

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

NLRB Orders Election:

FIRST ROBIN VOTE: SIU, 25 – NMU, 5

Story On Page 3

Int'l Labor Backs Canada Strike

Story On Page 2



Raid Targets. Confident of another SIU-HIWD victory, Willis tugmen on the M/V Vermont (kneeling, (l to r) are R. Singleton, cook; J. Gaskill, AB; standing, J. Lupton, oiler; F. McKinney, engineer; R. Harris, AB; C. Howerin, engineer; L. Willis Jr., oiler; J. Gaskill, captain, and M. Jordan, captain. (Story on Page 3.)

SIU-Contracted Willis Tugboats Fight NMU Raid

USING TAFT-HARTLEY in an effort to wreck an SIU-HIWD pact, the National Maritime Union has opened a raid on Willis tugs in Philadelphia. The NMU-affiliated United Marine Division has called the union shop and other phases of the contract "illegal" in efforts to get a foothold in a fleet won by the SIU-HIWD by a 69 to 2 count over the UMD last year. NMU President Curran has repeatedly "vowed" he would "never" use the Taft-Hartley Act against another union.

Story On Page 3



Storm Casualty

Neatly split in two by a storm a week ago, the Norwegian motorship Belleville lies aground on Seal Rock off Newport, RI, where she's been stuck since September. Valued at \$1¼ million before the wreck, she was sold for \$52,000 Monday to a marine salvage outfit which will cut up the hulk for scrap. Most of the cargo has already been taken off. The Belleville was a prime tourist attraction for a time, since she grounded within hailing distance of the golf course where President Eisenhower spent part of his recent vacation in Newport.

LOG Visits Port Baltimore



Busy on all fronts, Baltimore was humming when a LOG staffer visited last week. Above, bargemen and bridgemen pose on Western Maryland Railroad dock, with SIU-manned Liberty Omar E. Chapman in background. The men handle barges that move railroad boxcars around the harbor. Pictured (l to r) are SIU-HIWD men Dave Underwood, Steve Brostek, Bill Jachimowicz and Mike Zyla Jr. Mike's father (not shown) is a launch operator for the company. The Chapman (right) was unloading Brazilian ore at the Pennsylvania ore dock and was due to head into the shipyard for a while.



At Baker & Whiteley tug dock, Capt. Sam White of the tug Scandinavia, and deckman Al Jutchess, SIU-HIWD shop steward for B&W's unlicensed men, stand by. In SIU hall (right, top), Andrew Such, deck engineer, shows fit for duty slip to SIU welfare rep. John Arabacz. Below them, Walt Sibley stamps shipping cards of C. Prasso, cook, and James Archie, steward, before membership regular meeting got underway last week.



(Future issues of the SEAFARERS LOG will carry special features on Baltimore port activities and a 3rd anniversary round-up on the Baltimore hall.)

World Sea Labor Vows Full Aid To Canadian Strike

MONTREAL—Maritime labor throughout the world is rallying to support the SIU Canadian District in its fight against strike-breaking by the government-owned Canadian National Steamships, Ltd.

Two planeloads of seamen being flown here from Jamaica last Sunday reversed course about 200 miles north

date of the old agreement in September, 1956, and 7½ percent more once a new pact would be signed.

CNS is a government-owned company operated by a subsidiary of Canadian National Railways. The ships run between Canada and the West Indies.

Reaction to the strikebreaking move has been quick in Canada. The powerful Canadian Labor Congress, representing 1,110,000 members, has pledged full support to the Canadian SIU in the beef. CLC president Claude Jodoin met with Banks last week to assure all possible CLC assistance in the beef.

Hall had previously cabled Becu in London urging full support of the Canadian SIU strike and world protests against government-approved efforts to break the strike. Hall said the transfers "would institute depressed wages and non-union, inferior conditions on the company's ships."

The CNS fleet is now the only major fleet left under Canadian deepsea registry. The remaining deepsea ships include ten cargo vessels and eight tankers. The bulk of the Canadian fleet was switched to British registry several years ago under an arrangement between the Canadian and British governments.

No information can be obtained on the number of ocean-going merchant ships, if any, already under Trinidad registry. Trinidad is presently a British colony and will be part of the Federation of the West Indies under the British Commonwealth starting next year.

BULLETIN

MONTREAL — Five CNS ships slipped out of this port late this week under cover of darkness and manned by officers only. They were presumed to be heading for the West Indies.

of Bermuda and returned to Kingston. The chartered Trans-Canada airliners carried 100 men recruited to man some of the strike-bound ships. They turned back after receiving new instructions by radio. Local unions in the West Indies have expressed concern over possible strikebreaking.

Earlier, eight licensed engineers brought in from Britain refused to turn to on the ships. They returned home also after learning of the SIU strike.

ITF Pledges Support

Formal world-wide support of the District's strike against CNS was received in a telegram from Omar Becu, General Secretary, International Transportworkers Federation to SIUNA vice-president Hal Banks of the Canadian District. Becu protested the "transfer foreign" of the ships as a strikebreaking move to bar Canadian seaman's claims for just wages and offered the entire support of the ITF behind the strike.

"If you can advise of any movements of ships hereto strikebound, we will appeal to affiliated unions concerned to endeavor to prevent crewing or handling of cargo," Becu pledged.

CNS took steps to break the four-month-old strike by transferring its eight ships to Trinidad registry after Canadian Seafarers rejected the company's take-it-or-leave-it 15 percent wage offer last month. The Canadian government has already approved the runaway transfer although it will cut Canada's already-small deepsea merchant fleet by one third.

In a wire to SIUNA president Paul Hall on Monday, Carlton Blanche, secretary of the seamen's union in Port of Spain, Trinidad, indicated West Indian seamen will not support any of the company's union-busting efforts. The "change of registry to Trinidad (is) seen here as (a) move to break (the) strike," he declared.

\$204 For ABs

The Canadian District originally asked a 30 percent wage increase to bring the lagging wages of CNS men up to standard when negotiations began more than a year ago. ABs on the ships were getting \$204 per month in base pay. The union cut its demands to 20 percent after a government conciliation board proposed a ten percent rise.

SIU men on the ships struck July 4 to enforce the 20 percent demand and the fleet has been tied up ever since. The company finally came up with an offer of 15 percent on October 15, and then moved to transfer the ships outright when the union rejected it. CNS actually offered a 7½ percent rise retroactive to the expiration

New 'Wreck' Plan On WC

Plans are being formulated for a big 1958 "scab" drive in the state of Washington. One of the major moves was the resignation of Ashley E. Holden, political writer for the daily Spokesman-Review for the past 21 years, to become executive director of a "right-to-work" committee. The proposed law, Holden said, will be in harmony with similar laws now in effect in 18 states.

"This is in no way a fight against unions, but in fact will help them," he theorized.

Such a proposal was defeated in the 1956 election by a vote of 704,903 to 329,653.

SEAFARERS LOG

Nov. 22, 1957 Vol. XIX, No. 24



PAUL HALL, Secretary-Treasurer

HERBERT BRAND, Editor. BERNARD SHAMAN, Art Editor. HERMAN ARTHUR, IRWIN SPIVACK, AL MANKIN, JOHN BRAZILL, Staff Writers. BILL MOODY, Gulf Area Representative.

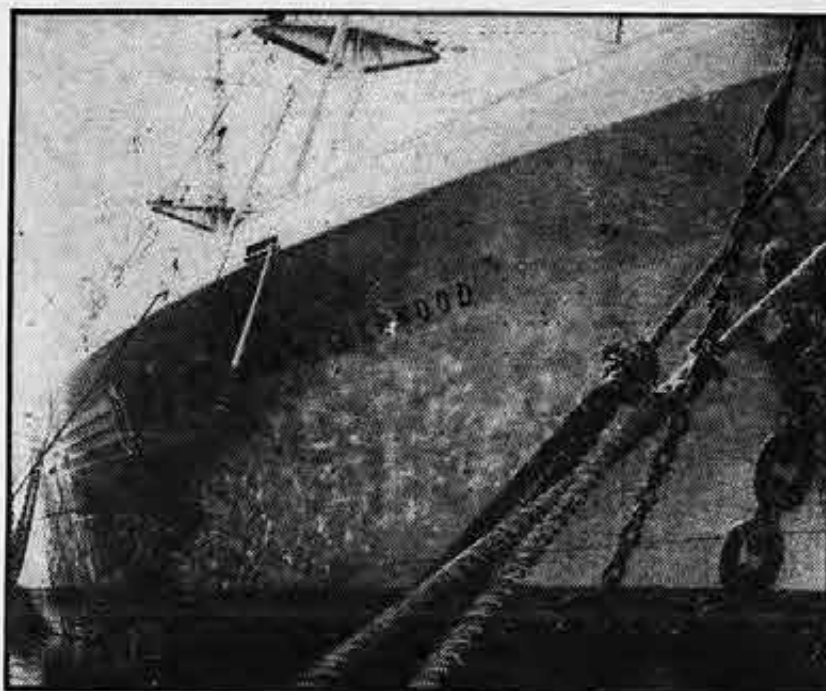
Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, N.Y. Tel. HYacinth 9-6600. Entered as second class matter at the Post Office in Brooklyn, N.Y. under the Act of Aug. 24, 1912.



SIU Wins First Robin Ballot



Happy over the news about the NLRB election on Robin Line ships, SIU crewmembers from the Robin Gray gather in the SIU cafeteria at the Baltimore hall to talk over the pending vote. Pictured (l to r) are Mrs. Alice Werns, wife of Seafarer Harold Werns, DM (2nd from right); A. Bagley, oiler; Peter Choplinski, OS; W. A. Aycock, AB; Tom Harmon, DM, and L. C. Clark, carpenter. The group got a rousing ovation when it was introduced at the Baltimore membership meeting last week. At right is the Robin Sherwood, which voted SIU 25-5 Wednesday. It was first vessel polled in eight-ship election ordered by NLRB. The Gray will vote today.



Sherwood Kicks Off Vote By 25-5 Margin

Forced to work under a National Maritime Union contract against their will, Seafarers on the Robin Sherwood gave the NMU a thumping setback Wednesday, casting all 25 of their

ballots in favor of the SIU in the first National Labor Relations Board election on Robin Line ships. The Sherwood was the first to vote after the Board issued an election order from Washington November 8, following an SIU petition in the fleet.

The SIU petition was made necessary after 17 years of collective bargaining relationships by a National Maritime Union raid on Seafarers' jobs. In their desperate efforts to raid the SIU, the NMU made the most extravagant promises including assurances of full NMU books minus initiation fees, plus other privileges. No less than 15 NMU top officials scurried around the ship on election day. The elaborate NMU pitch was signed personally by Joseph Curran.

The Seafarers unanimously rejected the blandishments. Not the least of the reasons for their thumbs down on NMU are the terms of the NMU contract under which they have been compelled to work.

Machinery for conducting the election was discussed at a conference of all parties concerned on Tuesday, November 19. The Robin Gray will vote today.

The Board's action was preceded by frantic NMU efforts to get the NLRB to reconsider, with NMU even going to the courts in a last ditch try to stop the men on the ships from getting the union of their choice.

The election order prompted an hysterical outburst from NMU President Joseph Curran whose attempts to raid Robin Line have been frustrated by the refusal of Seafarers to get off the ships and make way for replacements hired out of NMU halls. Curran declared that the NLRB ruling for a secret

ballot election and freedom of choice of a collective bargaining agent was "anti-labor" and a "return of jungle law."

(Curran's antipathy toward collective bargaining election contests may derive from repeated defeats suffered in such contests both in

A fevered, near-irrational outburst by NMU President Joseph Curran followed the NLRB's announcement that it would hold an election in Robin Line. In a statement issued to the press Curran fumed: "It is criminal that a government agency" (the NLRB) "will team up with bankrupt union officials . . ."

Elsewhere in his statement Curran charged that the election order was "hitting at seamen . . . The Board is asking for return of jungle law in this industry . . ." He also called it an "anti-labor" decision.

Evidently in the Curran dictionary, any action which he does not favor becomes "anti-labor" even if it means giving working seamen the right to choose their own union by secret ballot, as in this instance. Even the English language is twisted out of its true meanings in the Curran scheme of things, just as it was once fashionable for him to characterize opponents of the Stalin-Hitler pact as "warmongers."

offshore ships and on inland waterways.)

The Robin Line election developed out of the purchase of the fleet by Moore-McCormack last spring. At that time Mooremack announced that the Robin Line would be operated as a division of Mooremack, maintaining service on its subsidized route to South and East Africa. Mooremack officials

(Continued on page 15)

NMU Raiding Willis Fleet

PHILADELPHIA—Making full use of the Taft-Hartley Law for a new raid against the SIU, the NMU's United Marine Division filed a petition for an election in the C. G. Willis fleet, operators of tugs and barges in the intracoastal waterway. Crewmembers of this fleet are under contract to the SIU's Harbor and Inland Waterways Division.

The Willis petition was filed by Local 333 of the United Marine Division on the eve of a contract reopener. The HIWD had obtained a first-time contract in the fleet last year after it won an election over the United Marine Division by a count of 69 to 2. Prior to the vote, the boats had been a non-union operation.

Now, despite the thumping defeat they were subjected to last year, the NMU affiliate is back in the picture at contract-negotiation time. A UMD representative has been hitting the Willis boats up and down the coast between here and Jacksonville in efforts to raid the SIU membership.

Ironically, NMU harassment against the SIU-HIWD in Willis has taken the form of an attack via the Taft-Hartley Law upon the union shop clause and other items in the existing SIU-HIWD agreement.

Only a month ago, in the "President's Report" to the 11th national NMU convention, NMU president Joseph Curran had plausibly declared: "We do not use anti-labor

laws against other unions or legitimate union contracts." This was published in the NMU "Pilot" as recently as Nov. 7, 1957. Curran, in fact, called for an amendment to the AFL-CIO's "ethical practices" codes to deal with unions using T-H against each other.

In addition, the NMU affiliate is making efforts to stir up action among the local harbor tug fleets which are under contract to the SIU-affiliated Brotherhood of Marine Engineers and the AFL-CIO International Brotherhood of Longshoremen.

SIU Philadelphia port officials

view the move as an effort to disrupt at a time when the HIWD is preparing new contract demands. The UMD local here represents a handful of men on coal barges.

Before affiliating with the NMU, the United Marine Division had been part of the AFL-ousted International Longshoremen's Association, and after that, of United Mine Workers District 50.

Willis boats are employed in the haulage of bulk paper from Georgetown and Charleston, SC, and Savannah, Ga., to Philadelphia, as well as general cargo between here and Jacksonville, Fla.



Confident of SIU election victory, SIU-HIWD crewmen on the Willis tug Evelyn catch up on Union news. NMU tug division is seeking new election despite 69-2 SIU-HIWD win last year. Pictured (seated, l to r) are R. Pake, OS; B. Ireland, OS; C. O'Neal, mate; Obed O'Neal, captain; standing, J. English, cook; R. Tate, relief chief engineer; J. G. Wade, chief engineer, and D. O'Neal, OS. Engineers belong to BME.

Shorthanded?

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

MTD, SIU Sessions Set On Eve Of AFL-CIO Meet

The first week of December is convention week in the merged labor movement. The Maritime Trades Department, AFL-CIO, and the SIU of NA executive board are scheduled for get-togethers prior to the opening of the AFL-CIO convention in Atlantic City on December 5.

The Maritime Trades Department's two-day session is scheduled for December 3rd and 4th and will be attended by all the deepsea, harbor, shoreside and fresh water unions affiliated with the department. Among the major items to be discussed at the session will be the impact of the St. Lawrence Seaway on union organizing.

AFL-CIO President George Meany will address the MTD on December 3.

Membership in the MTD includes all the affiliates of the SIU of North America, plus unions of licensed mates, engineers, radio operators, and harbor outfits, as

well as longshoremen in the States and Puerto Rico. Shoreside unions whose members are involved in maritime are also part of the Department.

On December 5th, the AFL-CIO's first convention since the merger will open with several significant items on its agenda, among them the fate of the Teamster and Bakery Workers unions. At present, both unions stand suspended from the Federation and it appears that their expulsion is likely on the grounds that they have failed to institute necessary reforms in their operations.

Another gathering at convention time is that of the International Labor Press Association at which the annual awards to outstanding AFL-CIO union newspapers will be announced.



SUP oldtimers Lincoln Nordby (left) and Carl Landberg look like men of leisure while enjoying shore leave from the ACS vessel Thomas Paine in Norfolk. Members of the deck gang, the two West Coasters boast of more than 90 years seetime between them.

Fifth Coal Beef Ship Headed For Lay-Up

NORFOLK—Once advertised as a \$50 million shipping operation, American Coal Shipping is scheduled to become a two-ship fleet when the SS Harry Glucksman arrives in port this weekend. The Glucksman is expected to join four other American Coal ships in lay-up leaving just one vessel, the Thomas Paine, on the coal run.

The Paine is one of six Government-owned ships under charter to the company. The other vessel, the company-owned Coal Miner, is carrying tramp cargoes and has not

been in the coal trade for some months now.

The scheduled lay-up of the Glucksman reflects the failure of coal shipping rates to make any kind of a comeback from their summer lows. Previously laid up were the Cleveland Abbe, Martha Berry, Walter Hines Page and Casimir Pulaski.

Meanwhile, the National Labor Relations Board is still processing a group of unfair labor charges filed by the SIU against the company. The charges relate to discrimination over hiring and also to firings of Seafarers off the coal ships.

Requested 30 Ships

When American Coal was formed in 1956, it requested 30 Government-chartered vessels as part of its long-range program to build a coal-carrying fleet. At that time, it looked like the US would have a big stake in the coal export trade to Europe, and so far, 1957 has been a record year in that prospect but for foreign ships only.

Subsequently, the company boosted its request to 80 ships. The first 30 were granted by the Maritime Administration but only six were broken out because of the company's involvement in beefs with three maritime unions.

Seattle Thanks Robin Crews

SEATTLE—News of the ordering of the election on the Robin ships was well received by the membership here. They went on record as extending a vote of thanks to the brothers who stuck by their jobs on those ships.

Although last period's spurt of activity died down in this port, shipping continued to be fair. The Producer (Marine Carriers), Fairport and Maiden Creek (Waterman) and the Ocean Dinny (Ocean Trans.) paid off and signed on. All are heading for the Far East and India.

There were only three in-transit ships here during the period. They were the Armonk (NJ Industries), Pennmar and Losmar (Calmar). There were no beefs of importance, most of them being minor repairs and a few hours disputed overtime. All were settled before payoff.

Shipping Round-Up & Forecast

October 30 Through November 12

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	7	1	6	1	2	2	15	4	19
New York	63	23	52	19	54	5	169	47	216
Philadelphia	23	2	20	3	14	3	57	8	65
Baltimore	55	12	42	18	28	4	125	34	159
Norfolk	6	4	4	6	5	3	15	13	28
Savannah	4	1	3	2	0	0	7	3	10
Tampa	8	1	6	2	5	2	19	5	24
Mobile	22	3	25	10	22	7	69	20	89
New Orleans	49	10	38	11	33	13	120	34	154
Lake Charles	9	3	6	4	3	4	18	11	29
Houston	33	16	21	16	9	7	63	39	102
Wilmington	16	9	12	20	13	11	41	40	81
San Francisco	23	11	20	10	21	6	64	27	91
Seattle	30	9	17	14	13	7	60	30	90
Total	348	105	272	136	222	74	842	315	1157

Port	Shipped									Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C				
Boston	3	0	0	2	2	0	3	0	0	8	2	0	10
New York	46	12	4	43	12	2	48	6	4	137	30	10	177
Philadelphia	3	0	0	6	8	0	4	0	0	13	8	0	21
Baltimore	70	19	2	42	20	4	31	18	4	143	57	10	210
Norfolk	15	7	1	4	8	0	6	7	0	25	22	1	48
Savannah	2	2	0	3	2	0	1	1	0	6	5	0	11
Tampa	2	1	1	3	1	0	2	1	0	7	3	1	11
Mobile	14	1	3	11	2	0	15	3	0	40	6	3	49
New Orleans	49	13	1	32	9	2	24	15	0	105	57	3	145
Lake Charles	13	3	0	7	8	1	1	6	2	21	17	3	41
Houston	9	3	0	11	0	0	7	3	0	27	6	0	33
Wilmington	7	1	0	4	5	0	3	1	0	14	7	0	21
San Francisco	9	0	0	11	1	0	7	5	0	27	6	0	33
Seattle	16	10	0	12	4	0	9	4	0	37	18	0	55
Total	258	72	12	191	82	9	161	70	10	610	224	31	865

Shipping took a sharp dip once again during the last two weeks. Job activity fell off to the lowest point in almost three years, while registration rose slightly. The dispatch figures listed 865 men shipped; 1,157 were registered. However, the coming period promises a pick-up in most ports.

The unexplained falloff in jobs was the worst since January, 1955, affecting all coasts in much the same manner. Only Norfolk and Wilmington showed increased shipping over the last period, and these represented only slight boosts. Boston, Baltimore, Savannah, Mobile and Lake Charles remained "as is"—with no marked change either way.

In the case of Baltimore, shipping was very good and stayed that way. This period also marked the first time since June that Baltimore has topped New York in jobs. Lake Charles remained fair, and the other three "status quo" ports continued to be slow. All others declined to some extent.

Most SIU ports are expected to bounce back in the current period, however. Vacation pile-offs for Thanksgiving and the year-end holidays should also help.

The temporary shipping lull did turn up a small gain in jobs for class B men. Class B accounted for 26 percent of the total shipped, as class A dropped off to 71 percent of the total. Class C shipping also fell off, and half of all the ports shipped no class C men at all. This was especially notable on the West Coast, which shipped about half the jobs it normally does, and none of them in class C.

Of all the shipping, deck department jobs still accounted for the largest proportion, and black gang and steward department activity followed in that order.

The following is the forecast port by port: Boston: Slow . . . New York: Good; electricians needed . . . Philadelphia: Fair . . . Baltimore: Good . . . Norfolk: Fair . . . Savannah: Slow . . . Tampa: Slow . . . Mobile: Fair . . . New Orleans: Good . . . Lake Charles: Steady . . . Houston: Fair . . . Wilmington: Slow . . . San Francisco: Fair . . . Seattle: Good.

Seatrain Readies Trailer Service For '58 Tryout

Seatrain Lines is readying a new innovation after more than a quarter century as a pioneer in moving railroad boxcars by ship.

The company is expected to introduce a system called "Seamobile" sometime next year. This will combine the shipment of railroad flatcars and loaded truck trailer bodies. The experimental system was demonstrated in Houston last month and will be tried out eventually on some of the company's six specially-built ships. "Seamobile" would add greater flexibility to the Seatrain operation, since the ships could then carry not only conventional boxcars but also 27-foot truck trailers loaded on flatcars. Several railroads are already experimenting with carrying truck trailer bodies overland.

Cost Advantages

The Seatrain program would combine the reduced handling costs of piggyback operations with the low costs of water transport. Once the flatcars and trailers were unloaded and moved as far inland as they could go by rail, the trailers could be hooked up to truck cabs and driven right to their final destinations.

Each of the present Seatrains, all manned by Seafarers, can carry 100 loaded boxcars on tracks built

right into the ship on deck and in the holds. However, the operation requires specialized terminals for service between the company's main facility at Edgewater, NJ, and Texas and Gulf ports. Some mechanical changes will probably be required to enable the ships to handle the projected trailer-flatcar operation.

Extends Trailorship Service

"Seamobile" will be a natural extension of the service already in effect for Pan-Atlantic which first carried truck trailers on platform decks built onto conventional tankers, and now has specially-converted C-2 freightships to take trailer bodies in the holds as well. TMT Trailer Ferry also utilized these principles on the first true US "roll-on" ship, the *Carib Queen*. In this case the trailer trucks were driven right onto the ship via special ramps and then detached from their cabs.

The Pan-Atlantic ships use built-in traveling deck cranes for the modified C-2s and dockside cranes for the tankers to carry the trailer bodies only. Seatrain also uses heavy-lift dockside cranes for its operation.

The company last spring announced the acquisition of additional water-front properties at Savannah and Edgewater as part of its expansion program. It has still not disclosed plans for a new type of freightship proposed earlier.

Ask Federal Health Plan For US Aged

WASHINGTON—An amendment to the Social Security Law to provide adequate hospitalization protection for retired persons is the aim of the AFL-CIO at the next session of Congress.

In an interview on the radio program, "As We See It," Andrew J. Biemiller, director of the Federation's Department of Legislation, said that these people are at an age when such protection is most needed but not available practically.

Protection Too Costly

"Regardless of how great the growth has been in recent years of these voluntary health associations and the like, there has not been adequate provision made for the older person. Now, furthermore, even where it is technically possible for him to get this kind of protection, the cost is generally beyond anything he can pay."

But although the cost is prohibitive to an individual 65 or over, he pointed out, such protection could be provided at a minimum of cost when spread out over an entire lifetime, as in Social Security.

"The Social Security system is the only way to spread the costs this way," he said. "The result is that all of the increases of benefits . . . can be paid for by an additional one percent of payroll, split between employer and employee."

The need for such protection is indicated by the fact that hospital utilization for persons 65 and over is two and one-half to three times as great as during the earlier periods of life.

LET 'EM KNOW!
Write TO THE LOG

INQUIRING SEAFARER

QUESTION: Which US and foreign ports do you think rate as the best for seamen?

Walter Gustavson, AB, New York is the best US port for here a seaman gets a fair deal and is not looked down upon. To me the best foreign port is Yokohama, Japan. I was hospitalized there not long ago and can vouch for the treatment the people gave me. They were very friendly and courteous to me and the other Seafarers there.



Idelfonso Galindez, bosun: I think New York City is the best US port. New Yorkers are much more considerate and friendly while in other cities a seaman is fair game for anyone to take. As for a foreign port, I like Dunkirk, France. You can't beat the treatment you get there, especially at the Seaman's Home.



J. Colpe, 3rd cook: Maybe it's because I'm a New York boy, but I think this is the best town for seamen. The people are more understanding and accept a person as he is. The nicest foreign port I have been in was Genoa, Italy, where I really enjoyed myself. In fact I am learning some of the language for who knows, I may get back there.



Robert McCutcheon, AB: Socially I think San Francisco and Baltimore are the best. In fact San Francisco is just like a second New York. There is always plenty to do and see in that town. As to a foreign port, I would take any town in Northern Europe, especially Copenhagen. It's not too expensive, the people are friendly and you can really enjoy yourself.



Stanley H. Vernuz, OS: I think the biggest are the best—NY, Baltimore, and New Orleans. They have better shipping, and are great if you want to have a fling. I think that nearly everyone will agree with you that Japan rates very high although European ports are more interesting for a seaman.



Mike Mayoski, oiler: On the West Coast I would pick San Francisco. It is a good town for shipping or for a social visit. While here in the east there is only one, Baltimore. As to Europe, Hamburg is tops while Yokohama is best in the east. I like all of these cities because the people treat a guy right, and are always friendly.



Supertanker Unloads Oil: Never Touches A Dock

Offshore unloading of supertankers became a reality last week when the 26,500-ton Esso Havana discharged more than eight million gallons of oil while moored a mile and a half at sea.

The Havana pulled into the offshore "station" unassisted to discharge her cargo through steel-reinforced pipes. The oil was then pumped into a terminal in Northville, Long Island.

The Northville anchorage is located a mile and a half out in Long Island Sound. The vessel is securely moored to buoys attached to twenty-five ton concrete blocks embedded in the bottom of the sea. The 12-inch reinforced pipes are hauled from the sound's floor and attached to the ship's pumps. The oil is pumped into twin pipe lines buried in the bottom.

The Long Island terminal is the only one on the Atlantic and Gulf coast capable of handling fully-loaded vessels of unlimited draft and tonnage. Up to this time vessels carrying only four to five million gallons of oil could use the terminal.

Answer To Supertankers
Offshore discharging is the only answer to unloading tankers in the supertanker class, short of costly dredging of existing waterways. In order to provide for tankers which will be running into the 100,000-ton class, the oil industry is considering plans for the construction of 40 such offshore stations along the US and Canadian coasts.

A major problem in offshore discharging is the question of shore

leave for the crews. Most of the vessels, because of their size, will take on and discharge oil cargoes in the same manner. According to some of the plans, the offshore rigs will also be equipped to supply the ship with fuel and water, thus relieving her from actually hitting any port.

Miles From Broadway

In the case of the Havana, not only did the vessel discharge her cargo a mile and a half at sea, but also into a terminal located more than 100 miles from New York City. That's a long way from Broadway in any man's language.

Tankers traditionally pull into out-of-the-way terminals requiring crewmembers to hop a cab to reach town. Under the new system, tankermen will be required to wait for a water taxi, and then try and find some other means of traveling the additional mileage.



'Informed Members Best Union Safeguard'—Hall

Responding to a communication sent recently to all international union presidents by AFL-CIO President George Meany asking their views on proposed legislation in the area dealt with by the Senate Select Committee on labor and management, SIUNA President Paul Hall has forwarded an answer to Washington.

In his reply to Meany, Hall declared that in his opinion there was no need for further Federal legislation to deal with the conditions which have been the subject of the Senate committee hearings, except for that legislation supported by the AFL-CIO, which would call for full disclosure of union financial transactions. Hall stressed strongly in his communication that an informed, alert union membership is the best safeguard against any abuses.

He pointed to the existence of numerous state and local statutes dealing with misappropriation of funds, bribery and other misdeeds and the use of these laws against individuals already cited by the committee as proof that additional legislation is not necessary.

On the contrary, he warned, Federal legislation, particularly in the area of granting union charters, could lead to Federal dictation and control of the trade union movement.

Raised At Meeting

Before replying to the AFL-CIO president on the subject, Hall raised the issue as a topic for membership discussion at the SIU Atlantic and Gulf headquarters meeting in his capacity as A&G secretary-treasurer. His report to the meeting reiterated: "There are ample laws on the books to cover the violations disclosed by the committee. For example, the Taft-Hartley law provides penalties for abuses on the national level. On the state level, practically every state has statutes on the books to deal with problems arising out of misconduct in union affairs.

"It appears to us that the real answer to the abuses which have been spotlighted in limited sections of the union movement is an alert and interested trade union membership . . .

"We, in our organization, have long recognized the essentialness of a membership well-informed on all phases of their union's operation and activity and we have accepted our responsibility to provide this information."

He pointed out as well, that the last SIU of NA convention went on record as fully supporting and endorsing the AFL-CIO ethical practices code and that the Atlantic and Gulf District membership had ratified the convention's action.

Turning to the impact of the hearings on the coming AFL-CIO convention, Hall said, "There may be some differences of opinion, of course, in the labor movement as to how best to deal with problems confronting the movement. Everybody, of course, has full right and

privilege to express their views and act upon them accordingly. But the fact remains that President Meany, by meeting the problem head on has taken a sound position with a view toward the welfare of the entire trade union movement."

Hall pointed out that the Federation has indicated it is aware that the organizations under fire on the international level for failing to meet AFL-CIO standards include in their memberships a great many local affiliates who do meet the test of solid trade unionism. "The AFL-CIO's findings do not mean that all affiliates of affected unions are responsible for the plight of their internationals. However, the Federation, under its constitutional powers, can deal only on the problem at the international level. Support of the Federation's position by no means involves condemnation of the international's entire membership or all of its officials on the local levels."

Turning to Meany's past expressions on the subject of legislation, Hall told the A&G membership: "From all indications, Meany has stood four-square in his desire to protect the movement against anti-union forces on the state and national level who are seeking to exploit the uproar raised against some sections of the movement. On the contrary, by showing that

the movement can handle its own problems, Meany is providing what is probably the best guarantee available against further legal restrictions on union activity."

When the current situation becomes history, he concluded, "it will be proven that the Federation position was clearly the proper move to protect the best interests of the trade union movement." By removing, of its own accord, any blot on the movement, the AFL-CIO will be able to maintain freedom of action and internal health necessary for further growth, Hall said.

Cal. Fed Issues 'Wreck' Booklet

Over one million copies of the "Right-to-Work" pamphlet published by the California State Federation of Labor have been distributed in the last month. C. J. Haggerty, Federation Secretary-Treasurer, announced.

The pamphlet was issued to stem the rash of "right-to-work" laws which have broken out on the county level throughout the state. The distributions, Haggerty said, are a part of a continuing "right-to-work" education program.

Cigs Plus Liquor Equal Cancer, Doctor Reports

Those killjoys, the medics, have more bad news for people who like to enjoy themselves. After shaking up cigarette smokers with their dire announcements about cigarettes and cancer, the doctors now have their sights leveled on those who take a nip pretty regularly.

A report to the American Cancer Society's 44th annual meeting by Dr. Ernest L. Wynder said that studies indicate heavy drinking, plus heavy smoking, increase tendencies towards cancer of the mouth and voice-box. Dr. Wynder's studies were made at the Sloan-Kettering Institute of Cancer Research, one of the nation's leading cancer research centers.

For purposes of the study, the heavy drinker was defined "as one who admits to regular daily consumption of seven or more shots, or ounces, of hard liquor." Drinking to this degree, coupled with heavy smoking, multiplies the chances of mouth or voice-box cancer tenfold.

Dr. Wynder had no report on what happens to those who drink the required amount of whisky but leave the smokes alone. He said he couldn't find enough heavy drinkers who didn't smoke to make an adequate test survey. Nor did he have figures on those who stick to wine or beer and pass the whiskey by.

Reason Lacking

Right now there is no evidence as to why the combination of drinking and smoking should have such dire effects. One small comfort for the saloon set is the fact that alcohol seems to have no effect on lung cancer.

Of course, one point of view holds that seven or more shots a day, day in and day out, will do plenty of damage to the system on its own, cancer or no cancer.

SIU Co. Eyes Tideland's Field

WASHINGTON—The growing offshore oil exploration industry in the Gulf may produce still another use for the much-sought-after shallow-draft N3 ships in Government lay-up fleets.

An SIU contracted-company, Boston Shipping Corp., has applied to the Federal Maritime Board for bareboat charters on two N3-M-A1 type vessels for use in servicing oil rigs operating in the Gulf of Mexico. The N3s would be restricted to service as floating workshops and crews' quarters, apart from the actual drilling rigs. They would carry neither commercial cargo nor

passengers. A hearing notice is expected to be issued soon by the FMB on the company's application. Boston Shipping proposes to subcharter the ships on bareboat to a wholly-new corporation which it would organize with Spade Drilling Corp., a Texas enterprise.

Boston Shipping presently has two ships under SIU contract, the Samuel Miller and Omar Chapman, both Libertys. The Chapman

was in Baltimore last week getting ready to go into the shipyard.

The demand for the N3s has up until now centered mostly on their use for limited operations in the St. Lawrence Seaway. The shallow-draft vessels are considered ideal for this service and a number of them have been sought by various operators for use on the Seaway. None of the N3s available in US reserve fleets have been broken out yet.

Grounded Tanker Hangs On



SUP pumpman Dale Busse and an unidentified seaman rest up on the deck of one of the salvage ships working to refloat the grounded West Coast tanker Mission San Miguel in the mid-Pacific. All hands were rescued by the LST 664 after the tanker (background) went aground on Maro Reef last month. She is hung up, stern under, while salvage work continues.

RRs Open New War On Coastwise Ships

Stung by the apparent success of Pan-Atlantic's trailer-carrying operations in the coastwise trade, eastern railroads have declared war on the coastwise steamship industry. The railroads have proposed a rate cut on their own "piggy-back" freight car operations which, in the view of the steamship operators, is designed to destroy their business.

The proposal for a rate cut is being fought before the Interstate Commerce Commission by Pan-Atlantic and also by Seatrain Lines. Seatrain is a veteran of legal wars with the railroads since it first began its sea-going freight car lift.

Carry At Loss

Both companies charge that the railroads' proposed new rates would involve carrying trailers "piggy-back" at a loss to the railroads. The railroads are doing this, they charge, so as to take business away from Pan Atlantic and Seatrain and cripple their operations. Once this has been accomplished, the roads would be free to jack their rates up again to profitable levels.

Government regulations frown on carrying cargo at a loss for the purpose of destroying a competitor's ability to stay in business.

The railroads filed a new schedule of rates between Texas and North Atlantic ports which are identical with rates now charged by Pan-Atlantic and Seatrain. The two companies called upon the Interstate Commerce Commission to suspend the new rates because they do not maintain the traditional cost difference between steamships and railroads. Steamship rates are set at a lower level as a general rule because of the

cheaper costs of water transportation.

As a result, the ICC has suspended the proposed rates pending an investigation.

Mobile Sees Big Poland Grain Run

MOBILE—Seafarers from this area will be getting a first hand peak behind the Iron Curtain soon as the Northwestern Victory left this week on a regular grain run to Gdynia, Poland. It is expected that other ships will carry grain from the port of Mobile to the Baltic countries.

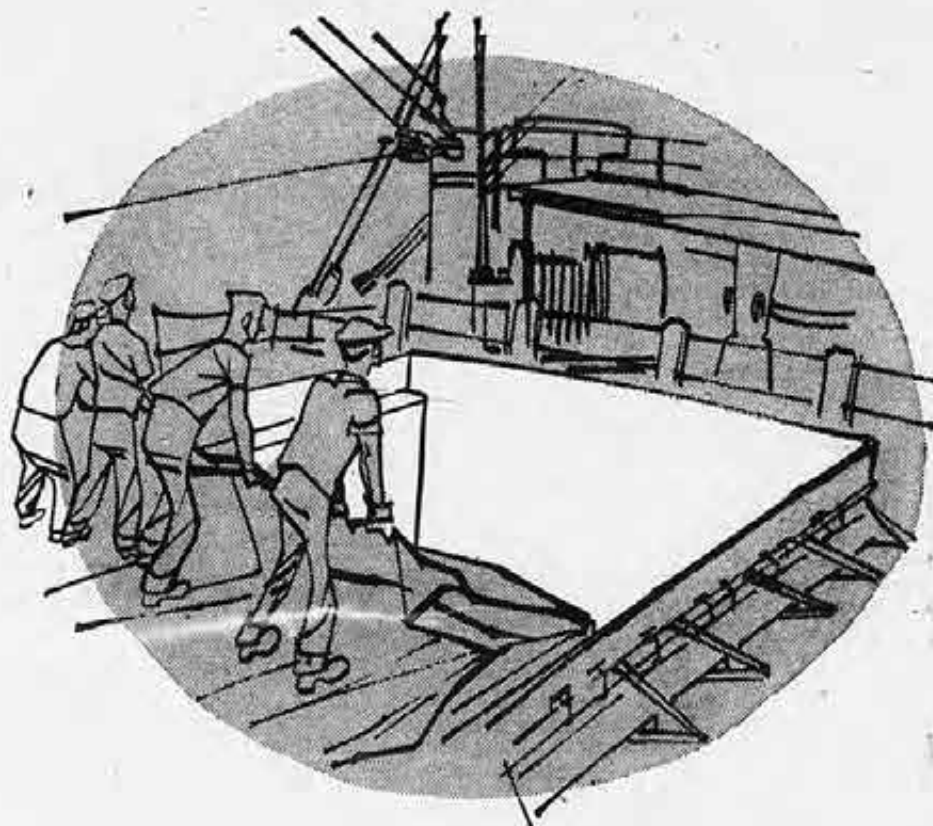
Shipping, although dragging somewhat during the past period, is expected to pick up soon. Waterman plans to crew up the Ideal X and the Coalinga Hills which were in the yards for repairs. In addition to them, the Fairland has just about completed conversion into a trailership and is to make her maiden run around the first of December. This will be the third trailership to enter Pan-Atlantic's sea-land trailer service. Three more vessels are undergoing conversion and are to come out of the yards at monthly intervals.

According to the stories being told around the hall, a lot of the men on the beach here are taking advantage of the opening of the duck and deer hunting season. There have been reports of "enormous" killings being made, but very little by way of proof has been offered. The season will remain open until January 7.

During the past period the Alcoa Pioneer, Polaris, Corsair, Clipper (Alcoa); Ideal X (Pan-Atlantic); Monarch of the Seas, Claiborne (Waterman), and the Northwestern Victory (Victory Carriers) paid off while the Pioneer, Polaris and Northwestern Victory signed on.

In transit were the Del Mundo, Del Viento (Mississippi), Hilton (Bull) and the Natalie (Intercontinental).

How to HATCH an Accident



Falling down through an open hatch is the kind of accident that Seafarers are mentally-gearred to avoid. But if the hatch opening is partially-covered by a tarpaulin, a crewmember would naturally tend to assume that underneath the tarp there was a fully-closed hatch cover. He would then discover his error too late.

The sensible procedure to follow is to leave an open hatch fully-open. Where for protection of cargo or some other reason the hatch has to be closed temporarily, the only proper way is to put strongbacks and covers back in place and take them off again when the occasion calls for it.



Send Documents On Baby Benefit

All Seafarers who expect to apply for the SIU \$200 maternity benefit and are currently eligible for it—having one day's seetime in the past 90 days and 90 days in 1956—are urged to send in all necessary documents when filing for the benefit. Payment will be made speedily when the Seafarers Welfare Plan receives the baby's birth certificate, the seafarer's marriage certificate and discharges showing eligibility seetime. Photostats are acceptable in place of originals.

An SIU Ship is a Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Buying A Car Battery

Over 12 million car batteries fail each year, a great many of them in mid-winter and mid-summer. Both excessive cold and heat are hard on batteries.

Even when they don't expire completely, malfunctioning batteries are responsible for many weaknesses of car performance. Some battery conditions may even cause damage to other components and start a chain reaction that eventually can lead to engine failure itself.

Nowadays, manufacturers' guarantees sometimes are so exaggerated, for competitive reasons, that they are no longer by themselves a reliable index of value. Some manufacturers conservatively guarantee their medium-duty batteries for 24 or 30 months and their heavy-duty grades for 36. Others guarantee much the same grades for 36 and 48 months. Some now go up to five years, and there are even "ten-year guarantees."

Actually a manufacturer risks little in pushing up his guarantee. The guarantee merely means he will give you a proportionate allowance on a new battery. Many batteries last beyond the guarantee anyway, especially if properly serviced and the car is operated under not-too-severe conditions. But even if a battery doesn't last the guarantee period, the manufacturer merely sells you a new battery at what, in effect, is a small discount from list price.

Take a 36-month battery bought, say, for \$20. Assume you get 32 months' use before it quits. You will get a credit of \$3.33. Deducting the junk value, all you really get is \$1.33 to \$1.83 off on a new battery.

This you can generally get anyway.

Sometimes manufacturers up their guarantees when they raise prices. The obvious purpose is to make buyers think they're getting more because the guarantee is now longer.

As for "lifetime" and "ten-year" guarantees, in one case the Federal Trade Commission recently prohibited Life-Long Battery Mfg. Co. of El Segundo, Calif., from claiming its batteries are guaranteed ten years or for any period unless the conditions of the guarantee are stated. The FTC order also prohibited claims the battery is self-charging, contains silver or nuclear cells, or is similar to the nickel-cadmium or alkaline batteries used in Europe.

The more you understand your battery, the better you'll be able to avoid trouble and expense.



Lead-acid batteries are subject to a number of problems. Not only is there a constant loss of charge, but the battery gradually loses its ability to store and deliver power. In fact, it is wearing out even when your car is not in use. In a properly-operating electrical system, this wear is gradual. But if the voltage regulator is set too high so that the battery is continuously overcharged, or the electrolyte is not maintained at the required level, or any of a number of other conditions occur, the ordinary life expectancy of a battery can be shortened considerably.

One manufacturer reports that post-mortem examinations of thousands of batteries show 62 percent of the failures were caused by overcharging and 20 percent by sulphation. This results when a battery is operated for a long time at a low rate of charge, or subjected to other abuses as filling with water that has a high mineral content. In very cold climates batteries sometimes also die prematurely because the electrolyte freezes, especially when the battery is only partially charged.

In cold weather it's desirable to maintain a lower water level than in warm weather so the electrolyte is more concentrated for faster starting.

Batteries roughly divide into light, medium, and heavy-duty grade. Medium-duty batteries are equivalent to the original-equipment grade.

The SAE ampere-hour rating is one of several specifications you can check to compare different grades and brands. Most batteries show this rating right on the container. It indicates the battery's ability to deliver power continuously over 20 hours. Thus a 100-amp. battery ordinarily can be expected to deliver five amperes continuously for 20 hours. One manufacturer explains that this test in a sense is a measure of the number and size of the lead plates put into the battery.

Most brands of light-duty batteries rate 70 to 80 amps.; medium-duty batteries range from 90 to 105, and heavy-duty, from 107 to 130. Nor is the price any reliable criterion of quality. We have found 100-amp. batteries listed as high as \$22, and 105-amp. batteries as low as \$13, both under well-known brand names.

Another test manufacturers use is the 20-minute ampere test, which results in a higher rating. A battery with a rating of 100 ampere hours may rate 125 on the 20-minute test. Sellers who list the 20-minute rating before the hour test may or may not do so to confuse buyers. But whatever the intent, don't be misled by the 20-minute rating.

Light-duty batteries are recommended only for temporary use, or in a mild climate. For most motorists driving under average conditions, the medium-duty grade gives best value. While there is a noticeable difference between typical amp-hour and cold-start ratings of light and medium-duty batteries, the difference between medium and heavy-duty grades is less sharp. Moreover, some manufacturers exact an extra profit on heavy-duty batteries, charging more than the additional manufacturing cost warrants.

A heavy-duty battery may be desirable under extreme conditions, as habitual stop-and-go driving in crowded traffic, very cold or hot climates, or much over-the-road driving, which results in overcharging. A heavy-duty battery does stand up better under excessive charging.

Gathering Of The Morris Clan



Seafarer Harvey Morris proudly introduces twin additions to the Morris clan. Mrs. Lillian Morris holds James Paul while Harvey holds Harvey Jr. Outnumbered 5-to-1 by the boys is daughter Sarah, 17, with younger brothers Frankie, Preston and sharpshooter Patrick sitting in front. Twins brought Morris \$400 in SIU maternity benefits plus two \$25 US bonds from Union.

Dads Count Too, Docs Say

Rap Old Sea Disaster Rule

Two New York psychiatrists who were aboard the Ile de France at the time of the Andrea Doria disaster have criticized the time-honored rule of the sea—"women and children first." The Ile de France rescued several hundred survivors from the Doria after it was sunk in collision with the Swedish liner Stockholm in July, 1956.

The psychiatrists suggested that instead of a blanket "women and children first" rule, it should be "children and one parent first" even if the parent happens to be the father. In this way, orphaning of the children or long separation from the parents could be avoided. They believe that such action would minimize or prevent disastrous effects on the child.

Parent Stops Shock

Drs. Paul Friedman and Louis Linn studied the impact of separation effects at first hand aboard the Ile de France and reported their findings in the American Journal of Psychiatry. They declared that during World War II studies had shown that children who stayed with at least one parent were far better able to withstand disasters and other shocks than those who were separated from their parents. When the family is broken up, the shock becomes too great, with disastrous long-term effects.

The doctors' conclusions drew a fast rebuttal from shipping representatives. Captain Hewlett R. Bishop, of the Maritime Administration said that "seamen... would never allow a man to step into a lifeboat with women and children standing by... If a father does not want his child separated from him he can always keep the child behind until it's time for the adults to leave."

Brand-New Papas

Another sea captain put it more bluntly when he declared, "You'd have an awful lot of men claiming children that didn't belong to them." The best doesn't always come out in people during disasters, he pointed out.

The "women and children" rule has been standard on ships for hundreds of years, although in practice it has not always worked out that way. Records of many historic maritime disasters show instances of male passengers stampeding the lifeboats in panic situations.

LABOR ROUND-UP

Members of the International Typographical Union have approved a \$1 million strike benefit fund. Strike benefit rates will be provided at 60 percent of normal earnings for married printers and 40 percent for unmarried. Benefits will be paid for striking printers, for "locked out" printers and for members deprived of work by other unions' strikes. An initial three-month assessment of one percent of earnings is expected to raise \$1,200,000 for the fund, with provisions for renewal should the fund go below a certain level. The official tally for the proposal was 36,729 to 36,342.

↓ ↓ ↓

The first edition of "Solidarity," the new weekly newspaper which will be the official organ of the United Auto Workers, will come out the first week in December. The eight-page paper will replace the union's two monthly publications, "The Auto Worker," and "Ammunition." Ken Flester, formerly editor and publicity director for the Textile Workers Union, will be editor of "Solidarity" and director of the UAW's newly-organized Publications Department. The new weekly will be published in several geographical editions with four pages covering regional, national and international news and four pages devoted largely to a magazine section.

↓ ↓ ↓

A one-year probationary period levied on the Allied Industrial Workers last May by the AFL-CIO Executive Council was lifted last week following receipt of a monitor's report that the union had complied with the council's orders to clean up. Among the affirmative actions taken by the union's special convention was the adoption of the Ethical Practices codes, a closer check on finances of local unions, the adoption of an amendment to the AIW's constitution to

bar an international officer from receiving extra compensation from local unions or subordinate bodies, and the election of a new President, Karl Griepentrog, who instituted an investigation of the union's locals in California. The union also ordered the withholding of payments to former Sec.-Treas. Anthony Doria, and efforts were being made to regain some \$25,000 already paid to him.

Union 'License' Ruled Illegal

FLORENCE, SC—A general sessions court judge has declared unconstitutional an act requiring the licensing of union organizers in Florence County and threw out an indictment against an organizer who failed to procure such a permit.

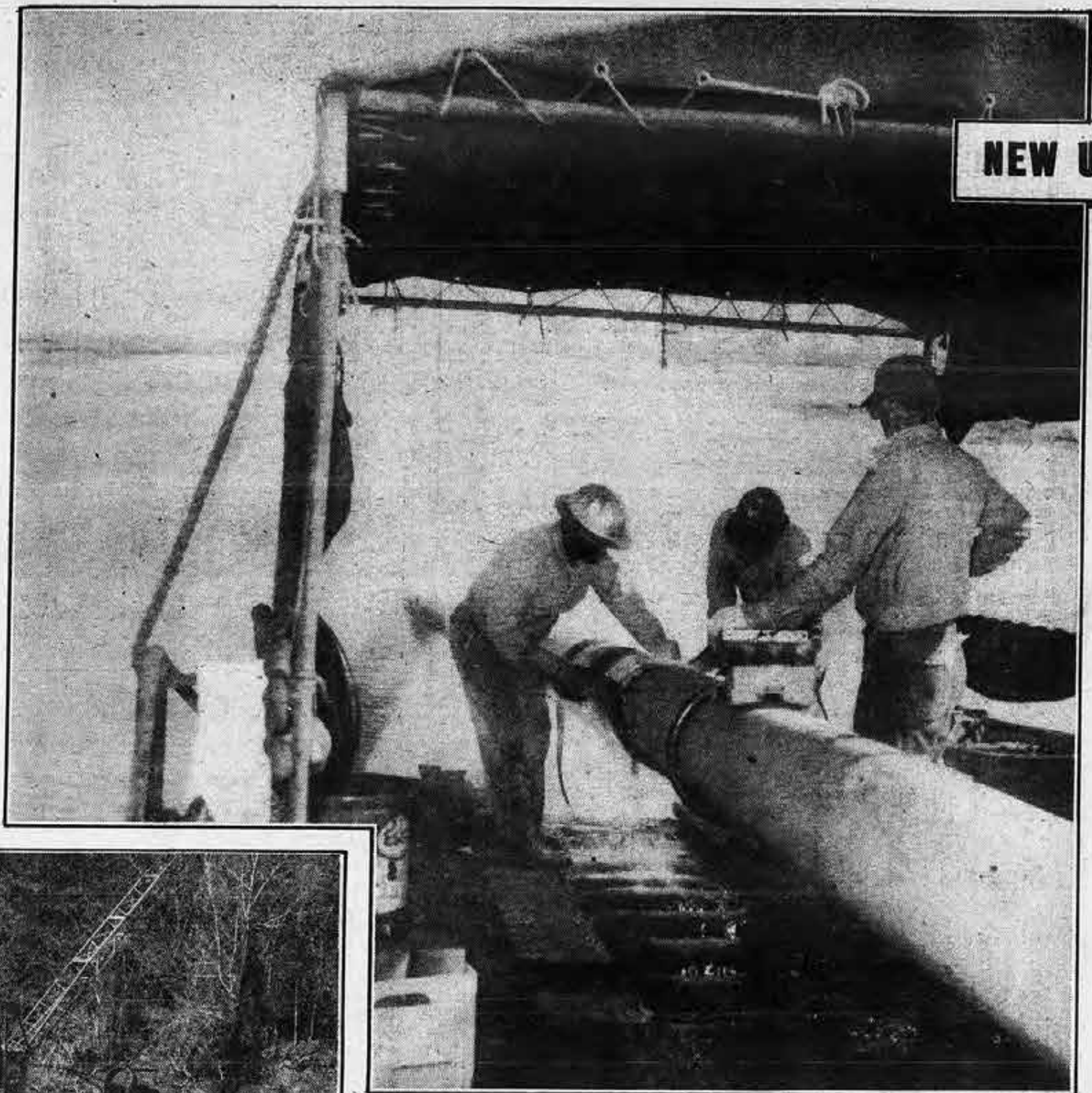
The act required that applicants for the permit be residents of the county for a year before they apply, and that they list their places of residence for the last ten years.

The authorities, under the law, had the right to refuse to issue a permit in any case, and if they did issue one, it was valid for only 60 days and had to be renewed.

Violated Constitution

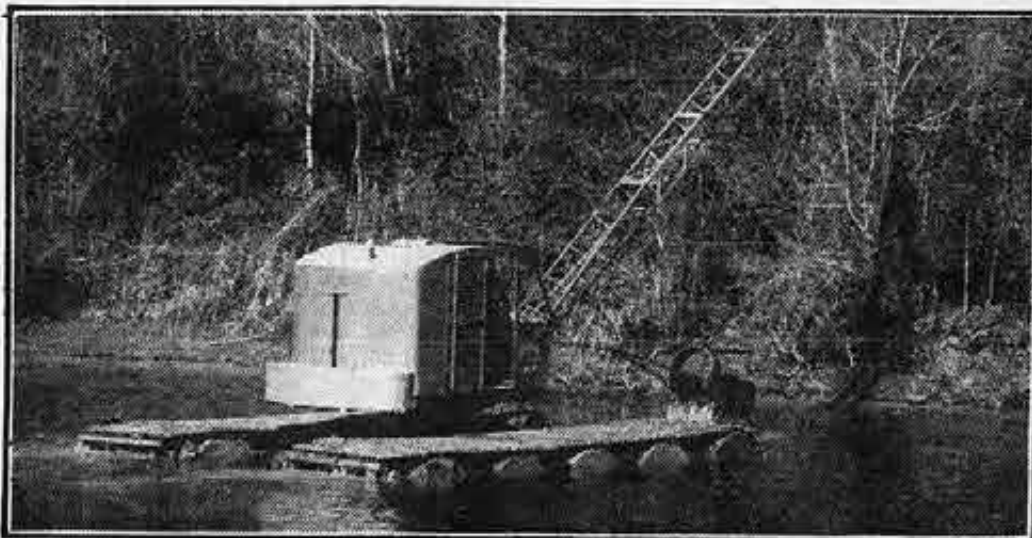
Judge James M. Brailsford held that the act, which applied only to Florence County, was unconstitutional since it violated the state constitution which barred the legislature from enacting local or special laws. Such laws must have general application throughout the state in order to be valid.

Brailsford dismissed an indictment against Irving Lebold, a Retail Wholesale and Department Store Union representative who had failed to secure his permit before organizing.



NEW UNION

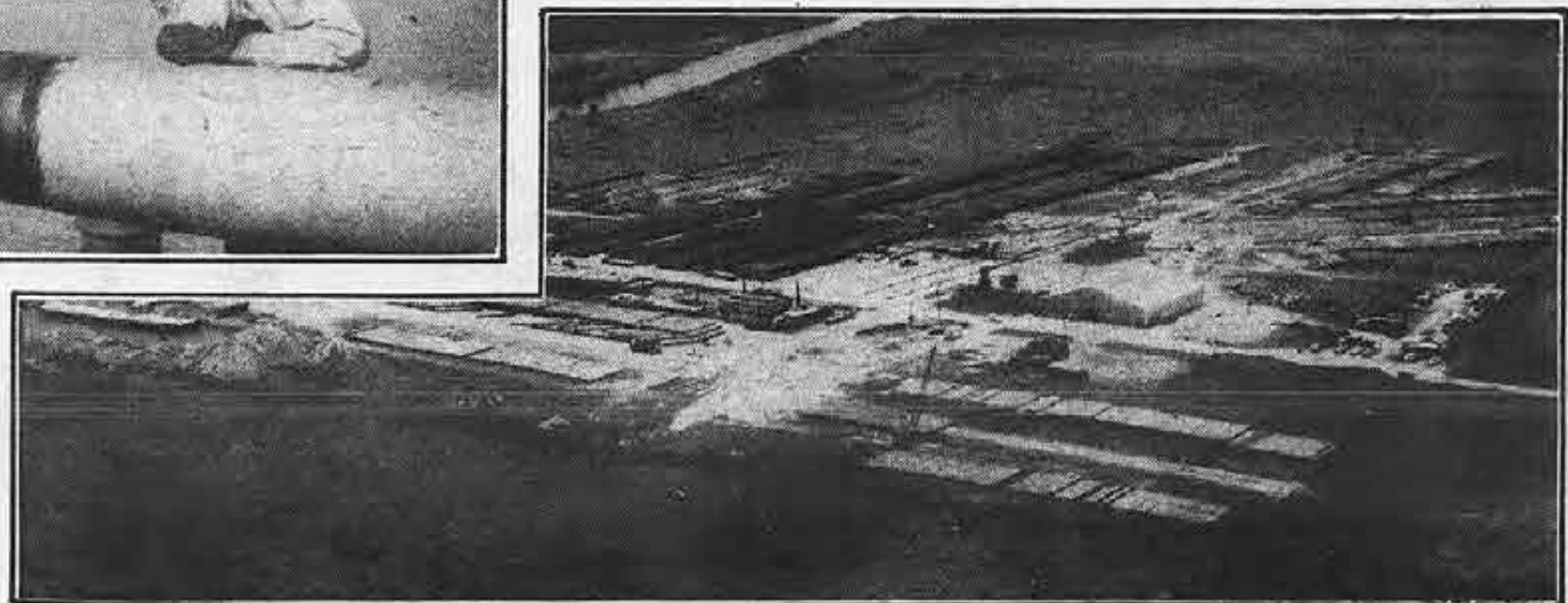
Construction workers "dope a joint" in the last phase of the sealing process as pipeline is laid from rear of barge. The device on top of the pipe, called a "jeep," is used to test completed seal and can detect even pinhole leaks.



Self-propelled dragline barge on treads crosses Vermillion River to start digging a pipeline ditch through the marsh.



Union construction worker "primes a joint" to help seal sections of pipe used in laying gas transmission line.



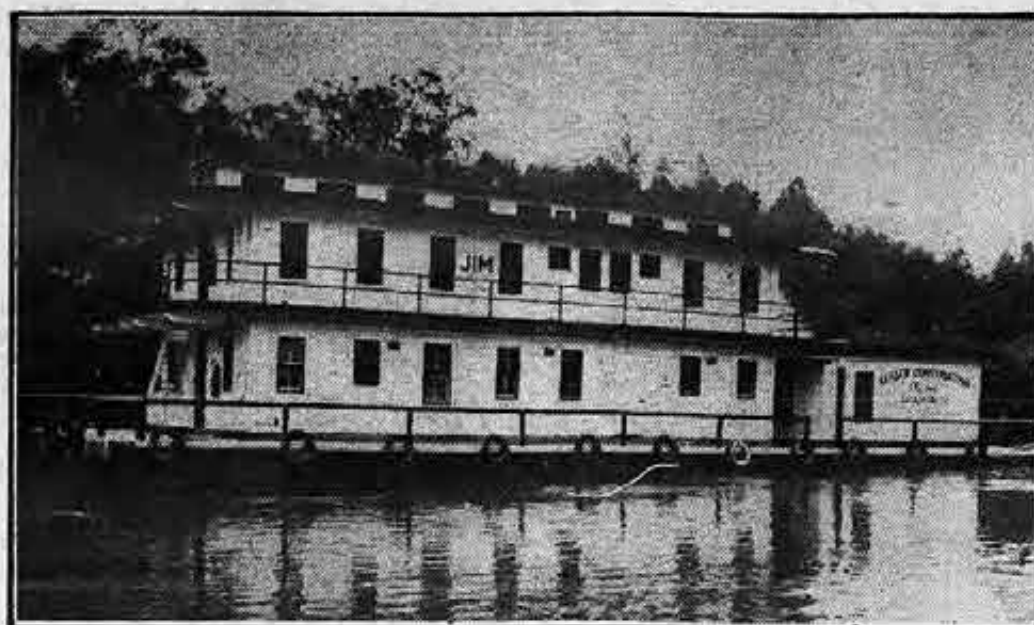
Aerial view of Glaser Construction Company's big pipe yard and slip on Bayou Delcambre near Delcambre, La. Miles of pipe are stored here in advance of new pipeline projects.

- CONTRACTED PIPELINE OPERATION :

SIU-HIWD in the Bayous

Teamwork between AFL-CIO construction trades unions and the SIU Harbor & Inland Waterways Division exists under a first-time union agreement for marine personnel of the Glaser Construction Co., of Lafayette, La. The company is the biggest independent contractor in the Gulf petroleum pipeline-laying industry.

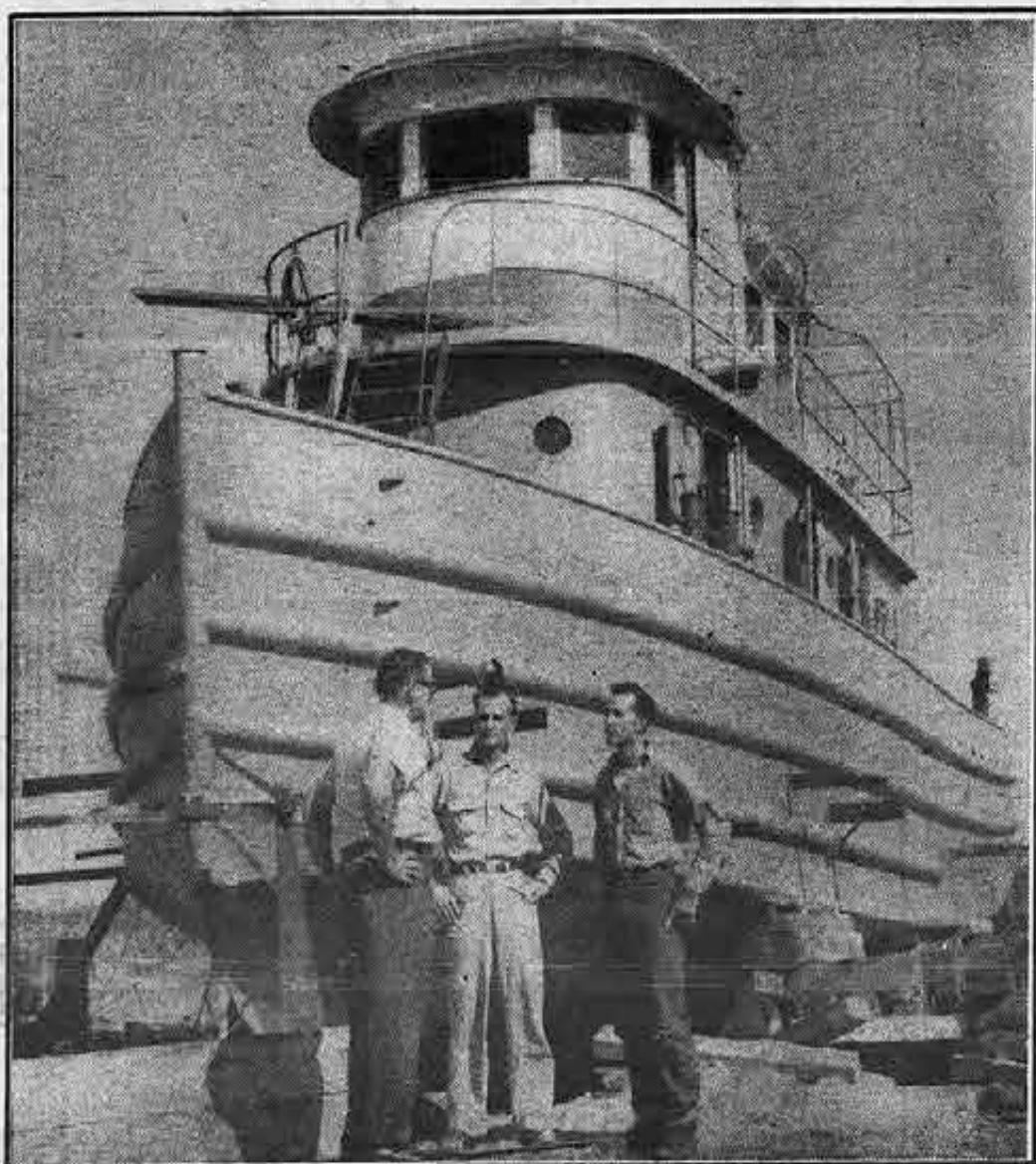
SIU-HIWD men crew tugs, barges and quarter boats housing construction workers who lay the actual pipelines, which are used largely for the transportation of natural gas. The pipelines wind inland from the Gulf through assorted natural and man-made waterways until ultimate delivery of the gas to industrial and residential users. (See story on page 16.)



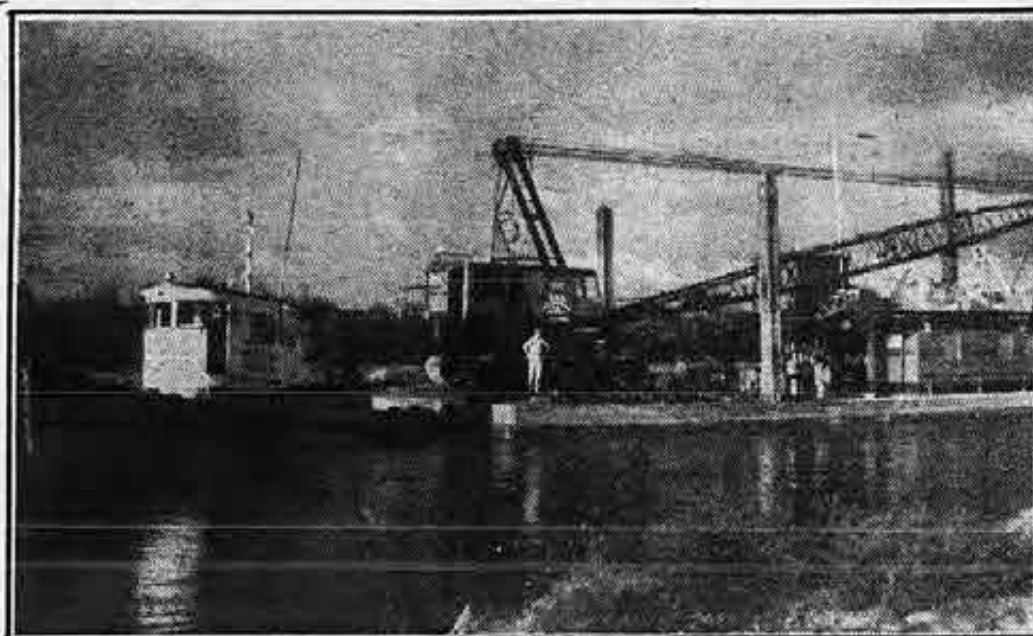
New addition to SIU-HIWD-contracted fleet, the quarter boat Jim houses about 30 operators, welders and laborers on a job.



Cooks Alie Soileau (left) and Robert Joubert appear mighty chipper as they ready evening meal in galley on the Jim.



New Glaser tug Helen stands on ways as SIU patrolman Tom Gould (left) discusses operation with SIU-HIWD members Gerard and Alberie Hebert, brothers who will be captain and mate of tug.



SIU-HIWD-manned tug Alice tows dragline barge to a new pipe construction site along a Louisiana coastal waterway.



Details of SIU-HIWD welfare plan are studied on the Jim (l to r) by tugmen G. Hebert, A. J. Boutte, A. Hebert and W. Quebedeaux; patrolman Tom Gould, and cooks A. Soileau, R. Joubert and F. Benoit Jr.

Last Rites For A Seafarer



Last rites are administered to Seafarer Chester M. Shivery, 47, during burial service at Bahrein in the Persian Gulf. Shivery died of heat prostration on the tanker Queenston Heights.

Boston Still Faces Slack

BOSTON—Shipping stayed fairly steady for this port during the past two weeks. There were no vessels paying off, and only one, the John B. Waterman (Waterman), signed on.

Port agent James Sheehan said that most of the activity for the period came from a number of in-transit vessels. The Michael (Carras), Robin Gray, Robin Kirk (Robin), Council Grove, Bents Fort and the Bradford Island (Cities Service) called during the last period.

The doctors at Brighton Marine Hospital would like to extend their thanks to the sister of Seafarer Pete Jomides for helping them out in a pinch. They had called the hall asking for a man to act as interpreter for an ill Greek seaman who was taken off his ship.

Pete was not home and his sister volunteered to bring a friend to handle the job. Everything worked out fine and the medics were able to get the information they needed from the man.

NY-Montreal 'Seaway' Sought

The grudging acceptance by East Coast shipping interests of the inevitability of the St. Lawrence Seaway may actually pave the way for a little "seaway" linking Canada to New York City.

This alternate water route could cut out 75 percent of the mileage from the head of the St. Lawrence into the Atlantic and around to New York. The present route is a roundabout 1,700 miles that could be slashed to under 450 at an estimated \$90 million cost.

It would enable small freighters to make their way from the vicinity of Montreal through the Richelieu River and the Chambly Canal, on through to Lake Champlain and the Champlain Canal, thence south via the Hudson to New York. The principal costs involved would cover the deepening of the Richelieu River and the six-foot Champlain Canal to 14 feet.

A 14-foot depth would make it possible for 2,500-ton ships to come all the way down from Canada instead of the 250-ton barges now under use. Deep-sea service is already in effect from New York as far north as Albany, and trailer-ship operations on the Hudson River route may come to life soon.

Heavy Opposition

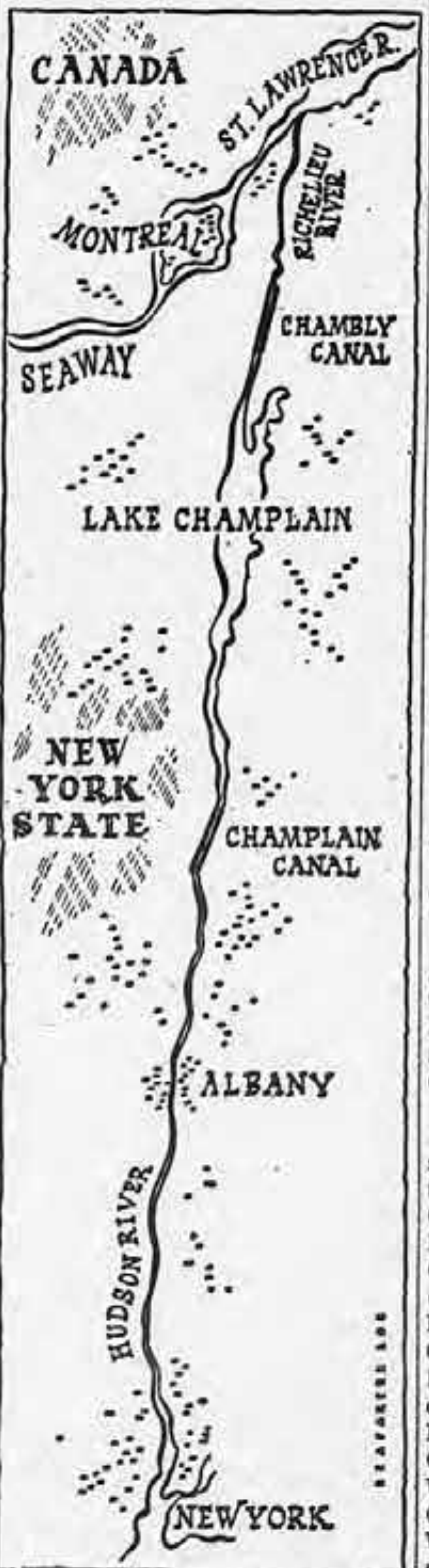
The major stumbling block against the little "seaway" had been the earlier bitter opposition to the now-half-completed St. Lawrence waterway. This was finally authorized by Congress in 1954, some 40 years after it had originally been proposed. The St. Lawrence Seaway itself will be ready by 1959, opening up a fourth US "coast" stretching 2,200 miles from the Atlantic to Duluth, Minn., at the head of Lake Superior.

Canadian roadblocks against the Champlain "seaway" fell part once the long-sought St. Lawrence waterway began approaching reality. In Washington, the Senate has already authorized a study of the plan and a drive for House approval will be made next year. Vermont, which has a common border with NY on Lake Champlain, is especially interested in the potential of the proposed all-water shortcut.

A meeting at Sorel, Quebec, attended by Canadian, New York and Vermont officials last month explored the possibilities of the little "seaway" in connection with its potential for Eastern Canada, New England and the Hudson Valley area. More than half the work to be done calls for dredging on the Canadian side, so that Canada

would wind up committed to more than half the bill.

An adjunct to the Champlain waterway would be an additional route south from Canada to the



Map shows proposed route of new New York-Montreal "seaway."

Hudson, then westward via the main Erie Canal to Buffalo and Rochester. This would open the way for exploitation of the vast untapped resources of Eastern Canada, such as Labrador ores, and new industrial expansion not only for the Hudson Valley but for areas utilizing Niagara power.

Robin Men Get Rousing Hand In Balt.

BALTIMORE—The membership gave a rousing ovation to crewmembers of the Robin Gray at the last meeting in this port. These men, port agent Earl Sheppard said, are doing a top notch job under adverse conditions and a sub-standard NMU contract in order to keep the Robin ships under the SIU banner until the vote is held in the fleet.

Petitions have been filed calling for a vote on the NBC Line and it is expected that an election will be held soon. In the meantime organizing is still going on among the smaller outfits in the bay area.

Although shipping continued to improve during the last period, there was a drop in registration. However, Seafarers are advised not to give up fairly old cards in outports to come here and ship.

There were 13 vessels paying off, 10 signing on and 12 in-transit ships in the port during the past two weeks. The Feltore, Santore, Oremar, (Ore); Portmar, Texmar, Bethcoaster (Calmar); The Cabins (Terminal Tankers); Westport (Transportation Util.); Barbara Frietchie (Liberty Nav.); Omar Chapman (Boston Shipping); Evelyn, Jean, and the Emilia (Bull) paid off while the Massmar, Marymar, Bethcoaster (Calmar); Santore, Oremar, Feltore (Ore); John B. Waterman (Waterman); Seagarden (Penn. Nav.); Edith (Bull) and the Westport (Boston Shipping) signed on. Among the vessels in transit were the Alcoa Runner, Puritan (Alcoa); Robin Gray (Robin); Steel Admiral (Isthmian) and the Citrus Packer (Waterman).

PLYMOUTH VICTORY (Isthmian), Sept. 15—Chairman, E. McCaskey; Secretary, J. Golder. Letter to NY re: repairs and answer read to membership. No one to go topside without business there. No drinking on board. Few petty beefs in black gang. Delegate requested men to read agreement. Some disputed it. Reports accepted. New delegate to be elected at special meeting.

WILLIAM H. CARRUTH (Transfuel), Sept. 29—Chairman, B. Baa; Secretary, P. McNabb. Headquarters notified re: men hospitalized. Two men short, two men promoted. Focales need painting. Bad odors from eng. dept. thanks to be corrected. Vote of thanks to steward dept. for fine job despite shortage of two men. Ship laid up in Brazil for 60 days; one man paid off on mutual

ALICE BROWN (Bloomfield), Oct. 3—Chairman, S. Rothschild; Secretary, J. Logfellow. One man missed ship in Galveston and one in Brownsville. Repair list to be checked. Report accepted. To elect new delegate. Reef on fresh fruit—should be left in ice box in day time.

JOHN B. WATERMAN (Waterman), Oct. 24—Chairman, J. Quinn; Secretary, G. Thornhill. Delegate spoke of men missing ship in Japan. Ship's fund \$15.75. Have new steam iron. Report accepted. Suggest departmental repair list. Oven door to be repaired—other repairs to be made in crew's quarters. Steward to see that sufficient milk is ordered and delivered promptly.

SEATRIN GEORGIA (Seatrains), Oct. 27—Chairman, S. Charles; Secretary, A. Lambert. Safety meeting held with 14 members present; two men missed ship. One man hospitalized in Texas City—headquarters notified. Letters to be sent to Washington protesting closing of Savannah hospital. Ship's fund \$20.57. Reports accepted. Cigarette butts to be placed in ash trays not on deck. Place garbage in trash cans; place cups in sink. Letter to be sent to Social Security office requesting information on security payments. Vote of thanks to Sir Charles for supplying free Cokes. Vacation blanks can be obtained from Sir Charles.

DEL VIENTO (Miss), Oct. 26—Chairman, C. Johnson; Secretary, I. Brown. Vote of thanks to deck dept. for fine cleaning job on ship. One man fired. Ch. Eng. asked all other men to stay for another trip. Subsistence for two days will be paid at payoff. Vote of thanks to Brother Spears for job well done. Few hours disputed of. New washing machine ordered. Cleaning list for laundry to be made up next trip. Union books to be turned over to patrolman. Check of all books to be made by delegates before payoff.

ORION COAST (Orion), Sept. 29—Chairman, M. Bruno; Secretary, B. Stark. Cleaning schedule made for laundry room. Old washing machine will be rigged to wash oily clothing only. Capt. to have port discharges ready before arrival in Persian Gulf. Slop chest will be open one week for cigarettes; next for general merchandise. Mail to be given to captain before arrival. Delegates warn brothers to keep personalities out of work. No beefs. All letters to headquarters to be handled through delegates only, with their signature, then typed by secretary. New secretary-reporter elected. Each crew member to donate 50c. to ship's fund. New treasurer elected. Request cooperation in keeping washing machine clean. Discussion re: securing movie projector for ship. Delegate to check captain on draw. Cook asked men to consult him on beefs concerning food. Steward asks crew to make suggestions for menu preferences.

WILD RANGER (Waterman), Oct. 28—Chairman, W. Tregembo; Secretary, D. Ruddy. Communications from headquarters read. Need paint for engine dept. Ship's fund \$23.31. Few hours disputed of. Motion to take hand vote on choice of job calls—15 for present hourly basis; 17 for two calls a day—one in morning and one in afternoon. Entire crew put in for due to lack of draw on arrival at Pusan. Need new washing machine.

ALCOA RUNNER (Alcoa), Oct. 27—Chairman, R. Hall; Secretary, C. DeHopedales. Ship's fund \$5.50. Reports accepted. Same delegate elected. Vote of thanks to delegate for job well done. Delegate to contact Union about contribution for longshoremen. Request more assortment of fruits and cookies.

ALCOA POINTER (Alcoa), Oct. 26—Chairman, I. Romo; Secretary, I. Bruce. One man missed ship in Okinawa—cable sent asking delegate to put off his rear at first US port. Delegate requested sober payoff. To see patrolman at payoff concerning difficulty in obtaining hospital slip for one brother. Ship's fund \$26. Two men getting off. Suggestion to have shades for lamps which can be screwed on at black-out time. Vote of thanks to steward dept. for job well done. Suggested voluntary contribution at payoff to help ship's fund.

WACOSTA (Waterman), Oct. 13—Chairman, E. Fain; Secretary, E. Ray. Ship's delegate resigned. New delegate elected. Ship's fund donated. One man missed ship in San Pedro. Some disputed of. One man hospitalized in San Pedro. Some repairs made. Ship expected to go to Tampa, NO & Mobile to load, but this is not official.

WARRIOR (Waterman), Oct. 21—Chairman, D. McInnis; Secretary, M. Elliott. \$20 draw to be put out and more if ship does not pay off in Tampa. Discussion on Bull Line beef. Letter written to Washington on Public Health service cut down. Some disputed of. Four men getting off. Communications read and general discussion held on same; also on closing of Public Health hospitals.

ALCOA POINTER (Alcoa), Sept. 29—Chairman, T. Connell; Secretary, L. Bruce. No beefs—clean payoff—most repairs made. When ship returns to Gulf, will make extensive repairs. Beef on penalty cargo—to be referred to headquarters. Ship's fund \$20.10. Vote of thanks to officers and committee for handling Bull Line beef. New delegate elected. Use washing machine with care. Confine use of laundry room to half an hour. Brother asked permission to run a pool to help ship's fund. Crew to discuss business down below and not topside with officers.

STEEL TRAVELER (Isthmian), Nov. 2—Chairman, W. Wantling; Secretary, M. Sospina. Ship's fund \$24. New delegate elected. One man left in Wilmington. Drinking water is rusty. Medicine chest to be checked. Fumigate ship for roaches. Suggest purchase of soft ball equipment. Return soiled linen.

YAKA (Waterman), Oct. 19—Chairman, C. Burns; Secretary, E. Wright. Good cooperation between crew and captain. One man hospitalized. Resolution—shall Union establish a new hall in Portland Motion lost. Pressure on water cooler. No trading with Koreans except on deck. Discussion on whether to place a union representative in Portland—carried.

Complaint about seasoning in food. Suggest meeting with patrolman prior to payoff.

PLYMOUTH VICTORY (Isthmian), Oct. 27—Chairman, S. Thayer; Secretary, J. Golder. All delegates to get together and prepare repair list and submit same. Items ordered by steward to be checked and information sent to NY. Discussion on repairs; schedule for sanitary work. Schedule to be posted in recreation room.

ANGELINA (Bull), Oct. 10—Chairman, P. Parker; Secretary, W. Walsh. Report accepted. Bound for Spain—will fly light to Norfolk or Baltimore.

Oct. 25—Chairman, D. Hubbard; Secretary, W. Walsh. TV antenna to be removed from deck and stored. Vote of thanks to messman and pantry man for good service rendered during voyage. Sordines in bathrooms to be renewed. Sardines, beans and potato salad to be put out for night lunch. Cooperation urged in keeping ship clean.

CAROLYN (Bull), Oct. 31—Chairman, A. Seda; Secretary, J. Shaddock. Take care of washing machine. Cups not to be left on deck.

CITRUS PACKER (Waterman), Oct. 4—Chairman, A. DeLaney; Secretary, W. Harner. Washing machine to be renewed in NO. Laundry room painted—everyone urged to keep it neat at all times.

CHIWAHA (Cities Service), Oct. 31—Chairman, R. Coe; Secretary, A. Casey. Delayed sailing Tampa & Port Everglades—all okay. Discussion on sanitary work. Vote of thanks to stewards dept. for job well done. Men to put in full two hrs. when on sanitary work.

GATEWAY CITY (Pan Atlantic), Oct. 27—Chairman, E. Yates; Secretary, J. Austin. Ship's fund \$125. Two beefs—concerning call back and few hours disputed of. Sufficient lights to be put on before cranes are unlashd preparatory to being put into operation on arrival in port. Antennas to be put up. Ship to be exterminated for roaches and powder put on board for same.

ALCOA POINTER (Alcoa), Oct. 26—Chairman, I. Romo; Secretary, I. Bruce. One man missed ship in Okinawa—cable sent asking delegate to put off his rear at first US port. Delegate requested sober payoff. To see patrolman at payoff concerning difficulty in obtaining hospital slip for one brother. Ship's fund \$26. Two men getting off. Suggestion to have shades for lamps which can be screwed on at black-out time. Vote of thanks to steward dept. for job well done. Suggested voluntary contribution at payoff to help ship's fund.

MANKATO VICTORY (Victory Carriers), Oct. 27—Chairman, J. Allstatt; Secretary, A. Espenada. New delegate elected. Bathroom door locks to be repaired. Beef on hot water.

SANTORE (Ore), Oct. 27—Chairman, W. Reid; Secretary, J. Lamb. Need new washing machine—to see patrolman about same. Delegate gave report on pay raise pending disputed of—referred to NY. Crew warned about excessive drinking on board. Surrender books to delegates. Ship's fund \$12.26. Discussion on PHS Clinic. Write letter to Sen. Butler about saving PHS. Beef about cups being left on deck. Vote of thanks to steward department.

WACOSTA (Waterman), Oct. 13—Chairman, E. Fain; Secretary, E. Ray. Ship's delegate resigned. New delegate elected. Ship's fund donated. One man missed ship in San Pedro. Some disputed of. One man hospitalized in San Pedro. Some repairs made. Ship expected to go to Tampa, NO & Mobile to load, but this is not official.

WARRIOR (Waterman), Oct. 21—Chairman, D. McInnis; Secretary, M. Elliott. \$20 draw to be put out and more if ship does not pay off in Tampa. Discussion on Bull Line beef. Letter written to Washington on Public Health service cut down. Some disputed of. Four men getting off. Communications read and general discussion held on same; also on closing of Public Health hospitals.

ALCOA POINTER (Alcoa), Sept. 29—Chairman, T. Connell; Secretary, L. Bruce. No beefs—clean payoff—most repairs made. When ship returns to Gulf, will make extensive repairs. Beef on penalty cargo—to be referred to headquarters. Ship's fund \$20.10. Vote of thanks to officers and committee for handling Bull Line beef. New delegate elected. Use washing machine with care. Confine use of laundry room to half an hour. Brother asked permission to run a pool to help ship's fund. Crew to discuss business down below and not topside with officers.

STEEL TRAVELER (Isthmian), Nov. 2—Chairman, W. Wantling; Secretary, M. Sospina. Ship's fund \$24. New delegate elected. One man left in Wilmington. Drinking water is rusty. Medicine chest to be checked. Fumigate ship for roaches. Suggest purchase of soft ball equipment. Return soiled linen.

YAKA (Waterman), Oct. 19—Chairman, C. Burns; Secretary, E. Wright. Good cooperation between crew and captain. One man hospitalized. Resolution—shall Union establish a new hall in Portland Motion lost. Pressure on water cooler. No trading with Koreans except on deck. Discussion on whether to place a union representative in Portland—carried.

'Grounded'



BME Plans Amendments Referendum

Members of the SIU-affiliated Brotherhood of Marine Engineers will start voting by referendum ballot December 1 on a new Union constitution. BME Engineers will be polled at the same time on the proposed merger plan with the Marine Engineers Beneficial Association. Both questions will be covered in a secret referendum ballot covering a two-month period.

The new constitution was approved by membership meetings at the BME's headquarters and Philadelphia branches last month.

The document was drafted by a membership committee in consultation with the BME's lawyers and auditors.

Greater Membership Control

The new constitution provides for greater membership control over BME activities and more adequate functioning of the union in its day-to-day operations. Some of the major changes involve procedures for more regular membership meetings in all ports, revision of the trials and appeals procedures to permit speedier handling of charges and appeals, and endorsement of the AFL-CIO code of ethical practices.

'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.

The degree to which runaway flags are used to avoid union conditions is being demonstrated today in Canada with the Canadian government itself willing to pull down its own flag rather than do business with the SIU Canadian District. The government's action in threatening to transfer Canadian National Steamships' vessels amounts to nothing more or less than government-sponsored strikebreaking.

It is to the credit of waterfront union representatives in Trinidad, the flag of convenience which Canada has chosen, that they want no part of these ships if the jobs come to them at the expense of Canadian seamen.

The current strike of Canadian Seafarers is the outgrowth of six months' futile negotiations on a new contract. The operators, apparently with the full backing of the Canadian government, put their backs up and are ready to run to the nearest low-wage haven they can find.

Fortunately, the entire Canadian labor movement and the international trade union movement as well, is protesting this arrogant move. It remains to be seen whether Canada will carry out its threat.

Women Last?

The proposal of two psychiatrists to abandon the old "women and children first" rule has stirred up the expected rebuttal from various sections of maritime, an industry which has its cherished traditions. The psychiatrists, who witnessed the Andrea Doria rescue operation, feel that preserving the family unit—keeping children and parents together whether father or mother is involved—should be the primary objective of marine rescue operations.

Somehow the sailor, who is sitting at anchorage in Vizagapatam, for instance, is liable to have more gallant feelings towards women than a psychiatrist who does battle with neurotic females during his working hours. Perhaps the whole issue can be neatly sidestepped by providing for a little more shipboard safety in the international regulations.

Libertys To Scrap Heap

News that the Maritime Administration is going to start scrapping some of the Libertys in the reserve fleet indicates the beginning of the end for the trusty warhorse of World War II. About 100 of the ships are going into the scrap heap, but undoubtedly there will be more to come.

The Libertys were good when they had it, and some of them are still performing yeoman service. But the fact that a batch of them is about to be scrapped points up the need for replacing existing Libertys in service with ships more suited to present-day shipping needs.

Browning Arranging Lakes-Atlantic Run

DETROIT—An SIU Great Lakes District operator has revealed plans to open a new "coast-wise" run with a lift-on lift-off trailership service between the Great Lakes and southern Atlantic ports.

Troy S. Browning, president of the T. H. Browning Steamship Company, said he plans to convert two 8,500-ton vessels into trailerships for service between Detroit and Cleveland in 1958. The service will later be extended to Buffalo, Milwaukee, Chicago and Duluth, and on the opening of the St. Lawrence Seaway in 1959, to the south Atlantic ports. This is the first Great Lakes-coastwise freight service using the Seaway planned so far. Cost of converting the ships, Browning said, would run about \$3 million each.

The SIU-contracted operator said that the ships would carry about 400 specially-constructed vans each in an operation similar to that now employed by Pan-Atlantic in the coastwise trade.

The opening of the St. Lawrence Seaway, he continued, will be a "shot in the arm" to the present depressed coastwise service and would go far in reviving a trade "which was once the backbone of the American-flag shipping industry."

NY Looks Ahead To Ship Vote

NEW YORK — Headquarters wishes to extend its thanks to the Seafarers who remained on their jobs on the Robin Line ships and enabled the Union to call for an election, Bill Hall, assistant secretary-treasurer declared. It will be through their continuing efforts that the jobs on these ships will be back on the boards in SIU halls after the vote is taken, he added.

The NLRB has ordered an election on the ships within the next few weeks.

Shipping for the past period has held its own. With the exception of those men who are waiting for a special ship or run, the dispatcher reported, class A men can ship most anytime they want.

There were 19 ships paying off during the past two weeks, three signed on and 10 were in transit.

The vessels paying off were the Alcoa Puritan, Runner, Pegasus (Alcoa); Seatrain New York and Georgia, (Seatrain); Almena, Gateway City (Pan-Atlantic); Morning Light, Citrus Packer (Waterman); Suzanne, Frances (Bull); Wellesley Victory, Steel Traveler (Isthmian); Robin Gray, Robin Sherwood, Robin Kirk (Robin); Pan Oceanic Transporter (Penn. Nav.); CS Baltimore (Cities Service). Signing on were the Steel Traveler (Isthmian), Suzanne (Bull) and the Alcoa Runner (Alcoa).

The in-transit vessels were the Portmar (Calmar); Steel Seafarer, Steel Flyer, Steel Admiral, Wellesley Victory (Isthmian); Seatrain Texas (Seatrain); Wacosta (Waterman); Val Chem (Heron) and the Warrior (Pan-Atlantic).

Seafarers In Action

"Everyone gets into the act," is the motto on the Iberville according to Robert N. Walton, ship's reporter. It took a little time, he said, but with all of the men cooperating matters have been arranged so that they can enjoy all of the conveniences of home.



Walton

First of all they squared away a movie program to help pass away the hours. Then, for those who like to eat to music, or the ball game, a short wave radio was set up in the messhall. Luxury? "This is just the start. We then installed a television set, and for the bookworms, built up a modern library."

Now most crews would be overjoyed to have this much, but there is more to come, he said. "To insure a sound running ship, we picked up five good engineers, all from the Frisco Bay area, and a new chief cook who does justice to the title." He, in turn, brought along a couple of top-notch helpers for the department.

Of course, he continued, we have some "leftovers." Among them is our baker, James McGill and his "chief suggestion expert," Anthony Nottage, chief electrician. Between the two of them we never know what will be served, but we do know it will be good.

Now tell me, he asked, what more could a seaman want?

"This is the first meeting for this trip," writes B. Winborne, meeting chairman on the Hastings, "for the ship has been idle for a couple of weeks. Although there is a new crew aboard, there are quite a few old-time Union men who are taking care of the delegate jobs. As long as these jobs are in good hands," he said, "we can look forward to a good trip, for any beefs that arise will be settled in SIU fashion by these delegates."



Winborne

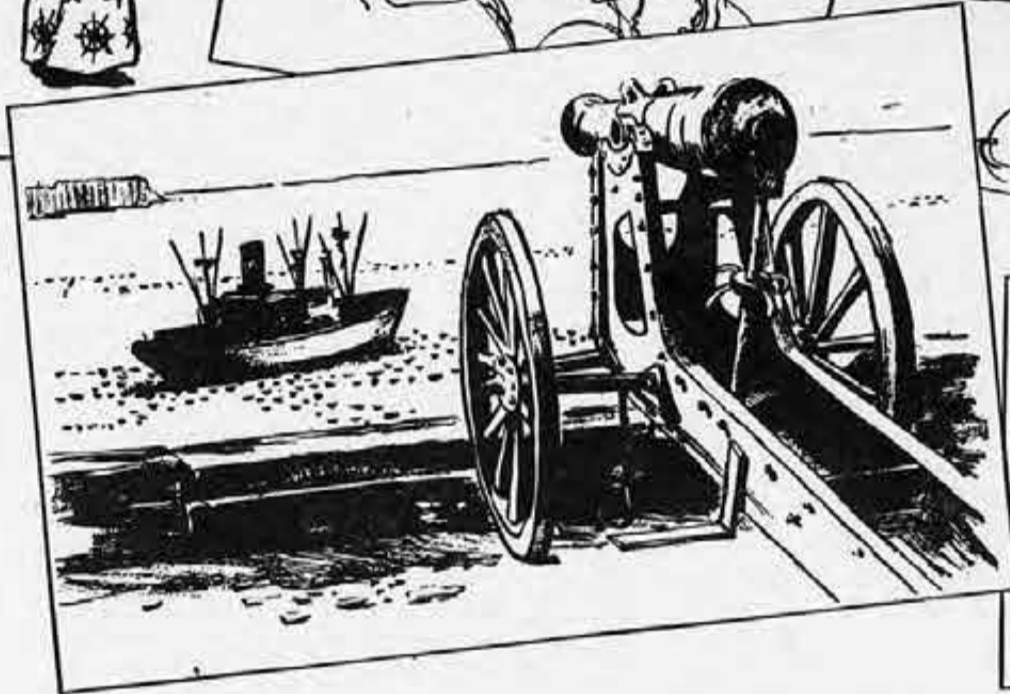
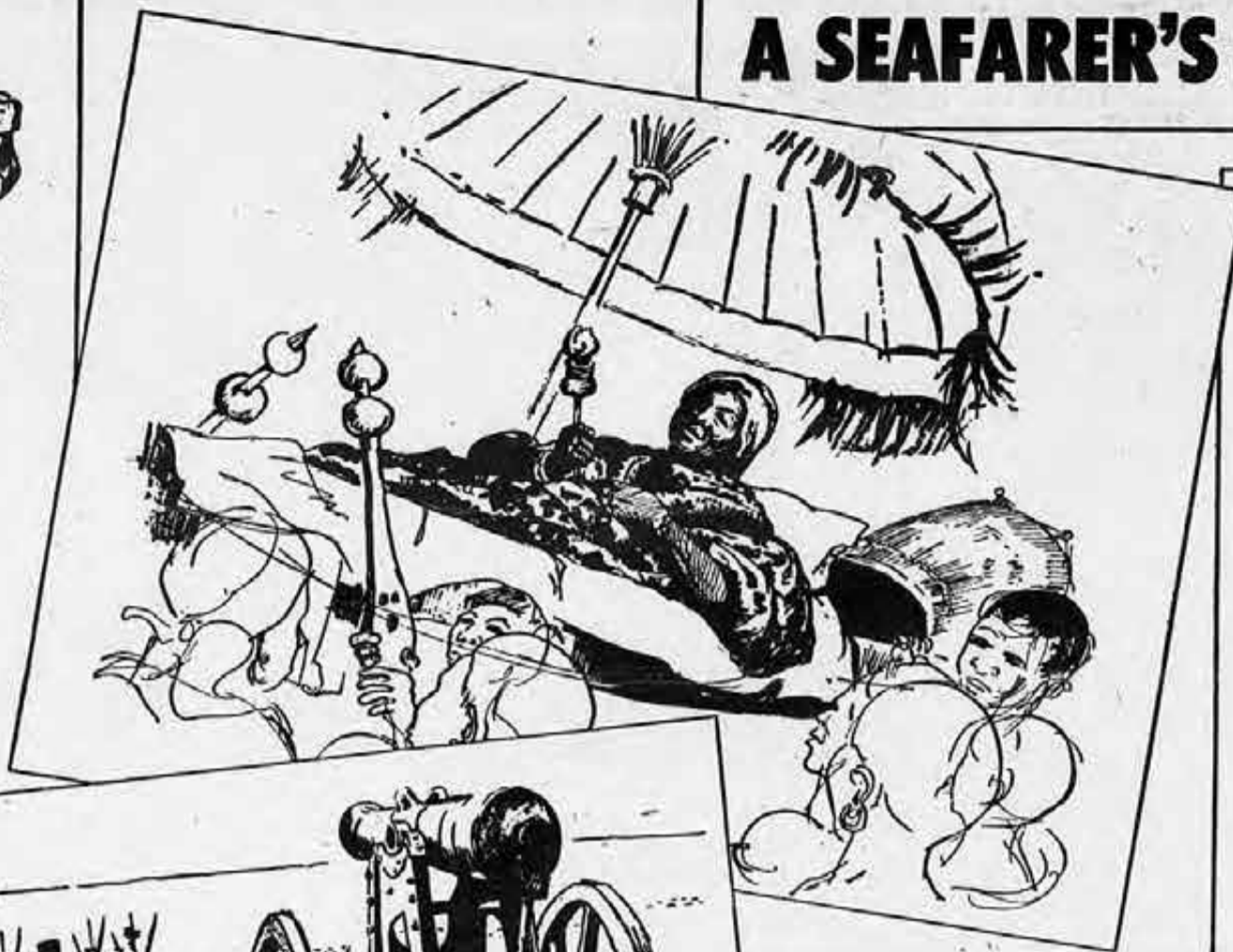
Tanker Action Slow In Gulf

LAKE CHARLES—It has been a very slow shipping period for this port. Although there were quite a few class A and B men registered, they were not around for the calls and a couple of C cards were shipped in the engine and steward departments.

The Cantigny, Chiwawa, Council Grove, Government Camp, CS Baltimore, Bents Fort, Royal Oak, (Cities Service); Del Campo, Del Viento (Mississippi); Petro-Chem (Valentine); Val Chem (Heron) and the Pan Oceanic Transporter (Penn. Nav.) were in port during the last two weeks. All were in good shape.



A SEAFARER'S SKETCHBOOK



Some of the items of interest seen in Africa by the MV Del Sol are pinpointed by Seafarer Eddy Smith. At top (left) is a portrayal of a breadseller in Takoradi, "a city in the brand-new republic of Ghana apparently muddling along in the fashion of the departed British . . ." The procession of a native chief-tain's wife (above) on the way to her husband's inauguration adds contrast. At left, a view from Luanda, Angola, "an engaging Portuguese city . . . The old fort overlooking the harbor is a 'must' for visitors." A traffic cop took the spotlight (above, right) in Lobito, Angola, as he directed things from his sun-protected island on a busy avenue.

Member Action Bolsters Union

To the Editor:
All members are urged to keep up with all current labor news in the papers to compare our Union with the ones that are having a lot of inside trouble. Any union can go bad unless the members within take an active part. We think we have a pretty good Union and want to keep it that way.

Robert N. Walton
SS Iberville

Union Assist Appreciated

To the Editor:
This is to express my gratitude for the kind efforts and cooperation by the SIU welfare Services Department following my telephone appeal regarding my husband's readmission to the US Public Health Service hospital.

My husband, William, was readmitted on the day that he reported as an outpatient after being almost eight days without medication. We both thank you.

Mrs. Camilla B. Serrano

Wants Pension Age Cut to 55

To the Editor:
I am writing in regard to the question in the "Inquiring Seafarer" column in the LOG (August 2, 1957) on what you would like to see as the next forward step of the Seafarers Welfare Plan.

My interest is in two particular items. One I am very much in favor of, is lowering the age limit for retirement to 55, with

20 years' seetime. I would also like it to be made possible for Seafarers' dependents to have their teeth extracted, even if Welfare would not put them back in.

Kenneth A. Hunter

Surveyor's For Job Call Change

To the Editor:
On the matter of changing the system of hourly job calls, which has been under discus-

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.

sion, the crew of the Steel Surveyor has taken the following position:

By a hand vote, the crew voted 14-2 against the present system. We voted 10-4 against two calls a day at 11 AM and 4 PM. Unanimous support was given to a proposal for three calls a day at 10 AM and 1 PM and 4 PM. The vote on this was 18-0.

C. Jensen
Ship's delegate

Hospital Assist Reassures Wife

To the Editor:
I wish to express my thanks to the SIU welfare department

for its action in assuring my wife of prompt and adequate medical assistance for her past and forthcoming operations.

I never doubted that such assistance would be forthcoming but she, being both ill and alone, was somewhat apprehensive. The letter of credit to the hospital was most reassuring for her and even though the operation was postponed due to other illness, she is well aware that she'll have all possible care.

I am deeply grateful and proud of our SIU welfare plan.

We are in Durban, South Africa, on our way back from what has been a fine trip. I hope to see you all soon and thank you personally.

Bill Hand

Hurricane Crew Sends Greetings

To the Editor:
I'm at present aboard the SS Hurricane, on which we're due to start the long voyage home from Inchon, Korea, soon.

One of our crew, the 12-4 OS, lost his mother during the voyage but, due to sympathetic consideration on the part of our crew, was able to make the funeral in time to tender his last respects.

We are ably represented by a couple of good delegates and enjoy good relations with top-side. The bosun is Manuel Sanchez who, with the aid of three good daymen, has accomplished much during his brief stay aboard to date.

From all indications, we shall be in New York once again come January 1st.

C. L. "Bud" Cousins

Applauds Help In Bereavement

To the Editor:
I write at this time to express my thanks and sincere appreciation to the SIU, its officers and members for their sympathy and help in my recent bereavement. My husband, August Schroter, died on Sept. 24 in Funchal, Portugal.

To the members, I say thanks for the formation of this Union that is so generous to the families of its members. To the officers of the Union and its Welfare department, I also express my deepest thanks for the manner in which they carry out with such speed and efficiency the wishes of the members.

Thanks also to the LOG for its interesting, educational and recreational material which for many years has kept me in close contact with my husband's way of life.

I would also like to take this opportunity to thank the Bull Steamship Co. and the officers and crew of the SS Ariyn for their kindness and great assistance, inasmuch as my husband passed away in a foreign country.

I would love to greet each and every one of you to express my deepest thanks for all that you have done and have meant to me and my husband, not only in this recent bereavement but for the many years that we have known and loved you.

Mrs. Johanna Schroter

Clean-Up Detail



Wipers Quintilano Zambrano (left) and Ken Kirwin team up to wipe up oil spills from the deck of the Cities Service tanker Fort Hoskins. Chester Coumas handled the camera work.

CS NORFOLK (Cities Service), Oct. 18—Chairman, F. Hammel; Secretary, B. Nielsen. No beefs. Telegram sent to union re: wiper hospitalized in Japan. Captain to speak to crew about smoking on deck when alongside dock in Bahrain. Ship's fund \$28.40. Motion to air condition all ships running to tropics.

STEEL VOYAGER (Isthmian), Oct. 19—Chairman, J. Hunt; Secretary, J. Serrano. Keys to messroom and pantry to be left with gangway watch. Ship's fund \$20. Menus to be varied. Bad milk to be condemned, need more juices; shortage of fresh milk. Laundry to be kept clean. Need plugs for sink.

GOVERNMENT CAMP (Cities Service), Oct. 15—Chairman, M. McNeble;

Digest Of SIU Ship Meetings

Secretary, J. Rose. Men living in south to be able to draw on oil. No results. Ship's delegate elected. Discussion on sailing board time—ship has been loading in less than 12 hrs. and sailing board has not been posted on arrival as per agreement.

VALLEY FORGE (Penn. Nav.), Oct. 13—Chairman, M. Hitchcock; Secretary, F. Barry. Letter and photos sent to headquarters showing condition of ship. Repair list turned in. Patrolman to see that sufficient American money is put aboard for draws in foreign ports. Some disputed of serving captain's guests in saloon. Report accepted. Stores to be checked by patrolman in Norfolk as last trip stores were inadequate. Port discharges in Boston all fouled up, also ones for present voyage, new ones to be demanded.

IRENESTAR (Triton), Sept. 29—Chairman, B. Hays; Secretary, L. Roberts. One man missed ship in Brazil. Beefs to be discussed at meeting—all beefs to be handled by patrolman in proper manner. Ship's fund \$11.52. One man paid off by mutual consent—new man shipped aboard. All rooms painted. Question about cooking of potatoes served at breakfast time. To see patrolman about passageway which black gang takes care of which could not be painted by wipers so they could obtain oil instead of deck gang. All potatoes left over to be utilized. Also any leftovers must be used before 48 hours. Beef dropped. Vote of thanks to steward dept. for fine cooperation. Vote of thanks to delegates for job well done.

OCEAN DEBORAH (Maritime Overseas), Sept. 9—Chairman, G. Stover; Secretary, P. St. Marie. One man hospitalized in Rotterdam. Few hours disputed of to be referred to patrolman. Patrolman to see mate about unsafe working conditions on deck and check same before signing on. Need clothes line below. Vote of thanks to steward dept. for job well done.

GATEWAY CITY (Pan-Atlantic), Sept. 29—Chairman, C. Lee; Secretary, J. Austin. Ship to pay off payroll ending Tues. midnight. New reporter elected. One man missed ship in Mobile—to be referred to patrolman. Report accepted. Requests hooks in crews' quarters and new washing machine. Hooks ordered, will be installed.

JOHN B. WATERMAN (Waterman), Sept. 22—Chairman, B. Buttner; Secretary, G. Thornhill. Ship's fund \$15.75. Vote of thanks to all.

LUCILLE BLOOMFIELD (Bloomfield), Sept. 15—Chairman, R. Brown; Secretary, P. Sheldrake. One man missed ship in Texas. Ship's fund \$1.10. Shower to be cleared; wringer and washing machine to be fixed. Move fan in messhall.

MARGARET BROWN (Bloomfield), Sept. 29—Chairman, J. Buckley; Secretary, F. Negro. Most repairs made. Messman moved to old hospital. One man missed payroll—turned in to patrolman. Do not slam doors. Any infractions against SIU constitution, agreement and general misconduct by any members will not be tolerated. Ship's fund \$27. Re-elect ship's delegate. New feeding program explained to crew and general discussion held on subject. Beefs to be taken up with Headquarters. Vote of thanks to Brother D. Hall for work on new feeding program.

MAE (Bull), Sept. 15—Chairman, F. Bischoff; Secretary, J. Jakieski. New ladder ordered. Repair list discussed. Ship's fund \$40.49. Purchased lead-in wire for TV. Suggestion to air-condition all SIU ships running to the tropics. Motion made not to patronize non-union bars, especially ones on Charles & E. Baltimore St. Motion that ships carrying bulk cargoes, such as sulphur, phosphate, coal, bauxite, etc., allow sanitary men four hours time to do sanitary work

on day of departure. Take better care of TV set. Food has improved since last trip. Vote of thanks to delegate for job well done.

SHINNECOCK BAY (Tankship), Sept. 29—Chairman, E. Czosnowski; Secretary, G. Skendelas. Repair list to be made up. Chief engineer non-cooperative—to be turned over to patrolman. Few hours disputed of. Motion not to sign on until repairs are made and newwashing machine purchased. Fumigate ship for roaches. Vote of thanks to steward dept. Laundry room to be cleaned after using. Bathrooms to be kept clean.

TOPA TOPA (Waterman), Oct. 6—Chairman, L. Wing; Secretary, F. Kustura. To pick up bunkers in San Pedro. Captain will try to get shore leave for crew; also give \$25 draw per man. Ship's fund \$27. Disputed of and beefs to be taken care of at payoff. Discussion on steam lines in fore'sles aft—rooms get too hot. Members to pay for arrival chances at draw. Discussion on refrigerator in pantry. Vote of thanks to steward dept.

DEL MAR (Miss.), Sept. 25—Chairman, R. Stough, Jr.; Secretary, C. Dowling. Good trip. Some disputed of collected. New delegate elected. Movie machine repaired and films purchased. Will run few pools and get donations for ship's fund. New delegates elected. Report accepted. Motion to give \$50 from ship's fund to any one getting off foreign for hospitalization. Motion to transfer athletic fund to ship's fund. Return cups to pantry.

DEL NORTE (Miss.), Sept. 27—Chairman, J. Connors; Secretary, H. Crane. Everything running smoothly. No beefs. Two men hospitalized in Buenos Aires. Each given \$50. Lay-up pending this voyage. Ship's fund \$98.03. Some disputed of. One man injured in fall. Request that prices on slop chest be checked. \$27 in deck fund. Movie fund 100 percent. Vote of thanks to baker for fine production. To purchase spare parts and new films \$36. To donate \$10 to orphan's cause in Brazil, for a total of \$200.

WACOSTA (Waterman), Oct. 6—Chairman, H. Graham; Secretary, F. Wasmar. Ship's fund \$17.25. Some disputed of. Repair list turned in. Report accepted. Submit repair list so that repairs can be made before payoff. Water tanks to be cleaned—water rusty. Observe quiet in passageways when men are sleeping.

ALCOA ROAMER (Alcoa), Oct. 13—Chairman, E. deBautte; Secretary, A. Klemosa. One man hospitalized in Ponce. Agent notified. Motion for payoff per agreement. Letter to C. Simmons signed by all delegates. Gear locker needed for deck dept.

ALCOA CORSAIR (Alcoa), Sept. 29—Chairman, J. Prestwood; Secretary, T. Costello. \$64 collected for member's wife. Messman missed ship in Trinidad. Check with union hall if wife needs hospitalization. Delegate to check with patrolman about washing machine. Ship's delegate requires operation—necessitating new delegate for two trips. Ship's movie fund \$133. New delegate elected. Keep Trinidad shore-gang out of ship's housing if no business there. Mess hall to be kept clean.

MARYMAR (Calmar), Oct. 17—Chairman, T. Hirsh; Secretary, A. Wile. Ship's fund \$13.50. Discussion on oil or hours to be shown on pay slips. Vote of thanks to steward dept. for job well done.

CS MIAMI (Cities Service), Oct. 14—Chairman, B. Anderson; Secretary, T. Nelson. Foc'sles to be painted. Vote of thanks to steward dept.

CHILORE (Ora), Oct. 12—Chairman, K. Matgimilas; Secretary, E. DeBardelaben. New delegate elected. Ship's fund \$21.50. Few minor beefs. Observe quiet in passageways. Turn off washing machine after use. Keep recreation room clean. Keep feet off chairs and benches in recreation room. Vote of thanks to baker and steward dept. Order deodorizers for bathrooms.

EVELYN (Bull), Oct. 13—Chairman, J. Tutwiler; Secretary, E. Allen. Washing machine to be repaired or replaced. Ship's fund \$64. Radio is to be raffled off. Take better care of washing machine—it is going to be difficult to get a new one.

STEEL SCIENTIST (Isthmian), Oct. 1—Chairman, R. Adams; Secretary, K. Collins. Minor beefs settled. Submit repair list. Ship's fund \$84. Few hours disputed of to be settled at payoff. Report accepted. See patrolman about medical aid given on ship. Discussion on food not being cooked enough and not enough variety of dishes. Return cots after using.

DEL MUNDO (Miss.), Sept. 19—Chairman, P. Tassan; Secretary, J. Brady. No beefs. Everything running smoothly. Pleasant trip—some new ports added to itinerary. Expect to be out few weeks longer than usual. Estimated day of arrival NO. Nov. 1. New treasurer elected. All donations to be given to dept. delegate and turned in to treasurer. One man hospitalized—to be flown to States. No beefs, no disputed of. Union to see that all ships signing on foreign articles to have at least 90 days' stores. Vegetables running short—claim is there are none available. Steward requests all ships should be supplied with more fresh frozen vegetables due to shortages.

Gives It Back To The Indians



Dedicated to the cause of his brother Indians, Seafarer Jesse Joy (left) is shown at Mesquakie Indian powwow in Tama, Iowa, where he was honored for willing over 200 acres of land to tribal use. Joy credits SIU earnings since 1938 with providing the cash for land purchases. He's shown with Jessup Lasley, 1957 champion dancer at the Mesquakie powwow (center), and John Papakee.

Part Indian himself, Seafarer Jesse Joy takes the slang expression about "giving it back to the Indians" pretty seriously.

Thanks to his SIU earnings of the last 19 years, title to over 200 acres of land adjoining Indian settlements in two

states will forever remain under tribal control. Joy, also known as "Cherokee Charlie" from his old pro wrestling days, figures he's salted away about \$20,000 just for the purchase of land and additional amounts for various Indian causes over the years.

He was honored in August by the Mesquakie Indians of Tama, Iowa, for willing his 186-acre farm to the tribe. Joy will also turn over 20 acres he owns near a North Carolina Cherokee settlement in the Great Smoky Mountains in the same way.

Joy views the smaller tract as a potential intertribal headquarters "to further the relationship between the Mesquakies and the Eastern Cherokees, once ancient and deadly enemies, as all will know who have read the biography of the great Fox chief Black Hawk." He has returned from time to time to participate in the annual Cherokee pageant staged there by the local settlement to commemorate early Cherokee history.

All of the present Indian land at Tama adjoins the original acreage bought by a handful of Mesquakies in 1857, and held in trust by the governor. The Tama settlement marked its 100th anniversary this year with a big pow-

wow at which Joy was tendered special honors.

The Mesquakies at Tama are also known as the Sac-Fox Indians, and Joy was formerly married to the granddaughter of Pushetonequa, one of the last great chiefs of the tribe. They had three children, who speak both English and the native Mesquakie language. Joy claims Cherokee as well as Scotch-English ancestry for himself.

An SIU man since 1938, he celebrated his high school graduation in 1926 by spending a month in the Ozark Mountains living with a bow and arrow just as his ancestors did. Joy said this didn't work out too well because the supply of game wasn't as plentiful as it used to be in the old days. He wound up finding a lot of arrowheads and stone axes on an old Osage campsite near the White River.

Joy later went on to Drake University at Des Moines, where he made a name as an all-around athlete and won several track and field titles in national meets. He traveled about for ten years as a professional heavyweight wrestler before he began sailing, and has been shipping ever since.

He had two ships torpedoed under him during World War 2, the Alcoa Pathfinder and the Flora McDonald, a Calmar liberty. On

the Flora McDonald, which was torpedoed about 100 miles from Freetown, Sierra Leone, in 1943, he lost a brother Cherokee, Austin Wahnetah, who had sailed with him since he began sailing. "I still recall that day and remember it vividly each time our meetings ashore or at sea pause to honor our departed brothers. He was a great friend," Joy added.

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.

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)

NAME

STREET ADDRESS

CITY ZONE

STATE

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

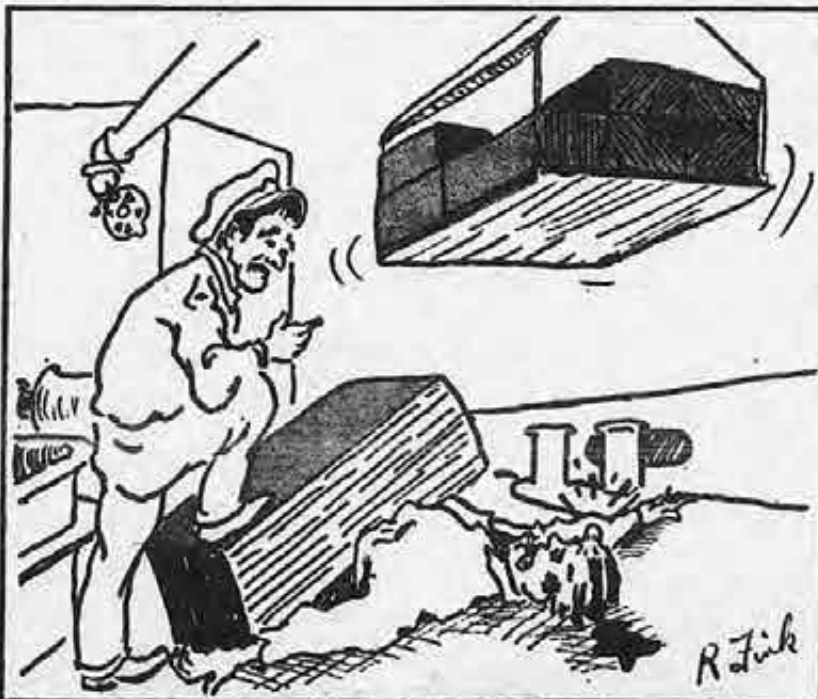
ADDRESS

CITY ZONE

STATE

'Sea-Spray'

By Seafarer "Red" Fink



"I suppose you'll want to make a case out of this!"

What's For Chow, Boys?



Four members of a happy galley force aboard the Steel Navigator, where there is always something good for coffeetime, says G. F. Abundo, pose in the galley. Pictured while on the US Gulf-Far East-Hawaii run (l to r) are Louis Santos, 3rd cook; Pedro Ibarolas, galleyman; John Pastrano, chief cook and G. Ebon, 2nd cook and baker. Abundo sent in the photo.

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL STATEN ISLAND, NY
 - Oscar Adams
 - Robert Anderson
 - Allie Andron
 - George Chaudoin
 - Irving Demobriga
 - David Furman
 - Burt Hanback
 - D. Hetherington
 - William Kenny
 - Phillip Mack
 - Marcel Makatangay
 - Joaquin Miniz
 - Robert Parker
- USPHS HOSPITAL SEATTLE, WASH.
 - A. A. Franklin
- USPHS HOSPITAL BOSTON, MASS.
 - George D. Rourke
 - Harry S. Murray
- USPHS HOSPITAL BALTIMORE, MD.
 - Talmadge Barbour
 - Francisco Bueno
 - Jose Garcia
 - Gorman Glaze
 - Thomas F. Galvin
 - Sam Hacker
 - Walter L. Jackson
 - Wm. Kovamees
 - James McFarlin
 - John Osman
 - Francis O'Laughlin
- USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY
 - Manuel Antonana
 - Eladio Aris
 - Fortunato Bacomo
 - Joseph J. Bass
 - Melvin W. Bass
 - Juan Denopra
 - John J. Driscoll
 - Fabin Furmanek
 - Joseph M. Gillard
 - Bart E. Guranick
 - Everett Haislett
 - Wade B. Harrell
 - Percy Harrelson
 - Talb Hassen
 - Billy R. Hill
 - Antonio Infante
 - Ira H. Kilgore
 - Ludwig Kristiansen
 - Frederick Landry
- USPHS HOSPITAL NEW ORLEANS, LA.
 - William Bargone
 - Marlow C. Barton
 - James Beasley
 - John W. Bigwood
 - Claude Blanks
 - John Brooks
 - Rozello Castillo
 - Thomas Caylor Jr.
 - Cloise Coats
 - George Curry
 - Leon Diliberto
 - Ben Foster
 - Adella Fruge
 - Dennis Gomez
 - Leon Gordon
 - Alvin Henderson
 - James Hudson
 - Eugene B. Hunt
 - Edward G. Knapp
 - Antoine Landry
 - Leo Lang
 - William Lawless
- USPHS HOSPITAL FORT WORTH, TEXAS
 - B. F. Deibler
 - Siegfried Gnitke
 - Vares R. Hodges
- USPHS HOSPITAL MEMPHIS, TENN.
 - Charles Burton
- VA HOSPITAL HOUSTON, TEXAS
 - John P. Williamson
- MONTEBELLO CHRONIC DISEASE HOSPITAL BALTIMORE, MD.
 - Francisco Bueno
- USPHS HOSPITAL GALVESTON, TEXAS
 - Marvin P. Bennett
 - B. F. Grice
- SAILORS SNUG HARBOR STATEN ISLAND, NY
 - Victor B. Cooper
- TOURO INFIRMARY NEW ORLEANS, LA.
 - Louis D. Bernier
- USPHS HOSPITAL SAN FRANCISCO, CALIF.
 - D. Bartol
 - J. H. Berger
 - C. Ferregna
 - S. J. Guiffre
 - F. Kostelic
 - Jose Marso
 - J. McCann
- USPHS HOSPITAL SAVANNAH, GA.
 - B. B. Blanchard
 - Grover Duncan
 - Charles E. Joyner
 - Jimmie Littleton
- USPHS HOSPITAL NORFOLK, VA.
 - Frank T. Campbell
 - Tommie Parker
- EASTERN SHORE STATE HOSPITAL CAMBRIDGE, MD.
 - Thomas R. Lehay

- Thomas White
- Clifford Wuertz
- Charles Williams
- Jacob Zimmer
- USPHS HOSPITAL FORT WORTH, TEXAS
 - W. E. Orzechowski
 - John C. Palmer
 - August J. Panepinto
- VA HOSPITAL HOUSTON, TEXAS
 - John P. Williamson
- MONTEBELLO CHRONIC DISEASE HOSPITAL BALTIMORE, MD.
 - Francisco Bueno
- USPHS HOSPITAL GALVESTON, TEXAS
 - Marvin P. Bennett
 - B. F. Grice
- SAILORS SNUG HARBOR STATEN ISLAND, NY
 - Victor B. Cooper
- TOURO INFIRMARY NEW ORLEANS, LA.
 - Louis D. Bernier
- USPHS HOSPITAL SAN FRANCISCO, CALIF.
 - D. Bartol
 - J. H. Berger
 - C. Ferregna
 - S. J. Guiffre
 - F. Kostelic
 - Jose Marso
 - J. McCann
- USPHS HOSPITAL SAVANNAH, GA.
 - B. B. Blanchard
 - Grover Duncan
 - Charles E. Joyner
 - Jimmie Littleton
- USPHS HOSPITAL NORFOLK, VA.
 - Frank T. Campbell
 - Tommie Parker
- EASTERN SHORE STATE HOSPITAL CAMBRIDGE, MD.
 - Thomas R. Lehay

Throw In For A Meeting Job

Under the rules of the SIU, any member can nominate himself for meeting chairman, reading clerk or any other post that may be up for election before the membership, including committees, such as the tallying committees, financial committees and other groups named by the membership.

Since SIU membership meeting officers are elected at the start of each meeting, those who wish to run for those meeting offices can do so.

SIU HALL DIRECTORY

- SIU, A&G District**
- BALTIMORE.....1218 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
 - BOSTON.....276 State St. James Sheehan, Agent Richmond 2-0140
 - HOUSTON.....4202 Canal St. Robert Matthews, Agent Capital 3-4089; 3-4080
 - LAKE CHARLES, La. 1419 Ryan St. Leroy Clarke, Agent HEMlock 6-5744
 - MOBILE.....1 South Lawrence St. Cal Tanner, Agent HEMlock 2-1704
 - MORGAN CITY.....912 Front St. Tom Gould, Agent Phone 2196
 - NEW ORLEANS.....523 Bienville St. Lindsey Williams, Agent Tulane 8626
 - NEW YORK.....675 4th Ave., Brooklyn Hyacinth 9-6600
 - NORFOLK.....127-129 Bank St. Ben Rees, Agent MADison 2-9834
 - PHILADELPHIA.....337 Market St. S. Cardullo, Agent Market 7-1639
 - PUERTA de TIERRA PR.....101 Pelayo Sal Colls, Agent Phone 2-5996
 - SAN FRANCISCO.....450 Harrison St. Marty Breithoff, Agent Douglas 2-5475
 - SAVANNAH.....2 Abercorn St. E. B. McAuley, Agent Adams 3-1728
 - SEATTLE.....2505 1st Ave. Jeff Gillette, Agent Elliott 4324
 - TAMPA.....1809-1811 N. Franklin St. Tom Banning, Agent Phone 2-1323
 - WILMINGTON, Calif. 505 Marine Ave. Reed Humphries, Agent Terminal 4-2874
 - HEADQUARTERS.....675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall ASST. SECRETARY-TREASURERS J. Algina, Deck C. Simmons, Joint J. Volplan, Eng. W. Hall, Joint E. Mooney, Std. R. Matthews, Joint
- SUP**
- HONOLULU.....16 Merchant St. Phone 3-8777
 - PORTLAND.....211 SW Clay St. CAPital 3-4336
 - RICHMOND, Calif. 510 Macdonald Ave. BEacon 2-9925
 - SAN FRANCISCO.....450 Harrison St. Douglas 2-8363
 - SEATTLE.....2505 1st Ave. Main 0290
 - WILMINGTON.....505 Marine Ave. Terminal 4-3131
 - NEW YORK.....675 4th Ave., Brooklyn Hyacinth 9-6165
- Canadian District**
- HALIFAX, N.S.....128 1/2 Hollis St. Phone 3-9911
 - MONTREAL.....634 St. James St. West PLateau 8161
 - FORT WILLIAM.....408 Simpson St. Ontario Phone: 3-3221
 - PORT COLBORNE.....103 Durham St. Ontario Phone: 5591
 - TORONTO, Ontario.....272 King St. E. EMpire 4-5719
 - VICTORIA, BC.....617 1/2 Cormorant St. EMpire 4331
 - VANCOUVER, BC.....298 Main St. Pacific 3468
 - SYDNEY, NS.....304 Charlotte St. Phone: 6346
 - BAGOTVILLE, Quebec.....20 Elgin St. Phone: 545
 - THOROLD, Ontario.....52 St. Davids St. CANal 7-3202
 - QUEBEC.....44 Sault-su-Matelot Quebec Phone: 3-1569
 - SAINT JOHN, NB.....177 Prince William St. OX 2-5431
- Great Lakes District**
- ALPENA.....1215 N. Second Ave. Phone: 713-J
 - BUFFALO, NY.....180 Main St. Phone: Cleveland 7391
 - CLEVELAND.....734 Lakeside Ave., NE Phone: Main 1-0147
 - DETROIT.....1038 3rd St. Phone: Woodward 1-6857
 - DULUTH.....621 W. Superior St. Phone: Randolph 2-4110
 - SOUTH CHICAGO.....3201 E. 92nd St. Phone: Essex 5-2410

Urges Broader Pension Benefit

To the Editor:
A couple of weeks ago I wrote a letter (LOG, Nov. 8) discussing at length the broadening of the retirement feature of our welfare plan. Since then I have read Brother James Eichenberg's letter in a recent copy of our Union's paper (LOG, Sept. 27). I think his proposal has sounder merits and is more equitable to the

lated while employed aboard SUP ships? I have run into at least six or eight men, myself included, who have this time. I myself have between two and three years; others I have met have equal amounts. We took these ships in good faith during World War II, never dreaming then of anything such as a welfare plan. Please print this letter.

Paul Arthofer
SS Del Mar

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.

Union Welfare Help Applauded

To the Editor:
I wish to express my sincere thanks for the two checks sent by the Seafarers Welfare Plan to cover my surgical and hospital bill. We ourselves had a hospital plan which as yet has not lived up to its agreement in its entirety. This disappointment was certainly offset by your help. In the face of other unions' unfair practices your generosity is outstanding. Thank you again!

Mrs. Luther Roberts

Fishing's Great, Says 'Pop' West

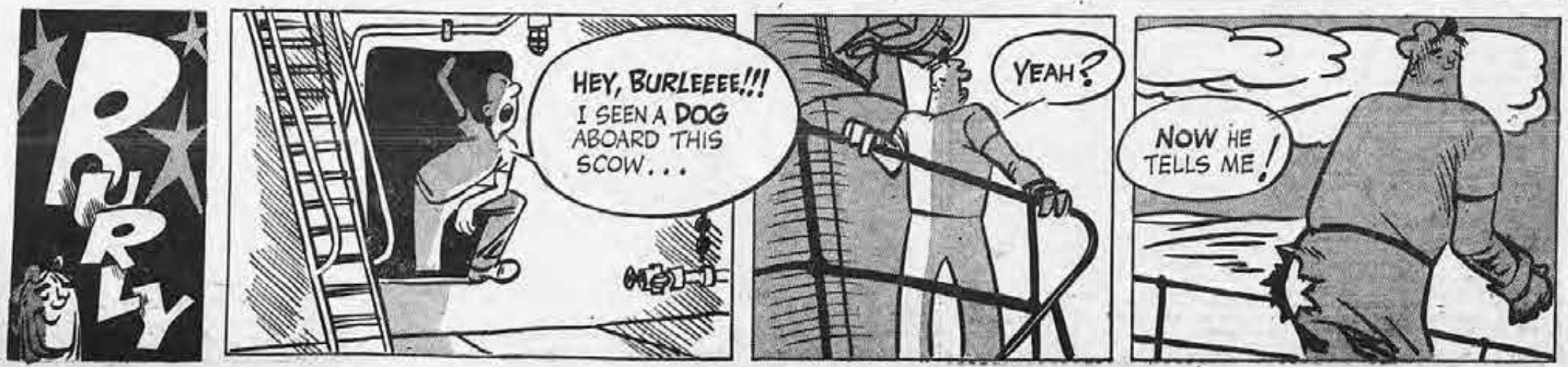
To the Editor:
Here are a couple of pictures taken at Lake Dexter, Florida. A friend and myself stayed there five days and averaged 40 speckled perch a day. We could have caught even more, but we didn't want to rub it in too much on "Blackie"



"Pop" West shows off what he calls an "average" catch down at Lake Dexter, Fla.

Farrell of Tampa. "Blackie" was supposed to have taken his vacation with us, but didn't get off the Madaket after all. The fish sure are biting down here and I am sure getting my share. It's too bad "Blackie" couldn't be with us, as we have been living on big fat roe, mullet, etc., and you know what kind of chow that is. Greetings to the best Union and the best bunch of men in the world.

C. R. "Pop" West



ORION COMET (Orion), Oct. 27—Chairman, L. Frazer; Secretary, W. Stark. Captain has limited draws. Crew cautioned against missing watches without permission and previous arrangements. Each dept. to take care of their respective beefs. Launch schedule to be posted on arrival. Ship's fund \$5.50. One man hospitalized. Report accepted. Crew to cooperate on coffee consumption—now using 8 lbs. daily—should be approx. 7 lbs. Crew urged to take care of linen and cots. Crew agrees on 4:30-5:30 supper in port. Chairs to be returned after using on deck. Urge cooperation in keeping laundry clean.

ORION STAR (Orion), Sept. 19—Chairman, W. Toffner; Secretary, R. Mills. Captain has cut down on draws as much as possible, also slop chest prices are much higher than usual

Digest Of SIU Ship Meetings

except cigarettes. Some disputed of. Request cigarettes be put in box in recreation room—all cups be returned to pantry. Vote of thanks to steward dept., cook and baker.

Oct. 27—Chairman, D. Barry; Secretary, R. Mills. Beef about draws—amount allowed by captain. One man hospitalized in Singapore. Captain to post copy of letter from Bahrain government restricting liberty. Some disputed of. Had argument to get medical attention for injured man. Captain stopped ship at Singapore for doctor to come aboard. Disputed time for restriction. New reporter and treasurer elected. Members asked to donate to ship's fund. To purchase new reading material. Discussion on draws and withholding tax, slop chest prices, beefs in general, income tax of licensed personnel, restriction in Bahrain. Use more care in handling dishes and glasses, also washing machine.

KATHRYN (Bull), Nov. 4—Chairman, M. Becker; Secretary, W. Ortiz. One man hospitalized in Ponce. Refer list delayed sailing to patrolman. Ship's fund \$6. Report accepted. To see patrolman, about information about Bull Line beef. Request information on negotiations.

HASTINGS (Waterman), Oct. 27—Chairman, C. Oglesby; Secretary, J. Wells. Few hours disputed of. Good trip, few minor beefs. Rooms to be left clean when getting off ship. Men asked to be sober at payoff. Keep feet off tables and chairs. Vote of thanks to steward dept. for good food and fine job done. Repair list to be submitted. Good trip, fine cooperation, no loggins and no foul-ups. All delegates did good job in keeping things running smoothly. Good crew.

SUZANNE (Bull), Oct. 18—Chairman, C. Babick; Secretary, C. Gill. Chief cook hospitalized; few logs, all else okay. Few hours disputed of. Report accepted. Motion to have company put out agents' addresses in foreign ports for mail purposes. Motion to have bus service from Sunny Point to Wilmington. Make up repair list soon as possible, turned over to carpenter so that repairs can be made before arriving in port. Vote of thanks to steward dept. for good chow. Need library, logs and of sheets.

PORTMAR (Calmar), Oct. 27—Chairman, R. Campbell; Secretary, R. Saylor. Keep clotheslines clear of dry clothes. Ship's fund \$11.30. Few hours disputed of. Reports accepted. Washing machine wringer to be replaced. Suggestion to increase ship's fund. Glasses not to be placed in sink; leave sink dry.

EVELYN (Bull), Nov. 3—Chairman, Okray; Secretary, W. Goff. Washing machine needs repairing or replace with new one. Hot water to be fixed. Ship's fund \$31. Purchased new radio. See steward about milk received in NJ. Check on repair list.

OREMAR (Ore Nav.), Nov. 2—Chairman, M. Moon, Jr.; Secretary, P. Essman. Ship's fund \$33.76. Porthole dogs to be freed and oiled. Less noise in passageway. Members asked not to upset food for men standing watch at night.

STEEL CHEMIST (Isthmian), Oct. 22—Chairman, H. Kaufman; Secretary, E. Starns. Some disputed of. Reports accepted. Crew asked to keep all main deck screen doors locked in port, except those at gangway. Crew warned about American money in Indonesia.

Nov. 3—Chairman, W. Worthington; Secretary, C. Starns. Delegate had several minor beefs—asked cooperation from crew.

CITY OF ALMA (Waterman), Oct. 24—Chairman, M. Libby; Secretary, H. Fitzgerald. Majority of major repairs made. Slop chest inadequate; will be stored completely on west coast before departure for overseas. New reporter and treasurer elected. Ship's fund \$17. Communication re: \$50 deductible surgical payment dis-

puted. Retained same delegate. Library to be replenished in Long Beach. Vote of thanks to steward dept. for job well done.

BARBARA FRIETCHIE (Liberty), Nov. 2—Chairman, A. Gragofer; Secretary, M. Kramer. Everything running smoothly. Communications read. Repair list submitted. Some disputed of. Report accepted. Ship to be fumigated. Vote of thanks to stewards dept.

COALINGA HILLS (Pan-Atlantic), Oct. 27—Chairman, F. Leonard; Secretary, M. Orlando. One man missed ship. Repair list submitted. Reports accepted.

DEL ALBA (Miss.), Nov. 2—Chairman, C. Carter, Jr.; Secretary, C. Blizay. New delegate elected. Ship's fund \$31.35. Library put on board—crew asked to return books when finished. Discussion on eat-walk not being safe at night; will be taken up with mate.

PAN OCEANIC TRANSPORTER (Penn Nav.), Nov. 2—Chairman, S. Stockman; Secretary, F. Nealy. Four men missed ship. Ship's fund \$4.80. Some disputed of—to be referred to patrolman. New delegate elected. Something to be done about rusty water; getting rooms painted; colder water in fountain.

AZALEA CITY (Pan-Atlantic), Oct. 26—Chairman, B. Jones; Secretary, R. Elliott. New delegate elected. Two men ill. One man short. No beefs. Water backs up in laundry room. Discussion on repairs. Showers to be repaired.

IBERVILLE (Waterman), Sept. 26—Chairman, J. Housel; Secretary, R. Walton. Laundry to be returned amidstips. \$30 movie fund deficit. Repair list to be submitted. Former and present crewmembers endeavoring to maintain movie program, radio, television and good library for enjoyment of all. Some disputed of. New cook and good baker on this trip. All members urged to keep up with current labor news and compare SIU with ones having a lot of inside trouble. Members urged to take active part in Union. Manhole cover and hatch needs repairing. Money due on projector—all hands asked to cooperate in payments. New porthole gaskets needed in engine & steward dept. Landing stages needed for bottom of gangway.

WESTPORT (World Tramp.), Oct. 13—Chairman, G. Gage; Secretary, R. Mitchell. Discussion on men who wish to pay off in PR. Delegate discussed news from sparks with captain—can do nothing about it. Few hours disputed of. Steward to accept only good grade of meat. New reporter elected. Discussion on chow and soap powder—to check with agent. No loud, boisterous talk or swearing aboard ship. Wiper to be turned in to patrolman for neglecting sanitary duties. Scuppers to be cleaned. Sparks endeavor to get MTD News.

THE CABINS (Terminal Tankers), Oct. 21—Chairman, L. Pinella; Secretary, O. Kans. Shower to be scraped and painted. Insufficient stores ordered. Reports accepted.

STEEL FABRICATOR (Isthmian), Oct. 13—Chairman, C. Chendier; Secretary, E. Klingvall. Captain running out of travelers' checks—last draw Panyang. Ship's fund \$128.50. Repair list to be submitted. SIU mail to delegate should be handled only by delegate. Everything running smoothly. No beefs.

STEEL SURVEYOR (Isthmian), Aug. 6—Chairman, J. Robinson; Secretary, F. Shala. Men warned about fighting and loggins; contracting diseases. Ship's fund \$52. Radio repaired; purchased two movies. Some disputed of. Reports accepted. Suggestion that ships on tropical run should supply four bath towels and three face towels per week. To write letter to negotiating committee and bring to company's attention. Motion that company should distribute American money instead of travelers' checks in Nassau. Foe's locks to be checked by locksmith and replace same with tumblers locks. Take better care of washing machine—no spare parts aboard. Thanks to affiliates for help in ACS beef. Drinking water rusty—to see patrolman about same.

Sept. 4—Chairman, J. Robinson; Secretary, F. Shala. Captain to pay injured man off in Colombo. Ship's fund \$41.50. Some disputed of. Reports accepted. Hand vote taken regarding method of job calls. \$40 to be given to injured man from fund. Will have arrival pool to replenish fund.

RION (Actlum), Oct. 4—Chairman, H. Mooney; Secretary, J. Hopkins. Two men missed ship in Casablanca; clothes packed and listed. Took one replacement. Two men promoted in steward dept. Vote of thanks to delegate and steward dept. for job well done. Few hours disputed of. Two students left ship to return to school. Two men short. Suggestion that dispatchers try to confine these men to coastwise vessels or ships making regular run. Ice box needs repairs or replacing. Ship to be sprayed for roaches. Dry cereals contaminated with weevils should be discarded.

ORION PLANET (Orion), Oct. 13—Chairman, R. Parry; Secretary, Y. Yablonsky. Next draw to be in yen or money order. Letter re: vacation pay read to membership. One SUP and one ex-NMU replacements picked up in Japan. No beefs. Motion to have special launch in port for watch changes. Proper dress to be worn in messhall. Discussion on special launch for watch changes in Japan.

Robin Vote

(Continued from page 3)

indicated that the status quo would be observed on contractual relationships as well.

Subsequently, the SIU was notified by Mooremack that it was placing the ships under the jurisdiction of the NMU contract, disregarding the wishes of the SIU membership aboard the ships. The company then ordered all its replacements from the NMU hiring hall.

SIU headquarters was convinced that this step was undertaken at the instigation of the NMU which was anxious to get its hands on the jobs. This conviction was reinforced when the NMU began a campaign in the fleet which included a letter signed by Curran urging Seafarers to switch their union affiliation in the fleet. It became clear then that the NMU had embarked on a raid against the SIU. (Curran, incidentally, has been quoted profusely as supporting no-raiding agreements.)

The SIU countered by filing its election petition with the Labor Board, while Seafarers on board the ships resisted heavy NMU pressure to quit their jobs or to turn in their SIU membership books.

This is the second time that the NMU has attempted a raid on the Robin Line. In the first instance, back in 1940, the SIU won an election by a count of 199 to one. The NMU was unable then to muster sufficient strength in the fleet to even get on the ballot.



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:

Tracy Kim Adamson, born October 25, 1957, to Seafarer and Mrs. Richard R. Adamson, Mahwah, NJ.

Daisy Ayala, born September 16, 1957, to Seafarer and Mrs. Jesus Ayala, Bronx, NY.

Norman Joseph Blanchard, Jr., born September 11, 1957, to Seafarer and Mrs. Norman J. Blanchard, New Orleans, La.

Peter Jon Bowley, born October 26, 1957, to Seafarer and Mrs. Robert R. Bowley, Warwick, RI.

Courtney R. Carter, born September 25, 1957, to Seafarer and Mrs. Courtney R. Carter, Savannah, Ga.

Anthony Michael Cunningham, born August 7, 1957, to Seafarer and Mrs. Anthony Cunningham, Baltimore, Md.

Gay Ann Maas, born September 6, 1957, to Seafarer and Mrs. Henry J. Maas Jr., New Orleans, La.

Judith Clare Osborn, born September 27, 1957, to Seafarer and Mrs. Manfred Osborn, New Orleans, La.

Charles Anthony Pogozelski,

born October 3, 1957, to Seafarer and Mrs. Anthony Pogozelski, Detroit, Mich.

James Dickens, Jr., born August 4, 1957, to Seafarer and Mrs. James V. Dickens, Baltimore, Md.

Charles John and Jack James DeLatté, born October 27, 1957, to Seafarer and Mrs. Nolan W. DeLatté, Gretna, La.

Harvey and James Morris, born October 18, 1957, to Seafarer and Mrs. Harvey W. Morris, Brooklyn, NY.

Alicia Darlene Caine, born September 3, 1957, to Seafarer and Mrs. Francis E. Caine, Mobile, Ala.

Leader Hughes, born September 26, 1957, to Seafarer and Mrs. Wilbert Hughes, Baltimore, Md.

William Richard Johnson, born July 4, 1957, to Seafarer and Mrs. William H. Johnson, Baltimore, Md.

Ray Franklin McVey, born September 23, 1957, to Seafarer and Mrs. Ray F. McVey, Baltimore, Md.

Hank Vernon Cox, born October 9, 1957, to Seafarer and Mrs. Adron Cox, Flatlick, Ky.

PERSONALS AND NOTICES

J. N. Fusiller

Your gear, papers and Union book were left aboard the Pan Oceanic Transporter. Get in touch with the company, Penn Navigation, 25 Broadway, NYC.

Ilmari B. Valimaki

Some of the former members of the 95th Field Hospital would like to hear from you. Contact Homer C. Cooper at the Montana State University, Missoula, Montana.

George Baugh, Sr.

Please contact Sadie at 5805 Third Avenue, Brooklyn 20, NY.

Larry Connor ex-Robin Kettering

Frank has checked your shoes from Mombasa in the baggage room at headquarters.

Anthony Carcopa

Please get in touch with your mother, Mrs. Carrie Gualano, at 616 West Nesq. St., Easton, Pa. It is important that she hear from you soon.

Harold L. Loll

It is important that you contact your draft board, No. 161, Green Building, 1243 Liberty Street, Franklin, Penn. Your mother would like you to get in touch with her at RD 2, Oil City, Penn.

Carlo V. Carlsen Ex-Steel Apprentice

Joseph Raymond is holding a package from customs for you. Contact him at 135 W. 115 St., NYC, Apartment 1D.

William H. Anderson

Your brother is ill. Please contact your sister, Mrs. Audrey Hoffmann, at 2496 Mullolly Street, Pittsburgh 57, Pa., immediately. The SIU Welfare Services Department is holding a note for you from your sister at Union headquarters.

Charles A. Carlson

Would you please get in touch with your grandmother, Mrs. Jessie Culver, R-1, Himrod, NY.

John Whisman

Please contact your wife at 719 Castro St., San Francisco, California.

Wilbur Coutant

Contact Bushberg at 72 Springfield Ave., Newark, NJ.

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.

Francisco L. Perez, 58: A heart ailment caused the death of Brother Perez on August 16, 1957, in Bombay, India. He became a full member of the Union on August 14, 1947, and was sailing in the steward department. Brother Perez is survived by his wife, Gloria Perez, of Brooklyn, NY. Place of burial is unknown.

Leslie Swift Joyner, 49: On October 6, 1957, Brother Joyner died of a heart ailment in Mobile, Alabama. He became a full member of the Union on December 28, 1938, and sailed in the deck department. Brother Joyner is survived by his wife, Irma Joyner, of Mobile, Alabama. He was buried in Pine Crest Cemetery, Mobile, Ala.

Louis Franken, 56: Brother Franken died on March 28, 1955, in Le Havre, France of a heart ailment. He became a full member of the Union on July 24, 1943, and sailed in the deck department. Burial took place in Antwerp, Belgium.

Emilio L. Bello: Brother Bello was lost at sea while sailing aboard the SS Del Sud on June 20, 1956. He is survived by Inez Volpi of New Orleans, La.

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:

November 27
December 11
December 26
January 8

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

SIU-HIWD Signs Pipeline Boats

NEW ORLEANS—Union representation in a new maritime field was established by the SIU's Harbor and Inland Waterways Division last week with completion of a collective bargaining agreement covering marine workers of the Glaser Construction Co., Inc., of Lafayette, La. The contract is another in a series of SIU successes in organizing in the southern tidelands.

Glaser Construction is the Gulf Coast's biggest independent contractor in the petroleum pipeline-laying industry and is reputed to be one of the world's largest. SIU-HIWD members covered by the

For pictures of Glaser pipeline operation, see centerfold.

agreement man tugboats, barges and quarter boats employed in laying pipelines used principally for the transportation of natural gas from Louisiana's extensive coastal and offshore natural gas fields to industrial and city residential users in Southeastern and Atlantic Seaboard states.

In the initial stages, the pipelines are laid on the bottom of the Gulf, through coastal marshes, across deep rivers and along Louisiana's myriad bayous and man-made waterways. It is at this point that marine equipment and skilled inland waterways workers are necessary to the operation.

Covers Marine Personnel

The SIU-HIWD's pioneer agreement, the first maritime labor document of its kind, provides the benefits of SIU representation for all marine personnel employed on the tugs, barges and quarter vessels which provide housing and feeding facilities for pipeline construction workers. These workers, in turn, are represented by the AFL-CIO Operating Engineers, Pipeline Welders and Laborers Unions, whose members encouraged the marine personnel in their organizational efforts.

The SIU contract won for the marine workers included: wage increases ranging up to \$90 a month in one classification, full SIU-HIWD Health and Welfare Plan coverage for employees and their families, increased manning scales, improved working conditions, paid holidays, job security guarantees, the union shop, seniority provisions govern-

Second Cooper Article Delayed

Because of the press of news developments in Robin Line, Canada and elsewhere in maritime and the union movement, the second of a series of SEAFARERS LOG article dealing with Herman E. Cooper has had to be postponed. Preparation of this material is now going forward and the articles will appear in subsequent editions.

The LOG appreciates the interest shown by its readers in this and other LOG features and apologizes to them for imposing on their patience. Future articles, as promised, will deal with Mr. Cooper's role within the trade union movement and other relevant matters.

ing layoffs and promotions, and a tightly-worded grievance and arbitration procedure to assure prompt and satisfactory settlement of beefs.

"Establishment of this first collective bargaining relationship opens an avenue for extending the SIU-HIWD's top benefits to many other maritime workers engaged in pipeline construction and related industries," Lindsey J. Williams, New Orleans SIU port agent, said. "Full credit should be given to the enthusiastic endorsement of the SIU by the Glaser employees involved and to the support given by the Operating Engineers, Pipeline Welders and Laborers Unions toward the successful negotiation of this agreement."



SIU-HIWD members Gerard Hebert (left) and Alberie Hebert (right) discuss new pact benefits and welfare coverage with SIU patrolman Tom Gould at Delcambre, La., main plant site for the Glaser Construction Co. The Hebert brothers will serve as captain and mate of the new Glaser tug Helen to be launched soon.

Turkey Day Dinners Set In All Ports

Hundreds of Seafarers and their families will be sitting down to Thanksgiving dinners in all of the SIU ports next week. Thanksgiving and Christmas dinners have been the traditional SIU holiday treat to Seafarers for many years.

Last year more than 500 Seafarers, wives and children attended the holiday feast in the headquarters cafeteria alone, while many more celebrated in the Baltimore cafeteria, Mobile snack bar and other facilities in the various ports.

The meal in headquarters this year will feature the traditional Thanksgiving turkey, complete with soup, cranberry sauce, candied yams and hot mince pie. A's on the menu are shrimp cocktails, prime ribs of beef and baked select Virginia ham, with special side salads. Rum-flavored fruit cake, mixed nuts, home baked pumpkin pie and chilled apple cider will also be on hand. Dinner will be served in the headquarters cafeteria from 10 AM to 3 PM.

The Marine Cooks and Stewards Union has announced that it will hold its holiday dinners in conjunction with the Sailors Union of the Pacific, as has been done for the past several years on the West Coast.

SF Looks For Pick-Up

SAN FRANCISCO — Shipping during the past period has been fair but promises to pick up within the next few weeks. The Alcoa Pointer (Alcoa) and the Rebecca (Ocean Carriers) paid off but only the Pointer signed on.

The ships in transit were the Ocean Eva (Ocean Clippers), City of Alma, Fairport (Waterman), Pacific Cloud (Pegor), Steel Scientist (Isthmian) and the Alamar (Calmar).

Useful Atom Ships 10 Years Off

CHICAGO—Still another authority has cast doubt on the possibility of commercial usefulness of atomic energy in shipping. Dr. Harry B. Benford, of the University of Michigan's Department of Naval Architecture and Marine Engineering, declared it would be

at least ten years, and possibly more, before an atomic merchant ship could compete commercially. Even then, he said, it would take a considerable reduction in costs of a nuclear reactor, more than is deemed possible at the present time.

Speaking at an American Petroleum Institute meeting, Dr. Benford agreed with previous estimates that atomic energy could best be applied in supertankers where the saving in bunker fuel can be translated into bigger payloads.

The last issue of the SEAFARERS LOG reported on similar views by Dr. Edward Teller, leading physicist in the atomic research field. Dr. Teller expressed considerable

skepticism about the commercial usefulness of atomic reactors in sizes producing less than 100,000 kilowatts; far more power than needed by a cargo ship.

"A nuclear ship, to be commercially feasible, must prove as good an investment as a conventional cargo ship and not merely carry cargo as cheaply," Dr. Benford de-

clared. He also added that for commercial purposes, a nuclear vessel would not be able to travel at faster cruising speeds than present-day cargo vessels.

The only advantage then, would be in dispensing with bunkers, which is a small one at best for dry cargo ships which are frequently in port anyway.

Canada Opens Lake Pacts; Coast Pay Up To \$345

MONTREAL — Notice has been served by the SIU Canadian District of the union's intention to make certain changes and improvements in the contracts covering Lakes freighters.

Action on the contract reopening was voted on at the regular meetings in the District's headquarters and branches. Only the freighter agreements are affected by this action since the dredging agreements are not subject to review until June, 1958.

Meanwhile, following two months of negotiations, a contract has been signed between the District and the British Yukon Navigating Company, a West Coast operator, providing for increased wages and penalty rates, a welfare plan, paid annual vacations and statutory holidays. The agreement, which went into effect this month, was the first signed in the District's current negotiations being carried on throughout Canada.

Wages under the new contract are considered precedent-setting in Canadian maritime. Pay for ABs was increased from \$228 to \$345 per month while cooks' wages jumped from \$258 to \$355 a month. All wages will now be based on a forty-hour week with overtime rates paid for work in excess of eight hours a day or forty hours a week.

Overtime rates are \$2.50 an hour for ABs and oilers and \$3.50 an hour for cooks and pursers.

Panama Has Water Again

BALBOA, CZ—A ten-inch deluge of rain has restored normal ship passage through the Panama Canal, but disrupted land transportation and communications throughout the zone while it lasted.

The rains, which set a new high for the month of November, ended a long drought which had cut electric power generation in the Canal Zone and shipping through the Canal. But the welcome rains also caused a number of slides and washouts along the banks of the canal. In the Gatun area three slides and a washout on the Panama Railroad caused delays to six passenger and several freight trains.

Eight other slides were reported on the Trans-Isthmian highway breaking communications between the Atlantic and Pacific Coasts for four hours. Telephone communications on the Atlantic side were down and several power failures reported.

The shortage of rainfall had threatened to reduce water depths in Gatun Lake below levels needed by ships.

New Terminal For Alcoa



Aerial view of new Alcoa Steamship terminal at Port Newark, NJ, following shift from Brooklyn piers the company formerly occupied. Both Alcoa and Waterman-Pan-Atlantic, located nearby, now have all terminal operations in New York area concentrated at Port Newark.