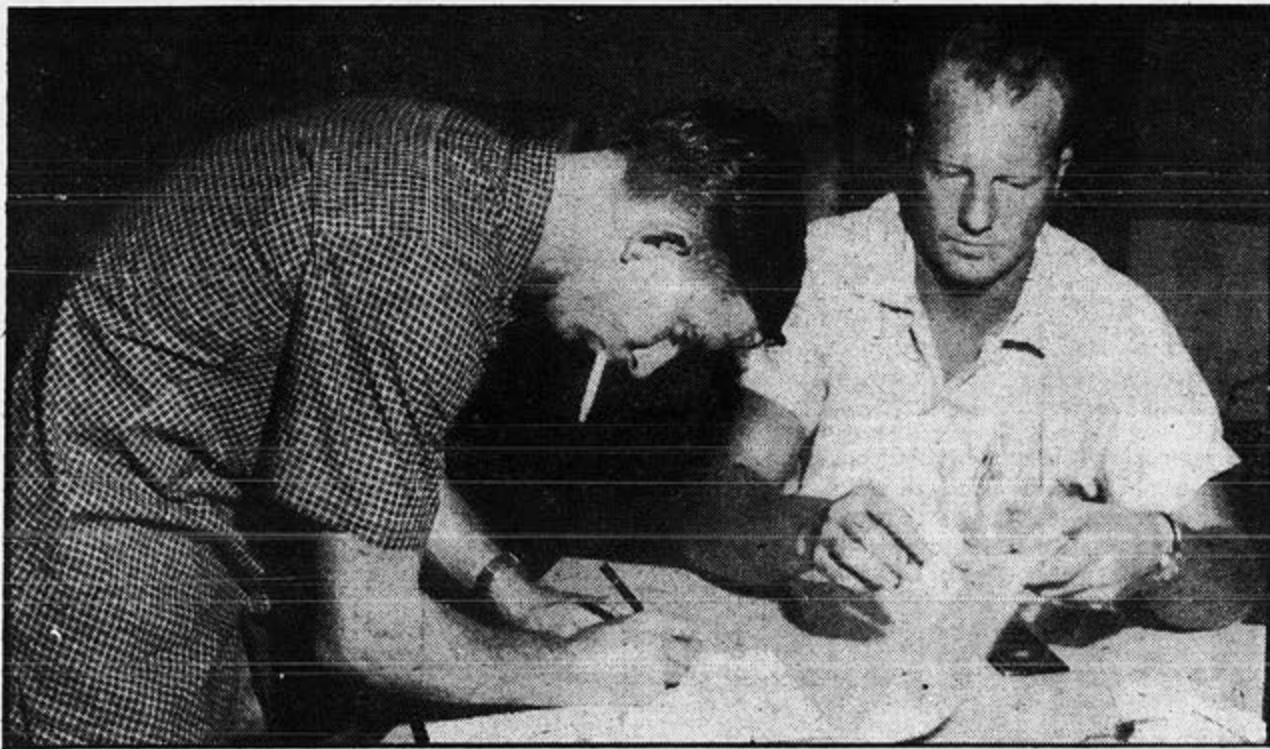


# GOOD SHIPPING DUE TO CONTINUE

## See Cargo Boom To End Of '56

—Story On Page 3



**Voting Seafarer.** Robert E. Phillips, carpenter, and ship's delegate on the Steel Admiral, stops off at headquarters to vote on amendments to SIU constitution. He's signing register before getting ballot from E. Starns, balloting committee member. (Story on Page 3.)

## Tramp Aid Sought Anew In Congress

—Story On Page 2

## Begin Vote To Amend SIU Constitution

—Story On Page 3



**Meets Approval.** Chief stewards Cliff Wilson (left) and Phil Reyes, two of traveling supervisors of SIU's "new look" shipboard feeding, check cut of meat for quality. New feeding system, based on individual order preparation, has been success in first year. (Story on Page 5.)

*In this issue*

**Six Month Review  
SIU TRIALS  
AND APPEALS**

Page 10



# New US Tramp Aid Proposed

WASHINGTON—A new proposal to save the fast-shrinking US tramp fleet by setting up a dual rate system applicable to foreign-flag tramps bidding for "50-50" cargoes was under consideration by the House Merchant Marine Committee this week. It represents a novel approach to tramp ship problems, by setting up new cargo rule systems.

The measure, introduced by Rep. Thomas M. Pelly (R-Wash.), is viewed as a means of curbing profiteering by foreign-flag ships and discouraging further transfers from the US flag.

Although it has little chance of passage in the remaining days of the current session, it was presented now to allow study of its basic principles. If the committee looks upon the bill with favor it very likely will be reintroduced in January when Congress convenes again.

In introducing the new bill, Rep. Pelly declared: "The American people . . . are subsidizing not only our merchant marine but the ships of other nations flying foreign flags and manned by foreign crews. . . . In effect, our United States ships are being driven off the seas right now, and indirectly and in a large measure it is our own Government cargoes transported on foreign ships which are causing this situation."

This bill (HR 12078) is intended as a companion to an earlier proposal by Rep. Pelly to meet the same problem by requiring foreign ships to pay US wage rates whenever they carried US Government cargoes. The Washington Congressman's initial bill would have been an extension of recognized wage practices in Government-contracted construction work.

### Lacked Industry Support

Although it had widespread support from US maritime unions, it lacked necessary Government and industry backing since a large number of American shipping companies operate vessels under run-away flags at the same time and showed natural reluctance to cut into their own profits.

The dual rate measure would apply the existing "fair and reasonable" rate rule to foreign tramps as well as US ships. Under present law, Government cargoes can be withheld from US ships if the rates are not "fair and reasonable" and in line with going market rates and operating costs.

Thus, in order to curb profiteering by foreign-flag operators who are currently charging rates at or near the US level despite the much lower operating costs of their vessels, a similar "fair and reasonable" rule would be applied to the runaways based on their own costs.

Although the foreign-flag rate would still be well below the American rate, it would generally equalize the margin of profit for US and foreign ships, and encourage greater use of American vessels and crews.

## SEAFARERS LOG

July 20, 1956 Vol. XVIII, No. 15

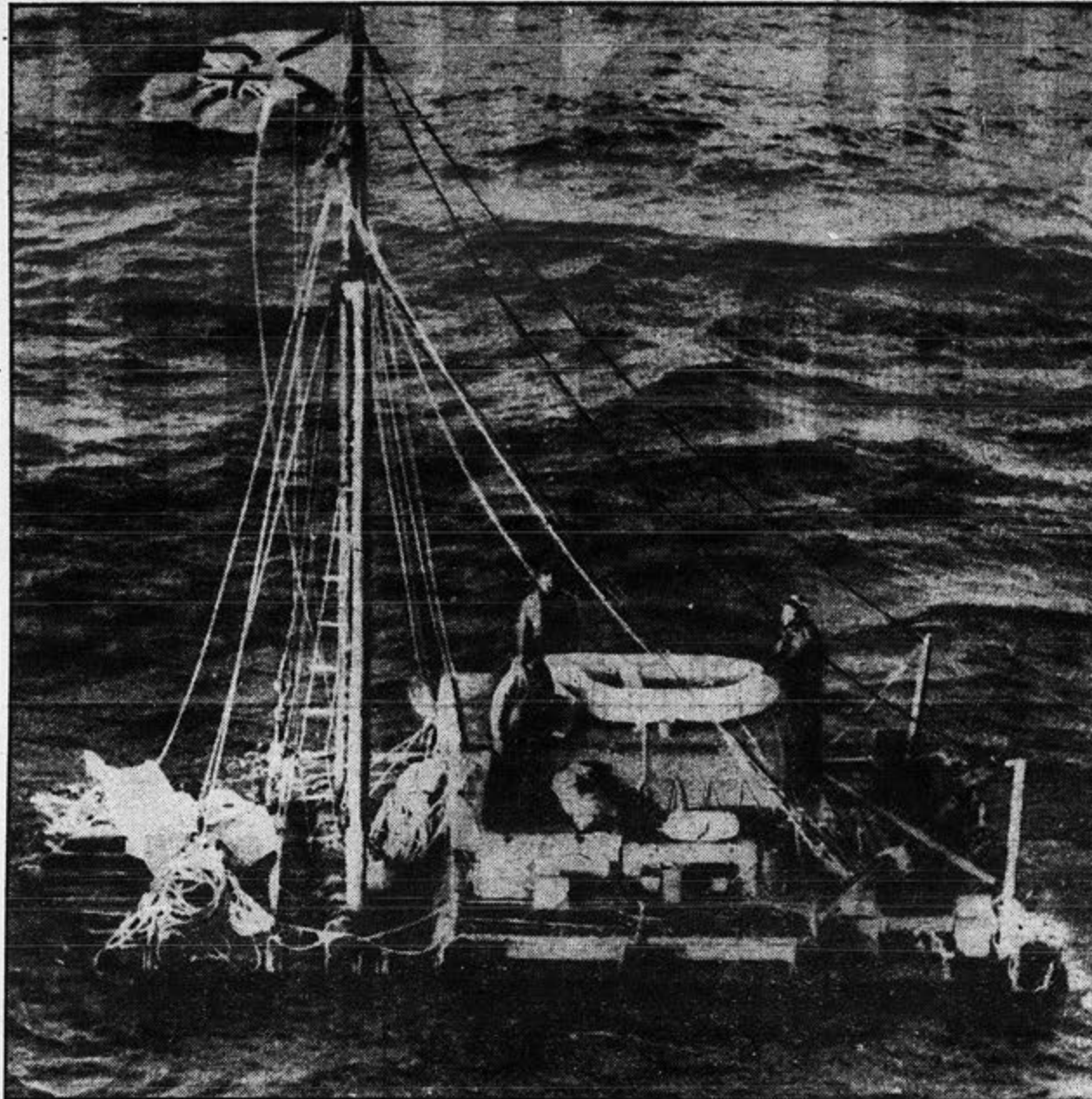
PAUL HALL, Secretary-Treasurer  
HERBERT BRAND, Editor; RAY DENISON, Managing Editor; BERNARD SEAMAN, Art Editor; HERMAN ARTHUR, IRWIN SPIVACK, Staff Writers; BILL MOODY, Gulf Area Representative.

- Among Affiliates . . . Page 11
- Directory Of Halls . . . Page 6
- Final Dispatch . . . . . Page 10
- Inquiring Seafarer . . . Page 5
- Labor Roundup . . . . . Page 7
- Men In Hospitals . . . Page 12
- Personals . . . . . Page 7
- Recent Arrivals . . . . Page 6
- Shipping Round-Up . . . Page 4
- Your Dollar's Worth . . Page 7



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## Drifting Raft May Need Seafarers' Assistance



Seafarers on transatlantic runs who may spot this odd-looking craft on the way to Europe are advised that it's far from hostile. A trio of French Canadians is aboard, trying to get to Europe the hard way, by drifting. It is shown as it was seen from a Navy transport about 1000 miles east of Halifax which helped replenish the men's depleted food supplies. They have more than halfway to go yet on the 25'x35' raft.

# Germans Seek Old US Libertys For Coal Trade

WASHINGTON—The highly profitable aspects of foreign-flag shipping operations were underscored last week by a resolution introduced in the Senate authorizing the sale of 24 surplus coal-burning Libertys to a new West German company. Any move of this scope would push US ships out of the coal-carrying trade permanently.

The coal-burners, which were operated by the British during World War II with Indian crews and then went into lay-up, would be used to transport US coal to West Germany and other free European nations to reduce a US coal surplus and relieve a corresponding shortage abroad.

An interesting aspect of the resolution is a clause barring the West German concern from carrying any cargo into US ports on return voyages to the United States, for a period of ten years.

### Sop To US Shipping

This was apparently inserted in advance to meet objections to the deal by US shipping interests and maritime unions and "in order to insure that such vessels will not engage in unlimited competition with American citizens." Thus, on the surface at least, this shows some concern with the state of the US merchant marine, observers noted.

However, the contract would not bar the 24-ship fleet from trading

with Canada, Mexico, Latin America or most of the Caribbean islands serviced by US-flag vessels, all of which accounts for a sizeable portion of US-flag trade.

The German ships are merely bound "in returning to the United States . . . (to be) . . . operated in ballast and . . . not carry cargo into any United States port."

Because of the highly controversial nature of the bill and its adverse affect on American shipping, it appears to stand practically no chance of favorable action.

Introduced by Sen. James Duff of Pennsylvania, a major US coal-producing center, the proposed sale takes note of a major economic event—with far-reaching consequences for the US coal industry—which occurred in 1951. For the first time in history, coking coal was brought some 4,000 miles from West Virginia to fire blast furnaces in the Ruhr. Since then, American coal exports to Western Europe have been expanding rapidly.

Hoping to win passage, the Germans have fallen back on the theme

that its enactment would forestall Western Europe's increasing dependence on fuel from Communist countries. They say the problem cannot be solved by building new ships, since European shipyards are booked to capacity and American costs are too high.

Thus they look to the US mothball fleet to bail them out, regardless of the consequences to US shipping, which counts heavily on expanding coal exports to prop the sagging American merchant marine.

At the same time, further depletion of the US reserve ship fleet is underway following Maritime Administration approval of the sale of 12 C1-MAV-1 freighters to Brazil for domestic operations. The sale was authorized by Congress two years ago.

The House Merchant Marine Committee last week approved authorization for the ships to carry bulk grain and coal enroute from this country to Brazil after the purchase is completed. The full House and Senate still must act on this resolution.

## SCHEDULE OF SIU MEETINGS

SIU membership meetings are held regularly every two weeks on Wednesday nights at 7 PM in all SIU ports. All Seafarers are expected to attend; those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:  
July 25  
August 8  
August 22  
September 5  
September 19

# Seafarer Wins US Residence

WASHINGTON — Seafarer Eric Joseph won his long fight to stay in the United States when Congress passed and President Eisenhower signed a bill granting him permanent residence in the United States. As a result, the way is clear for Joseph to apply for US citizenship.

A native of India, Joseph was in the Staten Island US Public Health



Eric Joseph

Service hospital five years ago when he learned that a fellow-Seafarer, Phil Pron, was going blind as a result of a shipboard accident. Joseph volunteered the cornea of one of his own eyes for a transplant operation which saved Pron's sight.

The story of his action won national acclaim at the time and was a compelling factor in Congress' favorable action on his application for admission to the US.

### Special Law

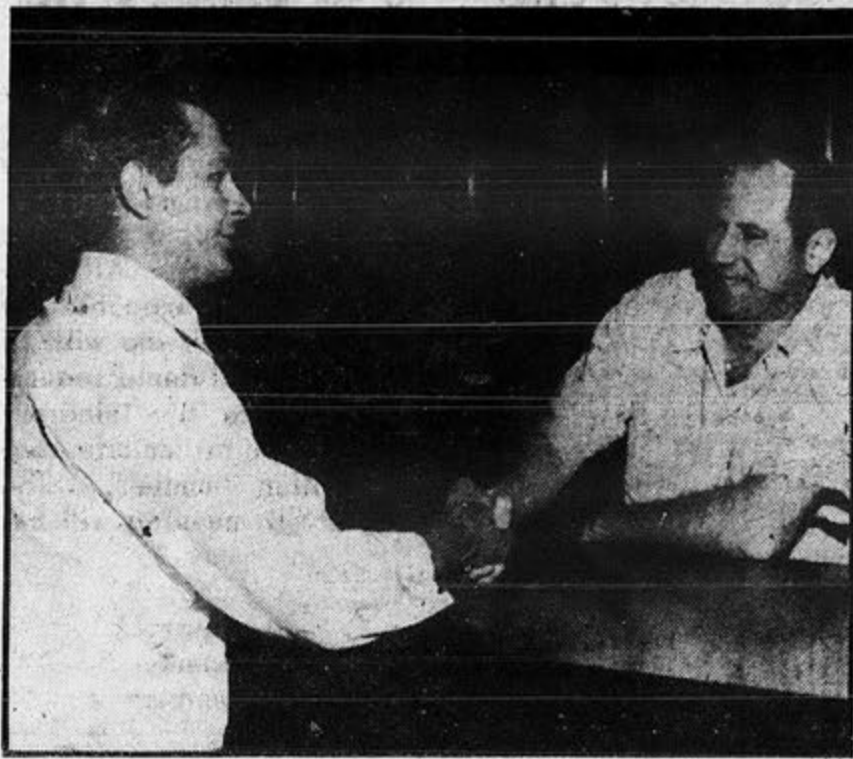
Under the Indian quota, which is severely limited, Joseph's chances for his admission through normal immigration channels were very dim. However, a number of legislators were interested in the case and at this session of Congress Rep. Alfred Sieminski (Dem.-NJ) and Senator Dennis Chavez (Dem.-New Mex.) introduced special legislation which made Joseph's US entry possible.

The SIU assisted Joseph in his fight for admission by helping him with the filing of the numerous legal documents and affidavits which strengthened his case.

Up until now, Joseph had been sailing on SIU ships as a non-resident alien subject to the restrictions on shipping imposed under the McCarran-Walter Act and other legislation governing aliens.



**SIU Award Winner Greeted In NY**



One of four Seafarers to win 1956 SIU \$6,000 scholarship awards, Seafarer George Butenkoff, AB (left), is greeted by SIU Assistant Secretary-Treasurer Joe Algina after coming ashore in New York from the Seatrain Savannah. He will resume training at Newark College of Engineering, Newark, NJ, in the fall toward study of marine electronics.

# Excellent Shipping Due To Continue Throughout Year

A relatively stable outlook of continued good shipping appears to be in prospect for Seafarers for the remainder of 1956. Several economic and political developments have combined to make it reasonably sure that shipping and ship job opportunities will continue to zip along at current high levels.

The keys to the current shipping prosperity are coal, oil, grain, farm surplus and continued large shipments of economic and military aid. All of them show no signs of slack-off in the visible future and some may be on the increase.

Adding to the prospect of a relatively stable shipping picture is the decision of the Federal Maritime Board to withhold ship breakouts despite the many requests for tonnage. While

ship breakouts would have given an immediate shot in the arm to shipping, maritime authorities have argued that they would damage shipping in the long run by continuing the old "boom and bust" pattern that has plagued the maritime industry.

By holding breakouts down the FMB expects to produce reasonably full employment for privately-owned American ships and their crews. It is expected that the good earnings of the operators will then be translated into modernization of the American merchant fleet as well as improvements for crewmembers.

On the cargo side, an entirely new pattern of coal shipments has been set this year and is expected to prevail in the long range. Previously coal shipments would get a temporary fillip if there was a cold winter in Europe, but would breathe their last gasp when spring came.

Now both Great Britain and West Germany, formerly the suppliers of the European coal market, find they cannot dig enough coal to take care of their own needs. That leaves them and all other European nations with the

alternative of buying coal in the United States. The result is that coal shipments are now a year-round proposition.

It is expected that 15 million tons of coal will go to Europe alone this coming fall and winter, which adds up to the staggering total of 1,500 Liberty ship voyages in this area alone. The result is that many contracts are being signed for long term charters.

Tankers are also doing well. Although layups are normal in early spring, the tankers kept on running. Right now charterers say that tanker business is way above summertime normal. From here on in the tanker busy season begins, which means steady employment for them the remainder of 1956.

Adding to shipping business is a steady flow of grain cargoes and other farm products. The US farm surplus disposal program got underway originally on the basis of a \$750 million shipment ceiling. That figure was doubled earlier in the year to \$1.5 billion and the Senate has just hiked the ceiling to \$3 billion. Grain and cotton are two big items in this program.

Foreign aid appropriations are also on the increase this year with military and economic aid going heavily to Asiatic regions including Korea, Formosa, Japan, Indochina, Pakistan among other countries.

Even the current steel strike has failed to dampen the shipping picture with heavy imports of iron ore and other raw materials sure to resume once the mills get back to work.

The final topping to the shipping picture is supplied by the domestic trades which are beginning to see the light after ten years in the doldrums. All operators in the coastwise and intercoastal services now find more than enough cargo offerings, which is quite a switch from the situation prevailing in the post-war years. Plans for trailer-tanker combination ships and roll-on roll-off vessels are bright spots in this trade.

Favorable Congressional action on construction of new passenger ships would pile further shipping opportunities on top of the current healthy shipping picture.

## Seafarers Balloting On Constitution Changes

Voting began July 12 in all ports on proposed amendments to the SIU constitution after a rank-and-file constitutional committee brought in a report favoring the proposals with some slight modifications (See report pages 14 and 15). The 28-day referendum vote will decide

on mechanical changes in SIU election procedures which are designed to strengthen secrecy of the ballot and erect more safeguards around the membership's voting rights.

The committee report was written by a six-man rank and file body elected at the June 27 head-

placed each night; and they provide for outport participation in the final tally."

**Committee Clarifications**  
In approving the proposals, the committee made some changes designed to clarify the seetime requirements for holding office. It specified that the four months seetime in the calendar year of an SIU election be in an unlicensed capacity, as well as the three years' over-all seetime requirement. The original amendment did not specify unlicensed seetime, but did spell out a requirement that the four-months' seetime be served on ships under contract to the SIU in the calendar year of the election. As in the past, service as an official or employee of the Union is acceptable in lieu of the four month provision, but the three year requirement stands for all candidates for office.

The "lame duck" provision mentioned by the committee calls for newly-elected officers to take office midnight of the night that the tallying committee report is accepted. Previously they had to wait until midnight, March 31, 2½ months after the conclusion of voting.

Other amendments change the voting period to November 1-December 31 from the old period of November 15 to January 15; set up a 14-man tallying committee to include eight outport representatives; set an earlier date, September 1, for the election of a credentials committee as well as other

mechanical alterations.

The 28 day referendum vote will come to a close on August 8. If the amendments are approved, they will apply to the forthcoming SIU elections this fall.

## Court Again Hits CG Screening

**SAN FRANCISCO**—The Federal District Court here has ordered the Coast Guard to issue seamen's papers immediately to some 400 seamen who were screened off the ships under the maritime security program. The order follows a previous US court ruling which threw out the old Coast Guard screening program as unconstitutional.

However, it appeared doubtful that the screened men would get their papers as the Coast Guard and the Department of Justice apparently intend to file an appeal from the District Court decision.

**Appeals Court Ruling**  
The 9th Federal Circuit Court of Appeals had thrown out the old screening program last October mainly on the grounds that accused seamen were denied the right to confront and cross-examine witnesses who testified against them. Since then the Coast Guard and the Department of Justice have revised the screening rules and the Coast Guard has refused to issue new documents to screened seamen on the ground that they have to be re-screened under the new regulations.

The group of screened men then went to court and got an injunction ordering the Coast Guard to issue them new seamen's papers. The court ruled that the Coast Guard could screen them after they got their papers back, but not before.

The original screening program was set up by President Truman's order back in 1951 during the



Making sure he's got his vote in early on the proposed SIU constitutional amendments, Seafarer Bill Rogers, AB, casts his ballot at headquarters. Voting ends August 8.

quarters meeting. It was approved at the July 11 meetings in all ports and voting got underway the following day.

The committee noted that "the proposed amendments improve the election procedure by adding provisions of great benefit to the voting members. They also eliminate 'lame duck' periods; they call for an official depository such as a bank . . . in which the ballots are

### '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 received authorization from SIU headquarters to collect funds.

## Giant CS Tanker Sails

**BALTIMORE**—Manned by a full SIU crew, the supertanker Cities Service Baltimore completed sea trials and went into active operations late this week. The giant ship is the first of three new 32,650-deadweight-ton sister ships due to go into service this year.

Built for the company's coastwise service, they have double the capacity of two T-2 tankers and sleek modern accommodations including individual staterooms for each crewman.

All three ships are being built at Bethlehem Steel's Sparrows Point, Md., yards, where the second ship, the Cities Service Miami, is being rushed to completion in time to begin operations next month. The Baltimore was launched last March and the third ship is due to be ready in December.

The next issue of the SEAFARERS LOG will carry a feature story on the giant ship, including photographs by a photographer for the LOG who is now aboard the ship.



# SIU Medical Center Plan Nears Wrap-Up

NEW YORK—Jointly-operated Union medical centers which will be set up in or near SIU halls in major ports eventually will do away with a lot of the medical difficulties and red tape Seafarers now face.

Many of the present problems arise from unfair standards imposed by company doctors which are, in turn, rejected by doctors at the US Public Health Service hospitals. The problem is that even though most Seafarers later get a clean bill of health from the USPHS medicos, they find that someone else has been called for their job and the ship has sailed. This duplication of efforts by the USPHS doctors stems from the lack of a uniform set of medical requirements agreed to by the Union and the shipping companies. The result is that Seafarers constantly invoke the protection afforded them in SIU working agreements to have a USPHS doctor check their fitness for duty. The findings of the USPHS are

binding under the Union contract. Establishment of the medical center program, which is not too far off, would set up a series of mutually-agreed-upon rules instead of the variety of standards relied on by the companies. Fully staffed, modern-equipped centers will be set up to handle the medical examination program.

**Lengthy Discussions**  
Plans and final details for the first of four planned medical centers have been under discussion for some time among Union and company officials, and are expected to be put into effect soon.

Meanwhile, shipping remained good in the port, especially for rated engine department men. It fell off slightly from the past period, but still provided more than ample opportunities for those men ready and willing to ship.

The coming period should be about the same, with several ships due in from long trips. A total of 22 ships were paid off, 5 signed on foreign articles and 16 were in transit during the last two weeks. One ship, the Carolyn (Bull), came out of lay-up and took a full crew, as expected.

# Seattle Lull Due To End Shortly

SEATTLE—Free of beefs, with all branch affairs running along okay, this port has everything under control except shipping. Job activity has slowed to a crawl.

One long-awaited payoff, the Longview Victory (Victory Carriers) failed to show up again during the past period, and still another, the Jefferson City Victory, operated by the same company, is also due. Between them, they could pep up shipping here considerably, Port Agent Jeff Gillette noted.

No payoffs or sign-ons were handled during the last two weeks, as four in-transit ships supplied the only activity. These were the Fairland (Waterman), and three Calmar ships, the Texmar, Massmar and Seamar. They were all in good shape.

# Ride Union Cabs In Savannah

The only unionized taxicab company in Savannah is the Garden City Cab Company, also known as the Checker Cab Company, whose telephone is 5133, 5134. Yellow Cab is still non-union and is resisting all efforts at organization.

The port of Savannah membership aided in the organizing of the Garden City company, and is on record to patronize only union cabs.

# HOW AMERICAN UNIONS SERVE EVERY AMERICAN



In World War II millions of draft age Americans were rejected for medical reasons. Most of the causes could have been cleared up by medical care during their youth. The USA is the only democracy in the world without a program to improve the country's health. The American Medical Association — the doctor's lobby — brags of the \$1,500,000 it spent to kill legislation which would have established a token program of aid to sick and injured Americans.

American unions have taken the only steps to bring medical care within the range of the average American. Union welfare plans provide hospital-surgical care for millions. Free preventative medical care has also been pioneered by unions with mobile X-Ray units, clinics and health centers. No other group has done more than the unions to make all Americans healthier.

SEAFARERS LOG

# SF Perking As Shipping Shows Rise

SAN FRANCISCO -- Still inching up, shipping here continued to be good during the past two weeks, with quite a few ships in port to be serviced.

The future looks even brighter, Port Agent Leon Johnson commented, watching that crystal ball closely. Registration ran ahead of shipping again, equalling the mark reached last period, in readiness for another full burst of activity.

### Three Sign-Ons

Two payoffs and three sign-ons accounted for the business of the period. The Orion Planet (Colonial) and Afoundria (Waterman) came in and went out again, and the Coeur d'Alene Victory (Victory Carriers) signed on.

On the in-transit ship roster were the Steel Designer, Steel Voyager (Isthmian); Massmar, Texmar (Calmar); Alice Brown (Bloomfield); Fairland (Waterman), and Ocean Evelyn (Ocean Trans). None of them had any major beefs.

# Ship Diverted To Save Seafarer

Stricken with a perforated appendix at sea with no doctor aboard, Seafarer Israel Ramos was spared possible complications recently when the Alcoa Pointer raced across the Caribbean into an unscheduled port where he could be treated.

Ramos was reported recovering rapidly from surgery three days later, when the Pointer arrived in Aruba, after having dropped him off at Willemstad, Curacao, in the emergency. The company agent in Aruba provided the "encouraging" news that Ramos, an oiler, would be fit to travel within a week.

**Made Him Comfortable**  
"Thanks to the part played by the deck and engine department in making Brother Ramos comfortable after he was stricken," ship's reporter Leo Bruce wrote, "and to

the efforts of the captain to get him into port, he is okay today."

**Enroute To Maracaibo**  
The Pointer was enroute from Puerto Cabello to Maracaibo, Venezuela, when Ramos was stricken. After his pains got worse late at night, the skipper diverted the ship into Willemstad harbor instead of going on. There he was examined by a doctor and disembarked by launch for hospitalization, while the ship continued on to Maracaibo.

Grateful that the mercy mission

was successful, Bruce added: "It's deeds like this that make one feel proud to be sailing an SIU ship."



# — SHIPPING ROUND-UP AND FORECAST —

June 27 Through July 10

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	4	3	10	3	3	0	17	6	23
New York	108	20	73	32	61	23	242	75	317
Philadelphia	20	7	9	4	13	6	42	17	59
Baltimore	53	22	36	28	39	20	128	70	198
Norfolk	9	7	5	6	6	8	20	21	41
Savannah	9	5	1	6	3	5	13	16	29
Tampa	8	3	10	3	9	1	27	7	34
Mobile	27	12	31	13	19	9	77	34	111
New Orleans	84	18	64	25	75	25	223	68	291
Lake Charles	8	10	8	10	3	8	19	28	47
Houston	27	14	14	10	20	6	61	30	91
Wilmington	9	5	7	4	6	4	22	13	35
San Francisco	15	13	13	20	20	9	48	42	90
Seattle	6	7	8	6	7	5	21	18	39
<b>Total</b>	<b>387</b>	<b>146</b>	<b>289</b>	<b>170</b>	<b>284</b>	<b>129</b>	<b>960</b>	<b>445</b>	<b>1405</b>

Port	Shipped						Total A	Total B	Total C	Total Ship.			
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C							
Boston	3	3	2	4	1	5	4	0	11	4	7	22	
New York	79	17	19	43	28	32	51	19	173	64	69	306	
Philadelphia	12	9	0	10	9	7	9	5	2	31	23	9	63
Baltimore	42	11	3	31	15	3	22	11	9	95	37	15	147
Norfolk	1	4	4	3	2	3	2	3	1	6	9	8	23
Savannah	3	1	1	1	4	4	2	2	1	6	7	6	19
Tampa	4	4	0	4	3	1	5	3	1	13	10	2	25
Mobile	26	8	5	21	8	8	7	7	10	54	23	23	100
New Orleans	45	15	28	56	22	31	50	24	43	151	61	102	314
Lake Charles	5	10	0	7	13	5	6	4	2	18	27	7	52
Houston	11	5	2	14	9	2	9	3	0	34	17	4	55
Wilmington	5	0	2	1	2	2	1	1	3	7	3	7	17
San Francisco	19	13	1	12	9	0	14	8	0	45	30	1	76
Seattle	0	1	0	1	0	5	1	0	1	2	1	6	9
<b>Total</b>	<b>255</b>	<b>101</b>	<b>67</b>	<b>208</b>	<b>125</b>	<b>108</b>	<b>183</b>	<b>90</b>	<b>91</b>	<b>646</b>	<b>316</b>	<b>266</b>	<b>1228</b>

SIU shipping leveled off somewhat in the past two weeks, but still held to a good pace. The total number of men dispatched was 1,228. Registration increased slightly to a total of 1,405 men.

The present picture is somewhat misleading, especially since 10 out of 14 A&G ports showed declines over the previous period. But the previous report was out of the ordinary, with almost 1,500 men shipped.

### New Orleans Sets Record

At the same time, New Orleans and San Francisco increased again. In the case of the Crescent City, the rise produced the biggest shipping period the Louisiana port has had in over 31 months, since December, 1953.

On the West Coast, San Francisco has been the only port to stay out of the doldrums while Atlantic and Gulf coast ports have been enjoying prosperity, and this held true again for the last period. Tampa and Boston, meanwhile, remained at the same level as before.

At least two ports, Baltimore and Philadelphia, have suffered a crimp in job activity as a result of the steel strike, which has caused the lay-up of a number of Calmar and Ore ships. In turn, New York and Mobile, though a bit slower than usual, were still quite active.

### Class A, Up Again

In terms of seniority shipping, the class A portion rose to 52½ percent and class B to 26 percent, while class C dropped to 21½ percent. Thus, the balance between class A and classes B and C together was slightly restored. In the previous period, more B and C men were shipped than in class A.

The class C shipping was again highest in the engine department, and New Orleans again set a record for class C activity in a single two-week period.

The following is the forecast port by port: **BOSTON:** Fair . . . **NEW YORK:** Good . . . **PHILADELPHIA:** Good . . . **BALTIMORE:** Good . . . **NORFOLK:** Should improve . . . **SAVANNAH:** Fair . . . **TAMPA:** Fair . . . **MOBILE:** Good . . . **NEW ORLEANS:** Slowing up . . . **LAKE CHARLES:** Good . . . **HOUSTON:** Slow . . . **WILMINGTON:** Slow . . . **SAN FRANCISCO:** Good . . . **SEATTLE:** Fair.



## INQUIRING SEAFARER

Question: White collar workers are falling far behind in their income level. What do you believe is the reason they haven't become union-minded and advanced their income?

**Alex Agnostou, FOW:** Unions have fought and tried to organize white collar workers many times, such as in the Wall Street strike. People in offices have enough education to know they should belong to an organization but they seem to think unions are for factory workers, not them.



**Herbert Reeve, pumpman:** White collar people seem to get settled into the job they are doing and take the boss' word on everything. They would be better off if they would be unionized but they don't seem to know the gains unions have made and they are set in their ways.



**Roy Guild, AB:** They are uninformed and are lulled into a false sense of security by promises from management to the effect that they don't need unions and that the company will take care of them at all times. They only find out what the score is when its too late.



**Victor Doca, cook:** Office people don't seem to be too familiar with the kind of benefits which unions give their members. They don't know the full story of the gains unions have made in recent years and need to be informed about them. That might explain why they don't join up.



**Antonio Gonzalez, bosun:** People that don't believe in unions work steady with one company and think they belong to the company. They seem to have the idea they will become president or vice-president some day. But meanwhile they fall behind on pay and benefits.



**Pedro Gonzales, bosun:** It's just that they don't know what a union is and what it can do for them. They think that they are able to get along without union protection and help in getting them conditions. The result is that they fall behind the union members on everything.



# Senate Sets \$3 Billion Surplus Export Target

WASHINGTON—Even heavier shipments of surplus agricultural products are in store in the year 1958-59 as the US Senate voted to double the ceiling on such shipments to \$3 billion. At the same time though, the US merchant fleet suffered a minor setback when the Senate voted to exempt fruit and fruit products from the "50-50" shipping law provisions.

Maritime interests and maritime unions did not make an issue of the fruit products exemption in view of the fact that the rest of the "50-50" provisions were left intact on agricultural surplus. Earlier in the year farm bloc representatives had spearheaded an attack on the application of "50-50" to their surplus products. They went along without objection now except for the minor change on fruit.

There had been complaints from the farm bloc at the time that fruits and other perishables were not moving because of the lack of adequate reefer space on US ships.

### Mountain Of Surplus

The doubled allowance for agricultural shipments would appear to open the way for a very sizable increase in Government cargoes for US flag ships. However, the measure still has to be acted on in the House of Representatives. In addition, the US may face some difficulty in disposing of such huge amounts of surplus abroad.

As it is, at present some Government agencies have had trouble finding US-flag space for military and economic aid shipments as well as food surplus. Any sharp increase in surplus sales will add to the pressure for ship breakouts from the reserve fleet.

The surplus disposal program has helped keep many US ships operating and has meant hundreds of new jobs.

# Senate Body Approves New Passenger Ships

WASHINGTON—Another step towards increased US-flag passenger service was taken in the Senate as the Commerce Committee approved a bill guaranteeing 100 percent mortgage insurance on new ship construction. The bill has already passed the House.

An immediate beneficiary of the measure would be the Arnold Bernstein Line, which is hoping to get underway a new low-cost transatlantic shipping service using as many as three converted Mariner-type vessels. The Bernstein operation would be the first new US passenger ship service in a great many years, and eventually would provide up to 1,000 new seamen's jobs.

### Strong Support For Bill

While there is strong support in the Senate for the measure, which will be spearheaded on the Senate floor by Senator Warren Magnuson (Dem.-Wash.) Commerce Committee chairman, the bill still faces one important obstacle. That is the provision for 100 percent mortgage insurance to cargo ships as well.

As originally offered, the insurance guarantee applied only to combination passenger-cargo vessels. An amendment to include all new ship construction was approved on the House floor.

If the Senate does not approve

the amendment it means that a Senate-House conference will be needed to match up the bills and both Houses will have to vote once more on the conference measure. Should the amendment go through the bill may run into opposition from the Department of Commerce.

If these obstacles are overcome, passage of the bill would enable Bernstein Lines to make an early start on converting a Mariner ship for passenger service in 1957. The ship would offer cafeteria-style feeding and uniform accommodations throughout, enabling it to supply passage at a lower rate than conventional passenger vessels.

The proposed service between New York and the Low Countries has already won approval from the Federal Maritime Board, with the financing of ship construction the last undecided issue.

### SIU Backing

The SIU has gone on record in support of the 100 percent insurance guarantee. SIU Secretary-Treasurer Paul Hall testified for the bill before House and Senate committees, where he declared that the proposal was the only way to get new shipping ventures by private companies off the ground.

At present, the Government offers up to 90 percent mortgage insurance guarantees on certain types of ship construction. Even with this guarantee, banks and other lending institutions have been unwilling to invest funds in ship construction mortgages.

# 'New Look' Meals Pass Year Test

An SIU-pioneered program setting up a "new look" in ship-board meal programming goes into its second year this month hailed by crews, companies and interested observers.

The SIU program began a year ago when SIU steward department specialists went aboard ships of SIU-contracted companies to institute the new procedure as part of preliminary work toward formulating new SIU steward department working rules.

Summarizing one year of action, SIU officials and steward department experts feel the program has been successful in every respect, resulting in happier crews, less waste and more efficient galley operations.

The objective of the new system has been to replace mass feeding with an individual approach. It involves, among other points, cooking to order as much as possible; doing away with steam table cookery; carving of meats to order; use of side dishes in serving most vegetables; an emphasis on neater messroom set-ups and a considerable upgrading of night lunches.

### First In Bull Line

The program was first instituted on ships of the Bull Line and later extended to the Alcoa and Waterman ships where it also proved to be an immediate success.

Subsequently a committee was elected in headquarters composed of 15 steward department men to study and formulate a set of department working rules as well as a meal guide for all SIU stewards to follow. The outports sent in suggestions and an interim report was made with recommendations to the membership.

This report was sent to all ships requesting their suggestions and

comments. Early this year another membership-elected steward committee was convened and a revised set of working rules drawn up that incorporated all suggestions and ideas gathered during the preceding six month period. The committee's final report was accepted and the new rules went into effect on all SIU ships in March of this year.

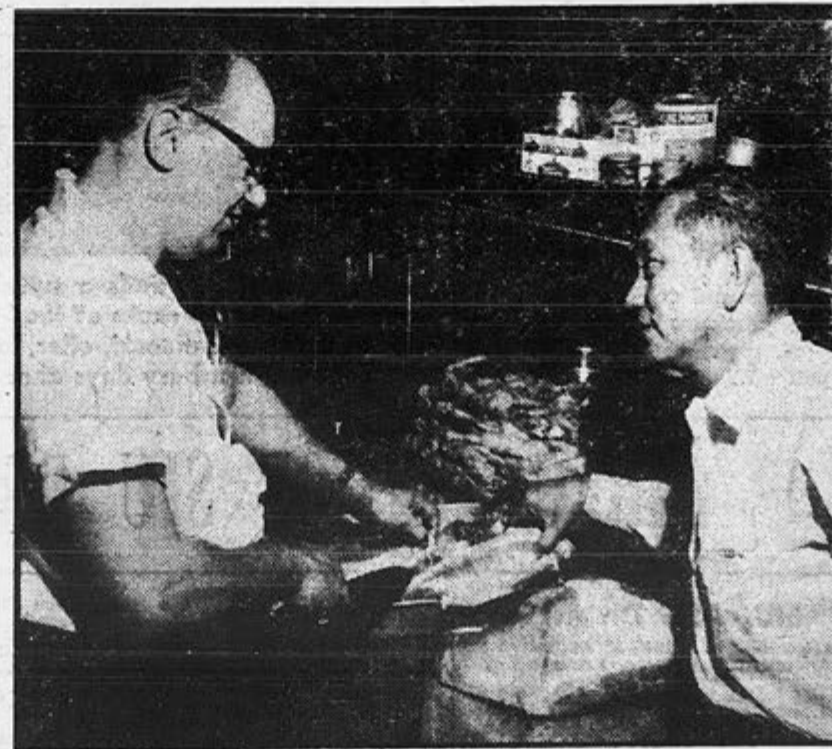
The biggest single result of the new system has been the noticeable decrease in food beefs. Where such beefs occur it is usually found that the steward department has not followed the SIU working rules.

### Expect To Continue

The program of having steward department experts ride the ships is expected to be continued to assist steward department personnel in achieving the highest degree of ability under the new program and to strive for even better meals.

SIU stewards have found that during the past year they are receiving full cooperation from their crews as well as, in most cases, the company shoreside officials. The resulting greater stability felt by the steward has greatly diminished the disputes that often arose.

One of the big achievements has been a sharp reduction in waste. It was found that where ships were using an excess of food they were feeding the poorest, had the unhappiest crews and were often running short of supplies. As a result of better preparation and utilization of their supplies, the



Two of the SIU consulting stewards who supervised the installation of the "new look" feeding program on SIU ships are Seafarers Cliff Wilson (left) and Phil Reyes. They are shown here checking cuts of meat.

crews of these ships are now eating better and the stewards are not running out of food.

The past year operation of the SIU's "new look" has not only drawn the attention of SIU crews and companies. Non-SIU outfits and other maritime unions have viewed the plan in operation and hailed the results. Several have indicated they intend to adopt the SIU system.

Not content to rest on their laurels, SIU steward department

experts are still working for greater improvements aboard the ships. Among the matters currently holding their attention are:

- A minimum storing list for all ships.
- Overcoming the lack of fresh milk in the Far East.
- The heavy spoilage of fresh fruit.
- A possible cut in the size of stores bags from 100 pounds to a maximum of 50 pounds.

# Steel Strike No Bar To Phila. Jobs

PHILADELPHIA—Shipping is holding up well in this port, although the steel strike has forced some of the Calmar Line ships which normally pay off here to go into Baltimore and lay up.

The good shipping is expected to continue, according to SIU Port Agent A. S. Cardullo. The outlook for the next two weeks is brightened by the prospect of at least four payoffs during the coming period.

While registration is keeping pace with shipping, men in black gang ratings are especially welcome, Cardullo said, because these rates are in short supply.

The Val Chem (Valentine), and Rebecca (Intercontinental Trans) paid off and signed on again, while the Steel Seafarer (Isthmian) signed on. In transit were the following: Chickasaw, Fairisle (Pan Atlantic); Jean, Emilia (Bull); Steel Seafarer (Isthmian); Robin Hood, Robin Mowbray (Seas Shipping), and Cantigny (Cities Service).



# SIU Offers Support To Steel Strikers; Oreships Laying Up

BALTIMORE—The SIU has offered its full support to striking AFL-CIO steel workers here as the nationwide steel strike nears the end of its third week.

## Dorchain, ITF Leader In US, Dies Suddenly

NEW YORK — Stricken by a heart attack in his home, Willy Dorchain, US representative of the International Transportworkers Federation, died here July 11. The veteran ITF representative was 52 years old.



Dorchain

A familiar figure at SIU of NA conventions, Dorchain has been active in seamen's affairs for a number of years. As ITF spokesman here he had handled the state-side aspects of that organization's campaign to improve conditions on run-away flag ships. Efforts were made to bring these ships up to the standards of legitimate maritime nation, which were successful in a number of instances.

Last summer the ITF opened a special seafarers' section organizing office at 33 Whitehall Street which was to concentrate on organizing work among Panamanian, Liberian and Honduran flag crewmembers.

### Aided On Immigration

Other assignments handled by him included winning relief for alien seamen from the restrictions of the McCarran-Walter Immigration Act and assisting reorganization of the Indian seamen's movement.

A native of Belgium, Dorchain had worked for a great many years as radio operator on Belgian ships. He came ashore in the US in 1943. It has been reported that he was on assignment with the Office of Strategic Services at the time.

Surviving are his wife, Marie; a son, Pierre; and two daughters, Georgette and Jeannie.

## Fan Relief Due For Tampa Hall

TAMPA — Sweltering Tampans at the SIU hall here can expect some relief before long. A supply of new fans to cool off the premises is already on its way and due any day from New York.

Meanwhile, shipping continues at a better than usual pace in this port for the third straight period. The activity should hold on for a while yet, Tom Banning, SIU port agent, added.

The payoff of the Gateway City (Waterman), and the payoff and sign-on of the Auburn (Alba), kept things busy during the past two weeks, what with nine in-transit vessels also, needing servicing by Union representatives.

Included among the in-transit ships were the Del Viento (Mississippi); Iberville, Chickasaw (twice), Bienville, Fairisle (Pan Atlantic); Natalie (Intercontinental Trans); Alcoa Ranger and Painter (Alcoa). All the ships were in good shape.

About 650,000 members of the United Steel Workers of America employed in plants of the nation's 12 largest steel producers went off the job July 1 in a "no contract-no work" dispute. The workers previously rejected the companies' package money offer coupled with a firm five-year contract. The length of the proposed pact was later cut down to four years and four months.

The union has indicated it might agree on a three-year agreement, providing the steel companies' offer on wages and other benefits was scaled upwards. The proposed contract has been characterized as one that offers "too little" for "too long." It is feared the strike may continue for some time.

While the strike has caused the lay-up of a number of Ore and Calmar ships here, SIU port officials have been quick to offer whatever aid is needed for the striking mill workers. "Needless to say, this offer was well received," Port Agent Earl Sheppard commented, "but as yet we have not been called upon."

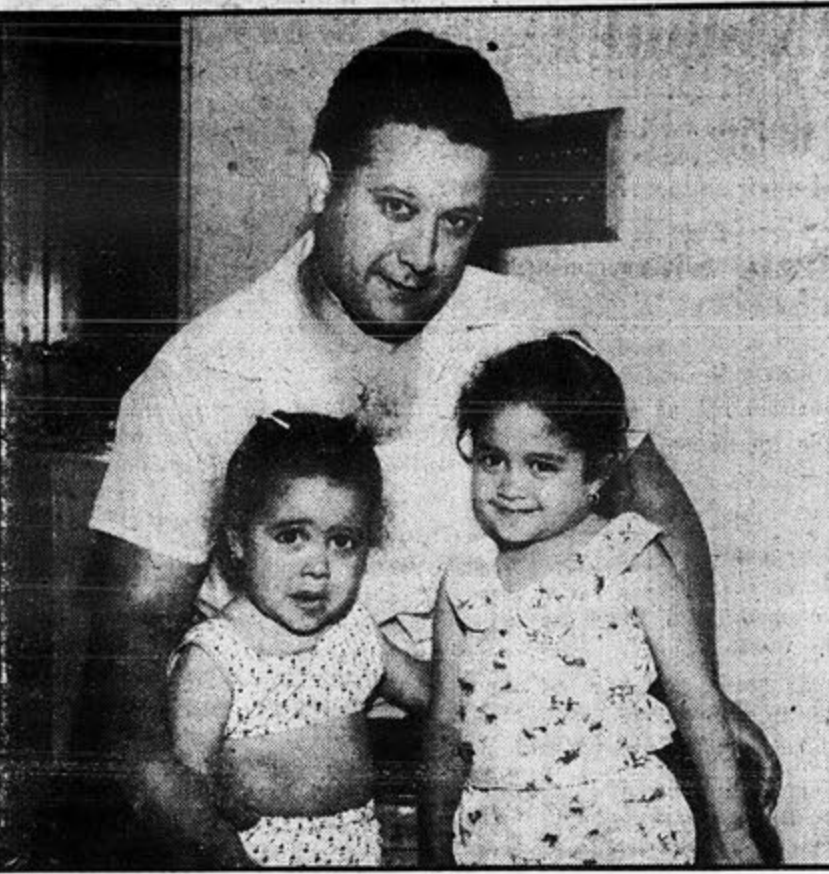
### No Backlog Needed

Both Ore and Calmar are owned by Bethlehem Steel, one of the "big three" steel producers with US Steel and Republic Steel. Since none of the steel plants are working, there is no need for the ore fleet to accumulate any further backlog of raw material at the mills.

This is the second occasion since the AFL-CIO merger last December that the SIU has volunteered its support for a major beef involving a former CIO affiliate. Seafarers were active here during the recent long Westinghouse strike by the International Union of Electrical Workers, particularly in helping defeat a company-fostered "back to work" movement at two local plants. Subsequently the company yielded on new contract terms.

Due to the lay-up of some Calmar and Ore vessels, shipping during the past two weeks slowed up again, but is likely to boom again in the current period. Of the seven payoffs scheduled, only three are Calmar and Ore vessels. During the past two weeks, 15 ships paid off, seven signed on and ten stopped off in transit.

## It's Father's Day At SIU



Cuddling up to dad, these young misses make cute camera bait during visit to SIU headquarters. With Seafarer Martin Sierra, 2nd cook, are Joann, 2 (left), and Annette, who turned 4 just last week. Sierra was on the Robin Mowbray last trip.



John Zananski, 3, finds a suitable title for easy reading in one of the library racks at the headquarters shipping hall, as his dad, Frank Zananski, oiler, looks on. It's a baseball book, so Zananski has busy days ahead.

# Italian Ship Off Boston Total Loss

BOSTON—Owners of the Italian-flag steamer Etrusco, which went ashore at Scituate, about 25 miles southeast of here, in a heavy storm last March, have finally classed the ship as a "total loss" and released her to the insurance underwriters.

The cost of trying to refloat the ship was considered to be more than the vessel might be worth, and these efforts might not even have been successful.

No other unusual developments occurred here during the past two weeks, as shipping remained fair, Port Agent James Sheehan reported. Both the Bents Fort and Government Camp, two Cities Service tankers, paid off and signed on again, and six in-transit vessels stopped off in transit.

The in-transit ships were the Michael (Carras); Orion Star (Oil Carriers); Robin Wentley (Seas Shipping); Edith (Bull); Steel Rover (Isthmian), and Mount Vernon (Rockland). All beefs were settled on the ships.

## Recent Arrivals

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

Aurelia Colon Ortiz, born April 30, 1956, to Seafarer and Mrs. Antonio Colon, Barranquitas, PR.

David John Allison, born June 10, 1956, to Seafarer and Mrs. Cornelius Allison, Conshohocken, Pa.

Jimmy Lee Garza, born May 31, 1956, to Seafarer and Mrs. Antonio Garza, New Orleans, La.

Sherry Ann Wedgeworth, born June 7, 1956, to Seafarer and Mrs. Charles K. Wedgeworth, Gulfport, Miss.

Jeffrey Wayne Magras, born May 25, 1956, to Seafarer and Mrs. Thomas Magras, Philadelphia, Pa.

Joseph Arthur Valiente, born June 14, 1956, to Seafarer and Mrs. Arturo Valiente, New Orleans, La.

Christopher Wesley Siar, born June 13, 1956, to Seafarer and Mrs. Richard C. Siar, Elmira, NY.

Joseph Edwardo Rios, born June 3, 1956, to Seafarer and Mrs. Angel Rios, New York, NY.

Alfred Anthony Volkerts, born June 17, 1956, to Seafarer and Mrs. Archibald Volkerts, Brooklyn, NY.

Yvonne Louise Martin, born May 29, 1956, to Seafarer and Mrs. Samuel J. Martin, Mobile, Ala.

Janet Gloria Wendell, born June 9, 1956, to Seafarer and Mrs. Richard J. Wendell, New York, NY.

Kimberly Scot Otvos, born June 10, 1956, to Seafarer and Mrs. Francis R. Otvos, Mill Valley, Calif.

Beverly Torres, born March 2, 1956, to Seafarer and Mrs. Wilson Torres, Brooklyn, NY.

Steven Richard Anderson, born June 20, 1956, to Seafarer and Mrs. Richard A. Anderson, Saranac Lake, NY.

Michael Daniel Bedgood, born June 16, 1956, to Seafarer and Mrs. William C. Bedgood, Brooklyn, NY.

Donna Marie Brancoccolo, born April 14, 1956, to Seafarer and Mrs. Dominick Brancoccolo, New York, NY.

Ray Anthony Kelly Miles, born April 28, 1956, to Seafarer and Mrs. Aulton K. Miles, Prichard, Ala.

# DIRECTORY OF SIU BRANCHES

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		<b>FORT WILLIAM, Ontario</b> 130 Simpson St. Phone: 3-3221			



# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### Stamps, Premiums Dazzle Shoppers

If the store or service station that has the best values gives trading stamps, by all means take them. But if you confine your shopping to stores that give stamps or products that have premiums attached, you very likely will pay more in the long run than you gain in premiums.

Stamps and premiums are sweeping the country to the extent that consumer organizations are warning housewives not to be dazzled by the premiums to the point of losing their shopping judgment.

A survey by this department shows that premiums attached to specialty products such as breakfast cereals, waxes and toothpastes, are even more likely to beguile you into paying a higher price than the trading stamps now being given by many stores. In some cases, now that many mass supermarkets are giving stamps, you may get good comparative value along with the stamps. But the danger is that you will pass up good buys at other stores in order to accumulate stamps, or even be coaxed into higher-priced stores to get their stamps. Both high-priced and low-priced stores are now giving stamps, and it will be costly to you to decide where to buy the family's groceries on the basis of who is giving premiums you want.

Our investigation shows that the stamps offered by a typical large supermarket chain actually are equal to about a two percent discount. You get a book of 1,200 stamps for every \$120 of purchases, or a stamp for every ten cents you spend. A typical premium like a toaster that has a list price of \$20 but actually can be bought for \$16 or even less at many appliance shops, requires 6 and 1/4 books, or total purchases of \$750. This is a bonus worth a little over two percent. A set of dish towels worth about \$1.75 requires one book. In this case the premium represents only about 1 1/2 percent discount.

This writer compared the total cost of a list of 30 food and household items at a large chain offering stamps, and one that doesn't. The list cost \$10.26 at the chain that doesn't give the stamps, and \$10.48 at the one that does. The difference in cost is just about two percent, and equal to the value of the premiums. However, the chain giving the stamps proved to be approximately equal in values offered to a third chain that does not give stamps, so here the premiums do represent a saving.

The best money-saving shopping technique, and the one that trading stamps are aimed at coaxing you to abandon, is to compare values and specials offered by the different markets in your neighborhood each week and get to the store that has the best buys, whether or not it gives stamps.

Premiums attached to individual products such as dry cereals have another and costlier aim—to get you to overlook the actual high cost. Perhaps the worst example is the highly-advertised brands of breakfast cereals which use premiums as a device to get kids to pressure mothers into buying various brands. They use television heavily for this purpose. This department's investigation shows that the cereal manufacturers plugging premiums most heavily are actually offering the poorest values in the food itself. For example: one rice cereal offering a comic-book premium is priced at 17 cents for a 4 1/2-ounce box compared to an unadvertised-brand rice cereal priced at 19 cents for an 8-ounce box. Corn cereals offering various premiums cost typically 24 cents for a ten-ounce package compared to 18 cents for the 12-ounce package of an unadvertised brand.

The high-price breakfast cereals with premiums reach their peak of cost in the variety box of individual servings. A survey by the New York State Extension Service found that those variety packages actually cost two to three times as much per serving as larger boxes of the same or similar products.

Not only are premiums often used to get you to buy items which are proven poor comparative values, but there is also noticeable exaggeration of the value of the premiums. Manufacturers of various products such as soaps, toothpastes and other toiletries and equipment, are offering such premiums as a blouse for \$3 claimed to be worth \$10; stockings at \$1, claimed to be worth \$2, a manicure set for \$1 claimed to be worth \$3, etc.

Admittedly some of the premiums do offer good value at their cut prices. For example, one brand of toothpaste is offering 15 items including watches, dolls, mixers, housewares and sports equipment, at reduced prices. The toothpaste package includes a certificate for taking advantage of this offer. The toothpaste itself happens to be among the costlier higher-priced brands. If you buy it a couple of times to get the premiums you want, you may be ahead of the game. But if you continue to buy it, you'll be paying about twice as much for toothpaste as you need to.

Similarly the manufacturer of one of the higher-priced brands of wax has been offering a small copper-clad saucepan for \$1, with the claim that it is worth \$3. The \$3 comparative price claim is exaggerated, but certainly at \$1 the pan is worth getting. But if you continue to buy that brand of wax, you will pay more than you need to for wax.

On the whole, an outright reduction in price would be much preferable and more useful to industry itself as well as consumers, than premiums and even trading stamps.



# 'Hopeful' On Tanker Charter Bid

WASHINGTON—Prospects appeared hopeful for favorable action on a bill to charter 20 US tankers to the SIU-contracted Pan Atlantic Steamship Company. The House of Representatives this week voted unanimously in favor of the chartering measure which is now pending before the Senate.

Previously, the bill had been the subject of heated debate in the Senate when it was brought out to the floor by its Senate sponsor, Sam J. Erwin (Dem.-NC). The Senate voted to recommit the bill after critics demanded that the Maritime Administration be heard from on the measure.

As a result the bill was sent back to committee, with MA spokesmen to be called on to testify. Senator Warren Magnuson, committee chairman and staunch merchant marine supporter, led the fight for the bill in committee as promised. "When we get the bill back in committee," he said, "I'm going to urge that it come right back to the floor after we've heard the views of the Maritime Administration." The bill was then reported out to the floor of the Senate.

### Charter And Conversion

The tanker charter proposal consists of two sections. One would permit Pan-Atlantic to charter reserve fleet tankers at a price of \$150,000 a year and convert them for its new tanker-dry cargo service in the coastwise trade. The conversion consists of erecting a flight deck superstructure capable of handling 1,200 tons of deck cargo in trailer loads.

Another section of the bill would permit the company to

trade in dry cargo vessels towards construction of new supertankers which would also have extensive deck cargo capacity.

Passage of the bill would undoubtedly put Pan Atlantic in the forefront of the reviving domestic trades.

# Seamen's Papers Torn? Get New Ones Pronto

Seafarers whose validated papers are mutilated or damaged in any way are urged to apply for new duplicate papers as soon as possible in order to avoid the possibility of being barred from signing on for new voyages.

SIU headquarters officials said those holding mutilated papers might otherwise find themselves involved in a Coast Guard check designed to trip up seamen using altered, fraudulent documents.

Although no men on SIU vessels have been involved, the Union cautioned Seafarers that they might still be delayed in signing on while a check-up was made, and thereby lose out on a job.

The crackdown by the Coast Guard came in the wake of disclosures that some men, particularly on coastwise voyages, had been using papers on which they had not only substituted their own photographs but had added ratings

to those originally shown.

Legitimate holders of validated papers "which are cracked, split or otherwise mutilated" are urged to immediately apply to the nearest CG office for a new duplicate, where a temporary certificate will normally be issued to permit shipping on the intended voyage.

## Personals

Richard Brown

Contact your wife at 716 Hilltop Road, Baltimore 26, Md., as soon as possible. Severe illness in family.

Allen "Carl" Svensson

Get in touch with Z. Sweeney as soon as possible at PE 2-9259, Baltimore, Md.

Herman Drusage

Jimmy McCrae

E. Rhine

You are asked to get in touch with Francis J. McQuillan, 24 Maple Ave., Pennant Hills, Sydney, NSW, Australia.

Peter Drevas

Contact wiper who was with you in 1955 on SS Cecil N. Bean c/o Orion Steamship Corp., 80 Broad St., New York, NY.

Jerry O'Neil

Congratulations. Contact Ivan Strakhovsky at Box 567, Princeton, NJ.

Wally Mason

Contact Ernest B. Avant, 3400 NW 98 St., Miami, Fla.

Frank "Chin" Lehan

Get in touch with Victor N. Litardi, c/o VA Hospital, Ward 8, Sunmount, NY.

Edmund H. Marsh

Contact your brother, P. P. Marsh, Wadesboro, NC.

Vi Miller

Write Jack Pietzak, SS Coe Victory, c/o Victory Carriers Inc., 655 Madison Ave., New York 21, NY, or c/o Mitsubishi Shipping Co., Ltd., PO Box 186, Kusata Building No. 20, 4 Chome, Kar-yan-dore, Nuka-ki, Yokohama, Japan.

Anthony Adamaitis

Contact your sister Stella right away. Important.

J. McKarek, M-681

Your dues receipt for the first quarter of 1956 is being held at the Boston SIU hall.

John Quigley

Please contact your wife Lucille, 103-28 107th St., Richmond Hill, LI, NY.

Thomas Scanlon

You are asked to contact your wife at 130 Eddy Street, San Francisco. Urgent.

# Mobile Crews Third 'Piggyback' Tanker

MOBILE—One of the first tankers to be repaired and outfitted in a local shipyard with "piggyback" deck rigging for hauling loaded truck trailers in coastwise service, the SIU-manned Maxton has now joined her two sister ships operating in the Pan Atlantic "piggyback" fleet.

The ships are war-built T-2s, to which a special deck platform has been added for carrying truck

See the special feature story on the Maxton, on the back page of this issue.

trailer cargo in ballast voyages southbound and with oil northbound. The Ideal X began the service between New York and Houston on April 26, and was followed by the Almena a week later. Additional ships are also being

sought for this experimental coastwise service, which will eventually link most deep-water Atlantic and Gulf coast ports.

In addition to providing a full SIU crew for the Maxton, the port enjoyed another busy shipping period and looks forward to lots more of the same. SIU Port Agent Cal Tanner stated. A number of ships are due in during the present two weeks, several of which will also take full crews.

In addition to the 100 regular deep-sea jobs dispatched, an equal number was shipped to various relief jobs in and around the harbor.

# LABOR ROUND-UP

Long notorious for its anti-union positions on legislative matters, the American Medical Association has closed its hundred-year-old union printing shop in Chicago. All of its work will now be done by a non-union printing firm in Nashville, Tenn. The AMA's action was denounced by AFL-CIO president George Meany for its "callous disregard" of the welfare of its printers. This Meany said, was in line with AMA's standing opposition to disability benefits and other legislation which would aid working people.

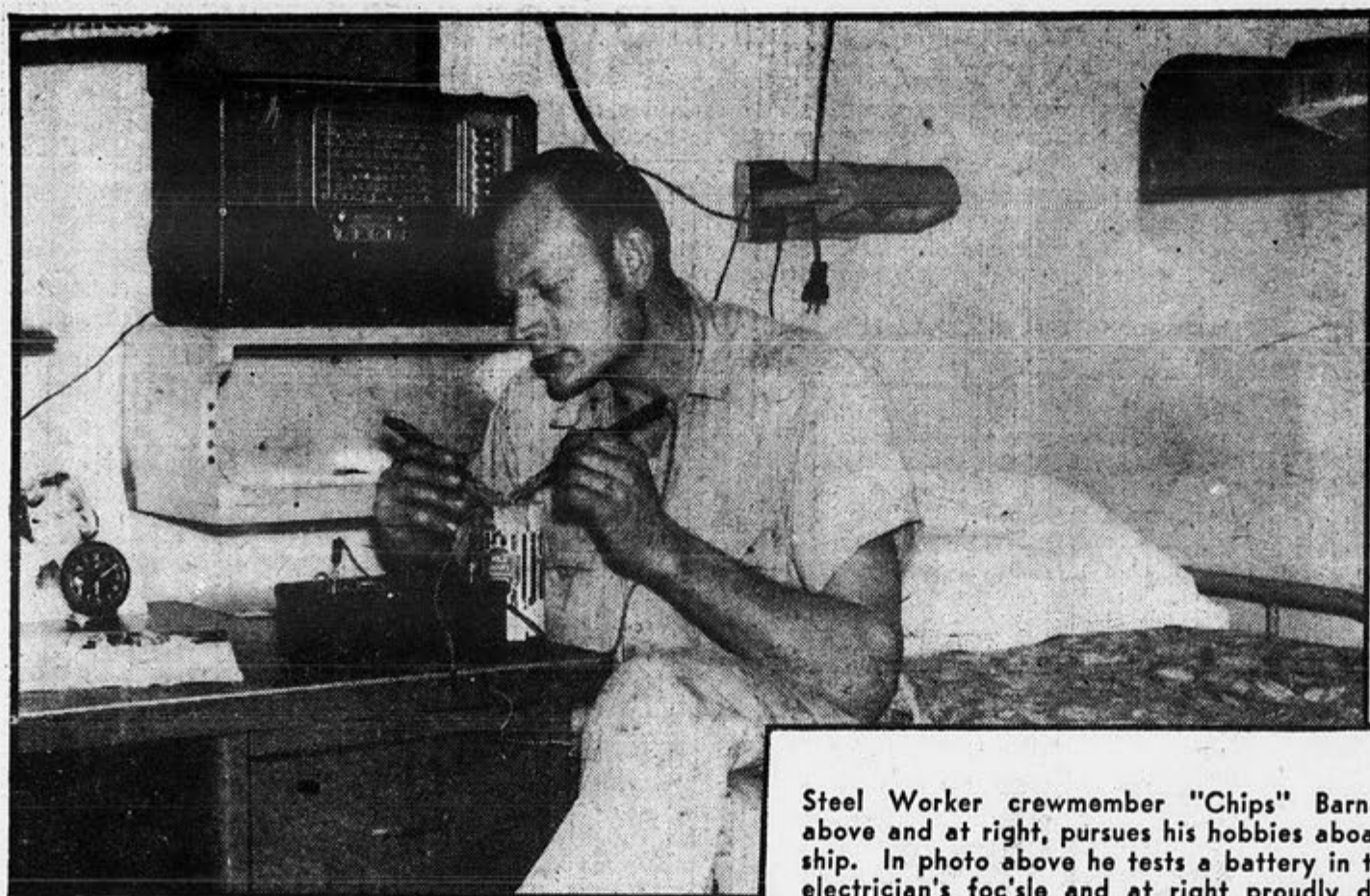
Several new pulp and paper agreements have been completed by the International Brotherhood of Pulp, Sulphite and Paper Mill Workers. Increases range from 9 1/2 to 23 1/2 cents at various plants for different crafts. Contracts were signed with the Pacific Coast Association of Pulp and Paper Manufacturers covering 19,000 workers, and the Northern and

southern divisions of the International Paper Company affecting 16,000 members, among other plants.

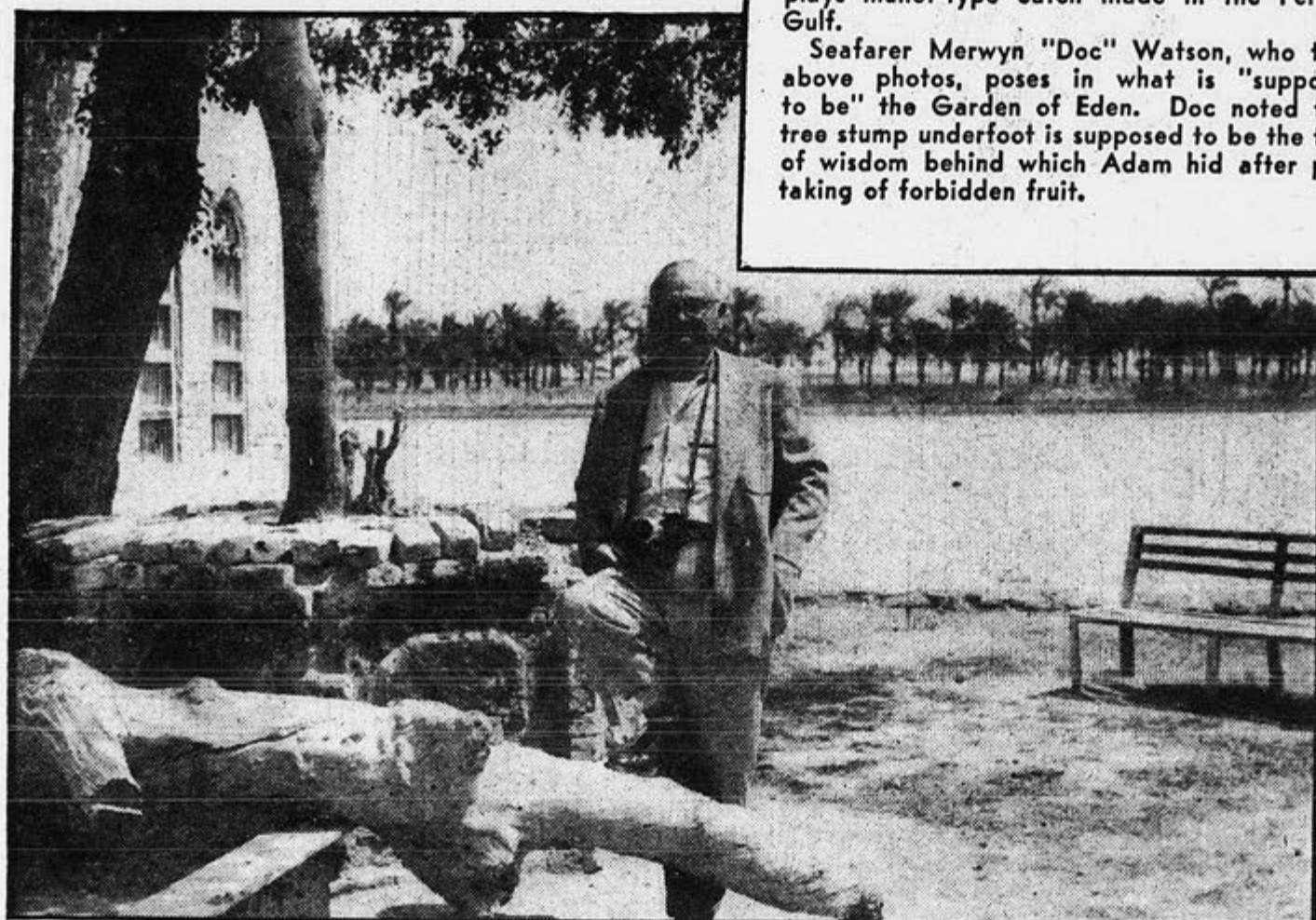
An unusual seven-year contract has been signed by the Coca-Cola Bottling Company of New York with the Soft Drink Workers union, a Teamsters affiliate. The contract merely provides that both parties endeavor to bargain year by year and submit any undecided issues to arbitration. An early test of the agreement is slated, with the union seeking wage changes.

Two unions with similar jurisdiction, the Upholsterers International and the Furniture Workers, have voted a "partial merger." A confederation is being formed headed by a joint board on which both unions will be equally represented. The board would direct organizing, public relations and political education activities.

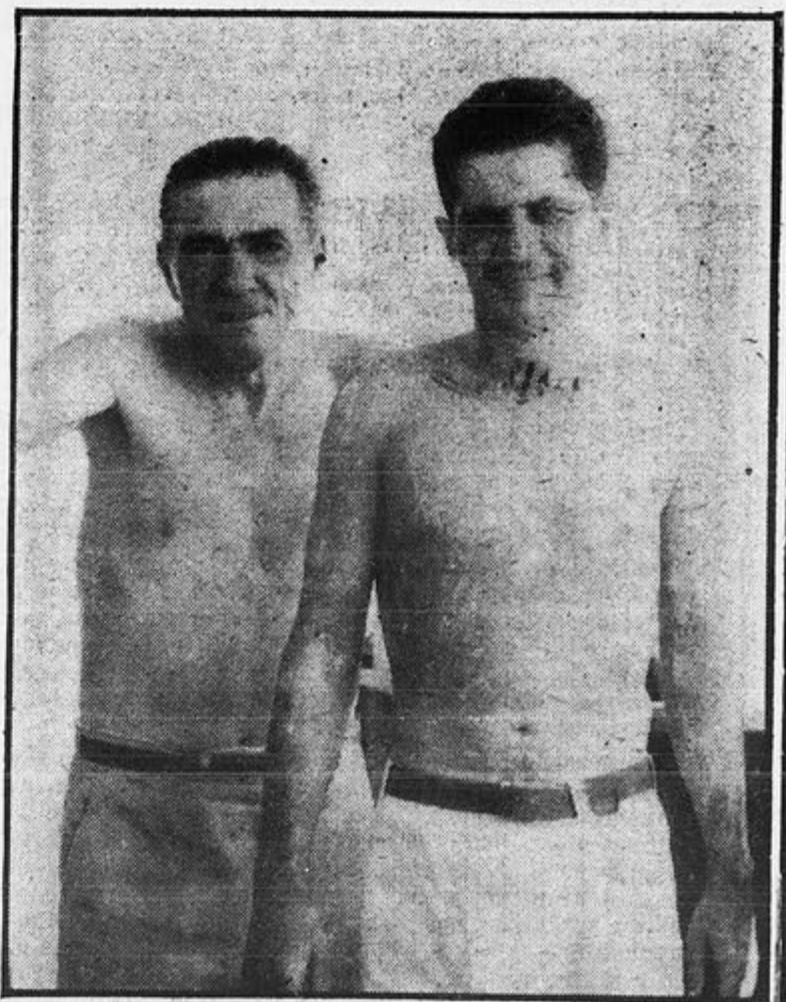




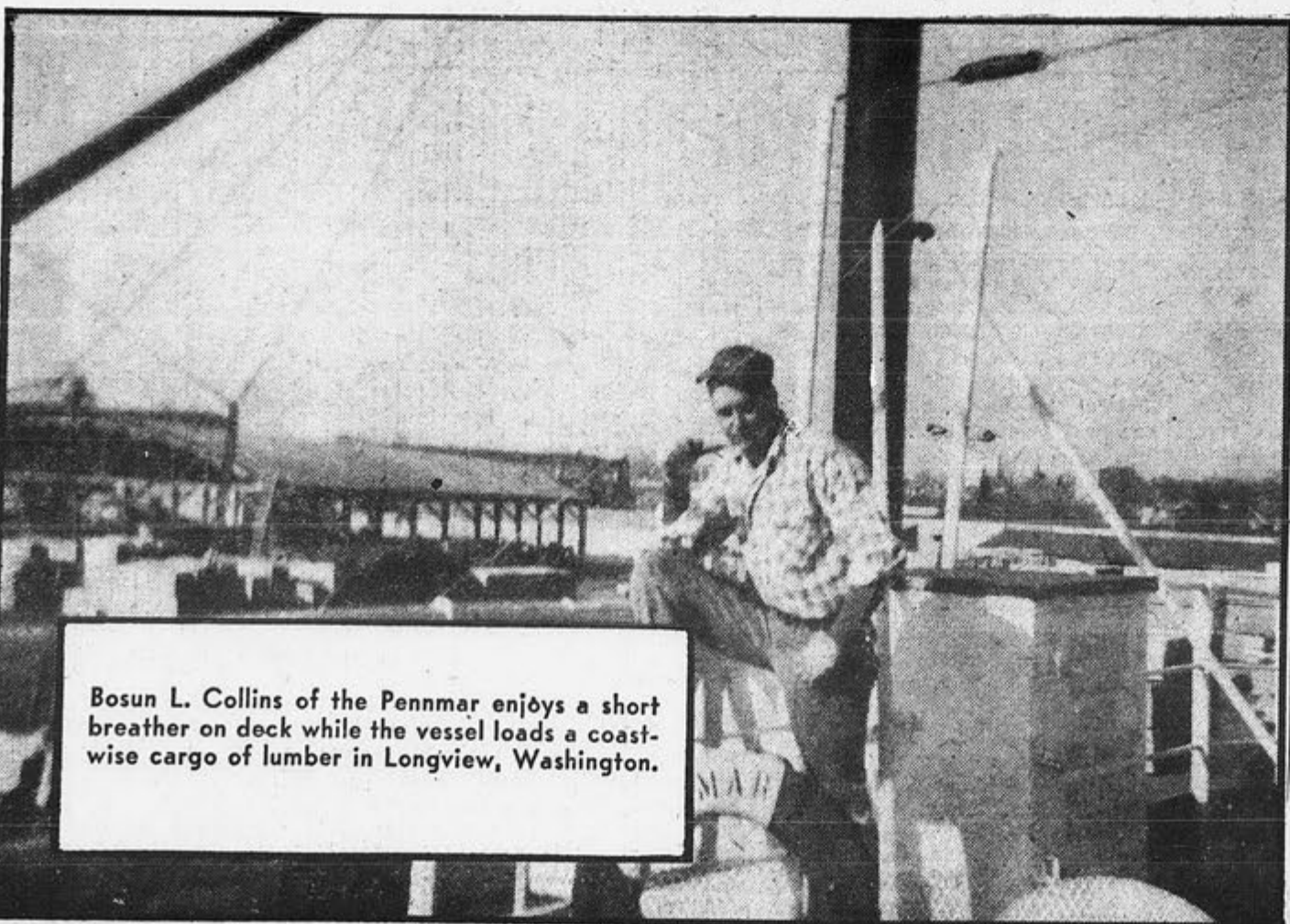
Steel Worker crewmember "Chips" Barnes, above and at right, pursues his hobbies aboard ship. In photo above he tests a battery in the electrician's foc'sle and at right proudly displays mullet-type catch made in the Persian Gulf.



Seafarer Merwyn "Doc" Watson, who took above photos, poses in what is "supposed to be" the Garden of Eden. Doc noted that tree stump underfoot is supposed to be the tree of wisdom behind which Adam hid after partaking of forbidden fruit.



"Don't touch me," is expression of sun-burned Seafarer George Vourloumis, baker on the SS Alice Brown. Vourloumis receives the sympathy of Pat Green, saloon messman, while enduring the after-effects of a snooze in the sun. Photo by fellow crew-member William Calefato.



Bosun L. Collins of the Penmar enjoys a short breather on deck while the vessel loads a coast-wise cargo of lumber in Longview, Washington.





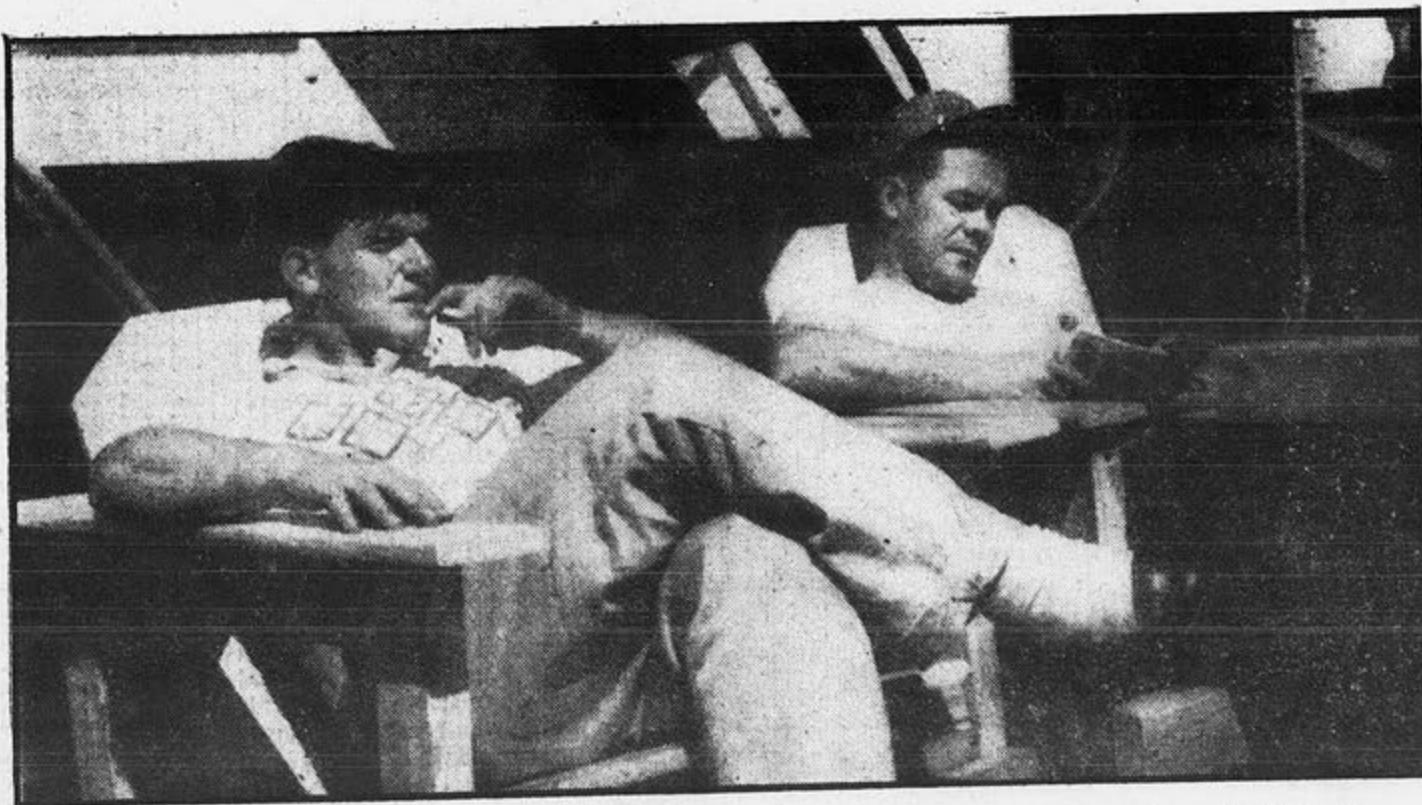
The heavy burdens borne by Pusan women draw the passing attention of Seafarer Paul Tatman, AB on the SS Bienville. Photo by William Calefato.



Part of the routine safety precautions aboard any ship is the testing of the lifesaving equipment. Here Seafarers aboard the SS Alice Brown, Bloomfield, take part in testing one of ship's lifeboats during a recent intercoastal trip. In front, in shorts, is the chief engineer. The other crewmembers in the boat are not identified. Photo by Seafarer William Calefato.



Standing a long watch at the top of the gangway is Seafarer Chick McGee. Ship is the SS Alice Brown, which was unloading lumber in New Haven after making an intercoastal trip.



Two opposing views of life aboard the SS Jose Marti enroute to the Mediterranean. At left, Dave Pashkoff takes a chipping hammer to the bulkhead of the paint locker. Above, two Seafarers relax on the ship's "patio" in the garden furniture they built. At left is Luigi Iovino, ship's delegate, while deep in a whodunit is Phil Pron, BR. Photos by Luis Ramirez.



Lebanese Trade Unionists Tour SIU



Lebanese trade union officers visiting US get the lowdown on the SIU Welfare Plan and other Union operations from Ray Denison, managing editor, SEAFARERS LOG (seated, 4th from left), during tour of SIU headquarters. Interpreter behind Denison explains welfare set-up to the group, here under auspices of the US Labor Department. They represent transport, machinists, electricians, barbers and other unions in Lebanon.

'Wreck' Law Foes Score Again

Anti-labor "right to work" backers have suffered two new setbacks in efforts to spread restrictions on unions. In Montana, an attempt to get a "right to work" proposal on the ballot failed to secure the necessary petition signatures and in Washington a similar move at-

Sheet Metal Strike Hits Lake Charles

LAKE CHARLES—Except for a strike by AFL-CIO Sheet Metal Workers against a few contractors, all is quiet on the local labor front here.

The sheet metal workers are standing firm in the beef, and expect to win their demands before long. Most of the other building trades agreements have been nailed down already.

Although shipping fell off a bit during the past two weeks, it actually ran close to the activity of the previous period due to the number of men sent to fill jobs in other Gulf ports, particularly Houston. At the same time, some jobs went begging for lack of immediate takers, said Port Agent Leroy Clarke, so that several class C men got jobs, mostly in the black gang.

West Coast Taw

Among the slips calling here, in addition to eight Cities Service tankers, was the tug El Sol (De Long Corp.), which is taking a tow to the West Coast.

This seagoing tug was the tender servicing military and civilian personnel during the construction of the "Texas Tower" radar platform anchored 100 miles off Cape Cod, Mass. The Cape Cod tower is the first of a string of these radar warning stations planned all along the Atlantic coast to provide advance warning of any hostile aircraft heading for the United States.

Other Vessels

Other visitors during the period were the Natalie (Intercontinental Trans), which is the former SS Celestial, in Beaumont, Texas; the Mount Vernon (Rockland), in Port Arthur, and that steady caller, the Val Chem (Valentine), in Port Neches, also in Texas. All of the ships were in good shape and took a few men each.

A final item reported by Agent Clarke was the condolences sent to the family of Seafarer Robert Kehrly, who died last week at the marine hospital in Galveston. The Union sent a floral wreath to the burial services in Port Arthur.

tracted only scanty support, with doubt as to whether it would get on the ballot there.

The Montana Right-to-Work Association could come up with only 5,636 people out of a state population of 600,000 who signed petitions in favor of putting "right to work" proposals on the ballot. A minimum of 21,104 signatures is required to get an initiative vote.

In Washington, a similar petition drive could come up with only 63,000 names. The state has a population of 2 1/2 million and normally draws a million voters to the polls each year. The 63,000 signatures would be enough to put the issue on the ballot, as 50,000 names are required.

Signatures To Be Checked

However, AFL-CIO officials pointed out that the lists still have to be checked for invalid signatures. It is usual practice for about 15 per cent of the signatures to be thrown out.

The "right to work" laws outlaw any contract provision providing for union security, such as the union shop or a maintenance of membership clause. New workers can be hired in a contracted shop without any requirement that they join the union. Existing members are free to drop out during the life of the contract.

At the same time, the unions are compelled to protect and represent non-members and give them all the benefits of union membership.

"Right to work" backers made merry in the last ten years, getting the law on the books of 18 states, but they have suffered two severe setbacks in recent months.

One was a Supreme Court decision which said the laws do not apply to railroad employees. The second was the action of the Louisiana legislature in repealing that state's right to work law after a vigorous campaign by labor and the SIU in that state.

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.

REVIEW of TRIALS and APPEALS

December 15, 1955 — June 15, 1956

Membership-elected trial committees during the past six months in SIU ports throughout the Atlantic & Gulf District handled nine trials and one appeal of Seafarers.

All proceedings were conducted in strict accordance with the SIU constitution and are summarized below in accordance with SIU policy of keeping the membership fully informed. The current six month summary is the seventh that the LOG has printed.

SIU trial procedure as specified in the SIU constitution hews closely to the traditional pattern followed in courtrooms. Trial committees are composed exclusively of rank and file Seafarers, with Union officials barred from serving. The accuser must be present to confront the accused, and the accused is given full right of cross-examination of witnesses and to call witnesses in his own behalf. He can also call on other Union members to assist him, if they so desire, in preparing his defense.

Before the trial can begin the accused must be properly notified of the charges against him. The charges must be read at membership meetings to determine if they are brought properly under the constitution. The membership meetings also act on the findings of the trials and appeals committees.

The constitution specifies in detail the headings under which charges can be brought and sets limits on the penalties that can be imposed for the various offenses. Each accused member has an appeals procedure open to him from the findings of a trial committee; to a rank and file appeals committee also elected by the membership and to the international conventions.

Names of the accused and accusers are omitted for purposes of publication.

Trials

December 15, 1955
Accused: G-64; Accuser: W-3
Charges: Misconduct or neglect of duty aboard ship; failed to perform his duties and had to be paid off. On SS Neva West had fouled up and was fined \$50; on SS Genevieve Peterkin was logged and fired

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:

Luis Ramos, 39: A resident of Brooklyn, Brother Ramos died in Caracas, Venezuela, on May 9, 1956, while swimming at Ganango Beach. Sailing in the steward department, Brother Ramos joined the Union in New York in 1943. He leaves his wife, Josephin Ramos, of Brooklyn, New York.



Warren G. Whitmer, 33: On June 12, 1956, Brother Whitmer died in Baltimore, Maryland. Burial took place in Pleasant Valley Cemetery in Weyers Cave, Virginia. Brother Whitmer had been a Seafarer since 1955, joining in the Port of New York, and was sailing in the engine department. He is survived by his mother, Mary Esta Whitmer, of Staunton, Virginia.

Daniel Gilmore, 44: While in Venice, Italy, Brother Gilmore

drowned on April 28, 1956. Burial took place in the Cemetery of St. Michele in that city. Brother Gilmore had been sailing SIU ships since 1952, joined the Union in New Orleans and worked in the engine department. He is survived by his wife, Mrs. Frances Gilmore, of Bronx, New York.

James D. Thomas, 30: Brother Thomas died at sea aboard the SS George A. Lawson on March 18, 1956, of a cerebral hemorrhage. Brother Thomas had been sailing in the deck department since the latter part of 1945, joining the Union in Tampa, Florida. He is survived by his wife, Shirley Thomas, of New Orleans, La.



William N. Price, 62: Brother Price died on April 15, 1956, in the Charity Hospital in New Orleans, Louisiana. Place of burial is not known. Brother Price is survived by a brother, Henry G. Price, of Toccoa, Georgia.



for performing; on SS Marie Hamil was fired for performing after three days on ship.

December 15, 1955
Accused: PB-124; Accuser: W-203
Charges: Accused was overheard on pay phone in Union hall telling someone that the SIU was engaged in a labor dispute. He told this unknown person that he would keep him informed each day as to what the SIU's plans were that might affect the sailing of ships.

February 26, 1956
Accused: M-195; Accuser: M-7
Charges: Accused of being intoxicated for two days and failing to complete overtime sheets, thus denying men overtime for these days; accused of being drunk at payoff; accused of being incompetent and unable to carry out duties.

February 26, 1956
Accused: PB-15165; Accuser: B-4
Charges: 1—Deliberate failure to join ship; misconduct aboard ship; walked off ship; threatened to kill crewmembers; attacked a crewmember and had to be subdued. 2—Charged with bringing Union into disrepute.

April 19, 1956
Accused: L-265; Accuser: G-2
Charges: Deliberate failure to join ship after being dispatched to ship to stand midnight watch.

April 19, 1956
Accused: D-322; Accusers: G-76 and L-395
Charges: 1—Misconduct and neglect of duty aboard ship for seven straight days. Drunk on several occasions and refused to do work assigned to him. Pulled a knife in the messroom. 2—Negligent failure to join ship.

April 19, 1956
Accused: L-265; Accuser: G-2
Charges: Deliberate failure to join ship after being dispatched to ship to stand midnight watch.

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April 19, 1956
Accused: L-265; Accuser: G-2
Charges: Deliberate failure to join ship after being dispatched to ship to stand midnight watch.

much as this was first ship of new company and gave Union a black eye.

April 19, 1956
Accused: M-47; Accuser: G-2
Charges: Misconduct and neglect of duty. Drunk and unable to turn to on watch.

May 3, 1956
Accused: D-4; Accuser: G-2
Charges: Drunk aboard ship and being unable to perform his duties.

May 3, 1956
Accused: C-220; Accuser: W-3
Charges: Bringing the Union into disrepute by ill conduct. Accused did injury to Union by blasting the Union and its officials on repeated occurrences in gin mills.

May 3, 1956
Accused: D-322; Accusers: G-76 and L-395
Charges: 1—Misconduct and neglect of duty aboard ship for seven straight days. Drunk on several occasions and refused to do work assigned to him. Pulled a knife in the messroom. 2—Negligent failure to join ship.

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Accused: D-322; Accusers: G-76 and L-395
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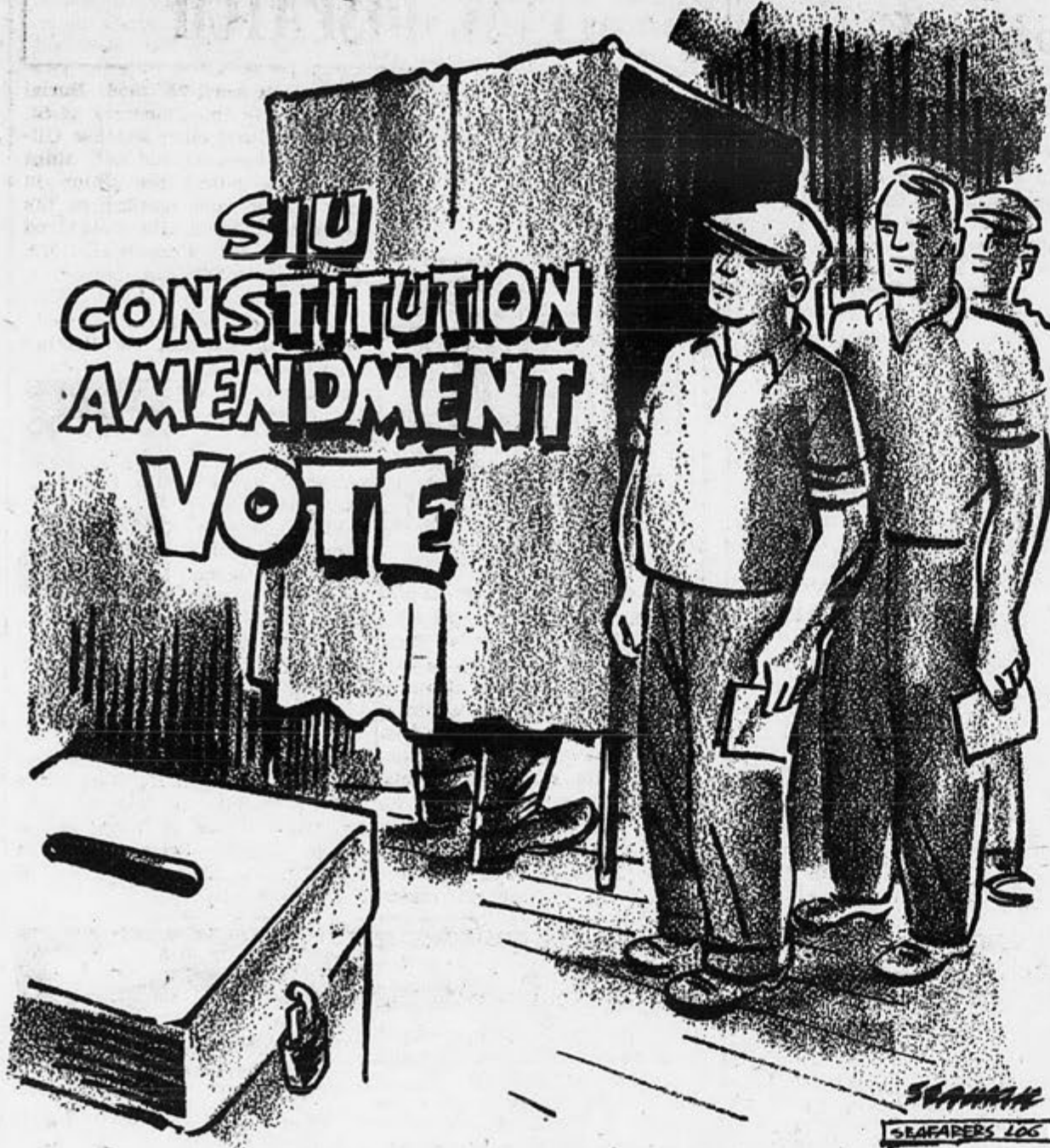
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Accused: D-322; Accusers: G-76 and L-395
Charges: 1—Misconduct and neglect of duty aboard ship for seven straight days. Drunk on several occasions and refused to do work assigned to him. Pulled a knife in the messroom. 2—Negligent failure to join ship.

Appeal

Appeal of PB-124
Appeal Committee: J. Zierels, Z-12; F. Lukhan, L-133; Harry Phillips, P-131; Matthew Stabile, S-634; Michael Miller, M-686; Juan Vega, V-46; C. Leader, L-6. Committee met on February 8, 1956. Appellant requested an adjournment until following day. Committee adjourned until requested time, but he did not appear. Findings: Uphold findings of trial committee.



# 'To Form A More Perfect Union!'



After four years of successful operation the SIU constitution will undergo some minor amendments, if the membership agrees by secret vote that the changes should be made. The amendments themselves represent a few refinements of the Union's election procedure. In the opinion of headquarters and a rank and file constitutional committee these refinements will establish further safeguards around the conduct of Union balloting and the voting rights of the membership.

The amendments then, will serve to strengthen the basic rights of Seafarers as originally written into the revised constitution back in 1952. They clarify, but do not alter the democratic procedures and safeguards which were incorporated in the constitution to govern all aspects of the Union's operations.

As is the normal procedure in the SIU, the disposition of these amendments will be decided in the current referendum. The individual Seafarer himself will rule on the issue behind the voting curtain after examining the proposed amendments and the recommendations of the constitution committee.

## Trials Report

The trials and appeals conducted under the constitution over the first six months of 1956 are fully reported on in this issue. Nine trials and one appeal took place during the period, continuing a record of relatively few violations of membership-adopted rules.

All that speaks well for the responsible outlook of the SIU membership both on ship and ashore in Union halls. It means that there are very limited instances of fouling up or other irresponsible actions on SIU ships. That in turn reflects the good conditions and benefits of the Union agreement which give Seafarers good reason to live up to their end.

All of the trials which took place were conducted by membership-elected rank and file committees in accordance with established courtroom procedure. The right to cross-examine, to present witnesses for the defense, to get assistance in preparing the defense, and the right of appeal are all incorporated in the SIU trial system.

Past experience has shown that the trials and appeals procedure has worked fairly in dealing with violations of Union rules. This good record can be expected to continue in light of the membership's restraint and the carefully-written procedures on trials outlined in the Union's constitution.

## Among Our Affiliates

The SIU Canadian District has purchased a building for a new union hall in Fort William, Ontario, at the head of the Great Lakes. The hall will be air-conditioned and have modern shipping and recreational facilities. The district already owns its own buildings in Montreal, Thorold, Vancouver and Toronto.

The SIU-affiliated Marine, Cooks and Stewards Union opened talks this week on quarters and manning scale for the SS LaGuardia, now undergoing conversion to an 800-passenger liner. About 200 steward jobs are involved on the California-Hawaii ship.

In the two and one-half years of its pension plan, the SIU-affiliated Sailors Union of the Pacific has pensioned 232 members. The average SUP retired member who is 65 years old or over receives \$88.17 per month. With Social Security he receives an average of \$83.32 additional.

## Make Checks To 'SIU-A&G'

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

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

# British Adopt New Type Rafts To Replace Boats



When cord is pulled, rubber dinghy inflates to this size. It is credited with several rescues.

An improved version of the self-inflating rubber liferaft has been approved for official use by the British Ministry of Transport on certain types of vessels and been adopted by a number of British steamship companies. It is claimed that the liferaft is superior to conventional lifeboats, being launched with ease and having good seaworthy qualities as well as a canopy arrangement to protect survivors from the sun and bad weather.

Thus far the use of the rubber rafts has been limited to fishing vessels and coastwise passenger and freight ships in sheltered waters. To date, they have been used in four fishing boat rescue operations and have proven their efficiency.

The most recent instance took place last April 20 off northern Scotland where the fishing trawler Osako sprang a leak. Another trawler, the Thessalonian, equipped with the rubber dinghies, came to her rescue.

### Force Seven Gale

With a force six to seven gale blowing and heavy swells running, it was considered too risky to launch lifeboats. The Thessalonian therefore launched two of its own dinghies while the distressed ship manoeuvred alongside them and the crew took them aboard. Subsequently, the Osako started leaking badly, so the crew climbed into the two ten-man dinghies and were picked up by the Thessalonian while the Osako went down.

Crewmembers praised the dinghies, particularly since they could be launched so easily and could bounce alongside the ship in rough seas without being damaged. Conventional lifeboats would have been very difficult to launch under the circumstances and faced

the danger of sinking from collision with the sides of the fishing vessel.

The rubber dinghies come in three different sizes to accommodate six, ten and 20 men respectively. The six and ten man sizes can be launched by one person, with two men required to handle the biggest size. The rafts are packed in a valise, so that all that has to be done is to throw them into the water and pull the operating cord.

The cord releases gas from a cylinder which inflates the dinghy within a few seconds. In the process, a protective, double-skinned canopy is erected. It has an orange top for rapid spotting.

## Money Due

### E. B. Harcastle

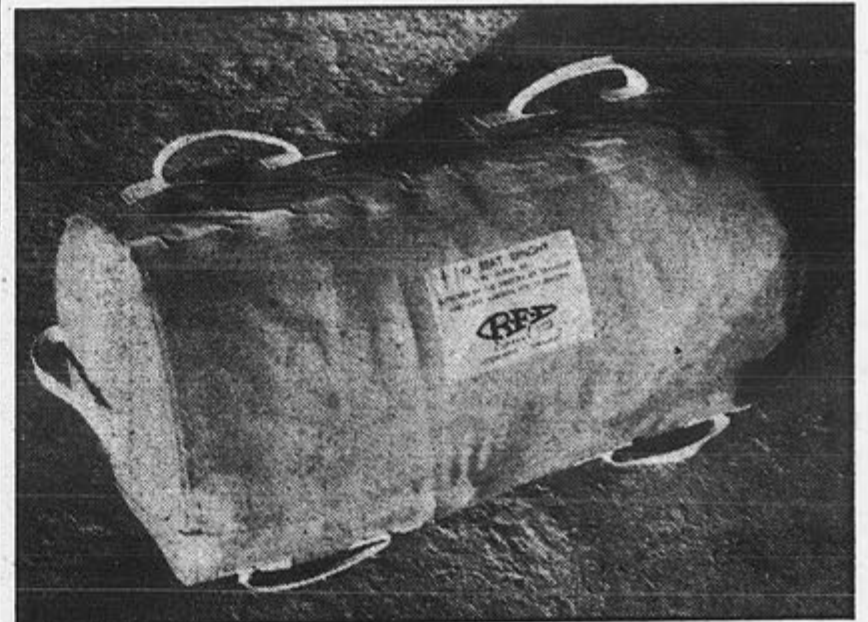
Check covering travel wages and subsistence from SS Lewis Emery, Jr., is being held by Victory Carrier's, 655 Madison Ave., New York 21, NY.

### Ernest S. Newhall

Check and voucher for travel wages and subsistence from SS George A. Lawson, voyage 15A, is being held at Pan Oceanic Navigation, 25 Broadway, New York, NY.

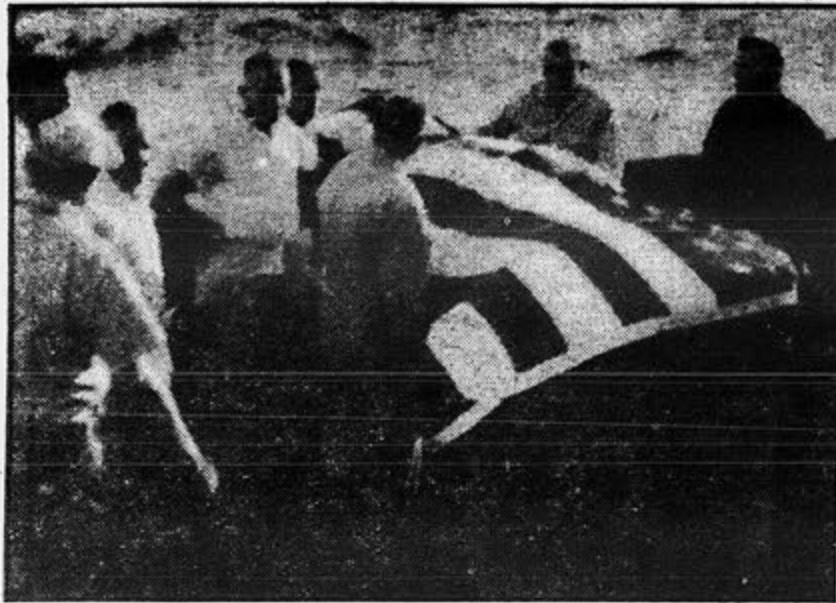
### Finn Durkee

Check covering overtime on SS Shinnecock Bay, voyage 19, can be obtained from the Veritas Steamship Company, 44 Wall St., New York, NY.



Ten-man rubber dinghy is shown in satchel form before being inflated. One man can handle it.





Part of SIU crew and delegates who served as pallbearers are shown at bier of Seafarer Prentice R. Brandon, who died on the Del Sol. Burial was four days out of Rio.

### DELEGATES ASSIST FINAL RITES FOR SIU VETERAN

Stricken with a heart attack while working out on deck aboard the Del Sol, Seafarer Prentice H. Brandon was buried at sea recently, about four days out of Rio off the northern coast of Brazil.

He passed away a short while following the attack, after all efforts to revive him failed. G. F. Fowler, ship's delegate, who notified the LOG, said "Brother Brandon was well liked by the whole crew, and was a good sailor and a good friend who will be missed by many Union brothers." He had been a member of the SIU since 1941.

One of the passengers, the Rev. Joseph H. Preston, a Baptist missionary, officiated at the services attended by all the crew. Burial took place at sea when Brandon's next of kin could not be located.

### SIU Newcomer



Just starting out in the world, Shirley Bonita Reeve, daughter of Seafarer Herbert Reeve, pumpman, sleeps off the summer heat at her Philadelphia home. She was born May 25th.

### Foc'sle Over Boiler Keeps Cooks Cookin'

Instead of the pots, the cooks are boiling over on the Camp Namanu these days in a foc'sle cleverly placed right over the ship's boiler room.

The result is the cooks get done before the eggs, especially in the tropic climes which they have been frequenting. Sympathetic fellow crewmen, agitated enough by their own troubles with the heat, report pretty harsh conditions in the cooks' room, which is said to be too small in addition to being too hot.

#### Urge Better Quarters

At a recent ship's meeting they recommended that better quarters be found for the cooks posthaste. "This room should be condemned as unfit to sleep in on all ships of this type," crewmen urged. The Camp Namanu is a war-built T-2 tanker.

"For the record," said one anonymous spokesman via the minutes, "we kept a thermometer in the room while we were in the tropics. It easily registered temperatures up to 98 degrees—with two fans working." SIU officials have promised to try and remedy the situation as soon as the ship reaches its first US port.

### In TB Hospital, Yearns For Sea

To the Editor:

I'm not a very good hand at writing, but I would like to locate two or three crewmembers who were with me aboard the Frederic C. Collin from April 11 to August 23, 1955. This was a grain run from Seattle to India, which paid off at Newport News, Va.

I've been here at the VA hospital in Kerrville, Texas, eight

also want to take this means of thanking the men who visited him at the hospital; namely, Tony Barto, who was his friend from the very first ship he took; Eddie Spradley, at whose home he was often a guest when ours was far from port; Mr. Mosely whom I never met, but, who, with his wife and children, made Curt an honored guest at a port in Florida, and others too numerous to mention.

#### Lauds SIU Officials

I will also never forget the SIU officials in the Baltimore hall. The SIU has a group of the best seamen in the country. I know, for we entertained many of those away from home at holiday season, when we lived in Baltimore. Home is now c/o General Delivery, Clintwood, Va.

Curt was a good seaman, loyal Union man and the best and kindest husband a woman could have.

Grace M. Borman

### 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.

months, and they seem to think I still have a long way to go. I sure would like to get to some place where I might at least see a little tugboat once in a while.

I see in the LOG where the SIU is taking another step forward which may keep a lot of brothers from getting in the same shape I'm in. I'm speaking of the SIU medical centers planned for several ports. I don't have any voice on things like that, but all the brothers should be 100 percent for it.

It sure is a morale-builder when the LOG comes here and I pass it along to some of the other patients. There are no sailors here, although there are a lot of would-be-seamen.

I greatly appreciate the SIU hospital benefits and I'm looking forward to my next ship. Lots of luck, health and happiness to all SIU brothers.

Billy R. Hill

### Asks Husband's Pals To Write

To the Editor:

I hope you will print this so that some of the seamen who shipped with my husband, Curt Borman, will see it and get in touch with me.

Curt passed away at the USPHS hospital in Baltimore last December 16. He had cancer and had been suffering for about seven months. He had been a member of the SIU since 1943, and loved the sea and the Union.

At the time of his death, several men owed him a little money. I know that if they knew how to get in touch with me they would pay it back when they have it, for that's the kind of fellows they are.

#### Shipped On DeSoto

It took all of the insurance to clear the debts. He shipped one solid year on the DeSoto so that I could have the best doctor money could buy, and sent me to the Mayo Clinic.

Six months previous to his illness I was operated on for a cancer from which I have never fully recovered. He then went back to sea on the Atlantic Water and that was his last ship.

I bought a new typewriter on time and am getting work to do at home; I am writing this in the hope that the boys will see it and, if he owes any of them, I would like to clear the debt also.

I would like to hear from the boys who shipped with him on the DeSoto and on the last trip he made. Some of them I have met personally and I've heard him talk about many others.

Hugh D. Fouché

### SEAFARERS IN THE HOSPITALS

#### USPHS HOSPITAL BALTIMORE, MD.

- |                   |                     |
|-------------------|---------------------|
| Terrell Adams     | Gorman T. Glaze     |
| G. E. Anderson    | Edward Huizenga     |
| Kenneth Bewig     | Ira H. Kilgore      |
| Edward Blevins    | Manuel Lourido      |
| Elmer L. Brown    | Francis H. Mason    |
| Francisco Bueno   | Phillip Navitsky    |
| Rosario Copani    | Gerardo Riviera     |
| Delaware Eldemire | Robert O. Smith     |
| T. C. Finnerly    | Florentino Teigeiro |
| Dolan D. Gaskill  | Harold Westphall    |
| Joseph Gill       | Joseph A. Williams  |

#### USPHS HOSPITAL BOSTON, MASS.

- |                |                   |
|----------------|-------------------|
| A. A. Barbaro  | Robert J. Gardner |
| K. D. Douglass | Joseph Garello    |
| John Fifer     |                   |

#### USPHS HOSPITAL GALVESTON, TEXAS

- |                    |                  |
|--------------------|------------------|
| Ernest C. Anderson | John E. Markopol |
| Alfred A. Hancock  | Concepcion Mejua |

#### 6TH DIST. TB HOSPITAL MOBILE, ALA.

- |                |  |
|----------------|--|
| David M. Baria |  |
|----------------|--|

#### USPHS HOSPITAL MOBILE, ALA.

- |                 |  |
|-----------------|--|
| William Havelin |  |
|-----------------|--|

#### USPHS HOSPITAL NEW ORLEANS, LA.

- |                    |                   |
|--------------------|-------------------|
| Claude F. Blanks   | William Paris     |
| Robert Brown       | William A. Perry  |
| Sebastian Carregel | Theodore Phelps   |
| Closie Coats       | Jerry Pontiff     |
| Floyd Cummings     | Winford Powell    |
| Chas. F. Dorrrough | Joseph A. Proulx  |
| William Driscoll   | Randolph Ratcliff |
| Jaime Fernandez    | Emigdio Reyes     |
| Clarence Graham    | Edward Samrock    |
| William Holland    | John Sercu        |
| Fred Holmes        | Wade H. Sexton    |
| Charles Jeffers    | Toefl Smiglelski  |
| Martin Kelly       | West A. Spencer   |
| Edward G. Knapp    | Lennie R. Tickle  |
| Leo H. Lang        | Luciano Toribio   |
| William Lawless    | James E. Ward     |
| Alex Martin        | Charles E. Wells  |
| James M. Mason     | David A. Wright   |

#### USPHS HOSPITAL SAN FRANCISCO, CALIF.

- |                  |                 |
|------------------|-----------------|
| Marcelo B. Belen | John J. Lefco   |
| Leonard G. Dower | Milton Reeves   |
| Charles Dwyer    | A. L. Wadsworth |
| M. M. Hammond    |                 |

#### USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY

- |                    |                    |
|--------------------|--------------------|
| Edmund Abualy      | Leonard Leidig     |
| Manuel Antonana    | Anthony D. Leva    |
| Edilio Aris        | Mike Lubas         |
| Fortunato Bacomo   | Joseph D. McGraw   |
| Wm. C. Baldwin     | Archibald McGuigan |
| Frank W. Bemrick   | H. F. MacDonald    |
| Frank T. Campbell  | Michael Machusky   |
| Wm. J. Connors     | Albert Martinelli  |
| E. T. Cunningham   | Vic Millazzo       |
| Walter L. Davis    | Joseph B. Murphy   |
| Emilio Delgado     | Ralph J. Palmer    |
| R. A. Douglas      | George C. Phifer   |
| John J. Driscoll   | James M. Quinn     |
| Robert E. Gilbert  | George E. Renale   |
| William Guenther   | D. F. Ruggiano     |
| Bart E. Gurantick  | G. E. Shumaker     |
| E. F. Halslett     | G. Sivertsen       |
| Talb Hassen        | Henry E. Smith     |
| Joseph Ifsits      | Karl Treilmann     |
| Thomas Isaksen     | Harry S. Tuttle    |
| Ludwig Kristiansen | Fred West          |
| Frank J. Kubek     | Norman West        |
| Frederick Landry   | Virgil E. Wilmoth  |
| James J. Lawlor    | Pon P. Wing        |
| Kaarel Leetmaa     | Chee K. Zai        |

#### USPHS HOSPITAL STATEN ISLAND, NY

- |                   |                    |
|-------------------|--------------------|
| Adrian Aarons     | John McWilliams    |
| Joseph S. Barron  | Jose L. Marrero    |
| George Carlson    | Thomas Moncho      |
| Joseph Clevenger  | Alonzo Morris      |
| Francisco Cornier | John F. Murphy     |
| Rafael Cuevas     | Telesforo Olivares |
| Horacio DaSilva   | Charles W. Palmer  |
| Irving Denobriga  | Aniceto Pedro      |
| Lucius DeWitt     | Benedetto Porcello |
| John Dovak        | Jose Quimera       |
| Newton Erington   | Harry W. Reisaner  |
| Phillip Frank     | Alfred Ridings     |
| Estell Godfrey    | George H. Robinson |
| Edward Hagen      | Jose Rodriguez     |
| James Higgins     | Robert P. Rogerson |
| Konstant Kain     | Frank A. Rossi     |
| Alfred Kaju       | Philip Sarkus      |
| Edward Kaznowski  | Richard Star       |
| Vladislav Kelpss  | Walter Snell       |
| Donald McShane    | Robert R. White    |

#### USPHS HOSPITAL NORFOLK, VA.

- |                   |                  |
|-------------------|------------------|
| Francis J. Boner  | Stephen Sceviour |
| Clarence A. Dowdy | John Zahil       |
| Thomas B. Harmon  |                  |

#### USPHS HOSPITAL SAVANNAH, GA.

- |                 |                    |
|-----------------|--------------------|
| T. P. Barbour   | Francis L. Finigan |
| Maximino Bernes | R. L. Johnson Jr.  |
| Jose Blanco     | Jimmie Littleton   |

#### USPHS HOSPITAL SEATTLE, WASH.

- |               |                  |
|---------------|------------------|
| L. Bosley     | Rudolph Johnson  |
| T. H. Hawkins | Robert L. Morrow |

#### USPHS HOSPITAL FORT WORTH, TEXAS

- |                |                 |
|----------------|-----------------|
| B. F. Deibler  | Rosendo Serrano |
| John C. Palmer |                 |

#### VA HOSPITAL ALBERQUERQUE, NM

- |                |  |
|----------------|--|
| Charles Burton |  |
|----------------|--|

#### VA HOSPITAL MEMPHIS, TENN.

- |               |  |
|---------------|--|
| Billy R. Hill |  |
|---------------|--|

#### VA HOSPITAL DURHAM, NC

- |               |  |
|---------------|--|
| Oscar Pearson |  |
|---------------|--|

#### USPHS HOSPITAL LEXINGTON, KY.

- |                     |  |
|---------------------|--|
| Schuyler J. Pierson |  |
|---------------------|--|

#### VA HOSPITAL CORAL GABLES, FLA.

- |                |  |
|----------------|--|
| Ernest H. Webb |  |
|----------------|--|

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

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**LEWIS EMERY JR.** (Victory Carriers), June 17—Chairman, P. VanMulligan; Secretary, D. Rivers. Asked for satisfactory agreement concerning repairs and stores before signing on or off. Storeroom to be sprayed. Cots needed. No master certificates on board. Repair list to be turned in.

**MARYMAR** (Calmar), June 23—Chairman, H. Guinier; Secretary, R. Robbins. Ship's delegate left ship in Baltimore. Ship's fund \$15.05. New delegate elected.

**CALMAR** (Calmar), June 16—Chairman, T. Jackson; Secretary, B. Hoffman. New reporter elected. Report to be sent to Seattle hall concerning beef about pantryman who got off at Newport. Last man on standby to

came aboard in Sasebo. 136 hours disputed for second pantryman. SIU reports read and accepted. Crew to dress properly in messrooms.

**REBECCA** (Maritime), June 10—Chairman, A. Kessen; Secretary, T. Thompson. Ship's fund \$8.00. SIU report read and accepted. New delegate and treasurer elected. Requested spare washing machine so as to have one for work clothes and one for white clothes and dress apparel. Ship to be fumigated.

**ALCOA POLARIS** (Alcoa), June 18—Chairman, R. Schwarz; Secretary, J. Hannan. Water is scarce. Fruit to be purchased in Paramaribo. One man missed ship in New Orleans. Ship's fund \$70.04. SIU report read and accepted.

**AUBURN** (Alba), June 14—Chairman, R. High; Secretary, T. Savage. Special meeting called due to performing in crew. Discussion regarding men fouling up. Anyone unable to perform duties to be brought up on charges.

**ALCOA POLARIS** (Alcoa), July 1—Chairman, J. Croton; Secretary, J. Dammon. Purchased radio from ship's fund—\$100.00. More fruit to be ordered in Trinidad.

**FAIRISLE** (Pan Atlantic), July 1—Chairman, B. Varn; Secretary, T. Smith. Ship's fund \$8.00. Report accepted. New delegate and treasurer elected. Gloves and balls purchased for softball team and games scheduled for New Orleans and Panama City. Collection proposed for porch glider for after deck. Swings to be purchased in New Orleans. Steward asked cooperation on linen change, night lunch and black gang coffee.

**QUEENSTON HEIGHTS** (Mar Trade Corp.), June 24—Chairman, E. Ray; Secretary, S. Johnson. One brother hospitalized in Singapore. Communications and LOGS received, no overtime sheets. Letter received stating men need not send in discharges to headquarters for vacation pay but to hold same until vessel returns to the US. Supply of milk to be taken in Manila before proceeding to Bataan. Endeavor to get US dollars for draw in Guam. Poop deck awning received. Ship's fund \$12.00. Reports accepted. Ten dollars donated from arrival pool to ship's fund. Fire hoses needed to take on water in order that regular hoses along catwalk fore and aft may be left intact in case of fire and emergencies. Visitors to be kept off ship while in the Philippines.

**STEEL DESIGNER** (Isthmian), May 29—Chairman, W. Collard; Secretary, W. Pedlar. One brother hospitalized in New Orleans. Gear taken off at pilot station and turned over to agent. Reports accepted. Repair list from last trip not turned in. Supplementary repair list to be turned in in San Francisco. Laundry to be left clean after using.

**ALCOA POLARIS** (Alcoa), June 14—Chairman, J. Merton; Secretary, W. Kitcher. Ship's fund \$42.00. Pantry to be left clean at all times.

**DEL MAR** (Mississippi), July 1—Chairman, G. Perdreauville; Secretary, R. J. Kipp. Several logs last trip, some lifted. Ship's secretary-reporter to attend safety meetings. Draws to be obtained during designated time. Reported delays in restoring electric power after failures because engineers refuse to pay electricians overtime. New secretary-reporter elected. Ship's fund \$70.32. New delegate elected. Suggestion that 10 percent of all raffles and arrival pools be donated to ship's fund and to be used for sick members, repatriates, magazines and books, movie rentals, etc.

**INES** (Bull), July 2—Chairman, J. Evans; Secretary, E. Rosado. Question about cigarettes. Secretary-reporter and treasurer elected. Few hours disputed overtime. Less coffee to be consumed by black gang. Fan needed in laundry room. Electrician to install one.

**ALCOA PATRIOT** (Alcoa), June 14—Chairman, M. Townsend; Secretary, D. Knapp. Ship's fund \$104.22. Bought new TV antenna. Some disputed overtime. Reports accepted. Treasurer elected.

**ANNISTON** (Ace), June 3—Chairman, A. Sirignano; Secretary, P. Huggins. American money to be issued as long as it lasts. Mattress and cigarette situation taken care of. New delegate elected. Washing articles to be placed in laundry. All excess linen to be returned. Schedule posted for cleaning laundry and recreation room.

**BARBARA FRIETCHIE** (Liberty Navigation), June 3—Chairman, J. Jelleffe; Secretary, O. Payne. All repairs made except lockers. Request ship be put on subsistence and galley closed while loading grain because of unsanitary condition created by dust. Messroom and pantry to be kept clean. Urge care in using washing machine. Drinking water to be colder. Night lunch to be put out in whole pieces for trial.

**ALCOA PATRIOT** (Alcoa), May 13—Chairman, E. Grady; Secretary, J. McCaslin. Ship's fund \$121.75. Reports accepted. New delegate elected.

**MAE** (Bull), June 14—Chairman, C. Hostefetter; Secretary, W. Morris Jr. Question about time involved when cleaning and defrosting meat boxes. Ship's fund \$13.66. Reports accepted. New electric refrigerator needed. Extra motor for ventilating blower needed. Extra bucket and soap powder needed by engine crew. Present supply of soap powder insufficient. Check on progress made on safety gangway. Clarifications needed.

## Digest Of SIU Ship Meetings

clean pantry and messhall. Suggestion to start ship's fund.

**CUBORE** (Ore), June 21—Chairman, L. McNair; Secretary, B. Anderson. All repairs made. Cots to be issued by captain. Wind chutes to be referred to patrolman. Report accepted. Drying room to be kept closed. All cups to be returned to pantry. Galley not to be used for passageway.

**LEWIS EMERY JR.** (Victory Carriers), April 29—Chairman, Neil Abernathy; Secretary, D. Rivers. All repairs to be done in Houston. Sufficient stores to be put aboard in final port of discharge. New delegate elected. Cigarette butts not to be thrown in showers. Recreation room to be cleaned by each department. Drinking glasses not to be put in sink.

**ROBIN TUXFORD** (Seas Shipping), June 10—Chairman, A. Reasko; Secretary, J. Misner. One crewmember involved in some trouble in Lourenco Marques, performing on ship. No charges to be preferred against member, delegate to confer with captain. Ship's fund \$27.00. New treasurer elected. Some disputed overtime. More stores needed, particularly flour, assorted dry cereals, mixed juices. Night lunch requested.

**ROBIN GRAY** (Seas Shipping), June 17—Chairman, J. Lapointe; Secretary, E. Watson. Rumors regarding selling of ship. Two men in ship's hospital awaiting transfer to hospital in Lourenco Marques. Ship's fund \$13.75. Few hours disputed overtime. New washing machine needed. Each department to report needed repairs.

**ALCOA RANGER** (Alcoa), June 9—Chairman, V. Douglas; Secretary, A. Carpenter. Headquarters reports read and accepted. Delegate to be changed every two trips. Bunks to be checked as clothes are getting torn and people getting scratched. Washing machine to be turned off after use.

**SEATRAN SAVANNAH** (Seatrains), June 18—Chairman, A. Mauffray; Secretary, E. Hansen. Sailed short one man from New York and also one man short from Savannah. Repair list to be passed on. Discussion on new shipping rules. Ship's fund \$63.22. Spent \$10.53 for TV parts. Communications read and accepted. Discussion on porthole dogs.

**MV PONCE** (Ponce Cement), June 22—Chairman, D. Rose; Secretary, G. Knowles. Overtime beef to be settled by patrolman. Ship's fund \$11.75.

**STEEL APPRENTICE** (Isthmian), June 17—Chairman, J. Ohannasian; Secretary, J. Johnson. Crew requested to send pictures or story suggestions to LOG. Foc'sles sougeed and painted. Decks to be painted and all rooms to be sougeed. Water to be checked by Public Health Department.

**SUNION** (Kea), June 17—Chairman, V. Rizuto; Secretary, C. Storey. One man missed ship at Aden; replacement signed on in Karachi, Pakistan. One man hospitalized in Centa, Spanish Morocco. Saloon mess man reported binoculars and two pairs of slacks missing. Ship to be fumigated. Crew recommended steward get off the ship.

**ALCOA RANGER** (Alcoa), June 9—Chairman, V. Douglas; Secretary, A. Carpenter. Union reports read and accepted. Delegate to be changed every two trips. Bunks to be checked.

**SEATRAN NEW YORK** (Seatrains), June 7—Chairman, J. Broad; Secretary, I. Peacock. Ship's fund \$11.10. Reports read and accepted. Wrote letter to company about milk. Discussed donations for TV.

**CITY OF ALMA** (Waterman), June 13—Chairman, J. Gellatly; Secretary, J. Shearer. Repair lists to be made up. Ship's fund \$21.65. Union reports read and accepted.

**FEDERAL** (Transiger), June 10—Chairman, M. Lipkin; Secretary, A. Maskin. Two men hospitalized in Sasebo and one man in Singapore. Tapjks to be cleaned and new washing machine to be purchased. Ship's fund 19,400 yen. Men asked to donate 1,000 yen to fund. Four new men

## Underwater Maneuvers

—By Seafarer Norman Lightell



"WHO FORGOT THE DAMN PLUG...?"

### Sign Painter



Getting set to paint some new signs around the ship, Bosun Zenon R. Rivera plays ABC with stencil letters to line up the job. Photo by R. J. Burton, ship's reporter, on the Alcoa Runner. An SIU oldtimer, Rivera is a well-known and well-liked crewmember, says Burton.

## None But The Lonely Hearts On Seastar?

Unaccustomed to such tributes, Seafarer William "Moon" Mullins was a bit put-out when he was secretly elected "president" of the "Lonely Hearts Club" on the Seastar. Duly notified of this honor by fellow crewmen, he let out a howl that could be heard all over the ship.

The notification came unexpectedly, when Mullins opened the door of his foc'sle one morning. Reposing on the door was a huge silk heart with his new-found title chalked above it. Since he was somewhat agitated at the time, he might be pardoned for the roar of indignation he expressed at the sight.

### Lots Of Horseplay

Horseplay like this seems to abound on the Seastar and ship's reporter J. J. Rutter, wiper, noted that the tomfoolery helps to pass the time. Each department shares in it, "making the trip anything but boring." Bound from Philadelphia to Alexandria, Egypt, with a load of grain, and then due to load up at the ore docks and return to Balti-

more, the Seastar had a long trip ahead.



Klepeis

ert Morrisette and prepared by such stalwarts of the galley as chief cook R. Acevedo and 3rd cook Mike Klepeis.

"Unloading time in Egypt is expected to be from ten to 15 days and many beach parties are in the making," Rutter added.

"Many old acquaintances are being renewed between such old salts as P. 'Jiggs' Jeffers, H. 'Frenchy' Robbin Jr., Eddie Parr, 'Muscadoodler' Paul Rogasch and 'Wild Bill' Healy. It's a rollicking crew composed of one half New Orleans men and one half from Philadelphia."

Jeffers is ship's delegate, R. Kyle the deck delegate, F. Hurd, black gang, and J. McCree for the steward department.

## CHELSEA TOWELS VANISH, BECOME INDIAN TURBANS

Those turbans worn by the native launchmen in Quilon, India, weren't turbans at all, steward Bob Kiedinger on the SS Chelsea decided recently.

His deductions were strongly reinforced by the evidence: (1) the turbans looked a little too much like ships' linen for it to be a coincidence, and (2), linen supplies seemed to be running short.

Putting it all together, Kiedinger addressed a special ship's meeting in the south Indian port to advise crewmembers they might have to finish out the voyage using damp Kleenex after their showers if the linen supply got any lower. He urged them to be on the lookout for possible pilfering.

### Favored By Launchmen

Launchmen provided by the company agents in Quilon began appearing in the terrycloth headgear soon after the ship arrived. How the boatmen and the towels got together is not known. But anybody want some genuine Indian turbans . . . cheap?

## Coe Victory In Full Control



The situation seems to be well in hand, with the black gang from the Coe Victory out in force at this nightspot in Bremerhaven, Germany. The menfolk (l to r) are R. Cole, chief engineer; Leo Fehrer, FWT, and V. E. Keene, wiper. The frau-leins aren't identified, but the ratio seems just about right. Keene sat in the picture.



# SIU Constitutional Committee Report

We, the undersigned, duly elected Constitutional Committee, elected at the regular membership meeting of June 27, 1956, at Headquarters, as per Article XXVII, Section 2, of our Union Constitution, to study, and report on, the constitutional amendments that were proposed at the regular membership meetings of all Ports on June 27th, 1956, make this report to the membership.

The proposed constitutional amendments have been studied in their entirety by this Committee. They are as follows:

**1. Article X, Sec. 1(d), is amended by changing the next to the last paragraph thereof to read, as follows:**

"At the first regular meeting in August of every election year, the Secretary-Treasurer shall submit to the membership a pre-balloting report. This report shall recommend the number and location of Ports, the number of Assistant Secretary-Treasurers and Agents, and the number of Port Patrolmen which are to be elected for each Port. It shall also recommend a bank, a bonded warehouse, a regular officer thereof, or any other similar depository, to which the ballots are to be mailed or delivered at the close of each day's voting, except that the Secretary-Treasurer may, in his discretion, postpone the recommendation as to the depository until no later than the first regular meeting in October."

**2. Article XI, Sec. 1, is amended to read, as follows:**

"Section 1. The following elected officers and jobs shall be held for a term of two years:

Secretary-Treasurer  
Assistant Secretary-Treasurer  
Port Agent  
Patrolman

The term of two years set forth herein is expressly subject to the provisions for assumption of office as contained in Article XIII, Sec. 6(c), of this Constitution."

**3. Article XII, Sec. 1(b), is amended to read, as follows:**

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

**4. Article XIII, Sec. 2(a), is amended by changing the first sentence thereof to read, as follows:**

"A Credentials Committee shall be elected at the first regular meeting in September of the election year, at the Port where Headquarters is located."

**5. Article XIII, Sec. 3(d), is amended to read, as follows:**

"(d) No member may vote without displaying his Union Book, in which there shall be placed an appropriate notation of the date and of the fact of voting, both prior to being handed a ballot. A ballot shall then be handed to the member who shall thereupon sign his name on a roster sheet (which shall be kept in duplicate), together with his book number, and ballot number. The portion of the ballot on which the ballot number is printed shall then be removed, placed near the roster sheet, and the member shall proceed to the voting site."

**6. Article XIII, Sec. 3(g), is amended to read, as follows:**

"(g) Voting shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the city in which the Port affected is located. If November 1st or December 31st falls on a Sunday or on a holiday legally recognized in a Port in the city in which that Port is located, the balloting period in such Port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, voting in all Ports shall com-

mence at 9:00 AM, and continue until 5:00 PM, except that, on Saturdays, voting shall commence at 9:00 AM and continue until 12 Noon, and, on regular meeting days, voting shall commence at 9:00 AM and continue until 7:30 PM."

**7. Article XIII, Sec. 4(a), is amended to read, as follows:**

"(a) Each Port shall elect, prior to the beginning of the voting on each voting day, a Polls Committee, consisting of three members. For the purpose of holding a meeting for the election of a Polls Committee only, and notwithstanding the provisions of Article XXIV, Section 2, or any other provision of this Constitution, five (5) members shall constitute a quorum for each Port, with the said meeting to be held between 8:00 AM and 9:00 AM, with no notice thereof required. It shall be the obligation of each member wishing to serve on a Polls Committee, or to observe the election thereof, to be present during this time period. It shall be the responsibility of the Port Agent to see that the meeting for the purpose of electing the said Polls Committee is called, and that the minutes of the said meeting are sent daily to Headquarters. In no case shall voting take place unless a duly elected Polls Committee is functioning."

**8. Article XII, Sec. 4(b), is amended to read, as follows:**

"(b) The duly elected Polls Committee shall collect all unused ballots, the voting rosters, the numbered stubs of those ballots already used, the ballot box or boxes, and the ballot records and files kept by the Port Agent. It shall then proceed to compare the serial numbers and amounts of stubs with the number of names and corresponding serial numbers on the roster, and then compare the serial number and the amounts of ballots used with the verification list, as corrected, and ascertain whether the unused ballots, both by serial numbers and amount, represent the difference between what appears on the verification list, as corrected, and the ballots used. If any discrepancies are found, a detailed report thereon shall be drawn by the Polls Committee finding such discrepancies, which report shall be in duplicate, and signed by all the members of such Polls Committee. Each member of the Committee may make what separate comments thereon he desires, provided they are signed and dated by him. A copy of this report shall be given the Port Agent, to be presented at the next regular meeting. A copy shall also be simultaneously sent to the Secretary-Treasurer, who shall cause an investigation to be made forthwith. The results of such investigation shall be reported to the membership as soon as completed, with recommendations by the Secretary-Treasurer. A majority vote of the membership shall determine what action, if any, shall be taken thereon, with the same effect as indicated in Article I."

**9. Article XIII, Sec. 4(e), is amended to read, as follows:**

"(e) In order to maintain the secrecy and accuracy of the ballot, and to eliminate the possibility of errors or irregularities in any one day's balloting affecting all the balloting in any port, the following procedure shall be observed:

At the end of each day's voting, the Polls Committee, in the presence of any member desiring to attend, provided he observes proper decorum, shall open the ballot box or boxes, and place all of that day's ballots therein in an envelope, or envelopes, as required, which shall then be sealed. The members of the Polls Committee shall thereupon sign their names across the flap of the said envelope or envelopes, with their book numbers next to their signatures. The Committee shall also place the date and name of the Port on the said envelope or envelopes, and shall certify, on the envelope or envelopes, that the ballot box or boxes were opened publicly, that all ballots for that day only were removed, and that all of those ballots are enclosed in the envelope or envelopes dated for that day and voted in that Port. The Polls Committee shall check the rosters, and any other records they deem appropriate, to insure the foregoing. At the discretion of Headquarters, official envelopes may be prepared for the purpose of enclosing the ballots and the making of the aforesaid certification, with wording em-

bodying the foregoing inscribed thereon, in which event, these envelopes shall be used by the Polls Committee for the aforesaid purpose. Nothing contained herein shall prevent any member of a Polls Committee from adding such comments to the certificate as are appropriate, provided the comments are signed and dated by the member making them. The envelope or envelopes shall then be placed in a wrapper or envelope, which, at the discretion of Headquarters, may be furnished for that purpose. The wrapper or envelope shall then be securely sealed and either delivered, or sent by certified or registered mail, by the said Polls Committee, to the depository named in the pre-election report adopted by the membership. The Polls Committee shall not be discharged from its duties until this mailing is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

The Polls Committee shall also insure that the ballot box or boxes are locked and sealed before handing them back to the Port Agent, and shall place the key or keys to the boxes in an envelope, across the flap of which the members of the Committee shall sign their names, book numbers, and the date, after sealing the envelope securely. In addition to delivering the key and ballot box or boxes as aforesaid, the Polls Committee shall deliver to the Port Agent one copy of each of the roster sheets for the day, the unused ballots, any reports called for by this Section 4, any files that they may have received, and all the stubs collected both for the day and those turned over to it. The Port Agent shall be responsible for the proper safeguarding of all the aforesaid material, shall not release any of it until duly called for, and shall insure that no one illegally tampers with the material placed in his custody. The remaining copy of each roster sheet used for the day shall be mailed by the Polls Committee to Headquarters, by certified or registered mail or delivered in person."

**10. Article XIII, Sec. 5(a), is amended to read, as follows:**

"(a) On the day the balloting in each Port is to terminate, the Polls Committee elected for that day shall, in addition to their other duties hereinbefore set forth, deliver to Headquarters, or mail to Headquarters (by certified or registered mail), all the unused ballots, together with a certification, signed and dated by all members of the Committee that all ballots sent to the Port and not used are enclosed therewith, subject to the right of each member of the Committee to make separate comments under his signature and date. The certification shall specifically identify, by serial number and amount, the unused ballots so forwarded. In the same package, but bound separately, the Committee shall forward to Headquarters all stubs collected during the period of voting, together with a certification, signed by all members of the Committee, that all the stubs collected by the Committee are enclosed therewith, subject to the right of each member of the Committee to make separate comments under his signature and date. The said Polls Committee members shall not be discharged from their duties until the forwarding called for hereunder is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

**11. Article XIII, Sec. 5(b), is amended to read, as follows:**

"(b) All forwarding to Headquarters, called for under this Section 5, shall be to the Union Tallying Committee, at the address of Headquarters. In the event a Polls Committee cannot be elected or cannot act on the day the balloting in each Port is to terminate, the Port Agent shall have the duty to forward the material specifically set forth in Section 5(a) (unused ballots and stubs) to the Union Tallying Committee which will then carry out the functions in regard thereto of the said Polls Committee. In such event, the Port Agent shall also forward all other material deemed necessary by the Union Tallying Committee to execute those functions.

All certifications called for under this Article XIII shall be deemed made according to the best knowledge, information, and belief of those required to make such certifications."

**12. Article XIII, Sec. 5(c), is amended to read, as follows:**

"(c) The Union Tallying Committee shall consist of 14 members. Six shall be elected from Headquarters Port, and two shall be elected from each of the four ports of Baltimore, Mobile, New Orleans, and San Francisco. The six to be elected from Headquarters Port shall consist of two from each of the three departments of the Union. The others shall be elected without regard to department. The election shall be held at the last regular meeting in December of the election year. No Officer, Port Agent, Patrolman, or candidate for office, or the job of Port Agent or Patrolman, shall be eligible for election to this Committee. In addition to its duties hereinbefore set forth, the Union Tallying Committee shall be charged with the tally of all the ballots and the preparation of a closing report setting forth in complete detail, the results



of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, verification lists, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts, and with each total broken down into Port totals. The Tallying Committee shall be permitted access to the election records and files of all Ports, which they may require to be forwarded for inspection at its discretion. The report shall clearly detail all discrepancies discovered, and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

"The Tallying Committee is also charged with the receipt and evaluation of written protests by any member who claims an illegal denial of the right to vote. If it finds the protest invalid, it shall dismiss the protest and so inform the protesting member, by wire, on the day of dismissal. If it finds the protest valid, the Committee shall order a special vote, to be had no later than within the period of its proceedings, on such terms as are practical, effective, and just, but which terms, in any event, shall include the provisions of Section 3(c) of this Article and the designation of the voting site of the Port most convenient to the protesting member. Where a special vote is ordered in accordance with this Section 5(c), these terms shall apply, notwithstanding any provisions to the contrary contained in this Article. Protests may be made only in writing and must be received by the Union Tallying Committee during the period of its proceedings. The reports of this Committee shall include a brief summary of each protest received, the name and book number of the protesting member, and a summary of the disposition of the said protest. The Committee shall take all reasonable measures to adjust the course of its proceedings so as to enable the special vote set forth in this Section 5(c) to be completed within the time herein specified. No closing report shall be made by it unless and until the special votes referred to in this Section 5(c) shall have been duly completed and tallied."

**13. Article XIII, Sec. 5(d), is amended to read, as follows:**

"(d) The members of the Union Tallying Committee shall proceed to Headquarters Port as soon as possible after their election but, in any event, shall arrive at Headquarters Port prior to the first business day after December 31 of the election year. Each member of the Committee not elected from Headquarters Port shall be reimbursed for transportation, meals, and lodging expense occasioned by their traveling to and returning from Headquarters Port. All members of the Committee shall also be paid at the prevailing standby rate of pay from the day subsequent to their election to the day they return, in normal course, to the Port from which they were elected.

"The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. Decisions as to special votes, protests, and the contents of the final report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at nine (9). The Union Tallying Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain the ballots from the depository immediately after the termination of balloting and to insure their safe custody during the course of the Committee's proceedings. The proceedings of this Committee, except for the actual preparation of the closing report and dissents therefrom, if any, shall be open to any member, provided he observes decorum. In no event shall the issuance of the hereinbefore referred to closing report of the Tallying Committee be delayed beyond the January 15th immediately subsequent to the close of voting."

**14. Article XIII, Sec. 5(f), is amended to read, as follows:**

"(f) At the Election Report meeting, there shall be taken up the discrepancies, if any, referred to in Section 5(c) of this Article and the recommendations of the Tallying Committee submitted therewith. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution, shall be taken thereon, which action, however, shall not include the ordering of a special vote unless the reported discrepancies affect the results of the vote for any office or job, in which event, the special vote shall be restricted thereto. A majority of the membership, at the Election Report meeting, may order a recheck and a recount when a dissent to the closing report has been issued by three or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 5(f), the closing report shall be accepted as final."

**15. Article XIII, Sec. 5(g), is amended to read, as follows:**

"(g) A special vote ordered pursuant to Sec. 5(f) must take place and be completed within seven (7) days after the Election Report meeting, at each Port where the discrepancies so acted upon took place. Subject to the foregoing, and to the limits of the vote set by the membership, as aforesaid, the Port agents in each Port shall have the functions of the Tallying Committee as set forth in Section 5(c), insofar as that section deals with the terms of such special vote. The Secretary-Treasurer shall make a sufficient amount of the usual balloting material immediately available to Port Agents, for the purpose of such special vote. Immediately after the close thereof, the Port Agent shall summarize the results and communicate them to the Secretary-Treasurer. The ballots, stubs, roster sheets, and unused ballots pertaining to the special vote shall be forwarded to Headquarters, all in the same package, but bound separately, by the most rapid means practicable,

but, in any case, so as to reach Headquarters in time to enable the Secretary-Treasurer to prepare his report as required by this Section 5(g). An accounting and certification, made by the Port Agent, similar to those required of Polls Committees, shall be enclosed therewith. The Secretary-Treasurer shall then prepare a report containing a combined summary of the results, together with a schedule indicating in detail how they affect the Union Tallying Committee's results, as set forth in its closing report. The form of the latter's report shall be followed as closely as possible. Two (2) copies shall be sent to each Port, one copy of which shall be posted. The other copy shall be presented at the next regular meeting after the Election Report meeting. If a majority vote of the membership decides to accept the Secretary-Treasurer's report, the numerical results set forth in the pertinent segments of the Tallying Committee's closing report shall be deemed modified accordingly, and, as modified, accepted and final. If the report is not accepted, the numerical results in the pertinent segments of the Tallying Committee's closing report shall be deemed accepted and final without modification.

If ordered, a recheck and recount, and the report thereon by the Union Tallying Committee, shall be similarly disposed of, and deemed accepted and final, by majority vote of the membership at the regular meeting following the Election Report meeting. If such recheck and recount is ordered, the Union Tallying Committee shall be required to continue its proceedings correspondingly.

**16. Article XIII, Sec. 6(a), is amended to read, as follows:**

"(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. These determinations shall be made only from results deemed final and accepted as provided in this Article. It shall be the duty of the Secretary-Treasurer to notify each individual elected."

**17. Article XIII, Sec. 6(c), is amended to read, as follows:**

"(c) The duly elected Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, and Port Patrolmen shall take over their respective offices and jobs, and assume the duties thereof, at midnight of the night of the Election Report meeting, or the next regular meeting, depending upon at which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at, that time, notwithstanding anything to the contrary contained in Article XI, Sec. 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected Secretary-Treasurer to assume office, the provisions of Article X, Section 2(a), as to succession shall apply until such office is assumed. If he does not assume office within 90 days, the line of succession shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership."

**18. Article XXVII, Sec. 2, is amended to read as follows:**

"Section 2. When a proposed amendment is accepted by a majority vote of the membership, it shall be referred to a Constitutional Committee in the Port where Headquarters is located. This Committee shall be composed of six members, two from each Department and shall be elected in accordance with such rules as are established by a majority vote of that Port. The Committee will act on all proposed amendments referred to it. The Committee may receive whatever advice and assistance, legal or otherwise, it deems necessary. It shall prepare a report on the amendment together with any proposed changes or substitutions or recommendations, and the reasons for such recommendations. The latter shall then be submitted to the membership by the Secretary-Treasurer. If a majority vote of the membership approves the amendment as recommended, it shall then be voted upon, in a yes or no vote by the membership of the Union by secret ballot in accordance with the procedure outlined in Article XIII, Section 3(b) through Section 5, except that, unless otherwise required by a majority vote

of the membership at the time it gives the approval necessary to put the referendum to a vote, the Union Tallying Committee shall consist of six (6) members, two from each of the three (3) departments of the Union, elected from Headquarters Port. The amendment shall either be printed on the ballot, or if too lengthy, shall be referred to on the ballot. Copies of the amendment shall be posted on the bulletin boards of all Ports and made available at the voting site in all Ports."

This Committee reports as follows:

1. We found the proposed amendments improve the election procedure by adding provisions of great benefit to the voting members. They also eliminate "lame duck" periods; they call for an official depository such as a bank or similar depository, in which the ballots are placed each night; and they provide for outport participation in the final tally.

2. We find that the proposed amendments are satisfactory and to the benefit of the membership. We propose only two changes which are these:

With respect to the qualification provisions, we recommend that Section 1 (a) and Section 1 (b) of Article XII, be amended so as to make it clear that the seetime set forth therein be unlicensed seetime. In that way, it would insure that those who run for office must have experience in the jobs occupied by our membership.

Accordingly, we propose that Section 1 (b) of Article XII (Item 3 in the above proposals) be further amended to read as follows:

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

We propose further that a new item be added to the proposed amendments, changing Article XII, Section 1 (a), to read as follows:

"(a) He has at least three (3) years of seetime, in an unlicensed capacity, aboard an American Flag merchant vessel or vessels; if he is seeking the job of Patrolman or Assistant Secretary-Treasurer in a specified department, this seetime must be in that department, and"

With these changes, we recommend the adoption of the amendments in their entirety, and that they be placed upon the ballot in their entirety, and voted in accordance with Article XXVII of the Constitution. We particularly recommend adoption of the other voting details set forth herein.

3. The voting shall commence on Thursday, 9 AM, July 12, 1956, and shall continue, Sundays and holidays excepted, through August 8, 1956.

4. Voting shall commence at 9 AM and end at 5 PM, Mondays through Fridays, and commence at 9 AM and end at 12 Noon Saturdays, with the exception of July 25 and August 8, when voting shall be until 7:30 PM.

5. Polls Committees shall be elected and shall supervise the voting in ports in the same manner as in an election of officers, port agents and patrolmen. No voting shall take place unless a duly elected Polls-Committee is functioning.

6. Port Tallying Committees shall be elected at the August 8, 1956, meeting, the tallying committee of Headquarters Port to be the Headquarters Tallying Committee, and shall commence their tallying immediately. They shall then send their tally, along with the required certifications, to the Headquarters Tallying Committee, if not in person, then by registered, airmail, special delivery.

7. Tallies shall be made as in an election of officers, port agents, and patrolmen. The ballots shall be in the usual form.

8. The voting shall be on this question: "Do you approve the above constitutional amendments," and shall be a yes-or-no vote.

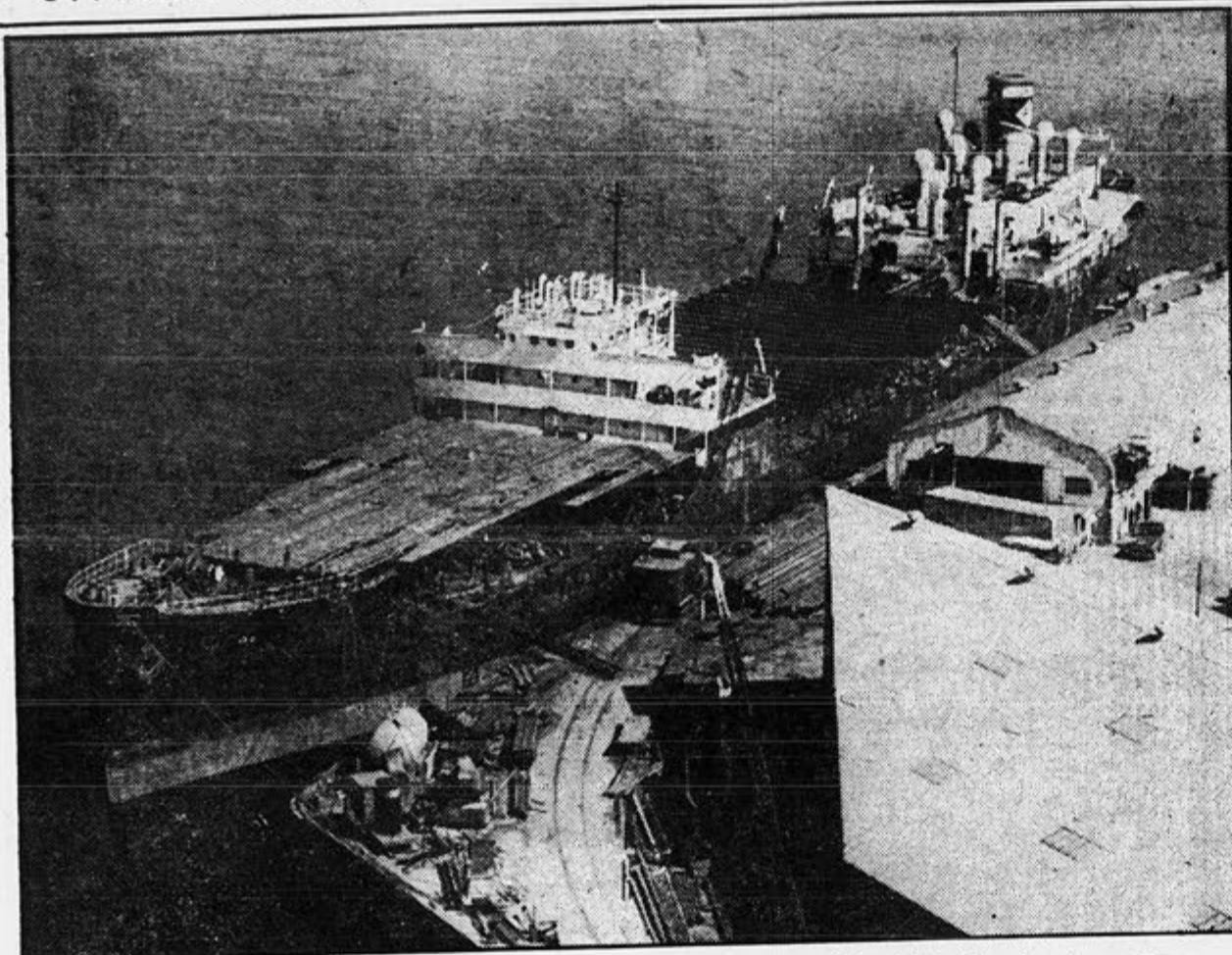
9. It is to be noted that, pursuant to Article XXVII, Section 3, of the Constitution, that if the proposed amendments are adopted by a two-thirds majority of the valid ballots cast, the amendments are immediately effective.

Fraternally submitted,

K. Puchalski, P-89, J. L. Roberts, R-360, R. Principe, P-52, E. Puchalski, P-157, F. Panette, P-438, and W. Patterson, P-73







Aerial view shows SS Maxton during conversion work at Mobile Ship Repair, Inc. Over 400 SIU-affiliated Marine Allied Workers took part in the six-week job. In photo, forward deck nears completion while deck is being framed in over tanker's after deck.

## Another Tanker Is Converted To Piggyback

The SIU-contracted Pan Atlantic Steamship Corp. put a new piggyback tanker into service last week, signing on a full SIU crew at Mobile, Ala. She is the SS Maxton, the third placed in the company's sea-land service, operating between Newark and Houston.

Like her sister ships, Ideal X and Almema, the Maxton is a T-2 tanker, with a special deck mounted above the regular cargo tanks. On this deck, loaded truck trailers can be carried, thus permitting the vessel to carry a paying load in both directions, to and from the oil fields.

This newest ship in Pan Atlantic's sea-land fleet was purchased in April from the Marine Navigation Co., Inc. of New York for \$1,275,000. She was then the Marine Leader. The new owners changed the name to Maxton, after the North Carolina birthplace of Malcom P. McLean, president of McLean Industries, Inc., which owns both Waterman and Pan Atlantic Steamship Corps.

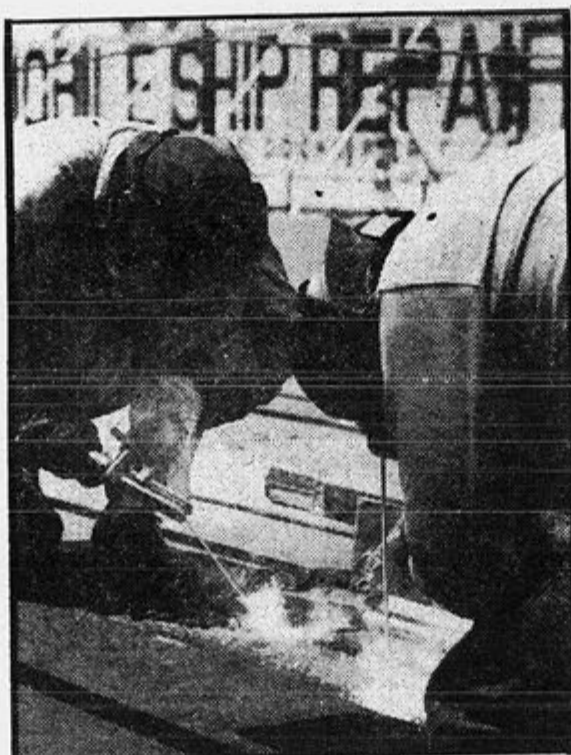
The Mobile Ship Repair, Inc., under contract to the SIU-affiliated Marine Allied Workers, was low bidder for converting the tanker.

It took six weeks, and 500 SIU marine allied workers, to complete the conversion. The special deck, containing approximately 3/4-million pounds of steel, gives the Maxton the appearance of an aircraft carrier, with the flight deck divided at midship.

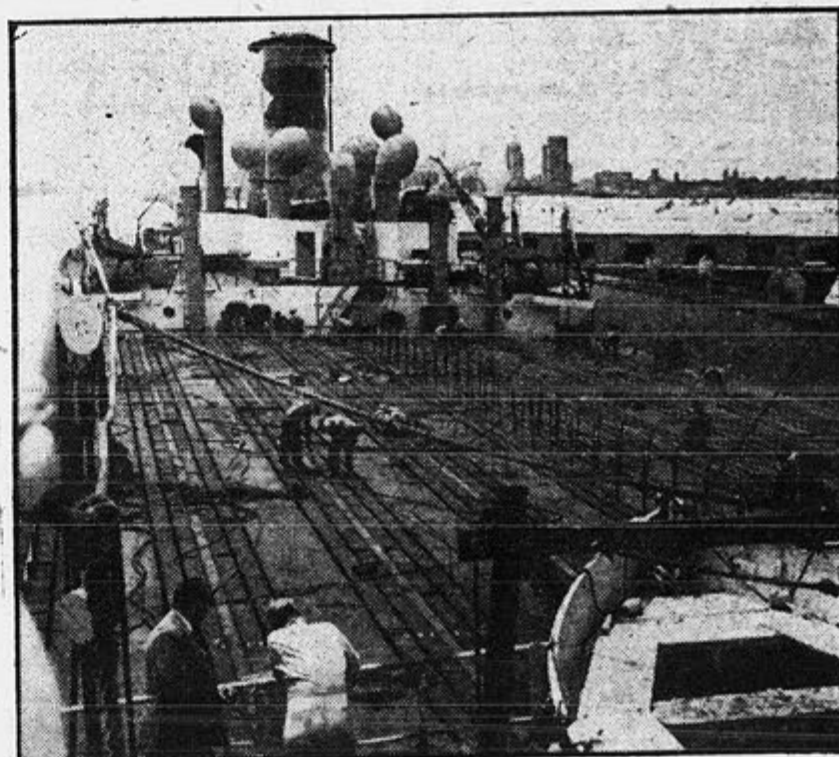
### Carries 66 Trailers on Deck

The Maxton is designed to carry 66 trailers, giving the SIU ship a total deck carrying capacity of 2,800,000 pounds. There are 20 33-foot trailers, with a capacity of 44,444 pounds, six 16 1/2-foot trailers, with an average weight of 22,222 pounds each, located on the forward deck. The after deck carries 40 of the 33-foot trailers.

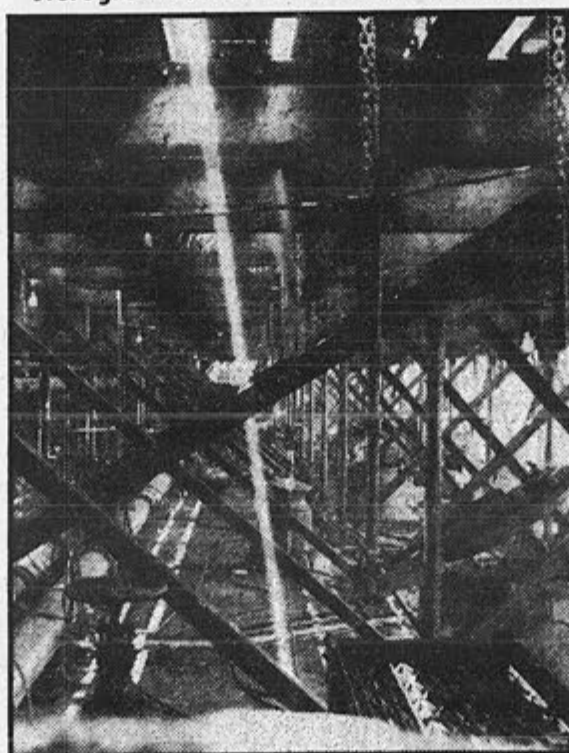
A special lifting device fits over the top of the trailers and can load or discharge a trailer in five minutes. A simple locking device is used to secure the trailers aboard ship. Through special square holes in the deck of the ship, legs from the trailers fit. A wedge-shaped piece of steel is driven through a slot in the legs, thus drawing the trailer down tight and locking it in place.



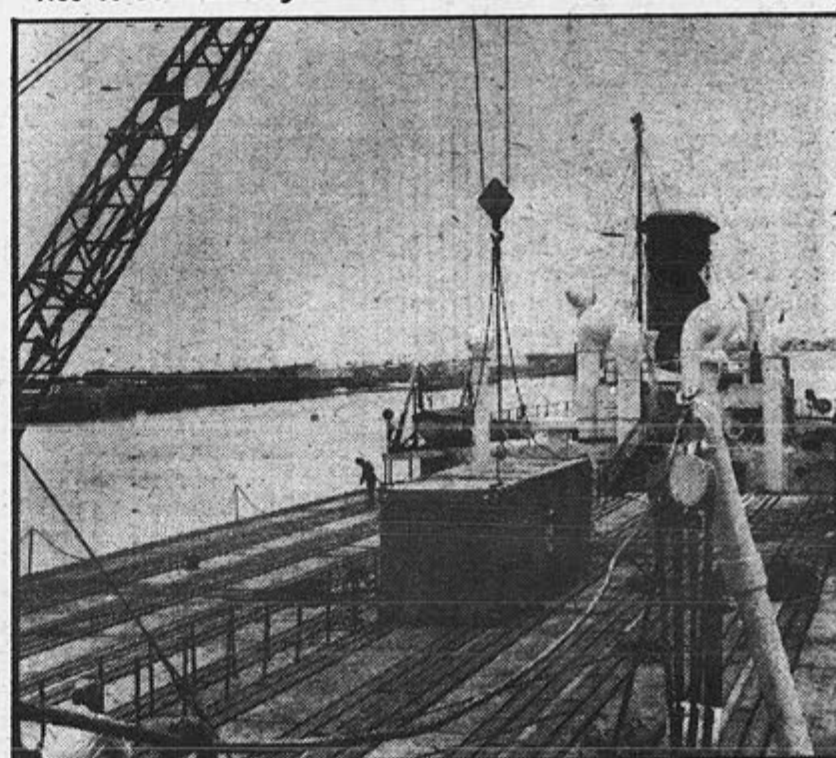
Two SIU-MAW members weld near slot (foreground) where trailer is fastened.



Finishing touches are put to flight deck aft. This deck carries 40 33-foot long trailers. Others are up forward.



Struts, I-beams and braces support new flight deck over regular deck of tanker.



Making a test, crane sets a trailer down on aft deck. In regular service an automatic device releases trailer.