 48 to 53 cents per hundredweight. The proposed increases would raise the rates to 59 cents per hundredweight.

Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every two weeks to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, three copies of the LOG, the headquarters report and minutes forms are then airmailed to the company agent in the next port of call.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer so requests it by notifying the LOG office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the LOG and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.

Doria Attracts Hub Attention

BOSTON—Men on the beach in this port, writes James Sheehan, port agent, are spending their free time "sidewalk" supervising the loading of a special divers' boat. The vessel is being specially outfitted by a group of divers who plan to take photographs of the sunken Italian liner, Andrea Doria. Besides the usual diving equipment of a decompression tank and suits, they are also loading special cameras and lights, he said. With all the talk of the possibility of raising the flagship, this could be the initial preparation for such an undertaking.

Fair Shipping

Shipping has been fair during the past period with three vessels causing most of the job activity. These ships, the Winter Hill (Cities Service), Valley Forge (Penn. Nav.) and the Pacific Ocean (Trans Utility) paid off and signed on. The Steel Chemist and Steel Rover (Isthmian) were in transit. All of the ships paid off clean with the few repairs needed taken care of here in port.

Seafarer Eddie Sheehan is now in Boston PSHS recuperating from an illness he suffered while on the Ocean Transporter. Eddie had to leave the vessel in Jacksonville, and wishes to extend his thanks to the captain and crew for all the help they gave him.

Ex-Waterman Official Dies

MOBILE—Carroll B. Waterman, former vice-president of the SIU-contracted Waterman Steamship Co., was found shot to death near here last week, Police said that Waterman, 51, was an apparent suicide.

The son of the founder of Waterman Steamship Co., he had resigned from his post in May, 1955, after the company was purchased by McLean Industries.

Lived Near Mobile

He had lived at nearby Canon Gate, on the outskirts of Mobile. Funeral services were held here last week followed by burial in Magnolia Cemetery. He is survived by his wife and two children.



There's nothing like a nice HOT SHOWER...

A shower can be refreshing after a day's hard work provided you don't emerge with a slashed foot from a carelessly-discarded razor blade or a back sprain from skidding on a chunk of soap or just sliding on the wet deck.

Shower rooms always have a way of contributing more than their quota of accidents ashore and on ship. Of course, with the ship likely to pitch or roll any minute, the hazard is compounded.

Ideally, the shower room should have a grab bar to hang on to if the weather's the least bit rough and as clean a deck as possible. Water can't be avoided but the junkpile can. Seafarers can add to their margin of safety by wearing a good pair of non-skid shower shoes. They also keep the athlete's foot percentage low. Enjoy your shower, but take care to return to your foc'sle in one piece afterwards.



An SIU Ship is a Safe Ship

Don't Bother Me, I'm Busy!



Shoreside Jobs Rise In Mobile

MOBILE — Although shipping slacked off during the past period, it was necessary to farm out some engine room jobs to near-by ports to fill them. There are only about 20 to 30 engine room men registered in this port so the men in that department can afford to be selective about the jobs they want.

Approximately one-third of the total local membership is now working in various affiliated jobs in and around the port. Of interest to those men on the beach who like to work in shipyards is the news that Gulf Shipyards leased a large drydock from the Navy and are bringing it around from Jacksonville. Up to now all drydocking had to go down river to Alabama Drydock since Gulf had no drydocking facilities. This will mean a saving in travel time and money for the men working there. A crew of eight ABs and a cook were sent to tow the dock from Jacksonville.

On the shipping side, the Alcoa Patriot, Alcoa Pennant, Alcoa Cavalier, (Alcoa); Claiborne, Citrus Packer, LaSalle (Waterman); Edith (Bull) and the Steel Advocate (Isthmian) were in port during the past two weeks. In addition, a full crew was sent to the SS Little Rock, a T-2 belonging to North American SS Company. Next period should bring better shipping with almost 13 vessels expected in so far.

SIU Port Agent Cal Tanner also noted the enthusiasm sweeping the entire Gulf area as a result of the mounting HIWD victories in the Louisiana tidelands field. A new contract and another election sweep was gained two weeks ago.

The balance-sheet for the now-ended first session of the 85th Congress provides small comfort for the supporters of a strong US merchant fleet who had hoped for more encouragement from Capitol Hill. Help in the form of Federal subsidies are still available only to the select few, and when the farm lobby-foreign shipowner bloc couldn't weaken "50-50" in the Congress itself, the Maritime Administration came along and did it by administrative ruling.

The theory of the "prestige" ship is still uppermost in the minds of the lawmakers. Thus, a minor budget item of \$100 millions for ship construction was pared to a mere \$3 million, but the operators of luxury class passenger vessels got full assurance that they'd get assistance next year. At the same time, work goes ahead on an atom-powered ship that already has a pricetag of \$42.5 million and will certainly cost more before it hits the water. But the commercial usefulness of this experimental vessel is still ten or more years away.

We already have the first nuclear-powered subs and this experience is being translated to build Navy surface ships as well. The lessons from these will be applied eventually to merchant shipping, which is not interested so much in the fact that an atom ship can travel 60,000 miles on a bit of atomic fuel as big as a golf ball, but rather in how much cargo a similar surface ship can carry to justify the cost of the first nuclear bunkering. Surely some balance must be achieved between funds for experiments and for bread and butter cargo ships. What good is a lavish showcase if the shelves are bare?

Quiet, Please!

A hush seems to have spread over the tanker segment of the industry despite the ballyhoo last fall about the bigger and better oil carriers that were on the way to offset any future Suez crisis. There doesn't seem to be any rush to build anymore, although more than a few of the operators put their ships under runaway flags on the understanding that new tonnage was forthcoming. Some of this tonnage is underway, but nobody would be surprised if it turned out that it was being built for Liberian registry after all.

After the industry raked in the profits from the "emergency" oil-lift last fall and winter, Egypt's President Nasser kind of spoiled the game by reopening the canal. One almost gets the impression that the oil bigwigs wish Nasser would pull the pins again. Then the "public service" announcements could start up again and then we might even see a ship or two built after all.

Pan-Atlantic Adds Pier Space For Boxship Run

PORT NEWARK—Getting ready to expand its trailership operations next month, Pan-Atlantic Steamship has just leased another transit shed and about 350,000 more square feet of area here.

The maiden sailing of its first "lift-on, lift-off" trailership, the Gateway City, is now set for October 4. The service will include Miami, Tampa and New Orleans as well as Houston, which is already linked by trailership operations with four "piggyback" tankers.

Eventually ten converted C-2s will join the Gateway City to link Port Newark, the above-mentioned ports and others along the Atlantic and Gulf coasts. The "piggyback" ships, which are modified T-2 tankers with special platform decks to accommodate up to 60 truck trailers, have been operating since April, 1956.

The new "lift-on" vessels will be capable of handling up to 226 35-foot trailer bodies above and below decks. The ships are being equipped with two 60,000-pound gantry cranes for loading and discharging. This does away with the need for expensive terminals in the ports being serviced, since the trailers can easily be unloaded, locked onto waiting cabs and driven off the dock. In the "piggyback" operation, giant dockside cranes are needed instead.

Crewing of the Gateway City for the first "dry runs" is expected next week in Mobile, where the conversions are being done.

Ease Some Restrictions On Aliens

WASHINGTON — Legislation easing certain "hardship" cases arising out of the Immigration and Nationality Act of 1952 finally cleared Congress the day before it adjourned.

The measure makes minor adjustments so that families now here can be reunited with relatives abroad. It also eases some quota restrictions affecting "refugee-escapees" from Iron Curtain countries and displaced persons in the Middle East.

Originally the Administration had asked for an overhaul of many of the restrictive provisions of the McCarran-Walter Immigration Act, particularly in the limited quotas for Asiatic and for some European countries. It is expected that a new bid for Immigration Act changes will be made in the upcoming Congress.

Full information on the changes which may affect Seafarers or their families can be obtained from any Immigration and Naturalization Office or by checking with SIU Welfare Services.

LABOR ROUND-UP

President Eisenhower has said he regards Walter Reuther's price-cutting plan as a "hopeful augury" that the combined efforts of unions and management may curb inflation. The UAW president has urged the major auto companies to cut new car prices by \$100 as an anti-inflation measure. He said they could maintain and even boost profits through greater production. In a letter to Reuther, Dr. Gabriel Hauge, Eisenhower's economic adviser, said that it would be inappropriate for the President to express a view on the specific proposal, but that he thought the plan indicated a sense of civic responsibility would prevail in future negotiations.

The Textile Workers Union of America has filed a new appeal with the NLRB to reopen the unfair labor practice case against the Darlington Manufacturing Company, Darlington, SC. The company closed down after the TWUA won a representation election among the plant's 500 workers. The board found that the company liquidated for no other reason than to avoid having to bargain with the union. Earlier motions to bring the plant's real owner into the case failed because the NLRB was unable to determine the penalty it could recommend against the liquidated company.

The United Steelworkers Union, whose unemployment benefits program went into effect Sept. 1, has worked out arrangements to pay out benefits in four states where payments are blocked by legal restrictions. The arrangements would cover 190,000 workers in Ohio, Indiana, North Carolina and Virginia. The program provides laid-off workers with 65% of their wages for a 52-week period. In Ohio the union and the companies have agreed to make a court test

of the legality of the ban. The method of payment will go to a special arbitration board in Indiana and Virginia.

Boston's newspaper presses started rolling again after the striking members of Mailers Union 16 okayed a \$10.25 package wage increase. The mailers walked out last month in an effort to gain pay parity with other big cities. In addition, the Massachusetts State Labor Commissioner has agreed to set up an arbitration board to determine whether there "should be any additional wage increases for the mailers over and above the \$10.25." The strike lasted 21 days.

A petition against a decertification vote has been filed with the NLRB by the United Rubber Workers Union on the heels of a claim by the O'Sullivan Rubber Company in Winchester, Virginia, that no union represented the workers. The company has been operating with scab workers since the union called a strike in May, 1956, and 400 employees went out for better wages and conditions. Meanwhile, the URW is continuing its nationwide boycott drive against the use of O'Sullivan heels.

Members of the International Union of Electrical Workers at the Westinghouse plant in Bloomfield, NJ, don't want any non-union made goods, even if they are given out free. The chief steward of IUE Local 410 told the plant manager that the union would consider it an unfriendly act to allow two advertising men for the R. J. Reynolds Company to give out samples of Salem Cigarettes in the plant cafeteria. Reynolds, also makers of Camels, is a non-union company. As a result, no samples were handed out.

Mate's For SIU Men Anytime

In these days of complaints and squabbles caused by "supposed-to-be officers and gentlemen," it's refreshing to come across a chief mate who says: "They're happy; I'm happy." That kind of an attitude, according to Seafarer John Wunderlich on the tanker Mermaid, is a welcome change.

As ship's delegate, Wunderlich figures he'd otherwise be at loggerheads with the mate most of the time.

However, there's not a beef in the world, reports John G. "Skezo" Skevofeelax, the paragon of matehood. Wunderlich says the chief even wrote the company about his satisfaction with the SIU deck gang. "Skezo's" formula, in his own words, is to "keep the ship in the



Skevofeelax

required condition . . . through the dependable efficiency of my deck-gang." He was chief aboard the Sweetwater, another SIU tanker,

for nine years before that ship became a Liberian-flag runaway, and is one of the best tanker men in the US fleet, Wunderlich says.

'Sea Spray'

By Seafarer Robert 'Red' Fink



"But officer, little Eddie was at sea for the holidays so he's celebrating now. . ."

LOG-A-RHYTHM:

Gone To Rest

By William Willbridge

(In memory of our departed brother, Robert McDonough.)

Gone from our mist
To a land beyond our control,
Taken to the land of his Holy Father
Where some day
From this earth we must all depart.
Gone to the kingdom of his maker,
So far in the heav'ns above;
Land of beauty and enchantment,
Where every word spoken
Is of kindness and love.
Passing on to eternity
To a world to us unknown,
Never regretting his short stay
As in heaven he is not alone.

Gone to his master's sanctuary,
Where preservation of the soul
He will always keep,
Even though flesh and bone turn
to dust
Lying in the long, long sleep.
Gone into the future without end,
To live on eternally
Taken into the folds
Of the ruler of mankind,
No place better could there be;
As the years roll on
They take their toll,
But it never is the end;
When atonement day comes
We will come face to face again.
So, to the loved ones left behind,
Shipmates of the Royal Oak,
We offer our condolences
And pray that some day
Again we may convoke.

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

I would like to receive the SEAFARERS LOG — please put my name on your mailing list. (Print Information)

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- DULUTH 621 W. Superior St. Phone: Randolph 2-4110
- SOUTH CHICAGO 3261 E. 92nd St. Phone: Essex 5-2410

Half Century



Walter "Shorty" H. Cook looks a bit taken aback after he was surprised with a birthday cake by baker Percy Thompson on the Del Sol. Behind "Shorty" is Clyde Bankston, MM. Cook was 50 on July 10. Photo by Jose F. Santiago.

Canadian District

- HALIFAX, N.S. 128 1/2 Hollis St. Phone 3-8911
- MONTREAL 634 St. James St. West Plateau 8161
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- PORT COLBORNE 103 Durham St. Ontario Phone: 5591
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Lauds Congress On Rights' Bill

To the Editor:

The passage of the non-partisan civil rights bill by Congress expresses the will of the people that their Government should give active and effective assistance, when needed, so that each and all citizens have the rights, privileges and immunities guaranteed by the constitution.

Both Democrats and Republicans should be congratulated for

by without paying for these things, but I was appointed by the court to take care of Harry's estate and that also includes his bills.

So please, fellows, be as good to Harry's widow as Harry was to you. Please help finish paying these bills. I have already paid some but my children are going back to school now and the people are pressing for the money. Please do what you can to help.

Send it to me at 735 Dauphine Street, New Orleans, or to Lindsey Williams, SIU port agent in New Orleans. He will see that I get it. I will also let the LOG know that I have received it. You don't have to give your name, because I know who owes Harry and how much.

Mrs. Harry L. Parrott

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.

supporting it. And even those who opposed it as not "strong" enough must be lauded. Their opposition stimulated compromise and a final victory for fair play.

Enactment of the bill should herald a new era in enlightened democracy.

Roy Fleischer

Welfare Assist Is Appreciated

To the Editor:

I wish to have this letter of appreciation published in the LOG.

In March, 1956, my wife underwent surgery for a cancer. The welfare plan came through with generous support for our claims. This certainly helped us out and was greatly appreciated.

My wife since that time has been under doctor's care and once again had to return to the hospital for treatment. Again the welfare plan benefits helped us out considerably.

My wife is still bedridden but sends her most hearty thanks and appreciation for the services of our SIU Welfare Plan.

E. C. Yeamans

'Just A Kid' In Coal Beef At 53

To the Editor:

Regards to all the brothers especially the gang on the West Coast. Also thanks to the SUP and MCS boys for the help and the old "graybeards" who came to Norfolk to help us on the coal beef.

I felt like a kid while I was here although I am 53 and started sailing 40 years ago in 1917. I am just a youngster amongst these oldtimers who date back as far as 1898, but I was standing by just in case. They sure treated us well while we were here. That Colley Street place is one swell set-up for the oldtimers.

Jesse W. Puckett

Widow Wants Loans Repaid

To the Editor:

I would like to ask a favor, not charity or a handout, from several SIU men. I know my husband, Harry L. Parrott, stood good for over \$1,700 in gear and cash loans for them, and now I have had to pay these bills.

I have two children to send through school and I cannot make ends meet now, let alone pay others' bills, too. I am sure the men thought that because Harry was dead they could get

Ex-SIU Man Says 'Hello'

To the Editor:

Please published the enclosed picture. It's my way of saying hello to a lot of old friends.

The young man with the mustache is Steve Wagner, AB, who stopped here in Cincinnati enroute to Baltimore after paying off the S/T Orion Comet. He joined her in Baltimore and got off at San Pedro after nine months on the Persian Gulf-Japan run.

I am the guy on the left, a former Seafarer and now owner of the Village Cafe here in Cincinnati. I served on the SS Petrolite on an 18-month shuttle run from the Persian Gulf to



Former SIU man Howard Rosenstiel (left) and Seafarer Steve Wagner, AB, make a twosome at Rosenstiel's cafe in Cincinnati. Wagner is just off the Orion Comet.

Europe in 1949 and 1950 as chief steward, and would be glad to hear from some of the old crew. The pictures in the background are some of the ships I sailed on.

The Village Cafe is one of the international barfly traps that are located in many cities around the world and which are familiar to world travelers. Enclosed is a donation to the LOG which we receive and pass along to seamen who happen to get this far inland. Thanks for the LOG and its good reading.

Howard Rosenstiel

LOG Poem Stirs Fond Memories

To the Editor:

Thanks to William I. Terry for his poem "Sailaway" in the SEAFARERS LOG on July 5, 1957.

My husband sailed nine years and died Oct. 31, 1955, but you can know for sure from kind and thoughtful poems that he can live again in your memories.

It was really sweet to read those lines. I know he was a good shipmate because he was a good husband — a 100-point man I'd say. Thank you for publishing that poem.

Mrs. King W. Elliott

BARBARA FRITCHIE (Liberty), July 4—Chairman, P. Huggins; Secretary, R. Clarke. Ship's fund \$4.25. Few hours disputed overtime. Shortage of vegetables, no fruits, poor selection of meats and ration on cigarettes. No variety of clothing in sizes in the slop chest. Letter forwarded to headquarters for attention.

July 28—Chairman, R. Simpkins; Secretary, R. Clarke. Bring to the patrolman's attention fact that the deck engineer signed on from engine utility to deck engineer in Le Havre, France, without being brought before the membership. Funds spent for hot pepper. Overtime disputed.

ROBIN LOCKSLEY (Robin), August 10—Chairman, J. Brach; Secretary, E. Sobczak. One man missed ship in Copenhagen, demoted to OS. Car-

every 2 weeks. Everybody seems to have a different opinion of just what is proper.

July 27—Chairman, C. Larsen; Secretary, G. Dunn. Ship to be turned over to States Marine on 7/30/57 at Swan Island. Captain agrees to pay anyone who hires out in NY and joined ship in New Haven. Two hours overtime in lieu of the transportation was accepted. The chief cook was flown back to the States because of sickness. He took what clothes he needed and the rest will be turned over to the patrolman in Seattle. Spent \$3.13 for radiogram to the San Francisco SIU Agent. \$11.89 remaining is to be given to the patrolman to use as he and the ship's delegate sees fit, possibly to buy cigarettes for the men on the beach. Disputed overtime settled by patrolman. Everyone sober at payoff, which is customary on all SIU ships. All duly elected delegates to handle all beefs with the patrolman. Unanimous vote of thanks to the steward and the entire stewards department for a job well done.

PACIFIC CLOUD (Pesor), July 28—Chairman, M. Ringo; Secretary, M. Clagle. Fireman and oiler missed ship in Inchon, Korea, rejoined same in Kobe, Japan. AB also missed ship in Yokohama, Japan. Ship's delegate resigned. Could not get along with captain. The captain accuses same of being drunk everytime he wishes to see him. New ship's delegate elected. Fireman broke his finger. Replaced by wiper. \$16.75 in ship's fund. Few hours disputed overtime. To be taken up with patrolman. Wire that steward sent and paid for himself should be taken up with patrolman or refunded from ship's fund. Washing machine could not be repaired in Japan. Delegate to see chief engineer about this matter.

SAMUEL F. MILLER (Boston), July 26—Chairman, M. Higginbotham; Secretary, William O'Connor. \$23 in ship's fund. Arrival pools to be run to raise money for the ship's fund. New ship's delegate elected. Discussion was held on the outcome of repair list supposedly taken care of in Portland, Ore. Most of the repairs can be taken care of at sea.

SANTORE (Ore), August 4—Chairman, R. King; Secretary, S. Wejton. Four men logged for intoxication. OS missed ship. Man sick in deck department. Member reported that there will be no payoff after Venezuelan trips. To see port agent on this matter. \$12.28 in ship's fund. Nothing spent as yet. New ship's reporter elected. No pickles in mess. Vote of thanks extended to oldtimers of SUP, MC&S, MFOW and A&G District, for their support in the American Coal beef.

STEEL EXECUTIVE (Isthmian), July 4—Chairman, Alexander Brodie; Secretary, W. Morris. A vote of thanks to brother C. Mazuk for keeping the ship's library in good order. Crew asked not to go to pantry or messhall in their underwear. Reminded crew that living up to their contract is an obligation for every man. Warned men against repeated performing. Crew to see that only door is kept open while in port. Stressed point that beefs among the crew should be kept below and not taken topside.

WILD RANGER (Waterman), July 26—Chairman, W. Tregembo; Secretary, Same. \$24.65 in ship's fund. New ship's delegate elected. Crew would like to inform any new visitors to Inchon, Korea, of the fine hospitality and good food with drinks at a reasonable price, put out at the NCO Club near "Charley" Gate.

STEEL VENDOR (Isthmian), August 12—Chairman, J. Smythe; Secretary, C. Dixon. Asked for a draw for New York. \$27.91 in ship's fund. Discussion to improve night lunch. Steward to put out more night lunch. The following are to be served every night: apples, oranges, grapes, hard boiled eggs, canned fish, fresh peaches and fresh pears and plums.

PORTMAR (Calmar), August 4—Chairman, Faircloth; Secretary, Campbell. \$6.55 in ship's fund. Some disputed overtime. Motion to elect new ship's delegate. Beef aboard so tough that a fire-axe is needed to dent the gravy.

ANDREW JACKSON (Waterman), August 8—Chairman, M. Carlin; Secretary, J. McLemore. Sent radiogram to Wilmington in regards to death of ship's delegate. Bought book and magazines in San Francisco. To elect three department delegates to the safety committee. Bosun said the captain requests that all unsafe conditions and hazards be reported to the mate so action can be obtained on them.

BEATRICE (Bull), July 28—Chairman, R. Vellinga; Secretary, A. Isaac. Repairs being made. Ship's fund \$6. Reports accepted. Laundry to be kept clean.

MASSMAR (Calmar), June 2—Chairman, none; Secretary, none. Few repairs made. Two men missed ship in Panama. Washing machine to be repaired. Bathrooms need repairing. Door needs repairing. Need new library. Discussion on chief mate's attitude toward men. Vote of thanks to baker for excellent baking and also galley crew.

July 7—Chairman, J. Beem; Secretary, J. Craft. Some disputed OT. Repair list to be submitted. Complaint about chief mate's attitude; suggest writing letter to headquarters. New delegate elected. Chief mate's & pantryman's attitude discussed.

It Looks Real



"Doc" Watson says he's being "entertained" here by a native chief during a safari out of Durban, South Africa, but despite the evident good-feeling all around, it looks like "Doc" may be the main item on the tribal bill of fare if he doesn't watch his step. He's on the Robin Hood.

Sea Brotherhood Shows In 2-Ship Rescue Try

You'd have to look pretty hard to find a better example of the brotherhood among seamen of all nations than the combined rescue efforts expended last month when veteran Seafarer William W. "Dutchy" Moore disappeared from the SS Andrew Jackson in the Pacific.

The Jackson, together with the Norwegian-flag M/S Bonneville, searched an area amounting to 720 square miles during a joint day-night rescue effort somewhere between Moji, Japan, and Honolulu.

Moore, the electrician on the SIU ship, was last seen on board about 10 AM on August 5th, but wasn't missed until nearly sundown.

At that point, according to a report from shipmate John D. McLemore, "once a search of the ship failed to locate him, Captain William Harvey sent out radio notices and reversed the ship's course. A Norwegian ship, the M/S Bonneville, arrived at the place that was our position when Brother Moore was last seen, and searched the area throughout the night. "We

arrived there shortly before daylight and began our search. Proceeding over the territory we had traveled the day before, we continued lookout all day. The Bonneville, bound for Los Angeles from Singapore, stayed with us throughout the day and left us only after we had abandoned all hope."

Before the two ships parted again, McLemore said, Capt. Harvey of the Jackson and Capt. Petter Haraldsen of the Bonneville exchanged messages in which Harvey sent thanks to the Norwegians for their "kindness and good will."

"At the leave-taking, both ships flew their flags at half-mast and exchanged salutes on the whistle.

"All our officers did an excellent and conscientious job, particularly radio officer Joseph H. Casto, who should be highly commended. But above all, we have the highest praise and regard for the master.

"We, the crew, believe very few masters would have gone to the extreme that Capt. Harvey did in his effort to effect a rescue. The same should be said of Capt. Haraldsen. Brother Moore was well-liked aboard and we have all been greatly shocked by the tragedy."

In a separate communication received from Moore's mother, Mrs. A. Greenlee of Delray Beach, Fla., the crew was praised "for all the kindness you showed my son. He thought so highly of his Union, the SIU."

Moore had been shipping over the past few years in between seasons as skipper of his own party fishing boat in the Florida keys. He had expected to remain on the Jackson for another trip, his mother noted, since she had gotten a card from him in Japan telling of a "smooth trip" and how he expected to stay on and "be home for Christmas."



Moore

Digest Of SIU Ship Meetings

center promoted to bosun, same man got off in Gavle, Sweden, to go to a hospital. To be reported to patrolman. Motion made to make less noise with the driers and to remove dry clothing as soon as possible. The coffee urn should be fixed. Make up a repair list. Some notification of Union activities should be gotten. None was received this trip.

DEL VIENTO (Mississippi), June 28—Chairman, C. Johnson; Secretary, T. Reynolds. A renewed request that garbage be dumped aft by the bosun. \$29 in, supposedly, the possession of the New Orleans patrolman. One shipmate reported \$200 missing from his locker. It was suggested that lockers be bolted. Several of the crew requested "more greens" and the presence of a "first" on every menu. The steward accepted the recommendation.

August 4—Chairman, C. Johnson; Secretary, T. Reynolds. Repairs to be made. Electrician put off in Buenos Aires. Wiper retired in Santos with hernia. \$29 in possession of New Orleans patrolman. Motion to inquire on improving ice cream in South America.

ALAMAR (Calmar), July 14—Secretary, J. McPhaul, M-29. Repair list turned in. Milk beef to be taken up with patrolman. \$39.99 in ship's funds. Each man to deposit \$1 for foc'sle key. Deposit to be returned when man leaves ship.

ALCOA RUNNER (Alcoa), August 1—Chairman, T. Wasiluk; Secretary, S. Bernstein. \$5 in ship's fund. Request to have outside toilet opened so that the longshoremen can use it instead of the crew's toilet and shower. Question as to whether the hall in Puerto Rico will be opened. Commendation for Clem and Sid for handling two jobs as well as they did. A vote of thanks to the stewards department for a job well done.

FLOMAR (Calmar), August 6—Chairman, Gallager; Secretary, Lanpher. Beef about overtime. Elected new ship's delegate. Food should be prepared in better taste. Request for more cots to be obtained on the East Coast.

JOHN B. WATERMAN (Waterman), August 4—Chairman, N. West; Secretary, G. Thornhill. Spoke to chief mate about putting the hospital in better shape. Slop chest should be better equipped. To be taken care of by chief mate. The black gang and deck department needs escape panels repaired. New keys for wipers foc'sles. General souceering for all departments. First aid kit to be placed in galley. Leak to be fixed in galley also. One fireman ill. A ship's treasury was suggested. \$1 to be collected from each man.

MARY ADAMS (Bloomfield), May 19—Chairman, A. Nickle; Secretary, T. Zielfinski. Ship to be laid up on West Coast after this trip. Ship's delegate re-elected. Night lunch to be increased. Garbage to be dumped aft instead of aft housing.

June 7—Chairman, G. Elinski; Secretary, Same. Washing machine is still not working correctly. Machine to be rechecked by first assistant. Captain intends to give three cartons of cigarettes every two weeks. A ship's arrival pool is to be run for the next port which will probably be San Francisco. Half the proceeds is to go to the ship's funds. Captain disputed a night's lodging due to noise from a compressor working around housing after 7 PM. Sent radiogram to the agent at next port of arrival to have a patrolman meet the ship and get cigarette situation straightened out. Replacements also needed. A vote of thanks and appreciation for the resigning ships delegate for last three trips. Elected the new ship's delegate. It would clarify a bad situation if the "LOG" would print an article on how many cigarettes the captain is actually supposed to give us, and how often they should be given. Some skippers will give 3 or 4 cartons a week every week, while some other insist on only 3

SEAFARER, NAVY TEAM UP; KOREAN KIDS GAIN

The care and feeding of some 60 Korean war orphans has been turned into a joint operation by an SIU steward and a unit of US Navy men stationed in Pusan.

Seafarer Homer L. Ringo said he and the Navy gang "have taken a great interest in seeing these youngsters through" now that their former benefactor is nearing the end of his tour of duty in the area. Up until now, the children at the Mi Ae Orphanage have been under the wing of an Army sergeant with five children of his own.

More To Be Done

"The Korean people have come a long way in bettering themselves by American example during the past few years," he stated, "but much more needs to be done. Since the future of the Korean nation depends on the youth of today... we feel we are accomplish-

ing a worthwhile effort by tutoring these youngsters."



Ringo

Those who also wish to lend a hand, he said, can do so by sending clothing or cash contributions for the orphanage in care of the Commanding Officer, MSTS, APO 59, c/o Postmaster, San Francisco, California.

Ringo added praise for the generous help given by his shipmates on the Pacific Cloud. "We have a very excellent crew, all behaving and working with personal interest and the usual SIU know-how. They have been cooperative in making living conditions on an old Liberty like those on a yacht."

In a social note, he reported that both the Army and Navy had made accommodations in their "Open Mess Section Two," at Pier 3, Pusan, where merchant seamen can enjoy canned American beer and mixed drinks at 20-25 cents a throw. This club has dancing and entertainment and will also have a supply of LOGs available soon.

Shorthanded?

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

Quiet Time On Alice Brown



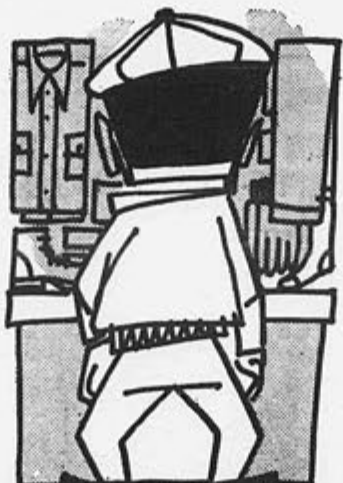
Talking over the day's doings during a between-meals lull on the Alice Brown (l to r) are Seafarers Olifidio Esquivel, galley utility; Carey Granger, MM, and John D. Manuel, BR. The sign in background points up the SIU ship safety program.

SEAFARERS

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Deck Gang On The Job



Bosun "Ski" Swiderski (right) supervises repair of hole in a boom on the Steel Worker enroute to Massawa, Eritrea, on the Persian Gulf run. In foreground with "Ski" are Joe Duffy, DM (partly hidden), and Red Little, DM. "Gumps" Gural, AB, was credited with the welding job. L. Mayberger sent in the photo.

Seafarers In Action

"The crew of the Neva West gave a hearty vote of thanks to acting ship's delegate Joseph A. McDougall for a job well done," writes D. Casey Jones, ship's reporter. The vessel had just been taken over from an NMU crew and Mac has been spending most of his time bringing her around to SIU standards.



McDougall

Even with good cooperation from all hands, Jones said, "the skipper and the chief mate are really going to have to work to have this ship cleaned and painted." The men also wished to extend their thanks to the steward department for the good food and service rendered since taking over the ship.

Seafarer on the Seamar don't want anyone to get any wrong notions about their steward, James Eichenberg, and his department. In no uncertain terms, the boys think they "have one of the best stewards afloat." Some misconception may have arisen from the recent appearance in the LOG of the digests of two different sets of ship's minutes from the Seamar dated a day apart, one reporting "no beefs" and the other noting "beefs against the steward department." The gang figures somebody trying to be helpful put a fresh date on an old set of undated minutes found on the ship, and sent them in to headquarters. Eichenberg has been on the ship almost a year with no major squawks against him.

Seafarer Luis A. Vila was highly commended by his shipmates on the Kathryn for his work as ship's delegate for the past two months until she was laid up by strike the Union called against Bull Line. "He is doing a real bang-up job on all beefs, repair lists and all other details," the report stated.



Vila

Under the SIU constitution every union member is entitled to run for office, at sea or ashore, either as an official or ship's delegate. And, says Nolan L. Flowers, delegate on the Steel King, everyone should take a crack at these jobs whenever they can, especially at the delegate's posts. It helps them become familiar with different union procedures and to appreciate what their delegates do for them, he notes.

AFOUNDRIA (Waterman), July 30—Chairman, R. Ingram; Secretary, J. Guard. Minor beefs regarding water cooler aft and steward's bathroom settled satisfactorily. Ship's fund \$10.50. Few hours disputed. Discussion on callback for deck dept. Beef now settled. Discussion on quality of food. Fruit juices, desserts and condiments not standard brands. Some trouble in obtaining fresh foods in foreign ports. Request ice cream to be stored in reefers for full trip and not be obtained in foreign ports.

Aug. 17—Chairman G. Ruff; Secretary, J. Guard. Crew urged to attend meetings. Food improved somewhat. Several members feel cook can do better. Ship's fund \$10.25. Bunk lights unpaired for four days. Engineer worked on motor in engine room.

Digest Of SIU Ship Meetings

Keys to be left with delegate when leaving vessel. Remove cups from messhall when finished. Order paint, covered sugar bowls next trip. Seattle agent to contact headquarters for Miss. Co. store list to help steward order food items. Crewmembers getting off to strip bunks and clean lockers.

CHILORE (Ore), Aug. 12—Chairman, W. Trolle; Secretary, C. Bortz. Ship's fund \$21.75. New delegate elected. Books to be returned to library after reading. All departments to share in cleaning laundry and recreation rooms.

COALINGA HILLS (Pan-Atlantic), Aug. 8—Chairman, L. Pickett; Secretary, H. Orlando. New delegate elected. Ask cooperation in keeping messhall clean. Obtain more milk for voyage. Too many vegetables in soup and too much grease in cooking.

SEATRAN NEW YORK (Seatrail), Aug. 21—Chairman, J. Cole; Secretary, M. Lynch. Some disputed overtime. New delegate elected. Request bench for back aft. Vote of thanks to steward dept. for job well done.

WELLESLEY VICTORY (Isthmian), Aug. 11—Chairman, C. Parker; Secretary, J. Byers. Steward to square away beef on night lunch. Request to change slop chest hours. Arrangements for cleaning laundry and recreation room made.

STEEL NAVIGATOR (Isthmian), Aug. 3—Chairman, W. Biskas; Secretary, P. Marayo. Ship's fund \$20.35. Few hours disputed. One man missed ship in Subic Bay; rejoined in Manila. Garbage not to be dumped over side. Request garbage chutes aboard ship. Ship to be fumigated. Request fresh fruit in Suez. Crew's quarters need painting. Discussion on repairs, garbage situation. Notify membership not to mail letters in Java and Sumatra as some letters do not leave these countries.

SEAMAR (Calmar), July 28—Chairman, W. Mason; Secretary C. Inman. No beefs. Ship in good shape. Vote of thanks to steward dept. Ship's fund \$20. Discussion on minutes in Log which were erroneous regarding steward. These minutes were one year old. Vote of thanks to all for fine job done.

STEEL FLYER (Isthmian), Aug. 18—Chairman, E. Starns; Secretary, A. Flatts. One man missed ship in Yokohama and rejoined in Kobe. One man hospitalized in Kobe. Ship's fund \$59. 250 hours disputed in engine dept. Delegates to meet with patrolman at payoff to settle beef against steward and baker. Pound cake served every day. Steward not supervising meals. See agent about bonus in China.

CITIES SERVICE NORFOLK (Cities Service), Aug. 12—Chairman, L. Springer; Secretary, B. Nielsen. Stew-

dept. and messman commended for fine work. Purchased iron. New delegate elected. Members to donate \$1 toward ship's fund. Cups to be returned to pantry. Safety measures discussed.

COEUR D'ALENE VICTORY (Victory Carriers), Aug. 12—Chairman, S. Fulford; Secretary, J. Foster. No milk purchased in France due to alleged high prices for containers. Repairs being made. No beefs. Ship's fund of \$8 turned over to delegate. List of grievances to be turned over to patrolman for payoff. Discussion on purchase of fresh fruits and vegetables at European ports. Requisitions presented to captain but no action taken.

ROBIN SHERWOOD (Seas), Aug. 14—Chairman, G. Hansen; Secretary, P. Devine. Discussion on headquarters communication. Ship's fund, \$14.45. New delegate elected. One man taken off ship due to illness. New secretary elected. Discussion on stores. New stores to be taken on in Lorence Marques.

VALCHEM (Heron), June 30—Chairman, B. Hayes; Secretary, W. Nesta. New delegate elected. Ship's fund, \$22.50. Messhall to be kept clean. Crewmembers leaving ship to get new linen for new men coming aboard.

WACOSTA (Waterman), Aug. 18—Chairman, H. Balliday; Secretary, E. Ray. New delegate elected. Delegate to see about dogged-down skylights in hot weather. Drains not working in bathroom and passageways. No pressure in showers back aft. Laundry to be kept clean. Cleaning schedule to be posted for cleaning deck and bulkheads. Messhall and pantry to be kept clean. Action will be taken on violators for excessive drinking or missing watches.

MAXTON (Pan-Atlantic), Aug. 23—Chairman, J. Selby; Secretary, A. Finnell. No word concerning injury of Brother Hatch taken off ship at Port Arthur with pilot. Ship's fund, \$27.25. All communications posted in messhall. No beefs. Everything running smoothly.

SEATRAN TEXAS (Seatrail), Aug. 24—Chairman, W. Hall; Secretary, P. McBride. Repairs made with exception of hooks for lockers and key for foc'sle. Ship's fund, \$89.75. Beef on captain holding back week-end OT at payoff. Cooperation urged in keeping fantail cleaner.

ALCOA CORSAIR (Alcoa), Aug. 18—Chairman, H. Miller; Secretary, Major Costello. Slop chest prices discussed and checked by patrolman. Beef on Trinidad laundry settled. Payoff in Mobile this trip to be made according to number on articles. Safety and fire fighting equipment to be left in proper place and not moved around. Ship's fund, \$185. Motion to start general fund for ship's benefit; at least 75% crew to vote before any expenditures made. Vote of thanks to relief captain for good job. Check air-conditioning in all quarters. Obtain new washing machine. Delegate to check 4-hour relief set-up. Suggestion to have regular crewmen show movies.

RION (Actium), June 3—Chairman, P. Hammel; Secretary, L. Geraghty. Draw may be given out before arrival. Ship going in very clean; no beefs, no disputed OT. Letter from chief mate read thanking crew for fine cooperation and cleaning out chain locker. Cooking needs improvement; food not cooked enough and needs more variety. Messhall and recreation rooms painted. Members urged to keep rooms clean. Water in scuttlebut undrinkable at times. Watch payoff slips. Need more cigarettes.

STEEL DESIGNER (Isthmian), Aug. 4—Chairman, C. Galt; Secretary, A. Ridings. Cold water in showers too hot. Vote of thanks to ship's delegate for job well done. No major beefs. Endeavor to get watch forecasts for FWT and oilers. Black gang foc'sles to be painted out. Insufficient stores on board.

JOHN CHESTER KENDALL (Bull), Aug. 4—Chairman, J. Dunn; Secretary, J. Hunt. Discussion on security watches. All bunks to be turned upright; foc'sles to be left clean. Return linen and books. Vote of thanks to steward dept. for fine service. Soiled linen to be turned in. Discussion on cold lunches. Vote of thanks to engine dept. for keeping engine running and in good shape.

SEAFARERS IN THE HOSPITALS

USPHS HOSPITAL NEW ORLEANS, LA. William Bargone, James Bethea, John W. Bigwood, John Butler, Roscoe Dearmon, John F. Dixon, William Driscoll, Jan Englehardt, Leon Gordon, James Hudson, Edward G. Knapp, Leo Lang, Simon Morris, Michael Muzio, Vincent Pizzitolo.

USPHS HOSPITAL SEATTLE, WASH. Frank J. Bradley, Wayne T. Center, Michael Delano, Thomas J. Driscoll, Michael Gretz, Earnest W. Horne.

USPHS HOSPITAL BALTIMORE, MD. William Brewer, Michael Duco, Emil Dupont, Leo Dwyer, Alberto Espino, Allen Gary Jr., Carl E. Gibbs, Joseph Gill, Gorman T. Glaze, Burl Haire, Joseph C. Lewallen, James McFarlin, Granville Matise.

USPHS HOSPITAL GALVESTON, TEXAS. Erick J. Berg, Jacob Cook, Maurice N. Gendron, C. N. Hatch Jr., Jacob Huisman.

USPHS HOSPITAL NORFOLK, VA. Claude Bibb, Frank Peskuric.

USPHS HOSPITAL SAN FRANCISCO, CALIF. Roy J. Barker, Simon Bunda, Noah C. Carver, Chu Yung Chuan, Vincent D'Amato, Joseph Ebbola.

C. E. Owens, Benjamin Pritiken, Richard W. Smith.

USPHS HOSPITAL BOSTON, MASS. Amos Buzelle, Edward J. Farrell, James J. Girolami.

USPHS HOSPITAL FORT WORTH, TEXAS. Benjamin Diebler, Siegfried Gnitke.

USPHS HOSPITAL MEMPHIS, TENN. Charles Burton, Robert McCutcheon.

VA HOSPITAL BROOKLYN, NY. VA HOSPITAL HOUSTON, TEXAS. John P. Williamson.

VA HOSPITAL NEW YORK, NY. E. T. Cunningham.

USPHS HOSPITAL STATEN ISLAND, NY. Oscar J. Adams, Hassen Ali, James T. Balmy, Edward Doyle, John Boldizar, Frank Bosmente, John H. Bove, Delaware Eldemire, Francisco Enfante, Arthur Englehart, Ramon Figueras, Rufus Freeman, William Gardner, Richard Geiling, George Hall, John B. Hamilton, C. A. Honorowski, Cecil Hughes, Leroy Johnson, Alfred Kaju.

USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY. Manuel Antonana, Eladio Aris, Fortunato Bacomo, Joseph J. Bass, Frank T. Campbell, Juan Denopra, John J. Driscoll, Fabin Furmanek, William Guenther, Bart E. Guranick, Howard Hailey, Wade B. Harrell, Percy Harvelson, Taib Hassen, Billy R. Hill, Thomas Isaksen, Ira H. Kilgore, Ludwig Kristiansen, Frederick Landry, Leonard Leidig.

A. O. Vallego, Sung C. Wang, G. L. Warrington.

USPHS HOSPITAL BOSTON, MASS. G. P. Lesnensky, Zachariah Williams.

USPHS HOSPITAL FORT WORTH, TEXAS. John C. Palmer.

USPHS HOSPITAL MEMPHIS, TENN. Charles Burton, Robert McCutcheon.

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USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY. Patrick McCann, Archibald McGuigan, Albert Martinelli, Vic Milazzo, Joaquin Minix, W. P. O'Dea, C. Osinski, George G. Phifer, G. A. Puissegur, Floro Regalado, Winston E. Renny, G. E. Shumaker, Kevin B. Skelly, Henry E. Smith, Harry S. Tuttle, Virgil E. Wilmoth, Pon P. Wing, Dexter Worrell, Antonio Infante.

Burly



By Bernard Seaman

NY Seafarers Urged To Register For Voting

Union members and their families in New York City have been urged to register as early as possible at polling places located in their election districts.

"By registering early," Mayor Robert F. Wagner said, "you will help speed the task of permanently registering our voters. Furthermore, under this new permanent system, by registering now you will insure your right to vote in this fall's election and in all future elections."

"Union members can set an example to the community for registering early and by getting members of their families, their friends, and their neighbors to register."

Under the new permanent registration system, a voter has to register only once to vote every year. But this will apply only if he remains at the same address, or does not change his name.

Local registration will take place

on September 28th, 30th, October 1, 2, 3, 7, 8, 9, 10, 11, and 12. On Saturday, September 28, and October 12th the polls will remain open for registration from 7 AM to 10:30 PM. On all other days they will be open from 5:30 PM to 10:30 PM.

Seafarers, who because of the nature of their work do not have permanent addresses, can not apply for permanent registration. In order to vote, they must apply for absentee ballots. Post card applications for such ballots, where they are allowed, can be obtained from SIU headquarters.

Information concerning absentee voting and the different state requirements was printed in the August 30th edition of the SEAFARERS LOG.

Makes Debut



Seafarer Pasquale O. Cirelli and his wife, Louise, show off their new arrival at home in Philadelphia. The baby, Maria, was born March 26, 1957.

RECENT ARRIVALS

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

Dierdre Lou Cantrell, born August 15, 1957, to Seafarer and Mrs. Steward L. Cantrell, Baltimore, Md.

Rita Mercedes Vivero, born August 12, 1957, to Seafarer and Mrs. Frank Vivero, New Orleans, La.

Evelyn Marie Da Costa, born August 4, 1957, to Seafarer and Mrs. Jose M. Da Costa, Baltimore, Md.

Michael Gerard Rome, born August 12, 1957, to Seafarer and Mrs. Calvin A. Rome, New Orleans, La.

Micki Lee Harris, born August 17, 1957, to Seafarer and Mrs. Morgan A. Harris, Houston, Texas.

Vickie Marie Powell, born August 11, 1957, to Seafarer and Mrs. Odell B. Powell, Brodnax, Va.

Darol Cedric Frazier, born July 13, 1957, to Seafarer and Mrs. Dan Frazier Jr., Whistler, Ala.

Anna Jean Worley, born August 15, 1957, to Seafarer and Mrs. John L. Worley, San Francisco, Calif.

Joelyn Marie Scotti, born August 21, 1957, to Seafarer and Mrs. Robert Scotti, Passaic, N.J.

Norma Erazo, born August 5, 1957, to Seafarer and Mrs. Pedro J. Erazo, Brooklyn, N.Y.

Vivien Rivera Morales, born July 26, 1957, to Seafarer and Mrs. Alfonso Rivera, Bay Amon, PR.

Thomas John Hoar Jr., born August 9, 1957, to Seafarer and Mrs. Thomas J. Hoar, Baltimore, Md.

Linda J. Ortiz, born August 26, 1957, to Seafarer and Mrs. Rafael Ortiz, Santurce, PR.

John F. Fay Jr., born August 12,

1957, to Seafarer and Mrs. John F. Fay, Baltimore, Md.

Martin Eric Levine, born June 19, 1957, to Seafarer and Mrs. Howard Levine, Farmington, Mich.

Peter Leo Gallagher, born April 24, 1957, to Seafarer and Mrs. John M. Gallagher, Philadelphia, Pa.

William Russell Smith, born August 31, 1957, to Seafarer and Mrs. William J. Smith, Philadelphia, Pa.

William E. King Jr., born August 14, 1957, to Seafarer and Mrs. William E. King, Edmonds, Wash.

Personals

Philip M. (Pat) Robertson Get in touch with your mother-in-law, Mrs. M. Witham, 309 W. Alfred St., Tampa, Fla., at once.

Charles Earl Ray Contact your mother at 64 W. 165 St., New York, NY, or call CY 3-1137. She is very ill.

Vivian P. Sutton Get in touch with James M. Croff, 2467 Calvert Ave., Memphis, Tenn.

Otis J. Hardin Call your sister May regarding Mother. Dora.

Raymond Perry Lloyd Palmer of 305 N. Jackson St., Mobile, Ala., asks you to write or call HE 2-5247.

Herbert Libby Contact Everett A. Hord, EM3, USS Denebola (AF56), c/o FPO, New York, NY, immediately.

Ernest Such Get in touch with your wife immediately.

Ex-SS Coe Victory Crewmembers to whom he owes money are asked to contact James (Nick) Nicholson, bosun, c/o SIU Hall, 450 Harrison St., San Francisco, Calif.

James Bruce Elliott Your mother urges you to contact her.

Friends of disabled Seafarer Edward Hansen are asked to write or visit him at Norwegian Hospital, 4520-4th Ave., Brooklyn, NY.

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.

Claudio Barreiros, 63: On June 7, 1957, Brother Barreiros died aboard the SS Casimir Pulaski in Genoa, Italy. Death was the result of stab wounds. He became a full member of the SIU on December 22, 1945, and sailed in the engine department. Brother Barreiros is survived by his wife Dolores Barreiros, who resides in Spain. Burial took place in Stagliano Cemetery, Genoa, Italy.



Edward Hammond Burns, 38: Brother Burns died July 29, 1957 in Harris County, Texas. His death was due to accidental drowning in the San Jacinto River. Brother Burns became a full member of the Union December 30, 1954, and sailed in the steward department. He is survived by his wife, Vernon H. Burns, of Mobile, Alabama. Place of burial is unknown.

Pacific Dist. Opens Pact

(Continued from page 2) payment at the end of a calendar year in the event the articles would continue beyond that date. The three West Coast Unions have been negotiating jointly since 1955 when they whipped Harry Bridges' ILWU in a three-department shipboard election. Since then they have combined their pension plans to provide greater benefits for their members and are now considering a joint medical program. The "West Coast Sailors," the "Stewards News" and the "Marine Fireman," official organs of the Pacific District unions, joined together to publish a special edition honoring Labor Day. The 24-page edition highlighted the greater benefits that can be achieved when the three departments work as a team.

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WFL-65, 15850 Kcs
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• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO •

Congress Doles Out Little Shipping Aid

WASHINGTON—The 85th Congress closed up shop for the summer on August 30, thus ending its first session with little in the way of productive legislation for the US merchant marine or American merchant seamen.

Actually, there were only three significant Congressional actions on the positive side of the ledger as far as the merchant marine is concerned:

- Congress kept 50-50 cargoes on a fairly even keel, at least until 1958, by retaining the foreign aid program at just about the 1956 level and boosting authorizations to sell surplus farm products abroad by a billion dollars, despite renewed attempts by the farm bloc to whittle 50-50 down.

- The legislators perked up trade with Iron Curtain satellites by okaying the sale of surplus farm products to Poland. This attitude could indicate the resumption of trade with other "independent" Communist nations in the future.

- A \$5 million boost was voted in appropriations for the PHS marine hospital program.

The foreign aid bill, which was virtually Congress' last act before adjournment, represented a slash of just about a billion dollars in what President Eisenhower originally asked for. However, the final foreign aid figure of \$3½ billion was similar to what Congress appropriated in 1956.

Congress' most favorable action, as far as the merchant marine is

concerned was in adding to the amount of farm surplus commodities to be sold abroad boosting the total authorizations from \$3 to \$4 billion.

Both foreign aid cargoes and surplus farm products are moved under the 50-50 law. These two Federal programs have been the major props for the merchant marine, particularly in face of a declining freight market.

Of the \$1 billion authorization, about \$95 million was earmarked for surplus products for Poland, making it the first such action since Congress approved trade with Tito's Yugoslavia. The USSR itself, and Communist China, are still off limits.

On the deficit side of the ledger was Congress' inclination to practice economy in ship construction and operating subsidies. Strong moves to sell US tonnage to foreign nations all were blocked, but they are expected to be revived in the future.

No Action On Transfers

Also disappointing to maritime unions was Congress' failure to crack down on easy transfers of US bottoms to runaway flags.

This last action perhaps best tells the story of Congress' record: It was not so much the passage of legislation detrimental to the merchant marine; rather, it was failure to act on constructive legislation which would have strengthened merchant shipping. There were a good number of bills introduced—in both the Senate and the House—which would have bolstered US shipping and the position of American seamen. But virtually all of these bills disappeared in the Con-

gressional hopper and have not been heard from since.

These bills included several introduced by Senator Warren G. Magnuson, chairman of the Senate Foreign Commerce Committee. Among other things, they called for a review of all US maritime policies with an eye to overhauling the 1936 Merchant Marine Act; for clamping extremely tight restrictions on transfers, and for firmly establishing the legal status of the hiring hall.

Other Bills

Other measures introduced during the session included a bill to subsidize US tramps, both freighters and tankers; a bill to include seamen under the Federal wage-hour law, and one to tighten restrictions on the hiring of alien seamen on US vessels.

Congress did give final approval to the bill calling for 24-hour quarantine service, slated a probe of MSTs operations. It also okayed Robert B. Anderson, former runaway tanker operator, as the new Secretary of the Treasury.

In the field of general legislation, which might have affected seamen's unions, Congress took no action to provide for Federal inspection or control of union welfare and pension funds, although the AFL-CIO strongly urged such legislation.

The legislators also bypassed a Federal "right-to-work" law although Senator McClellan of Arkansas tacked a "rider" onto the civil rights bill. Congress did pass the civil rights bill before it adjourned, thus taking the first action in this area since the end of the Civil War.

Library Exhibit Features LOG



Prominent among other prize-winning labor publications is the SEAFARERS LOG in a display now being featured in the headquarters of the Detroit Public Library. Pictured with the LOG are the other winners of AFL-CIO awards.

Vote Lundeberg Statue For SUP Hq. Entrance

SAN FRANCISCO—A memorial statue of Harry Lundeberg similar to the one of Andrew Furuseth now located outside the main entrance to Sailors Union headquarters here has been authorized by the SUP membership.

The same sculptor who did the Furuseth monument in 1940 has been commissioned to do a head and shoulder length statue of the late SUP secretary, who was the founder of the SIU of North America. Lundeberg died last January 28 after a heart attack.

Terms of the agreement provide for the monument to be erected within six months. It will cast in bronze after the sculptor's clay model is completed and approved. It will flank the other side of the entrance to the SUP hall.

The Furuseth statue was originally erected near historic Folsom Street wharf where the first risings of the sailors' movement occurred

in the 1880's. The memorial had to be removed earlier this year to make way for a state freeway project and the Sailors Union membership then voted to bring Andy home.

Furuseth had led the SUP for many years until 1936, two years before his death, when he was succeeded by Lundeberg.

Erection of a suitable memorial to Lundeberg was voted by the union membership soon after his death, and then held in abeyance until the sculptor who did the earlier statue could be located.

Frisco Back To Normal

SAN FRANCISCO — Shipping for this port has more than tripled for the past two weeks and is now back to normal. The biggest jump in jobs was in the deck department with the stewards and black gang running about even.

There were only two vessels paying off during the past period. They were the Ocean Eva (Ocean Clippers) and the Kyska (Waterman). The Ocean Eva, Afoundria and Choctaw (Waterman) signed on while the Alamar (Calmar) and the Topa Topa (Waterman) were in-transit.

'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes." No "can-shakers" or solicitors have been authorized by the SIU.

Balt. Quiet; Port Drive Continues

BALTIMORE—Outside of the continuing HIWD organizing drive throughout Baltimore harbor, writes Earl Sheppard, port agent, there is nothing new to report from this port. Everything is fairly quiet and running smoothly.

There was only one major beef on the vessels coming into port during the past period. Since it was a fairly technical matter, the beef has been submitted to headquarters for clarification.

Shipping for the period has been slow, slightly under the prior period's totals. There were 14 vessels paying off, eight signed on and 15 were in-transit.

The vessels paying off were the Venore, Baltore, Marore, Santore, (Ore); Jean, Evelyn, Angelina, Emilia (Bull); Chickasaw (Pan-Atlantic); Westport (Trans. Util.); Mermaid (Metro. Patrol); Bethcoaster, Kenmar (Calmar) and the Government Camp (Cities Service). The Venore, Baltore, Marore, Santore, Chilore (Ore); Chickasaw (Pan-Atlantic); Bents Fort (Cities Service) and Westport (Trans. Util.) signed on.

Among the vessels in transit were the Oremar, Marymar, Robin Mowbray, Alcoa Roamer, Steel Flyer, Alcoa Ranger, Robin Trent, Portmar, George A. Lawson, and the Bethcoaster.

**YOUR
SEAFARERS WELFARE PLAN**

**Low Cost
Meals**

Seafarers on the beach waiting to ship are entitled to meal books with which they can procure low-cost meals at considerably less than the going commercial rate for feeding. The meal book program makes use of feeding facilities in those SIU halls which possess them, or offers meals through arrangements with outside eating places. In either case, the meal book is a valuable asset, particularly to men who are in ports other than their home towns.

**SEAFARER'S
INT'L UNION,
A&G DISTRICT**

Curran's View On District 50

(Continued from page 2)
pect of 30 ships (or was it 80) by the back door, Lewis and the Mine Workers became legitimate maritime unionists in Curran's view.

The saddest part about the whole performance, of course, is Curran's effort to justify the sweetheart contract signed with American Coal by a paper local of District 50 in Norfolk which until then had no members, no office, and indeed, no existence. At a time when the AFL-CIO is bending its energies to eliminate the paper local 'evil, Curran—a member of the Ethical Practices Committee—goes out of his way to defend just such an arrangement. It all proves that Curran and ethics are incompatible, and that Curran is unfit to serve on that AFL-CIO body. His whole record, past and present, is contradictory to what the committee stands for.